

Rover Car Club of Queensland Inc

NEWSLETTER - January 2024

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The
LAND - ROVER

FOR THE FARMER, THE COUNTRYMAN
AND GENERAL INDUSTRIAL USE

A black and white photograph of a Land Rover Series I vehicle. The vehicle is shown from a front three-quarter angle, with its front hood and grille visible. The word "LAND-ROVER" is printed on the front bumper. The background is dark, and the vehicle is illuminated, creating a high-contrast image. In the upper right corner of the advertisement, there is a smaller, ornate logo for "ROVER" featuring a crest with a crown and wings.



Your Club Committee:

President	Gary Bickford	0419 742208	bickfordgi@gmail.com
Vice President	Craig Barraud	07 32652133	wwshockabsorbers@iinet.net.au
Secretary	John Lowe	0481 769111	committee@roverqueensland.asn.au
Treasurer	Max Thorne	0414 601950	info@roverqueensland.asn.au
M/ship Registrar	Ross McCormack	0403 040334	membership@roverqueensland.asn.au
Rove Co-ordinator	Damien Ash	0490 007395	tips.and.rovers@gmail.com
Newsletter Editor	Martin Younger	0447 585742	qldrovernews@gmail.com

Other Committee Members:

Ray Armitage	0401 479396	raymondarmitage@hotmail.com
John Coutts	0427 281727	john.patti@bigpond.com
Robert Johnson	07 3286 1956	

General Club Meetings:

Held every 2nd Tuesday of each month (with the exception of January). Meeting time 7pm (for a 7.30 start) at **Grange library, 79 Evelyn Street, Grange QLD 4051**

Meetings are available for All members to attend - please email if you would like to put a question or suggestion to the club, but cannot attend in person. Attendance by Zoom is available to members, a link will be sent prior to the meeting.

Meeting Minutes can be opened and downloaded on the website via this link: [Rover Car Club of Queensland \(roverqueensland.asn.au/minutes.php\)](http://Rover Car Club of Queensland (roverqueensland.asn.au/minutes.php))

2024 Membership Fees

A reminder to all club members that the 2024 membership Fees will be due in February.....

Remember - Membership Cards are only issued to financial members, and you will need to be financial if your car is running on Club Rego (or you will be in trouble with the Police if stopped !)

Our Fees for 2024 are **\$50 for local Members**, or **\$30 for Country Members** (Country Membership is defined as where you live more than 100 kms from Brisbane, ie: North of Gympie, West of Toowoomba, South of Tweed Heads or Interstate.)

Payments by Bank Transfer / EFT to Rover Car Club of Queensland Inc. Please use membership number and surname as reference when paying by bank transfer. Email info@roverqueensland.asn.au to advise Ross McCormack when your payment has been sent.

Membership payments to: BSB: 034-090

Account Nr: 219721

Name: Rover Car Club Qld Inc.

A brief word from our President....

New Year 2024

I hope that all had a good Christmas break.

This year looks to be another good year for our club with both new and traditional going's on.

We will be having our regular favourite Roves like Breakfast on the Mountain, Samford Show, The Presents Movie and Pizza Night, SOE (Standard Of Excellence) at the All British Day and The Christmas Party.

A recently new event is a mid year Special Event to mark a significant event or time in Rovers history. Last year the celebrations were at The Fox and Hounds marking the 75th year since Land Rover began and 60 years for the first P6 Rover being manufactured.

I wonder who or what this years special event will be about ? [**](#)

Week end Roves:

There will be a Week end Rove to Yamba planned during the year – watch out for details, also we plan a Week end Rove to see Brian Mills very special Land Rover (in Toowoomba).

Please remember and reserve your spaces on the National Rove “Beyond the Blue Mountains” this year – this will be a great trip to be part of. See pages 30 – 33.

I want you to know that your Committee is working on making this year a great year.

A few things that you may not know is that our Secretary is John Lowe, Craig Barraud is our Vice President, Max Thorne is our Treasure, Damien Ash is our Roves coordinator, Ross McCormack is our Registrar, Martin Younger is our News Editor, and we have other support in the Committee from John Coutts and Robert Johnson.

Additionally Ray Armitage is our Rep for the Queensland Motor Council and Karen & Trevor Eastley for trophies. Thank you committee and helpers for your continued service.

I especially want you to know that we are all interested in your vehicles (Roadworthy on Not) so for all members - especially Country Members who we may rarely see your vehicles, please take a small amount of time to write a few words and send in your stories and photos about your vehicles to Martin.

At the Club Christmas Lunch / Party on 9th December I announced the 2023 RCCQ awards. A list of the worthy recipients is on page 29. Congratulations all!

Sadly, since that day, we have learned of the passing of one of the Award recipients, our long time friend and Member Frank Thorndike. There is a notice below requesting members support in attending Frank's funeral. I hope we can celebrate Frank's life and his contributions to this club over many years.

In the meantime I look forward to seeing you at one of our 2024 events or talking by phone or email. I also appreciate your continued support. Enjoy the Newsletter.

**Your President,
Gary Bickford**

[** Editor's note...there may be a suggestion on Page 34 !!](#)

New Club Members:

Welcome to our recent new club members:

Christopher Darby from Grafton NSW 2460 (1974 P6B)

Susan Stephens from Atherton QLD 4883 (1993 Range Rover 6 Wheeler)

Richard Hobbs from Hollywell QLD 4216 (1981 SD1)

Peter O'Brien from Longreach QLD 4730 (2005 Rover 75 Diesel)

Getting help with your car

As a club member, if you need help such as an answer to a question, possible repairers, or even need help to locate parts or manuals, the members listed below will be pleased to give whatever assistance you need, and if they can't help, someone else in the club will surely be able to !

MODEL(S)	CLUB EXPERTS	PHONE	EMAIL
P4	Robert Johnson	07 3286 1956	n/a
P5 / P5b	Max Thorne	0414 601 950	maxthorne@hotmail.com
	John Lowe	0481 769111	julielowe800@gmail.com
P6 / P6b	Ross McCormack	0403 040334	rossmac775@gmail.com
800 / SD1	Craig Barraud	07 3265 2133	wwshockabsorbers@iinet.net.au
Rover 75	Ross McCormack	0403 040334	rossmac775@gmail.com
	Damien Ash	0490 007395	tips.and.rovers@gmail.com
Land Rover S1	Raymond Armitage	0401 479396	raymondarmitage@hotmail.com
Land / Range Rover	Craig Barraud	07 3265 2133	wwshockabsorbers@iinet.net.au

Looking to Buy or Sell a Rover ?

The club may be able to help. Finding a genuine Rover enthusiast to take on ownership of your car can be easier if you let club members know that you have one for sale. We can include details in the Newsletter and in the Website Classifieds. Contact the editor (Martin Younger) for Newsletter entries or one of the other Committee members.

Getting help and advice on finding a specific model of car can also be made easier to newer members if you have the benefit of expert knowledge and as a starting point you may contact the experts listed above who will be more than happy to provide advice and possible leads.

Parts and servicing

See other parts suppliers and servicing of Rovers, see the details in the "Links" section below.

Previous Club Events:



RCCQ
Events



RCCQ Land
Rover Events



Interstate
Club Events



Other Car Club Events



Meetings



All British Day - Sunday 17th September 2023



ABD 2023 run by the MGCCQ was held on yet another stunningly sunny day at Tennyson and was a well organised and attended show, with a good turn out of cars from RCCQ members.

Special congratulations to Geoff Victor for winning the trophy for Best Classic vehicle Pre 1981, with his 1969 Rover P5b Coupe.

Your trophy cabinet will surely need extending soon, Geoff? 😊





October Rove: Sausage Sizzle at Grey Gum Picnic Area, Mount Cootha

Brilliantly organised by Damien, we had a lovely run to the top of the mountain and a shady BBQ area.

Some shared food provided by everyone who attended, and Sausages and Steaks provided by the Club.

All in all a really nice way to spend time and catch up with club members.

Sadly, Max Thorne was still not well enough to make it to this event but his family came along in his place and it was good to meet them !



November Rove: Fish and Chips at D'lish Fish and Chippery, Wilston.

I couldn't personally attend, but am told that the venue was excellent and a great time was had by those who did attend. Top marks for organising again Damien.





RCCQ Christmas Party on Saturday 9th December:

What a lovely venue, top marks again Damien !!

The Jindalee Hotel room was perfect for our group.

The Xmas meals, serving staff and décor were excellent. Definitely worth re-booking.

Gary announced the Club Award winners for 2023. (Award Recipients are listed further on in this newsletter). Well done once again to Ross McC who spent considerable time making the Award Plaques. What a star.

Josh and Nicole Dyer let us know their news (see the Congratulations page below) And it was great to see Max back out again and looking good.

I hope that everyone who went enjoyed the afternoon as much as Jill and myself did.







A great way to close off the 2023 club activities !

Upcoming Events in 2024:



RCCQ
Events



RCCQ Land
Rover Events



Interstate
Club Events



Other Car
Club Events



Meetings



February Rove - Sunday 25th Feb 2024

Provisional Plans, TBC:

Join us for a scenic drive out followed by Lunch at the Tamborine Diner, 12 Main Western Road Tamborine Mountain QLD 4272. A 50's style American Diner with a dedicated club meeting room.

Let's make this first Rove of the year a Good one, and give the Storm Battered Tamborine Village economy a small boost. Damien will be emailing further info later in the month.



VALE – Frank Thorndike

Note: the message below was emailed to club members by Ross McCormack on 29th December, but is repeated to ensure we reach you all.

Passing of Frank Thorndike

I have just been informed that long time Rover Club Life Member Frank Thorndike passed away on the 22nd of December. His son David has indicated that the funeral will be on the 12 January but will let me know when a definite date has been arranged.

Frank was an original member of the club, joining in 1976. He was the News Flash editor for many years and he and his wife Margaret were very active in the club with his Rover 2000.

Frank has had an ongoing battle with his health (cancer) over the last few years and we were lucky to catch up and say hello at the Fox and Hound Luncheon this year.

David has said his father would love to have some P6 Cars at his funeral.

Although time is short, the Club would very much like to have club members who knew Frank in attendance, especially as many of those with P6 cars as possible as a mark of respect.

Please contact Ross urgently if you may be able to attend, thank you.



Article: History of Rover and Timeline Milestones



(Based upon an article produced by MG Rover Group on the 100th Anniversary of Rover cars in 2004)

ROVER - RESERVED AND REFINED BRITISH SALOON CARS

The Rover Co was at the heart of Britain's motor industry, from its formation in 1877 as a cycle and subsequently a motorcycle manufacturer, and later from 1904 as a car manufacturer. The products that bore the name Rover were perceived as quintessentially British, reliable and timeless designs flourishing on innovative engineering and style.....

Towards the end of the 19th century, the city of Coventry had become the capital of the British cycle industry. Foremost among many bicycle makers in the city was the Rover Company, which in 1884 had pioneered the modern safety bicycle, which enabled its makers to claim that 'the Rover Set the Fashion to the World'.

The company had been founded in 1877 as a partnership between John Kemp Starley and William Sutton. While Sutton soon pulled out of the business, Starley was to remain at the helm until his death in 1901. As early as 1888, he built an experimental electrically powered tricycle. However the Rover Company only entered into production of self-propelled vehicles in 1903, with the first Rover Imperial motorcycle powered by a conventional petrol engine.

In 1904, the first Rover car was introduced - the single cylinder 8 hp model designed by Edmund Lewis which had the first central backbone chassis in the world.

A slightly smaller and cheaper 6 hp model of 1905 had a conventional chassis but featured an early example of rack and pinion steering. In the same year, Rover built its first four cylinder cars, the 10/12 and 16/20 hp models, and in 1907 a 16/20 hp model driven by Ernest Courtis won the Tourist Trophy race in the Isle of Man.

Over the next few years, Rover made a wide variety of cars, including some models with the Knights sleeve-valve engine, but in 1912 two new cars were introduced to replace all the earlier models a 3.3-litre 18 hp car and the better known 2.3-litre 12hp model, designed by Owen Clegg, and which for many years formed the backbone of the Rover range.

Cycle production also continued, and Victor Louis Johnson won a gold medal on a Rover racer in the 1908 Olympic Games, while in 1911 a new 3.5 hp motorcycle was also introduced.

Production of two-wheelers continued into the 1920s.

During the First World War, Rover supplied motorcycles to both the British and the Russian Armies, and the company built Maudslay trucks and Sunbeam cars to fulfill government orders.

In 1919, a revised 12 which soon became known as the 14 was put back on the market. In the same year, Rover bought a design for a small car produced by Jack Sangster of the Ariel motorcycle company. This became the Rover Eight which was manufactured in a new factory at Tyseley in Birmingham.



The Eight had an air-cooled flat-twin engine, a type of power unit often associated with motorcycles or the contemporary flimsy cyclecars, but the small Rover was well made and sturdy. At one time it sold for as little as £145 and was deservedly popular in the market, until eclipsed by the four-cylinder Austin Seven.

In 1924 Rover brought out a complementary four cylinder Nine, and began to move their products up-market, away from direct competition with the mass produced Austins and Morris. In the same year, the 14/45 was launched - a technically interesting car with an overhead camshaft engine for which Rover for the first time was awarded the Dewar trophy, but a heavy and underpowered car, later fitted with a more powerful engine as the 16/50.

The next few years were difficult for the company. In 1928 the Nine was replaced by the somewhat undistinguished 10/25 which in various forms survived until 1933, and in the same year Rover introduced its first six cylinder model (apart from a prototype 3.5 litre car of 1923). The 1928 2-litre had an overhead valve engine and sold for £410 in tourer form. The Light Six of 1930 cost even less and used the same engine in a shorter chassis. One of these cars, with fabric covered bodywork, entered the history books by beating the famous Blue Train in a race across France. A longer chassis car with a 2.5 litre six cylinder engine of 1930 was christened the Meteor.



ROVER LIGHT SIX SPORTSMAN'S SALOON

Genuine Weymann Body.

Finishing details of Standard and Regal Models overleaf. See separate sheet for Prices.

Overall length, 13 ft. 3 ins. (Do. over Bumpers, 13 ft. 10 ins.) Overall width, 5 ft. 3 ins. Overall height, 5 ft. 6 ins.

In 1931, Rover planned a complete departure from their existing range, with the rear engined Scarab - a small car designed to sell at £85. A prototype Scarab was displayed at the London Motor Show but the car did not go into production.



More significant for the future was another show debutante, the 1.4 litre Pilot with a fashionable small six cylinder engine and a freewheel in the transmission.



The Rover Company came under new management in 1933, with the Wilks brothers taking charge - Spencer as managing director, Maurice in charge of engineering and design. Between them they formulated a new product philosophy, that within a few years would make Rover "One of Britain's Fine Cars", with a discreet and understated image of typically British quality.

For 1934 they introduced new 10 and 12 hp four cylinder models, while the six-cylinder 14 was developed from the old Pilot. It was later followed by similar 16 and 20 hp models, which gave Rover extensive market coverage. Between 1933 and 1939, annual production increased from 5,000 to 11,000 cars, and net profits soared from £7,500 to £200,000.

From 1936 onwards, Rover participated in the government's shadow factory scheme, building new factories at Acocks Green in Birmingham and at Solihull. With extensive war damage to the original Coventry factory, after 1945 Solihull became the main production site.

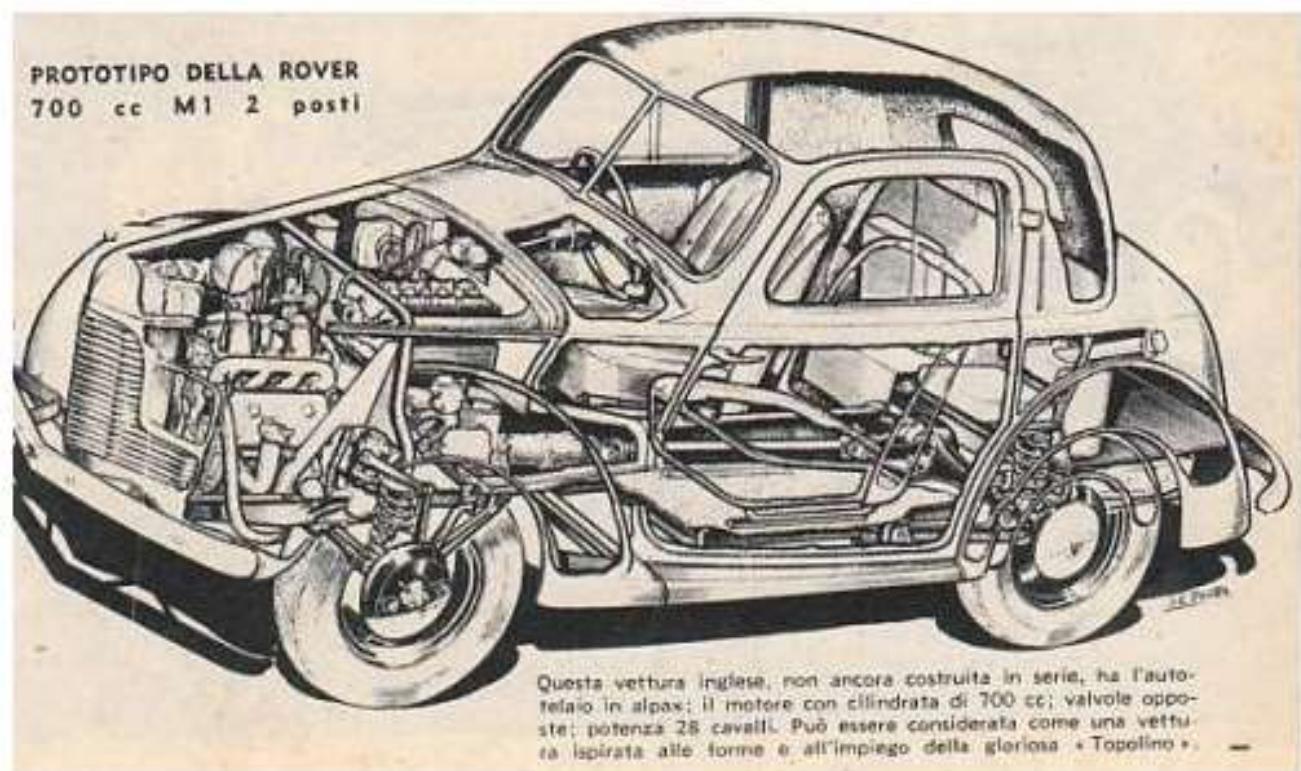
During the war the company built aero engines and contributed to the early development of Sir Frank Whittle's jet engine before this project was turned over to Rolls-Royce.

The early postwar range consisted of the 10, 12, 14 and 16 hp models, in saloon or sports saloon form, but in early 1948 Rover brought out their first proper postwar cars - a four cylinder 1.6-litre 60 and the 2.1-litre six cylinder 75, with all new engines featuring overhead inlet and side exhaust valves, in a new chassis with independent front suspension and hydromechanical brakes.

These cars were known as the P3 models.



In 1946 Rover built another experimental small car, the 700cc two-seater M1, which was another attempt at a small, economical car, but again this car did not make it to production.



Questa vettura inglese, non ancora costruita in serie, ha l'autotelaio in alpax; il motore con cilindrata di 700 cc; valvole opposte; potenza 26 cavalli. Può essere considerata come una vettura ispirata alle forme e all'impiego della gloriosa «Topolino».

More significantly, In 1948 Rover also brought out the Land Rover, with the engine from the 60 saloon, 4x4 transmission, and fitted with utility Aluminium bodywork.



At the 1949 Motor Show, Rover showed the new P4 model, at first only available in 75 form with the six cylinder engine. This had an all new body with full width styling in the American idiom, and for the first few years a very un-Rover like radiator grille with a centrally mounted fog lamp which earned this model its "Cyclops" nickname. It was later succeeded by a version of the original Rover grille, and the P4 range went on to become a much loved car, best known affectionately as the "Auntie" Rover, with a dignified and very British presence.

When the P4 range finally bowed out in 1964, more than 130,000 of these cars had been built, a significant number for the time.



A P4 was the basis for the extraordinary JET 1 of 1950, the world's first gas turbine engined car, inspired by Rover's wartime involvement with the jet engine. This car earned Rover the Dewar trophy for the second time and was driven at speeds over 150 mph. Over the next few years Rover built several experimental gas turbine cars, including the T3 of 1956, a four-wheel drive coupe with a glass fibre body, the T4 of 1962 with front-wheel drive based on the as yet unannounced 2000 model, and finally, in co-operation with BRM, a racing car which competed in the Le Mans 24 hour race in 1963 and 1965, finishing tenth in the latter year at an average speed of over 100 mph.

Subsequently however the company gave up turbine development as the technology was not yet suitable for production cars. (Editor's note: the Rover jet Turbine cars were covered in an interesting article in the May 2023 RCCQ newsletter)

A major step ahead for Rover came with the P5 model of 1958, a large luxury saloon with a 3-litre version of Rover's six-cylinder engine. It was the first Rover car with unitary bodywork, styled by David Bache. This model combined elegance with dignity, and had a traditionally well-appointed interior.



Later developments of the P5 included the more rakish coupe with a lowered roof line, and the 3.5 litre V8 model of 1967 which for the first time used the all aluminium V8 engine to a design bought from the American Buick company.

The 3.0 and 3.5-litre models became favourites for transport of dignitaries, including British Prime Ministers from Harold Wilson to Margaret Thatcher, and HM The Queen used these cars for her private motoring.

In 1963, Rover entered a new market sector with the P6 2000 model. This was a compact and sporting saloon which started the trend to the so called "executive" cars. It had an all new overhead camshaft four-cylinder engine, an all disc brake system, and a de Dion rear axle. It was the first British car to be fitted exclusively with radial tyres.



The P6's advanced engineering and styling, coupled with traditional Rover values, earned it the accolade of Car of the Year, in the first year that this international award was made. Later on, the P6 range was extended with the V8 engined 3500 model, which put Rover on the map as a high-performance car. The last derivatives of the P6 were made in 1977, by which time the range had become the best-selling Rover ever with a total production in excess of 325,000.

The steady contraction of Britain's motor industry in the postwar period would not leave Rover untouched. In 1965, Rover bought the small Alvis company of Coventry, maker of hand built luxury cars as well as military vehicles, and in the following year Rover itself was bought by the expanding Lancashire based truck maker Leyland who already owned Standard Triumph.

Then in 1968, the grand alliance of Britain's motor industry was created when the Leyland group merged with Britain's largest maker of popular cars, BMC, whose roster included Austin, Morris, MG and other makes, and which had previously allied itself with the Jaguar company.

Within the Leyland hierarchy, Rover was eventually merged with Triumph (and, for a time, Jaguar) as a maker of upmarket specialist cars.

The P5 model was discontinued in 1973 without a successor. An even larger and more luxurious P8 prototype remained stillborn, reputedly as it was thought to be too close competition for the Jaguar XJ6. Similarly, the mid-engined P6BS sports car did not go into production, but an important newcomer was the first Range Rover of 1970 with which Land Rover expanded their range of four-wheel drive vehicles into the luxury sector.

The next new Rover car was the SD1 of 1976, which like the P6 before it took the Car of the Year title. Initially available only with the V8 engine as the 3500 model, the range was subsequently widened with four and six cylinder versions, as well as Rover's first diesel engined car. The engineering of the SD1 was less adventurous than its P6 predecessor but its sleek five-door fastback body gave it a unique market position in the executive class.



The SD1 became a successful saloon racing car and with this car, Rover won their second TT race only 76 years after the first. A fuel injection engine was fitted to the Vitesse version, which was the fastest ever Rover production car.

Meanwhile, the parent company British Leyland had encountered financial difficulties, which in 1975 had led to the effective nationalisation of the company by the British Government. An immediate programme of drastic restructuring was initiated by Michael Edwardes, who became chairman in 1977.

Edwardes also initiated a link up with Honda, and selected Honda car models were built under licence - an example was the first Rover small car for many years, the first 200 series of 1984, which was also the first front-wheel drive Rover car. A programme of joint Honda / Rover development was then started for a new executive car; project XX, which was introduced as the first Rover 800 in 1986.



This was also a front-wheel drive car, fitted either with a Honda V6 engine or Rover's own new 16 valve 2 litre four cylinder engine, originally available only as a four door saloon but later joined by a five door hatchback which was offered as a high performance Vitesse model.

In the same year that the 800 was introduced, Graham Day was appointed as chairman of BL. Day quickly renamed the company Rover Group and began a programme of moving the company and its products up-market once again, away from the mass market. He was also charged with completing a re-privatisation programme, which so far had seen many BL subsidiaries (including Jaguar) being sold.

In 1988, this was finally accomplished with the sale of Rover Group to British Aerospace.

It was part of Day's philosophy that henceforth, all new saloon models should be called Rover, with the MG badge being reserved for new sports cars. There were also further joint product developments with Honda, including the new 200 series of 1989, which was fitted with the new 1.4 litre K series engine - a revolutionary design, which earned Rover the Dewar trophy for the third time.

The original five door 200 saloon was soon followed by a host of derivatives, including the booted four door 400 of 1990, while in the same year the K Series engine was also fitted in the Rover Metro a much developed version of the corporate best selling small car which later became the 100 series.

A return to more traditional brand values was signalled in 1992 when a new 800, for the first time since the demise of the P5 almost 20 years before, featured a version of the classic Rover radiator grille, and a luxurious coupe version was added to the range.

In 1993, the elegant 600 was introduced, a saloon which was manufactured together with the 800 models in a new facility at Cowley near Oxford, while production of the smaller Rover models was concentrated in the Longbridge factory in Birmingham.

Then, after six years in the ownership by British Aerospace, in early 1994 the Rover Group was taken over by German carmaker BMW.



Under the new owner, Rover was expected to fulfil its real potential, and 1995 saw two important new models. First the 400, a medium-sized car available in saloon and five door versions, and then at the end of the year, the new 200, a three or five door hatchback with a youthful appeal. Both featured versions of the well established K Series engine, and also Rover's new much acclaimed L Series diesel engine.

In 1996, the ageing Honda V6 engine in the 800 series was replaced by Rover's own new KV6 2.5-litre engine, pointing the way to future developments for the brand. The development of a new, classic but modern Rover was being developed to be everything that a forward looking Rover should be, and was being prepared for launch in 1998.



The Rover 75 Saloon was introduced under the objective of creating 'the best front-wheel drive car in the world'. The elegantly proportioned Rover inspired the media and a variety of international awards followed.

However, on 16 March 1998, BMW Group announced fundamental 're-organisation plans' that split Rover apart, despatching Land Rover to Ford, and the Phoenix Consortium acquired the Rover Group business, comprising the MG and Rover brands, on 9 May 2000.

For the first time in many years the company found itself independent, British owned and debt free. The future would focus strongly on the MG and Rover brands, under the MG Rover Group operation, free to develop without constraint of partnership or ownership restrictions.

The Rover 75 Tourer followed soon after in the May and extended the versatility of the Rover portfolio. At the Geneva Motor Show, a long wheelbase version of the 75 was announced, with the Rover TCV 'stealing the show'. Rover's design direction illustrated a new journey into a modern era.

MG Rover Group went into administration in 2005 and its key assets were purchased by Nanjing Automobile Group, with SAIC purchasing the technical rights to manufacture Rover's 25 and 75 models, and for the Powertrain Ltd business. It acquired the MG Brand but did not acquire the Rover name however.

Nanjing subsequently merged with SAIC Motor.

The rights to the dormant Rover brand were sold along with the Jaguar Land Rover business, to Tata Motors of India in 2008.

ROVER MILESTONES SUMMARY

- The first appearance of the Rover name was on a tricycle in 1884.
- The Rover Safety bicycle launched in 1885 was the first rear-wheel driven cycle and pioneered the future of cycle design that continues to this day.
- The Imperial Rover cycle proved itself the best in the world by winning every race in the 1908 Olympic Games.
- In Poland and Slovakia, the name for bicycle is 'Ro'er or Rover'.
- In 1888 Starley began working on an electric car, and heralded in a 1903 issue of The Autocar as 'we believe, the first motor machine made in Coventry'.
- The 1st Rover prototype 8hp was completed on July 1 1904.



- Rover's 8 hp went on-sale on December 1 1904 and featured a novel backbone chassis construction, uniquely including the rear axle and became Britain's best selling car (before the arrival of the Longbridge built Austin Seven).
- Over 400,000 cycles and 100,000 motor cycles carried the Rover name between 1896-1924.
- In 1907 a 20 hp Rover, the company's first 4-cylinder car, won the Isle of Man Tourist Trophy race.
- The 14/45 won the RAC Dewar Trophy in 1927 for 50 ascents of Bwlch-y-Groes, a steep, winding hill in Wales, at a time when getting to the top at all was something of an achievement.
- The first four wheel braked car was a 1923 3½-litre Rover. Only three were initially made.
- The 1920s saw the adoption of the helmeted Viking. Rover's upstanding Viking gave way in due course to his head alone, then logically enough this became the figurehead of a Viking longship. The first Rover to wear the Viking head mascot, and the enamel badge of the black longship ploughing through blue seas, was a 2.0-litre saloon in 1930.

- One of these, a Light Six, carried the distinctive heraldry when it raced and beat the Blue Train through France in January 1930. It was a moderately shameless stunt by Dudley Noble, safe in the knowledge that the average speed of the famous express was no more than about 40 mph once all its stops and detours were taken into account. To beat it, Noble had to drive more or less non-stop from Calais to the Riviera. He defeated the train and his crew became celebrities through The Daily Express. Noble's bright idea illuminated Rover's success. A vigorous new management turned it from a pioneer into a pillar of the establishment.

- On 12th October 1933, the new Rover 10 P1 was launched at the London Motor Show. With a new 4



cylinder 1389cc OHV engine and 4 speed gearbox.

- During the war Rover produced aircraft parts for the Arbeamarle, Bristol and Lancasters, but it was the company's work with Frank Whittle in the development of the gas turbine engine, the formation of the jet engine, that has revolutionised air travel ever since.

- Introduced as 'One of Britain's Fine Cars', the 1948 P3 (Rover 60 and Rover 75 models) was every inch the epitome of reserved and refined motoring, with a gracious style that extended respect to those who drove it.



- It was no surprise due to the Whittle jet engine development that Rover used the gas turbine experience to good effect. JET1 set a land speed record for gas turbine propelled cars at 152.9 mph in 1952 on a stretch of the Jebbeke (uncompleted) motorway in Belgium.

- The Rover P4, (Rover 75, 90 and 100 models) began production in 1949 and were popular transport for the doctor, bank manager or professional, but known as the 'Auntie' Rover. It was a journey in 1958 by Autocar's Ted Eves and Denis (Jenks) Jenkinson and Jesse Alexander from Sports Cars illustrated in a Rover P4 90 to the (only) Moroccan GP in Casablanca, followed by a return deviation to the Turin motor show that was described by its driver as being so effortless, with power in reserve, it was 'like a trip down to Aunties even down to the ticking clock on the mantle piece', as it was on the dashboard of the Rover.



Tickford drophead coupé



- The 1958 Rover P5, was Rovers first Unitary Construction Car, and was designed by David Bache.
- In March 1961 H.M. The Queen Mother took delivery of a Rover 3-litre (P5) saloon in dark green with silver grey interior trim.



- 1963 saw Rover compete at Le Mans in the gas turbine Rover B.R.M. with Graham Hill and Richie Ginther finishing with a time that would place it eighth. In 1965 it competed again with Graham Hill and Jackie Stewart finishing tenth.
- In the 1960s H.M. The Queen was often seen driving Rover P5 saloons at Windsor and Sandringham, which are on loan and displayed at the Heritage Motor Centre, Gaydon.
- The Rover P5 becomes the popular carriage of PMs, Ministers, dignitaries and senior businessmen.
- 1963 launched the Rover 2000 the first 'Compact-Executive' saloon (when motorways were first being opened). The first disc brake equipped production car was the Rover 2000 and it was also the first car to be awarded the coveted 'Car of the Year' title.



- In 1977 the SD1 Rover won the 'Car of the Year' title and the Tourist Trophy race both for the second time for the company.



- Rover 200 4dr was the 1st new design from the collaboration with Honda.



- The Rover 800 (project XX), another collaborative project with Honda was launched in 1986 and became another CotY contender. The 800 was a particularly popular choice with business managers and ministers.

DEV 3 prototype produced following the convergence of the XX and HX programmes in the early months of 1983. This design would amount to the definitive Rover 800, aside from a small change in dimensions

- Rover 200 (R8) was available in 3dr, 5dr, 2-dr Coupe and Cabriolet body styles, and soon became the best-selling Rover car.
- A 1.4-litre Rover Metro established 21 land speed records for class F (1100-1500cc) in September 1990 and a few years later a Rover 220 Coupe Turbo set records up to 155.53 mph for this 2.0-litre car.
- In 1993 Rover introduced the attractive 600 Series. Stylishly proportioned, it was popular with the junior fleet managers and probably did much to inspire BMW's acquisition of the Rover Group in 1994.
- The second Rover 200 was launched at the Earls Court London Motorfair in 1995, heralding a return to British design and a modern design.



- In 1998 the majestic Rover 75 became the company's new flagship.



- The Rover 25 was launched in October 1999 and became the UK's best-selling car, in April 2000.
- Rover 45 was effectively the first new Rover car launched in the 21st Century and succeeded the 400 Series. Its proven record for customer service and reliability were exceptional. (the Editor can personally attest to this)
- The Phoenix Consortium acquired the Rover Group business, comprising the MG and Rover brands, on 9 May 2000
- Over the years, the Rover 75 had won the praise of pundits from around the world with an impressive list of international awards.
- A new small Rover was introduced named 'City Rover'. The five door, modern design expanded the Rover range to four platforms.
- Thursday, July 10, 2003 saw the build of the five-millionth Rover, a 75 Saloon, in special Xirallic® Aubergine paintwork (VIN SARRJZLLM4D298618), which was celebrated with a visit by Prince Edward, Earl of Wessex.
- Rover Cars celebrated their centenary in 2004.
- Despite continuing under the ownership of the Phoenix Group for 5 years, MG Rover eventually went into Administration in 2005.
- In 2005 China's Nanjing Automobile Group purchased the MG Rover Group Assets and the MG name with rights to manufacture 25's and 75's.
- Finally - in 2008 Jaguar Land Rover was sold by Ford to Tata Motors along with the Dormant Rover name, which was never resurrected.
- Modern MG cars manufactured in China carry no heritage forward from either MG or Rover, save for the MG Badge.



A CLASS OF ITS OWN



Congratulations !!



Josh and Nicole Dyer

Congratulations go to our members Josh and Nicole, who got married on the 18th of November 2023 at Tattersalls Club Brisbane.

Josh advised us that Max Thorne had kindly loaned him his P5 for the day as his own car was still getting mechanical upgrades completed. He'd like to publicly thank Max. Done 😊

I am sure that all of the club will join the Committee in wishing Josh and Nicole the very best of health and happiness throughout their married life.

We look forward to catching up with you both at a some of the future club events, possibly even in the Rover when it is completed !



NOTICE: Letter from QHMC re: Log Book Scheme



QUEENSLAND HISTORIC MOTORING COUNCIL INC.

IA08973

1376 Old Cleveland Road, CARINDALE QLD 4152

President (Carle Gregory): 0413 553 173 Email: president@qhmc.net.au

Secretary (Doug Murphy): 0402 845 925 Email: treasurer@qhmc.net.au

Vice President (Albert Budworth) Email: vicepresident@qhmc.net.au

Hi

To fully explain the story on the recent emails on the Log Book scheme, see below,

This is the letter QHMC recently received on Letterhead dated 8-9-2023

" At a recent meeting of a (member club) there was a lengthy discussion about the restrictions imposed by the current Special Interest Vehicle Registration System in comparison to the Log Book System used in other states. It was generally agreed that given the favourable reports from those using Log Books, this revised system would be more beneficial to members than the registration system currently in force Queensland.

Therefore, on behalf of the (member club) I would ask that the QHMC Canvas the opinions of the other Affiliated Clubs to determine their position on this current Registration System. If supported, that the QHMC approach the Transport & Main Roads Department with a proposal to move to a Log Book System similar to that which operates in other states."

QHMC was aware that an investigation had been made into this matter in approx 2018-19 with a No being the result. However as this was an official question from a member club it was decided to reluctantly canvass the member clubs, hence the email on 1st October 2023.

From the time the email went out until the night of the AGM, 52 of 91 member clubs had replied with an emphatic NO! Additionally a number of clubs cited that with the Impromptu Events now included that it was unnecessary to go to the suggested Log Book System.

At the October meeting a delegate stated after a recent comparison with Log Book systems in both NSW & VIC that there were as many restrictions, in fact more, on Log Books as there are with SIVs. Additionally the Log Book System puts the onus on Clubs Committee and it is hard enough to get Volunteers to put their hand up now let alone with the legal implications of having a person certifying Vehicles. There are many more advantages you would lose on Log Books.

So therefore QHMC has decided that,

This will be a closed subject and no further correspondence will be entered into unless TMR initiate a change to the system

Cheers
Carle Gregory
QHMC President

NOTICE: Reminder about the SiV scheme 30 Km radius



Department of
Transport and Main Roads

7 November 2022

Dear Recreational Motor Vehicle and Safety Group member

I am writing with regard to the Special Interest Vehicle Concession Scheme (SiV) road test radius.

As you may be aware, in 2021, the Department of Transport and Main Roads (TMR) reviewed the SiV road test radius following the tabling of the Transport and Public Works Committee report, *Inquiry into Motor Recreational Activities*. At that time, it was determined that the road test radius of 15-kilometres remained appropriate.

Since this time, further representations relating to this matter have been made to TMR. Upon considering the additional information provided, a further review of the 15-kilometre road test radius has been undertaken. As a result, I am pleased to advise that the current 15-kilometre road test radius has been expanded to 30-kilometres for all vehicles operating under the SiV scheme.

The TMR website, including the SiV Guide, has been updated to reflect this change.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Daniel Kaden'.

Daniel Kaden
A/Director (Licensing, Automated Vehicles and Registration Policy)
Department of Transport and Main Roads

2023 Club Awards



At the Club Christmas Lunch on 9th December, the following Awards were presented by President Gary Bickford:

- **RCCQ Members Rover car of the year 2023 – Geoff Victor (for his Rover P5b Coupe)**
- **RCCQ Members Land Rover car of the year 2023 – James Barraud (for his 2006 Discovery 3)**
- **RCCQ President's Award 2023 – Warren Cresdee, (Rover P4)**
- **RCCQ Outstanding Club Member Award 2023 – Frank Thorndike (P6 2litre) for dedicated long service and original newsletter production.**
-
- **RCCQ Club Member Awards 2023 – Martin Younger (newsletters / P5 restoration project) and**
- **Chris Giblin (Rover parts and club support)**
- **RCCQ Country Member Award 2023 – Robert Brodie (Rover 75) of Rockhampton.**



National Rove 2024 NSW – Beyond The Blue Mountains

To any club members who have not attended a National Rove, these events really are a must do. You will meet with people from all around Australia and sometimes overseas guests, and have fun, great socialising, food drinks, organised visits and activities (not all compulsory !) and celebrate the great cars that we all have a common interest in.

There is usually an optional Post Rove event, in the week following – travelling in your cars along with a smaller group of people and seeing more of the local area.

The RCCQ 2022 event which was organised by our club was a huge success. Toowoomba was at it's spectacular best, the weather was (mostly) kind, accommodation good and the planned events went off very well even with a couple of last minute changes having to be incorporated.

You can read Eve McCormack's 2022 rove report here: [ROVE Report 2022.pdf \(roverqueensland.asn.au\)](https://roverqueensland.asn.au)

The next National Rove is to be held in 2024, organised by the Rover Owners Club of NSW and ACT.

Bulletin #1 is copied below.



2024 ROVE

Bulletin No.1

Greetings to Rover enthusiasts around Australia!

YOU are invited to join **Rover Owners' Club NSW & ACT** for
"BEYOND THE BLUE MOUNTAINS"

1st to 4th November 2024!

THE event will be now based around the Oberon to Gulgong region, west of Sydney, over the first weekend in November. We look forward to welcoming you and your Rover to this beautiful part of Australia. The region has so much to see and do, together with some excellent driving roads.

All the traditional activities and events!

All social events will be centred around the Black Gold Motel, Wallerawang. We recommend you stay there, although there is a variety of accommodation nearby. See following page for an option list.

How to enter

All the details will be in Bulletin No.2. We anticipate no more than \$220 per person plus \$50 per vehicle.

Friday – Registration & Noggin n Natter

Join us for an informal evening at the Black Gold, renew old friendships.

Saturday – The Display Day

The display day will be held Saturday morning at the Oberon Tarana Heritage Railway. They'll bring the restaurant car up to the platform for us, to enjoy a high tea. Oberon Markets are also open Saturday morning. Saturday afternoon is free to take in the museums etc that Oberon has to offer. Bare foot bowls is on back at Wallerawang – form a state team for some fun.

Sunday – A visit to Gulgong

An observation run through cattle & sheep country, and Mudgee's vineyards. Gulgong is well worth spending some time exploring, particularly the Pioneer Museum. Consider some wine tasting in Mudgee. Or just enjoy the scenic landscape and interesting roads.

Saturday & Sunday social events

Saturday night will be held at the Wallerawang Bowling Club (after the barefoot bowls!), while Sunday night's presentation dinner will be back at the Black Gold.



A special note about accommodation

We strongly suggest you book into the Black Gold Motel. The Daytime events will leave from there, you can walk to Friday night and Sunday night events, and the bus will leave from there on Saturday night.

Ring them direct on **(02) 6355 7305** during office hours, 9am-5pm to get the special ROVE rates. It'll be more expensive to book online!

Their rates for us are: Queen Rooms - \$170/night Twin rooms (queen & single) - \$170/night 2 bedroom suite (2 queen beds & 1 single) - \$240/night for 2ppl – additional guests are \$50pp/night 3 bedroom cabin - \$260/night for 3ppl – additional guests are \$50pp/night 4 bedroom cabin - \$280/night for 4ppl – additional guests are \$50pp/night.

There are other accommodation options though in the region:

- The Commercial Hotel Wallerawang
- Royal Hotel Wallerawang
- Bushman's Motor inn Lithgow
- Lithgow Valley Motel
- Lithgow Caravan & Tourist Park
- 48 hrs free camping Lake Wallace, Wallerawang



Post ROVE Options

There is much to see in the Lithgow, Hill End, Bathurst & Mudgee regions, so if you can we suggest doing day trips. There's everything from historic sites to the Mayfield Gardens to the National Motor Racing Museum at Mt Panorama.

What to do next

Quite simple – reserve your accommodation. Then watch for Bulletin No.2 in the New Year which will be all about registering for ROVE.

Contacts & further information

Every club has a delegate, a liaison person, for ROVE. If they can't help, just ask us at: 2024rove@gmail.com

All the bulletins will be available at:

roverownersclub.com.au/events/rove-2024-wallerawang/





Celebrating 75 years of the Rover P4

2024

Association of Rover Clubs (NZ) Annual Rally 2024, Christchurch NZ, 15th to 18th March 2024.



Everything Rover !

2024

Rover/Land Rover produced some of the most important and influential vehicles in automotive history. In the decades immediately following WWII, Rover was an acknowledged innovation leader in the British car industry.

The Association of Rover Clubs (NZ) will celebrate this heritage at its 2024 Annual Rally. Hosted by the Canterbury Club, the rally will be based at “The Redwood”, 340 Main North Rd, Redwood, Christchurch.

Programme

FRIDAY 15 MARCH 2024

3.30 Welcome and Registration at “The Redwood”

SATURDAY 16 MARCH 2024

Pride of Ownership and other judging

Navigation Rally including visit to a local museum.

Dinner at “The Redwood”

Evening Rove

SUNDAY 17 MARCH 2024

Rover Display at Vintage Car Club “Cars and Coffee”

Driving Skills

Awards Dinner at “The Redwood”

Accommodation

May be booked at “The Redwood” or at motels nearby. See <http://theredwood.co.nz/>

Interislander Ferry

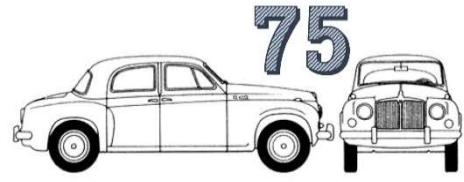
For those coming to the Rally from the North Island a 10% discount on the best available fare has been offered. Promo code XNRally2024. See the attached offer for details

Anniversaries

The **Canterbury Club** is celebrating its 50th year in 2024.
Let's make it 50 cars on the rally!

Particular note will be taken of the 75th anniversary since the launch of the **Rover P4**. The long-lasting and highly rated P4 has long been a staple of Rover clubs. Our goal is to attract 75 Rovers to the display at the VCC grounds on the Sunday.

Airport Pickups - Pickups/dropoffs can be arranged for Friday and Monday. There will be opportunity to book one of these closer to the rally date.



Loan Cars - A limited number of Rovers will be available on loan for the rally for those who cannot bring a car. Please indicate your interest on the Rally Registration form.

ARCC Trophies:

As the Rally draws near, you will be invited to indicate your entries in the various trophy categories.

Driving Skills:

These are tests that will assess the level of dexterity with which you can handle your car in (relatively!) simple manoeuvres.

Fowler Cup

For older cars that have been fully restored. It will not be judged as a concours event but basically and overall thoroughness of workmanship. You can enhance your prospects by preparing a comprehensive list of the work that has been undertaken, including progress photographs taken whilst the work was underway.

Hard Luck Trophy

Covers mishaps and events occurring to Rally entrants on the way to or during the weekend of the Rally. (Admittedly, no one actually enters this category!)

Navigational Rally

A tour around some of the sights in the local host area. We realise that visitors have often travelled many hours to reach the Rally venue, so the navigational rally should be kept to a reasonable distance (about 2 hours) and try to make it as fair as possible for locals and those who are not familiar with the district. There will be questions to answer and places to identify, and distance will be noted.

People's Choice

Vote for the car that you would most like to own from all the Rovers present.

Pride of Ownership:

This event is open to all Rally entrants, except Fowler Cup aspirants, cars will be checked on a point by point thorough examination and points will be awarded on both cleanliness and condition. This competition is split into Classic and Modern categories.

Oldest One Owner

The owner must be present at the Rally, the car has to be road legal and proof of ownership can be requested, by way of ownership papers.

Taranaki Modified

To improve the everyday usability of a vehicle without detracting from the vehicle's classic style or good looks. These can be major or minor modifications or extra attachments serving a purpose.

Note: the fitting of non Rover engines is not to be considered in this trophy.

Wellington Engineering If you have performed your own work on mechanical items on your vehicle within the last 12 months, you are eligible to enter.

Contact: for enquiries, please email roverrally2024@gmail.com or call

Martin Sutherland (+64) 027 640 4150

Rally Registration Form: see below.



Everything Rover
Christchurch
15-18 March 2024

Association of Rover Car Cubs NZ

National Rally 2024

Rally Registration

Name(s) _____

Address: _____

Email: _____

Phone No _____ Club: _____

Please specify any dietary requirements: _____

Vehicles:

What car(s) do you intend to bring?

Model: _____ Year: _____ Reg: _____

Model: _____ Year: _____ Reg: _____

A limited number of cars will be available from Canterbury members for loan for the Rally.

Please indicate if you would like to avail yourself of this option.

Rally Entry Fee: (per car)

Standard (up to 15 February 2024) \$90

Early Bird (before 1 December 2023) \$70

Meals: \$140 per person (includes lunches and dinners, aft. tea Sat. and Sun).

No. _____

(Full breakfasts will also be available at the Redwood Hotel @ 25.00 pp)

TOTAL: _____

To Register: email this form to roverrally2024@gmail.com

or post to Rover Rally, 7 Telegraph Rd, Darfield 7510.

Payment: by transfer to Rover Car Club Canterbury 03 0802 0105664 01

(Put your name in Particulars and "Rally 2024" in Reference)

Post Rally Tour, after the Rally:

Some, especially international participants, may wish to extend their visit to the South Island. John Myers, Chairman of the Christchurch Club, has put together an optional post-rally tour. **Early indications (31 August) are essential for this option.**

From John Meyer:

Calling all Rover enthusiasts from far away.

Preparations for next years' National Rover Rally are well under way. Come and join us. As an add-on to the weekend and to give those who have travelled some distance there is an opportunity to lengthen your stay and explore areas of the South Island further afield by way of a charted bus trip. The 2019 post rally tour to Northland was a great success. However, while it would be great for everyone to drive Rovers on the tour the costs can be prohibitive.

On the Monday morning you will be put on a bus to begin a 5-day, 4-night trip to the unique South Islands' West Coast. Along the way you will experience traversing a pass that not long ago couldn't be done by bus. Once on the West Coast you will visit historic Lake Brunner, travel along one of the worlds top 10 coastal roads, visit the Punakaiki blow holes and many other places of interest.

Numbers: For this tour to proceed and be manageable we will need a minimum of 20 people with a maximum of 30.

Cost: Costings for 2 people as follows:

Bus \$335.00

Beds \$640.00

Breakfasts \$200.00 (Averaging \$25 not set)

Dinners \$340.00

1 lunch \$ 35.00

Site Admissions \$195.00

TOTAL. \$1745.00 NZD for two at this time.

(N.B. Morning and afternoon teas, desserts and all beverages are at own cost.)

Due to high demand for accommodation on the Westcoast we need firm numbers with **August 31st as the cutoff date**. This is due to the hotels generously giving us discounts and needing the firm numbers A.S.A.P. for the bookings to be held. A deposit of \$100.00 to be paid by the cut-off date and 50% of the full cost by November 15th 2023.

Expressions of interest for the post rally tour please contact...

John Meyer email: ljmeyer@xtra.co.nz cell: 0273 626741

Lower oil consumption, smoother running with DUAFLLEX Oil Control Rings

This model 'O' Bedford, operated by Pease Transport Limited (Carriers for Tate & Lyle Limited), was fitted with Duaflex Rings when oil consumption was 1 pint in 88 miles. After fitting, the oil consumption fell to 1 pint in 405 miles and 56,000 miles were completed on this set of rings before oil consumption again rose to a prohibitive figure. This efficient Transport Organisation has equipped many other vehicles of different makes with Wellworthy Duaflex Rings and it is well satisfied with the general improvement in engine efficiency.

How Duaflex Rings Work

- 1 The vertical sealing spring keeps the rails firmly in the ring groove, forming a perfect seal.
- 2 The expander maintains an even outward pressure on cylinder walls.
- 3 The rails 'wipe' oil from cylinder walls, avoid scraping and wear.



For best results fit Wellworthy Pistons with Matched Sets of Wellworthy Rings at the same time as fitting Duaflex Oil Control Rings.

Duaflex Rings restore power and efficiency

More and more fleet owners are fitting Duaflex Rings in worn engines using an excessive amount of oil but not yet due for a major overhaul. Self-adjusting Duaflex Rings take up irregularities in the bore and form a gas-tight seal between pistons and cylinder walls, thus reducing oil consumption and restoring lost compression.

WELLWORTHY DUAFLLEX CHROMIUM PLATED OIL CONTROL RINGS

'The Choice of the Expert'

REDUCE OIL CONSUMPTION • INCREASE COMPRESSION • DEFER RE-BORES

Write for leaflet B2/5 to :—
WELLWORTHY LIMITED • LYMINGTON • HANTS



OK....So I can work out What ?.....But for the love of God, Why ?
SD1 VdP Ute anybody ???

Rover Company Badges through the years



1884 - 1902



1902 - 1922



1922 - 1923



1923 - 1924



1924 - 1929



1925 - 1929



1929 - 1947



1947 - 1949



1949 - 1959



1959 - 1963



1963 - 1965



1965 - 1976



1976 - 1979



1979 - 1989



1989 - 2003



2003 - 2005

2,000 × 3,462

Rover Model Badges through the years

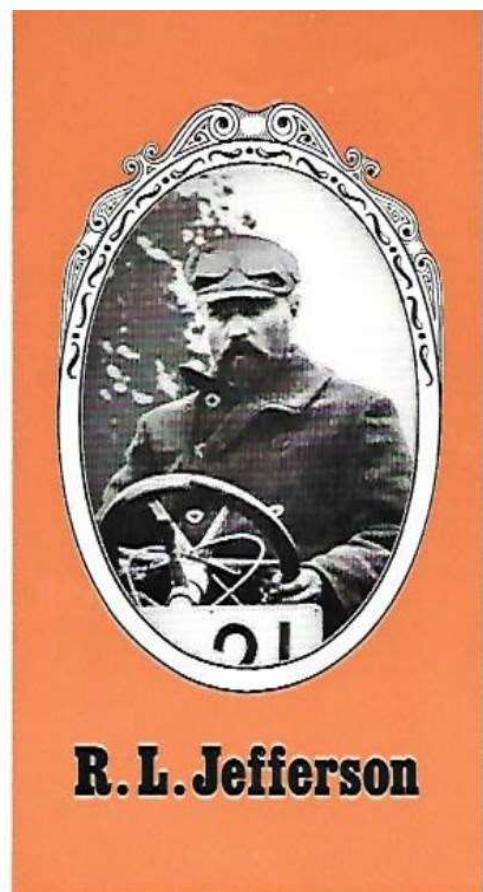


Article: Epic 1905 Adventure in a Rover 8h.p.



ROVER THROUGH THE BALKANS

THE STORY OF AN EPIC JOURNEY UNDERTAKEN
63 YEARS AGO BY ROBERT L. JEFFERSON, F.R.G.S.



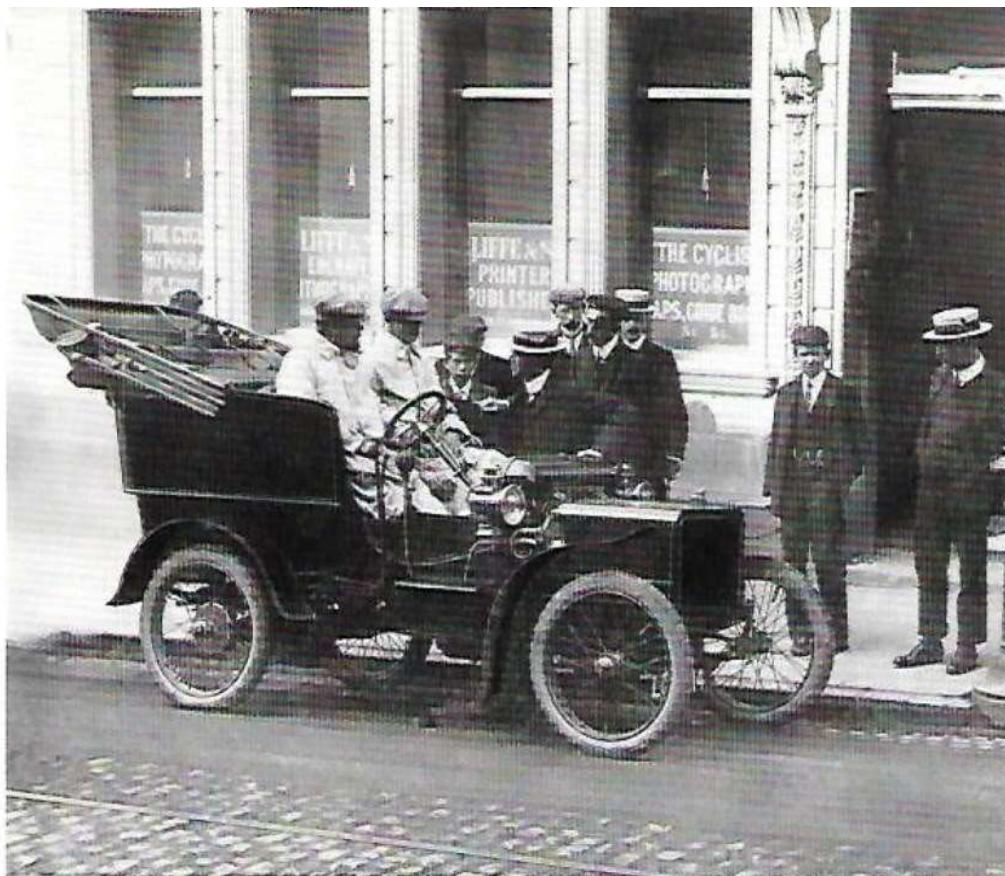
Adapted from an article first published in Auto-Car.

I left Coventry with my companion, Mr. Robert Weallans, on the 21st September (1905) on the staunch little 8 h.p. Rover, which carried us so well right through.

Our route was to the coast at Harwich, via Northampton, Cambridge and Colchester. On the Dutch side we passed through Schiedam, Rotterdam, Gouda, Utrecht and Arnhem, to the German frontier at Enschede. Thence through Munster, Paderborn, Nordhausen, Sangerhausen, Halle, Leipzig and Dresden into Austrian territory on the Erz Hills. We crossed Bohemia to Prague, discovering that the roads from a motoring point of view were exceedingly bad, and ultimately reached Vienna.

From the Austrian capital to Buda Pesth in Hungary the roads were decidedly bad: in parts sandy and stony, in others rutty and muddy and intersected by deep gullies ranging from three to seven feet in depth. In one stretch of eighteen miles between Raab and Pesth we encountered no fewer than fifty-one of these gullies.

At Buda Pesth the petrol question became most engrossing. Before leaving England I had arranged for the supply of the needful spirit all along the route but on reaching Buda and making enquiries as to Servia, Bulgaria and Turkey, things looked more than blank. I wired London, only to learn that nothing could be done. However, I learnt of a firm in Vienna who supplied petrol to the Austrian and Magyar automobile clubs, and after



Left. Before the start of the journey, outside the Autocar offices in Coventry.

Below (upper). A section of the rock strewn track over the Balkans which was negotiated without accident.

Below (lower). Crossing the river in the Dragoman Pass.

much telephoning they agreed to forward a supply for me to Semlin, the last Hungarian town before I crossed into Servia.

Our passage across the flat and swampy country from Pesth to Semlin was tedious in the extreme. The roads were narrow, sandy and rutty, while in the villages the mud was so deep that on several occasions we were axle-deep in mire. It was fortunate perhaps that the autumnal rains had rendered the mud of a consistency through which we could at least "touch bottom", although the experience of driving through a sea of liquid filth is not one to be recommended as the most enjoyable form of automobilism.

At Semlin the river Danube separated us from the Orient. On the opposite bank, three miles away, stood the important city of Belgrade, capital of Servia, and the starting point of our tour through the Balkan peninsular.

There is no road over the river (three miles wide here) and the steamer ferry was too small to take the car. Ultimately the British Consul at Belgrade arranged that my car and my petrol, which I found at Semlin, should be barged over, and I hired a barge at huge expense. But on the other side the Servian authorities refused to allow the car and spirit to be landed, and it was only after every member of the British Legation had made every effort that the prohibition was withdrawn.

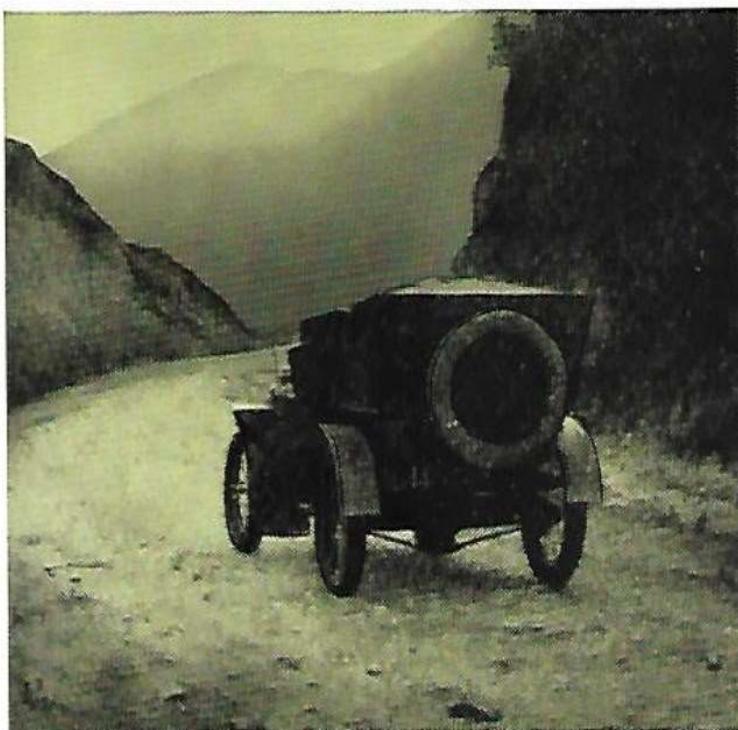
As I have said, the journey to Semlin had been of an uneventful character, but we had now to enter lands hitherto unexplored by the motorist.



Right. A portion of the "road" in Turkey, between Iule Burgas and Silivre.

Below (upper). No difficulties were encountered at the Turkish frontier.

Below (lower). One of the more picturesque areas on the road through the Balkans.



Four days after arriving in the Servian capital, Weallans had the car ready for the road. Our proposed destination for the day was Semendria, a matter of seventy kilometres, over some toughish hills and very inferior roads. This at least would prove a good test of our 8 h.p. engine, since with extra petrol and all up we scaled over a ton. It was a slow, bumpy drive through the outskirts of Belgrade. Dogs barked and horses bolted: plodding oxen and stupid mules continuously blocked our way; but at last the open country, rain-washed and miserable, enveloped us.

(The journey continued through Semendria, Jagodina, Paracin, and Alexinatz to Nisch. Four days after leaving Belgrade the travellers had their first taste of the Balkans).

We were now running through the valley of the Nisavar. Right and left the hills rose to quite respectable heights and, away ahead, the towering peaks of the Balkans stretched across our path. For twelve kilometres the road was dead level, then, after passing Konjesza we struck the first rise, and were appalled. I raced the engine for all it was worth, rushed at this 1-in-4 specimen of steepness, got half way up, and then the engine sobbed out its complaints; so it was out clutch and on brakes while Weallans groped for stones to scotch the wheels.

We held a council of war, and decided that the only way was to work our way over the mountains in sections. The magneto was switched off, and the accumulators were put into circuit since they would take the slower revolutions without the engine stopping. Then, with the ignition advanced to the last notch, and the engine buzzing like a bee, the clutch went in with a bang and the little car, with a scattering of rubble and stones from the back wheels, fairly sprang at the work, throbbed its way up with gradually diminishing pace and just crawled over the brow.

Ridge after ridge we climbed in this slow and tedious manner. Hats and coats were doffed for it was no light work making an even passable track for the car, and so, with a succession of stops and jumps, scotched wheels and racing engine we wound our way up to the top.

We negotiated the descent carefully, for the road was frightful. Then, a level run over an improving road took us the next day to the Servian outpost. Papers were handed in, the clustering soldiers touched their caps and I was free of Servia. Less than a kilometer away I perceived the fluttering Bulgarian flag — the other end of the neutral zone — and saw soldiers in long coats, astrachan caps, and rifles upon their shoulders. I pulled up the car.

Vivid recollections of the formalities at the Servian frontier came to mind, so while we lurked in the shadow of some trees, I took a desperate resolve. And that was to rush the frontier. The road surface was passably good; all I feared was that some hole might stop us at the crucial point, but Weallans thought it was worth the chance,



Above. The 8 h.p. Rover being driven carefully across the bed of a stream in Bulgaria.

especially as he wanted a couple of days in which to overhaul the car in Sofia, and time was pressing.

We dropped on the Bulgarian frontier at twenty-five miles an hour in a cloud of dust, and with our exhaust shooting out a volume of blue-white smoke. The soldiers at the frontier station fell back amazed. Although the steering wheel was joggling tremendously with the pace over that bumpy road, I raised my right hand to the military salute, saw with satisfaction that it was returned, and the next moment we were around the corner and out of sight.

Mid-day was passed when we entered the Dragoman Pass. Our narrow road wound in and out of great masses of rock, side by side with a roaring river. At times the pass narrowed so much that I feared there would not be room for the car. We reached Slivnitza, site of that famous battle between Bulgar and Serb: miserable village it was but we managed to get a bite of bread and cheese and a bottle of beer. Then on again: the pass widened out, the open country came, and we seesawed along the Sofia road. And no one was more thankful than myself when the cobble stones of the Bulgarian capital took the place of the rough road we had experienced all the way from Nisch.

After leaving Sofia we passed through that portion of Bulgaria just then much infested by bands of marauding Macedonians, and met many parties of these gentry, all mounted and travelling in a southerly direction. They made no attempt to molest us, and unlike the ultra-civilised folk of the English countryside, did not even resent the terrible scaring the good Rover gave their horses. It would seem that at times is found more forbearance in the wilds of Bulgaria than in the narrow ways of cultivated England.

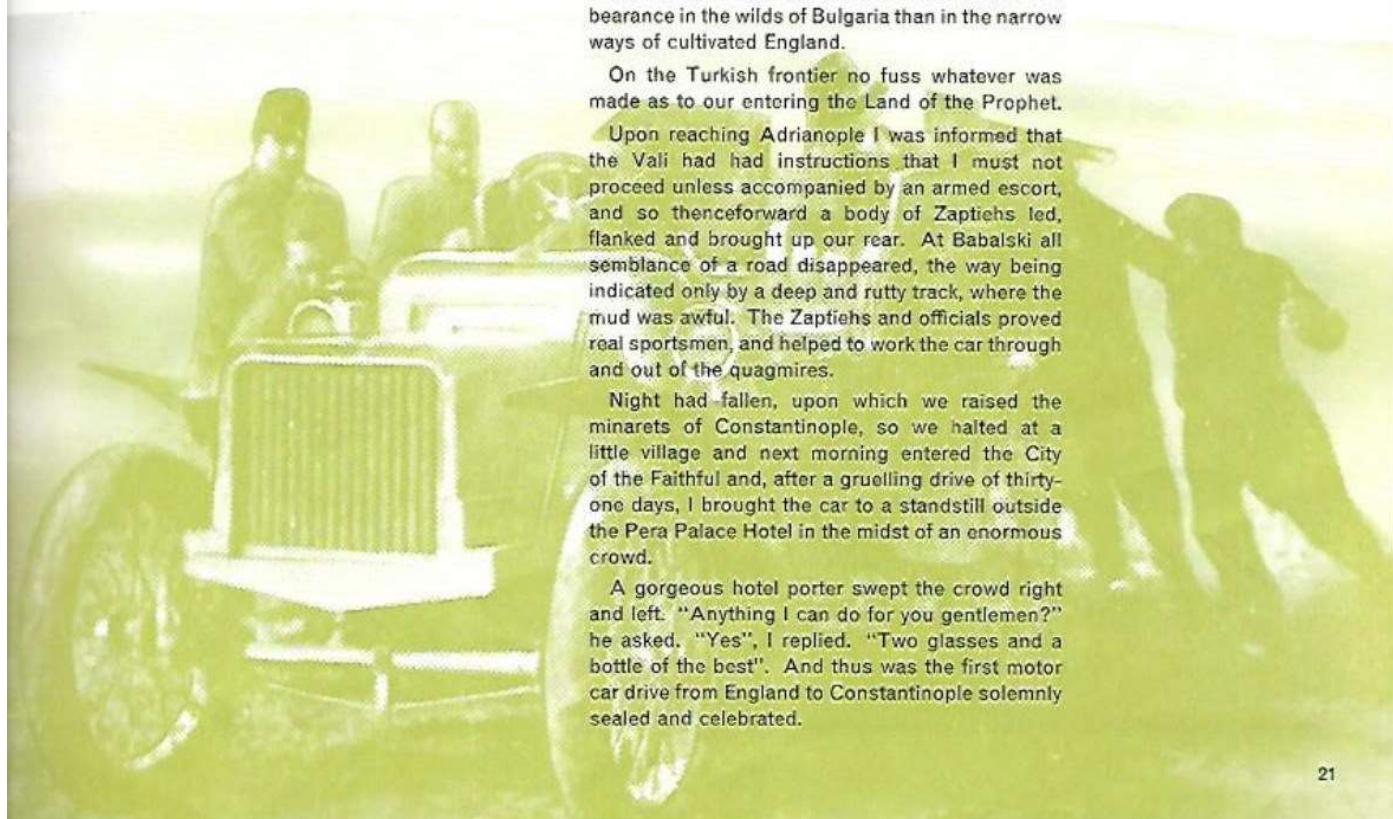
On the Turkish frontier no fuss whatever was made as to our entering the Land of the Prophet.

Upon reaching Adrianople I was informed that the Vali had had instructions that I must not proceed unless accompanied by an armed escort, and so thenceforward a body of Zaptiehs led, flanked and brought up our rear. At Babalski all semblance of a road disappeared, the way being indicated only by a deep and rutty track, where the mud was awful. The Zaptiehs and officials proved real sportsmen, and helped to work the car through and out of the quagmires.

Night had fallen, upon which we raised the minarets of Constantinople, so we halted at a little village and next morning entered the City of the Faithful and, after a gruelling drive of thirty-one days, I brought the car to a standstill outside the Pera Palace Hotel in the midst of an enormous crowd.

A gorgeous hotel porter swept the crowd right and left. "Anything I can do for you gentlemen?" he asked. "Yes", I replied. "Two glasses and a bottle of the best". And thus was the first motor car drive from England to Constantinople solemnly sealed and celebrated.

Below. Helping hands were often needed to push the car through the quagmires.



So, having now read and been inspired by that epic trip....are you and your Rover up for the NSW Nationals this year ???

Rover Humour:



OKAY, SO IF YOU'VE NOT BEEN DRINKING WHY HAVE YOU GOT A RED NOSE? NOW BLOW!

The name of Australia's first moon rover has been announced....
.....and after an extensive public vote by more than 20,000
people It is to be called..... **Roo-ver**.



Actually, it turns out that this is not a joke at all, not even a pee-taking spoof. – **it's a fact.**

At least no matter how embarrassing it is, it's still way better than the UK's naming of **Boaty McBoat Face**.

Mystery Disco:

Below are some lovely marketing pictures of a 3 door and a 5 door Land Rover Discovery Series 1

Or are they ? Look more closely and you may spot a few small differences.
This is actually the Honda Crossroad – which was the first (and only) V-8 Honda.





The Honda Crossroad was the fruit of the ongoing collaboration between Honda and Rover, the same partnership that saw the almost-successful launch of the Sterling marque to the U.S. in the late 1980s.

Although we all know of the Honda models that Rover based several cars upon, few people know that there was also a transfer of technology in the other direction (albeit briefly and for only a couple of markets....)

Here's the background:

Compared to other Japanese manufacturers like Toyota, Nissan, Isuzu, and Mitsubishi - Honda was very late to the SUV game. While other automakers essentially began to print money with the nascent SUV boom of the 1980s and 1990s, Honda had dragged its feet, seemingly content pushing out excellent compact and midsize cars to the global market. Eventually however, Honda realised they had a growing problem, and so struck a deal with Isuzu to rebadge the popular Isuzu Rodeo as the Honda Passport and the larger Isuzu Trooper as the Acura SLX for the U.S. market.

So, at that point with U.S. customers satisfied with lifted 4x4 Hondas of its own, but with restrictions from Isuzu on home markets, Honda decided the best course of SUV action for the Japanese and New Zealand markets in 1993 was to market a thinly reskinned and re-badged Land Rover Discovery Series I.

Despite the Honda badging, trim changes and slightly different wheels (on some examples), the Crossroad looked every inch the Disco it was born from, right down to the 3.9-liter Rover V-8 under the front hood.

But the Crossroad experiment became as rocky as the trails Discovery drivers trundled down. A buyout of the Rover group in 1994 by BMW (resulting in the wider Honda deal being terminated) upset Honda management greatly, and they almost pulled the plug on the Crossroad.

But somehow the deal was salvaged, and Honda continued to sell the Crossroad in Japan until 1998.

Anyone know where to find one ?

Article :

(Brief) Update on my My P5 Projects (Part 3) by Martin Younger



P5B project. Update is easy...virtually zero change.

The P5 3 litre Sedan, Large maintenance jobs on two Rover 75 Tourers, Theft damage repairs to my daughter's VW Polo, some work on an AH Sprite and a Navara Ute....as well as many days of Owner Builder works at home, plus having visitors over from the UK - all transpired to keep me off of the P5B's.

But I'm "Gunner" get onto them when the Rain eases up. No, seriously.... why are you all laughing ?

The P5 project.

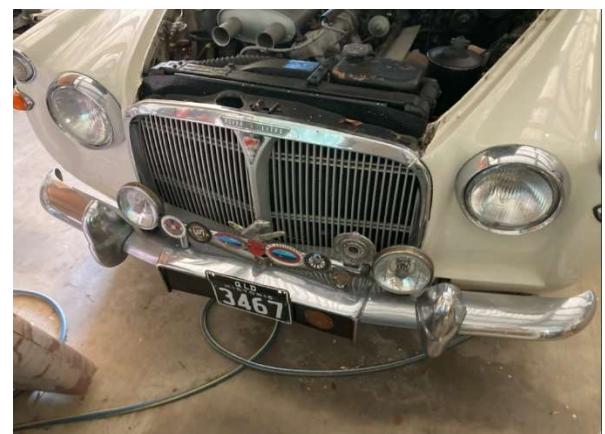
just as a reminder: out of the blue, I was offered a White P5 Mk II (3 litre Auto Sedan) at a price that I could not refuse.

The MkII is well presented outside, having been resprayed some time back, and was regularly used up until 10 years ago, then garaged but not used for many years.

After sitting for several years, heat and UV had taken a toll. All of the rubber components on the suspension had turned into plastic, and crumbled at the slightest touch. The Tyres were rotten and were the first thing to be replaced. Screen rubbers that had not been replaced are completely perished and have to be replaced. (still to be done but I have the rubbers on the shelf at least. Interior is tidy.... but seat foams now crumble like Weetbix.

DG Gearbox worked in forward gears did not move the car in reverse. So, the whole front subframe came out, engine and gearbox were separated, gearbox completely stripped and refurbished, engine completely stripped and rebuilt, and front suspension, steering and subframe refurbished.

Here's a before refurbishment picture:



And below are some during and after pictures.



Completed DG Transmission



3 Litre P5 engine at the start of dismantling, and afterwards.



Engine and DG Box re-united with the refurbished Subframe and suspension. (just Before being re-installed in the P5.)



The whole unit is now back in the car and everything reconnected.

It's running, and moves forwards and backwards...but is not running smoothly and I'm still not happy that the gearchanges are good, so I still have a way to go before it's in a reliable driving state.

But it looks lovely and I hope to fix the remaining issues and get onto the rubber trims and seats sometime soon.

I have spent about \$3500 to date, so the "gamble" of taking on another very cheap car project has weighed heavily on the bank balance, but if I can get it running as it should be, it will be a lovely car to use again for another few years. Ever the optimist !!



Content and Articles for future RCCQ Newsletters:

If you have ideas or suggestions for more detailed articles, perhaps some good photographs that you want to share with others, memories of past events, humorous stories, jokes...whatever....we want to hear from you all.

Please get your thinking caps on and call or email Martin who will try to include in the next or a future newsletter.

Martin can be reached on 0447 585742 or email to gldrovernews@gmail.com

Members Car Parts for sale:

SD1 / SE / RV8 Parts offered for sale by member Ian

Blackwood, 0488 071 291:

1. Rover SD1 V8 Vitesse Spec 9.75CR Engine and GM180 Auto (from 1985 UK personal import VDP EFi) complete with factory tune ECU, harness/relays and engine Oil cooler including brackets, & exhaust manifolds.
2. Rover SD1 V8 Vitesse Front Struts / Ventilated Disks including 4 spot calipers, hoses and on strut pipes, bottom arms, front sway bar. Struts have Koni inserts and higher rate (aftermarket) springs fitted. Option of a new set of disk brake pads (with sensor wires) to go with the sale.
3. Rover SD1 V8 3500 Engine from German import (9:35CR), fitted with HIF6 SUs. Some carby parts missing, waterpump missing. No flywheel / flex plate. Has been sitting. Twin downpipe type exhaust manifolds.
4. P6/RR Engine – unknown CR. Lip type rear main seal. Was in a Stag, has a cut down SU manifold someone had fitted a 2 barrel Holley on - carby gone. Free to take away !
5. Rover V8 block only – was in a Hi Lux campervan until it broke a camshaft. Unknown condition. Make excellent coffee table / wine rack (8 bottle). Free to take away !
6. SD1 front undertrays, 1 with foglamps and protectors fitted, undamaged. Other no lights but GC.
7. SD1/SE fuel tank. Some surface rust but no dents or broken spot welds on baffles (which cause leaks on SD1s). Need to confirm whether it is EFI or carby.
8. SD1/SE radiator shroud and clips, undamaged. A lot of cars are missing these or have broken ones now.
9. UK Spec bonnet stay. UK cars have these instead of gas struts to hold the bonnet open :-) Save your neck on a windy day, and bolt this simple stay on instead.
10. Automatic transmission – Borg Warner Type 65. Was fitted to above Stag (Item 4) with the V8 but I don't know where the Torque converter is.
11. SD1 Series 2 SE / VDP rear bumper bar including jack points and stainless trim. Undamaged.
12. SD1 steel rims 14 x 6" - also suit P6 - set of 5 rims with set of 4 SD1 trims. From UK private import, hence not alloy.
13. V8 manual flywheel, rusty but should be serviceable.
14. SD1 rear muffler box stainless steel



Also I have various SD1 headlights, taillights, foglights, badges, distributor parts, 5 speed shifter, etc.

Phone Ian Blackwood 0488 071 291

Members Car Parts for sale:

P4 90 Parts offered for sale by Grant Norman, Telephone 0403 177622

Or Email: grantnorman@optusnet.com.au

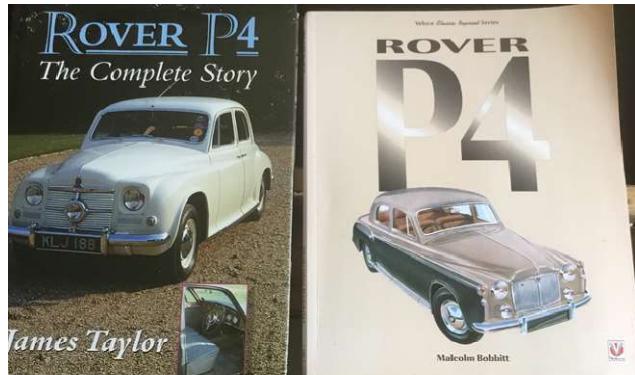
Grant Norman has a trove of P4 90 spare parts for sale, as shown in the photo's below. These include:

Body panels, Doors, Seats, Suspension/ rubbers etc, Brake cylinders, Gearbox, Lights, Complete Brake Drums, A very good Rear axle / diff assembly, Engine parts, New Gaskets, Wheel trims/ hubcaps, Dash Instruments, Chrome parts, Books and more.....!

Too much to list as Grant says, and great for anyone with a p4 to restore or maintain - so have a good look at the photo's as a guide and give him a call.

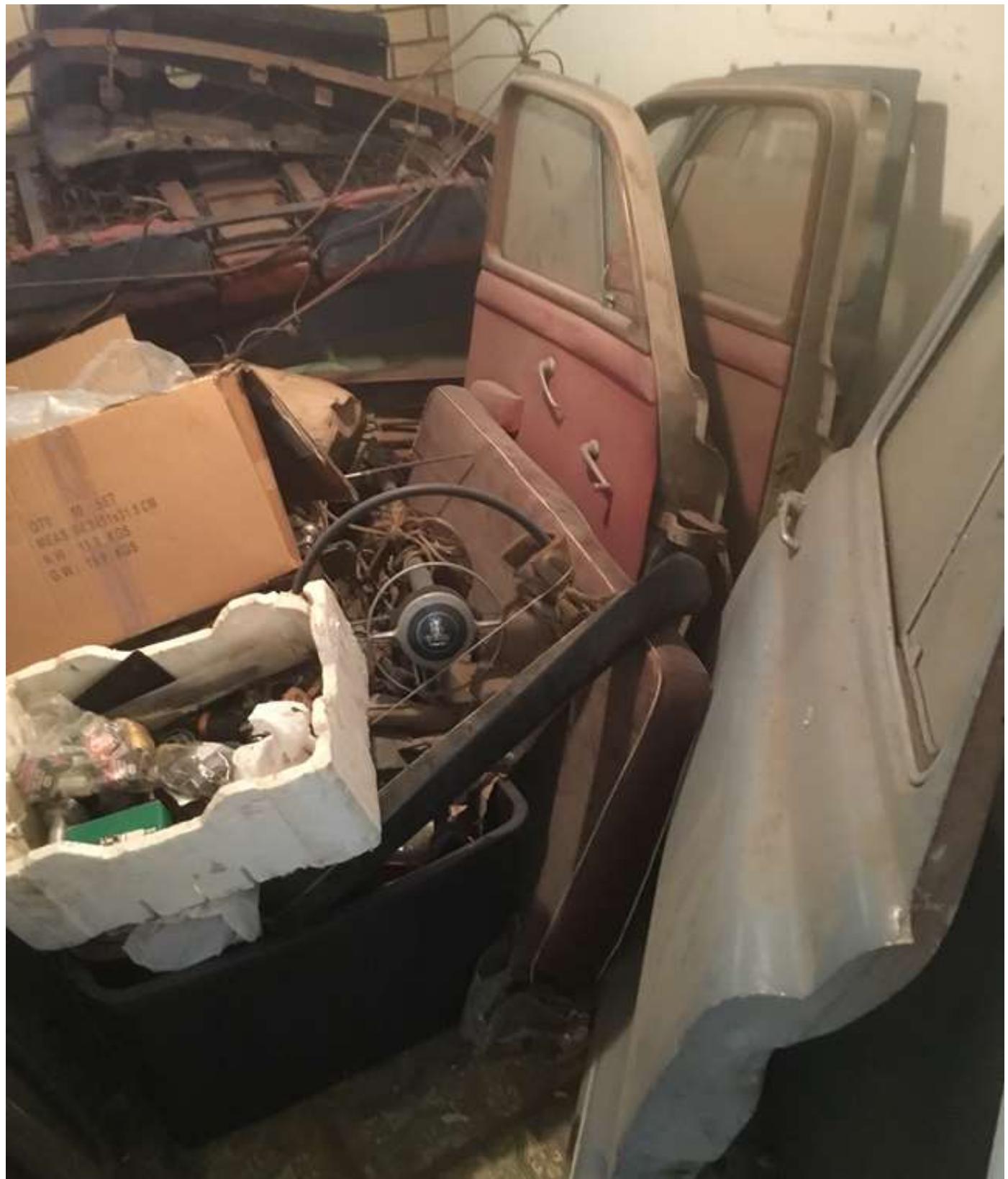
He wants it all sold, and ideally would like someone to make an offer for the whole lot. (Though if you have a need for something individually, it may still be worth giving him a call)

These are situated in Sunnybank, QLD 4109.





P4 90 Parts offered for sale by Grant Norman, 0403 177622



P4 90 Parts offered for sale by Grant Norman, 0403 177622



P4 90 Parts offered for sale by Grant Norman, 0403 177622



Members Car Parts for sale:

P6 Parts offered for sale by Phil Locke, Telephone 0407 481700

Parts as pictured below. Phil is in Caloundra area, and is open to offers for any of these parts:





P6 Parts offered for sale by Phil Locke, Telephone 0407 481700

Cars for Sale:

Rover 75 Sedan for sale

by James Hutt, Telephone: 0400 765671, Email: jechutt@gmail.com

Description from James:

The 75 is a 2004 1.8 4-cylinder auto sedan version which was a personal import of the previous owner.

We're looking for reasonable offers on the car which I believe is a good base for a reliable daily driver or restoration once a few issues have been resolved.

It was being used regularly until September when a water leak developed which we believe to be the water pump. The car starts, runs, stops and drives but cannot be run for long due to the water leak. The car is my father's car who no longer drives due to medical issues. Though the body and paint are good, it has a couple of dings in the sills and there are some scrapes on the front bumper (however a spare front bumper comes with the car).

The air conditioning was reconditioned a little while ago but now appears to have lost its gas. In addition a new front windscreen will be required.

The underside appears in good condition with the possible exception of the exhaust. The cloth seats are in great condition but there is some sagging of headliner and cloth above armrests.

The car handles well, as a 75 should. Mileage is ~130,000 miles (not kms). Location is Brisbane northside.

The car was at the British car day on a couple of occasions so some members may remember it from there. The car will be sold as-is / where is noting the registration has expired.









Cars for Sale:

RCCQ Member Bob Stewart has the following Car for sale:

Rover SD1 3.5Litre Series 1, 1980.

Bob has owned this SD1 for 7 to 8 years and describes it as rust free, very reliable, with a tidy interior including having a new roof lining fitted. It had the engine overhauled and tuned a few years ago, along with fitting of a fully rebuilt gearbox. Engine upgrades included Holley carbs conversion fitted, extractors, and a Mild Road Cam with new cam followers and lifters. The suspension has urethane bushings throughout, and it has aftermarket Mag wheels as shown in the photos, with recent new tyres - but the original SD1 wheels will also be supplied as part of the sale, along with one or two other spare parts.

As can be seen in the pictures it has distinctive Dark blue paintwork with Yellow highlighted nose and lower side sections in the style of racing colours. The spoilers were supplied by Rimmer Bros, front indicators have been dark tinted and it has pedal plates and race stickers to complete the look, however Bob states that it has never been on the race track. Has covered a recorded 81,500 Km's. Comes with owners handbook, Mastercare service book & other service records. Car has just had an oil and filter change.

Currently on Club rego which could be transferred, but it is to be sold without a RWC.

Bob is asking \$17,000 for this car.

Bob is based in Upper Coomera, Gold Coast and can be contacted on 0421 912555, or you can email him at bobmstewart@gmail.com

Photos Follow:





Club Merchandise

RCCQ Car Badges:

Damien has had a batch of new RCCQ Car badges made, and they are available to members now. The badge is a quality embossed / chromed metal with enamelled colouring as shown below.

They can be bought for \$20 each just for the Badge with 3M adhesive backing, or the absolute bargain price of \$25 with a silver or a black plinth attached to bolt onto your cherished vehicle's badge bar.

Be quick as stocks of the badges are low, especially with the plinths. When they are gone, they are gone.... Contact Damien Ash asap if you want to buy or reserve some.



The Club also currently has a small selection of other Merchandise which is available for members to purchase.

You can access and order from the current selection on the website (snapshot below) through this link: <https://www.roverqueensland.asn.au/merchandise.php>

Shirts / T shirts are being looked into by Damien Ash and we may be able to offer further shirt options shortly. Watch this space !

Merchandise

The following RCCQ merchandise is available for purchase. Please download the order form by clicking the button below. Follow the instructions shown on the form. The form may be returned to us by post or it can be scanned and emailed.

[| DOWNLOAD ORDER FORM](#)

PRODUCT	PRICE (EACH)
RCCQ Coffee Cup	\$8.00
Maroon Polo Shirt	\$38.00
Chambray Shirt	\$30.00
Coasters (Set)	\$10.00
Cap	\$15.00
Cloth Badge	\$8.50
Metal Car Badge(ROAQ) *	\$20.00
Decal (RCCQ) **	\$10.00

* This is easily converted to "RCCQ" using the RCCQ decal

** For window or for converting ROAQ metal car badge to "RCCQ"



Rover Car Club of Queensland

Club History

In 1976 a group of Rover enthusiasts founded an incorporated association dedicated to the preservation and restoration of all Rover Company vehicles including Land Rovers and Range Rovers. This was the start of the Rover Owners' Association of Queensland.

In 2013 the name was changed to the Rover Car Club of Queensland. The club is very active and now invites membership from *all* classic vehicle owners.

The club provides assistance with technical issues, sourcing parts and service and a varied social calendar.

The club is always well represented each year at the annual All British Day.



If you own a Rover, Land Rover or Range Rover, the club is here to help you and to provide a meeting point with fellow Rover enthusiasts.



Membership application and monthly meeting details are available on our website.

Contact : www.roverqueensland.asn.au

or email : info@roverqueensland.asn.au



Useful Links:

For Used Rover parts contact Club Member **Chris Giblin 0428 271 250** and mention your club membership. Chris is based in Mount Tamborine and has a number of stored cars with potential replacement parts.



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Talk to Craig Barraud (Club VP) and mention your RCCQ membership when calling.

Address: 33 Matheson Street, Virginia, Queensland 4014

Tel: 07 3265 2133

E: wwshockabsorbers@iinet.net.au



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DAVID WHYTE
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