

Rover Car Club Of Otago Tribune

October 2009



**THE OFFICIAL NEWSLETTER OF
THE ROVER CAR CLUB OF OTAGO**

Web Site: www.trccoo.freesevers.com

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2008 / 2009

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The Otago Rover Tribune is published by the Rover Car Club of Otago.

The views or opinions expressed by individuals are not necessarily those of the Club or Editor.

Club Postal Address Post Box 2075
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Rover Car Club of Otago.

Suggested & Organised Events 2009 / 2010

October 09

24th-26th of October. Otago Central Railway 130th celebrations, Middlemarch

November 09

Wednesday the 4th of November. Monthly meeting University Staff Club
Saturday the 7th & Sunday the 8th of November. Nove Rove heading to the Mandeville Air Museum and Borland Lodge in the Black Mount area.

December 09

Wednesday the 2nd of December. Monthly meeting University Staff Club

January 10

No monthly meeting

February 10

Wednesday the 3rd of February. Monthly meeting University Staff Club

March 10

Wednesday the 3rd of March. Monthly meeting University Staff Club

April 10

Friday the 2nd-Monday the 5th of April. ARCC Rally, Dunedin. See www.trccoo.freesevers.com for more information

Wednesday the 7th of April. Monthly meeting University Staff Club

May 10

Wednesday the 5th of May. Monthly meeting University Staff Club

June 10

Wednesday the 2nd of June. Monthly meeting University Staff Club
Best of British, Timaru. More details to come

Monthly meetings 1st Wednesday each month.

University Staff Club 7.00pm.

Drinks & Matter

Your support is essential.

There is always a good prize and this year there will be a 2nd and 3rd prize as well.

For those coming on the run, please bring my phone numbers with you, and when we meet please give me yours, so we can contact each other if the need arises. We don't want anyone else getting lost.

Bernie Halford. bshalford@xtra.co.nz

Home ph (03) 4876 870 cell (027) 2277 979

Steph's cell (021) 061 6007

PS. It's not too late to join us on the Nove Rove, just let me know you're coming.



The Nove Rove Trophy

From The Editor...

Did any keen Rover owners notice on TradeMe recently an unusual Rover 3 litre that had been hiding away for the last 25years?

This is a rather unusual model complete with many factory extras. It was listed as, 1964 Rover 3L Sports, factory extras include spot lights with original covers, rev counter and 4 extra gauges, power steering and auto. Looking smart in its dark green paint with good leather in cream colour. All together a nice example.

The bad news is it is sold and has been transported to its new home. The good news is it will be a car in our club as it was purchased on the spur of the moment by Mel Tapp.

A mate of mine recently emailed me a copy of the latest parts catalogue from Ashwater Forge & Foundry Ltd.

They manufacture chrome products and castings in the UK for classic cars. The catalogue shows about 15 products / parts for P4 and P5 Rovers. E.g. door handles, badges, light surrounds, number plate housings etc.

If anyone wants a copy of the catalogue, let me know & I'll email you a copy.

Ray P

A cop from the New Zealand Police was watching for speeding motorists but wasn't getting many. Then he discovered the problem- a 12-year-old boy was standing up the road with a hand painted sign, which read 'RADAR TRAP AHEAD.'

The officer then found a young accomplice down the road with a sign reading 'TIPS' and a bucket full of money. (And we used to just mow lawns!)

A motorist was mailed a picture of his car speeding through an automated radar post in the Manawatu with a Fine of \$160 included. Being cute, he sent the police department a picture of \$160. The police responded with another mailed photo of handcuffs.

Bumper Sticker Suggestion Of The Month

Forget the Joneses, I keep us up with the Simpsons

ROVER CAR CLUB of OTAGO

MINUTES of meeting of members, held in the University Staff Club, 7pm Wed 7th of October 2009.

PRESENT Ross Allan, Walton Brown, Reid Buchan, Ian & Eleanore Clark, Bernie Halford, John Moore, Stuart & Jacqui McCraw, Alastair McInnes, Jeff Sparrow, Norman Sparrow

APOLOGIES Ray Pilley

CORRESPONDENCE Club newsletters received from - Bay of Plenty, Canterbury, Manawatu, Waikato, Australia

David Chant re sale of 1996 Rover 800

Registration forms for ARCC Rally 2010 sent to all Otago Club members 8/9/09
Taieri Gorge Railway requesting advice of numbers attending Middlemarch celebrations 24/26 October

MEMBERSHIP New member Bob McBurney (1974 3500)

SUBSCRIPTIONS Subscriptions received Town 18, Country 18
Outstanding subs - Unpaid subs are now OVERDUE. Immediate action is required
Pay Direct to any branch of Westpac Bank. Our A/C details are - Westpac Bank, Moray Place Branch, George St, Dunedin - Account number 030905 0035654.00

TRIPS & OUTINGS

Bernie's "Use it Day"

Unanimous vote of thanks to Bernie and Steph for a most enjoyable outing (14 cars)

Otago Central Railway 130th Celebration Middlemarch 24/26th October

Nove Rove 7/8th November Manderville Air Museum - Bernie advised there is no need for sharing cabins at Borland Lodge

Best of British Timaru June 2010 (details to come)

GENERAL BUSINESS

ARCC RALLY 2010. Registrations (25) Auckland 1, Otago 12, Canterbury 7, Nelson 2, Taranaki 2, Waikato 1, Further registrations expected from Otago, Canterbury, Nelson

Stock for sale, Club Tee-shirt - burgundy with white stripe (4 sizes) \$30 each

Woven Badges (black or red background) \$10 each

The meeting closed at 8.15pm

Next meeting Wednesday 4th November 2009

sem 8/10/2009

Once finished here we will head for Borland Lodge. (**\$28 per person for Cabin**)

I have spoken to the manager there again and seems like there will be no need to share cabins. He tells me they now have more than enough available for us.

Remember to bring, **Pot luck tea, Drinks, Breakfast, Bedding, pillows** and plenty of good humour.

Sunday we will endeavour to leave Borland by 10am, depending on the mood of the day. If people are keen and the weather is OK, we could come back via the coast, or maybe down through Otautau or Winton, have lunch together before the Central members head off in the other direction. No fixed plan at this point in time.

Remember there is the Nove Rove Trophy that goes to the organizers choice. It's important to keep your car looking tidy both inside and out as I can get a little nosy, and the prettiest car won't always win.

We will once again be running a raffle to raise funds for the Easter National Rally; we again need your support for this.

If you can't make this weekend we would still appreciate your support of the Rally Raffle.

The Raffle is limited to 150 Tickets, and are \$2 each. Members can buy a minimum of "5 tickets" by posting a cheque to: Bernie Halford, 1 Orr Street, Concord, Dunedin 9018. to arrive no later than the 6th November.

Make cheque out to Rover Car Club of Otago.

If you have e-mail, I can let you now your numbers before the raffle is drawn.

Nove Rove 2009

7th & 8th November

We'll LEAVE Performance Cars, Kaikorai Valley, Dunedin at 9.30am sharp. **Please arrive before this time.**

We will stop in Balclutha near the South end, somewhere close to the Ford agents.

LEAVING Clutha at 10.45am sharp.

Arriving at Mandeville Air museum at approx 12noon.

Gold coin donation is required for entry.

We will have lunch before looking through the museum; shelter is available if it is wet or cold.

I have just found out that there is The Moth Restaurant at the airfield so if you'd rather eat there, than have a cut lunch, you can make your own booking by ringing **(03) 208 9662.**

Also if anyone is interested in taking a joy ride in a Tiger Moth or a Fox Moth you must book that a few days before we go by ringing (03)2089755.

Tiger Moth is \$85 each (minimum 2 people)

Fox Moth is \$55 each (minimum 2 people)

Max passengers per flight is 3 people (little cheaper for 3)

Costs based on 10 minute flights.

I'm hoping that some Southern members can meet us for lunch.

Ignition October 2009.

Following the "Use It Day" last month which everyone thoroughly enjoyed, with even the weather providing an encouraging warmer / sunnier day, we now have the "Nove Rove" coming up fast.

If you have not already done so, please advise Bernie of your intentions to attend, its not too late yet, room for more. Should be a Great Weekend.

This months meeting was well attended as per the minutes in this edition of the "Tribune". Registrations for the ARCC 2010 Rally are steady with an encouraging response from most of the Rover Car Clubs. The actual registration numbers are also detailed in the enclosed minutes. The organizing rally details are being steadily ticked off with most of the important items now finalized. Rally letter No 2, thanks to Secretary Alastair, has all the details and some interesting historical information supporting the Rally programme. So keep those ARCC Rally registrations coming.

I'm still having trouble with the P5 Coupe exhaust manifold, despite renewing the gaskets twice and a thorough clean and inspection of both the cylinder head and manifold surfaces for defects. Still hope is eternal, and I'm aiming to have the Coupe on the "Nove Rove".

Being in Nelson now, I have left the Rovers at home with the wintery weather but it seems to have followed me up here. My intention is to be back in Dunedin late October in time to repair the Coupe for the Nove Rove!

Please do not forget the Steam and Vulcan Railcar display Labour Weekend. With so much on at this weekend time, they have organized a park and display area for "Classic Cars" at Middlemarch. We have not organized a "Rove", but have advised the organizers that the Rover Car Club supports the weekend and up to nine Club cars may attend at some time over the weekend.

Spring will be here, but when is the question?

Enjoyable and Safe Motoring.

Norman Sparrow.

SUBSCRIPTION REMINDER

Those members who have not paid their annual subscription by the 31st October 2009, will have their name removed from the Newsletter mailing list.

A McInness. Secretary/Treasurer

NEWSLETTER No 2

Association of Rover Car Clubs of New Zealand Inc

NATIONAL ROVER RALLY EASTER 2010

WELCOME

The Rover Car Club of Otago extends to all Rover Car Club members a very warm welcome .

REGISTRATIONS

We have been enormously encouraged by the response to date, and remind you to send in your registration as soon as possible .

The dead line is 30th November 2009

Registrations to date are as follows

Auckland	1	Otago	12
Bay of Plenty		Taranaki	2
Canterbury	7	Waikato	1
Manawatu		Wellington	
Nelson	2		

FORMS

Copies of the Registration form, Program, and the schedule of Accommodation in the South Dunedin area, are all available, and can be downloaded from our website www.trccoo.freesevers.com

THE OTAGO CENTRAL RAILWAY

The railway branched from the South Island Main Trunk at Wingatui, 12 kms south of Dunedin, and ran through Middlemarch, Ranfurly, Omakau, and Alexandra to Cromwell, 235 kms from the junction.

The route was chosen from 7 proposed in 1877 because it opened up the greatest area of Crown Land, presented the fewest engineering difficulties, and was the most direct route to Dunedin .

By the mid 1870's the gold rushes in Otago were over and attention was being focused on agriculture and pastoral potential of Dunedin's hinterland. Roads were notoriously bad and railway was seen to offer the best means of improving transport and communications.



There, Fixed It!!!



A Car To Die For

One day in early 1950s while staying with my Uncle not far from where I live south of Balclutha, a lovely green car arrived. One I had never seen before and this was my first sight of a Rover car.

The proud owner was a friend of my Uncle who often called and sometimes stayed to go pig hunting and rabbit shooting. He paid around £1300 for it, a lot of money in those days. It was a 1951 model 75. On the ledge by the back window I noticed a .22 rifle and later I was allowed to take it and shoot rabbits up the hill behind the old house. Little did I know that within a year the car would lead to the death of Johnny Hughes and the rifle I used to shoot rabbits kept on the ledge in the Rover would be the instrument of his death.

I only meet Johnny on the odd occasion but liked him for the time he took to show me safety tips about shooting and always a kind word. Around 1955 he moved south to work at the freezer just out of Invercargill where he stayed in the camp at the works and became friendly with the caretaker one Harvey Allwood. Harvey took a great liking to the Rover car and often borrowed it and travelled with Johnny on trips to Dunedin and around the area.

Allwood wanted to buy the Rover and it was agreed that at a time suitable to them both, Allwood would buy it for £1000. Johnny and Allwood went to Dunedin where his brother was engaged in the motor trade, and Johnny told him he was selling the Rover to Allwood and to keep a look out for another car and advise him when he found one. On the way back south, they got on the booze and decided to go up through Central Otago and over to Te Anau. It was to be the last journey for Johnny as on stopping along the way Allwood used the .22 to shoot Johnny twice in the head and bury his body well up the road between Te Anau and Milford.

I was around 14 at the time and was quite upset at the news of what had happened and although on the odd occasion would recall the event, it was just this year that my thoughts turned back to the times I spent with this kind gentle man. From the library the book "Guilty On the Gallows", that includes the story about Johnny's murder and the fate of Harvey Allwood who was hung for his murder in 1955. It was then I realised it was the .22 that lay on the ledge in the back I used to shoot with that also killed a nice gentle man for a Rover 75 and the wad of cash in the glove box.

Mel Tann

Construction began in 1879, but progress was slow. The first section, 27kms to Hindon, was open to traffic in 1889, Middlemarch in 1891, Ranfurly 1898, Omakau 1904, Alexandra 1906, Clyde 1907, and finally reached Cromwell in 1921.

The railway played a major part in the development of Central Otago. Thousands of tons of farm produce and fruit and hundreds of thousands of head of livestock were railed each year to Dunedin and points north.

Supplies for Central Otago went by train from Dunedin that travelled overnight for early delivery in country towns. Petrol and oil, lime and fertilizer, fencing materials, drain pipes, seeds, bread and milk, newspaper, mail, and parcels from Dunedin merchants to the country storekeepers.

The daily passenger only, or mixed passenger and freight, train carried the people of Central to Dunedin and beyond, the children to school, the soldiers to war, the salesmen, the honeymooners, and the holidaymakers.

Transport licensing protected the railway from road competition until 1961 for carriage of livestock, and until 1983 for general freight.

Removal of these restrictions, and improving roads meant the decline of the line, and in 1976 regular passenger trains ceased.

In 1979 the newly formed Otago Excursion Train Trust ran its first public excursion train from Dunedin to Cromwell.

In 1980 construction of the Clyde Dam required the closure of the section between Clyde and Cromwell, but transport of cement and steel for the dam provided steady business for the line till 1989.

In December 1989 the Minister for Rail announced the line would be closed from 30 April 1990.

The birth and growth of the *Taieri Gorge Railway* will be featured next issue of the Newsletter

Rover Car Club of Otago Rally Committee

Contact address PO Box 2075, South Dunedin 9044
Dunedin 10/10/2009

The “USE IT” Day

This turned out to be a real success story (for most).

The weather on the day was perfect and cars turned up from all over for our run from Dunedin.

11 cars left Kaikorai Valley picking a further 3 cars up at Outram. Unfortunately we had already had 2 casualties by then, 1 car broke down in Mosgiel with the occupants hitching a ride in a trusty P6B, and the other casualty had been lost never to be found again.

We hope to have learnt from this, that we have to watch out for all cars on a run, every one making sure they keep an eye out for the Rover behind them as well as the one in front.

After travelling up through the Hindon area we arrived at the Clarks Junction Hotel for lunch.

Having 29 people on the run made a busy couple of hours for the one cook. She did a great job of feeding us well, along with some refreshments. Everyone seemed to enjoy a good old natter in the sun shine finally heading for home around 3.30pm.

SOUTHERN RUN.

Nick H did a great job of rounding up the Southern members for a run from Invercargill. The P6 V8 gang headed out from Invercargill to pick up a slick P5 in Winton before heading to Gore and on up to Waikaka for their pub lunch. Back home via an interesting route that Nick had organised.

I'm sure that the great weather had something to do with the number of cars that got out and about for the day, but what ever the reason I'm overjoyed to have had 20 Rover's on the road that may other wise have been in the garage. Thank you to Nick and thank you to everyone that supported this “USE IT” day.

Bernie H



Two 1964 P4 110s at Clarks Junction



More club cars on the “Use It” run