

# Rover Car Club of Queensland Inc

## NEWSLETTER - August 2023

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Heights, Queensland 4053

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## Your Club Committee:

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

### Other Committee Members:

<b>Ray Armitage</b>	<b>0401 479396</b>	<a href="mailto:raymondarmitage@hotmail.com">raymondarmitage@hotmail.com</a>
<b>John Coutts</b>	<b>0427 281727</b>	<a href="mailto:john.patti@bigpond.com">john.patti@bigpond.com</a>
<b>Robert Johnson</b>	<b>07 3286 1956</b>	

## 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://roverqueensland.asn.au/minutes.php)

## 2023 Membership Fees

2023 membership Fees were due to be paid in February.....so, if you are reading this but have forgotten to renew your subscription, please contact Ross McCormack to rectify!

Remember - Membership Cards are 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 !)

Despite raging worldwide inflation in 2023, our Fees have generously been held at **\$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](mailto: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....**

Hello to all our members, especially to our Country members who we may not see in person often. We appreciate all efforts that you guys make to stay in touch and get to some events. I hope that the Newsletter keeps you all abreast of what is going on and maybe you can plan to make it to a future event, or meet up with some of your committee members when we are in your area.

I also hope that the publishing of a "Yearbook" with details of member contact details, including other members who live near to you, will allow better interaction between members. Remember – you don't need to be in your Rover to attend an event. We encourage interaction between us all, not only through club meetings and events but also on a one to one basis where you may get support, advice and find someone who can sympathise when gremlins strike. There is a notice about the Yearbook in this edition.

Next I want to remind you all of the 2024 National Rove event that is being organised by the Rover Owners Club of NSW and ACT, in Queanbeyan, Canberra ACT. Please consider supporting us at the event. A strong contingent from RCCQ will be attending and we want you to be part of this event.

This year we have been celebrating both the 75th anniversary of Land Rover, and the 60th anniversary of the P6. We booked the Fox n' Hound pub in Tamborine for this historic event, and it was a very successful RCCQ club event, despite road closures due to a fire! We are now planning the next celebration meal (Christmas Lunch) See later info in this newsletter for the details.

Looking back to June, the club had a very successful long weekend at the North West Rally, Inverell NSW. First time visiting for myself, and I shall certainly be back. A great group of club members from the Inverell Antique Motor Car Club were there, with some really interesting cars. The journey there, stopping for a social night in Warwick on Friday before continuing to Inverell, was a nice run. Scenery and weather were fabulous all weekend, and both of the hotels in Warwick and Inverell excellent. Not a huge event, but probably the better for it. The NSW people really appreciated the Queenslanders supporting them and they had done a good job of organising the weekend to make it affordable. A few great highlights for me – All of the cars lined up at the Motor Museum at the start of the run, The spectacular private collection of antique petrol bowlers, Meals and drinks in a private room at the pub on Sunday night, and the viewing of Ron Thorp's car collection. We had 7 cars and 13 RCCQ members in attendance, and if you didn't go you really missed out on a great weekend. Please make a note to attend next year's run, when it will be held in one of the other NSW towns which rotate the hosting.

Eve McCormack has kindly written an article about that weekend, and Martin has added loads of photo's to show what you missed. Thank you to Eve and Martin.

Enjoy the Newsletter. Your President,  
Gary Bickford

## **New Club Members:**

Please all welcome our recent new members:

Details next month.

## 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	<a href="mailto:maxthorne@hotmail.com">maxthorne@hotmail.com</a>
	John Lowe	0481 769111	<a href="mailto:julielowe800@gmail.com">julielowe800@gmail.com</a>
P6 / P6b	Frank Thorndike	07 5545 2247	<a href="mailto:ftorndike@bigpond.com">ftorndike@bigpond.com</a>
	Ross McCormack	0403 040334	<a href="mailto:rossmac775@gmail.com">rossmac775@gmail.com</a>
800 / SD1	Craig Barraud	07 3265 2133	<a href="mailto:wwshockabsorbers@iinet.net.au">wwshockabsorbers@iinet.net.au</a>
Rover 75	Ross McCormack	0403 040334	<a href="mailto:rossmac775@gmail.com">rossmac775@gmail.com</a>
	Damien Ash	0490 007395	<a href="mailto:tips.and.roves@gmail.com">tips.and.roves@gmail.com</a>
Land Rover S1	Raymond Armitage	0401 479396	<a href="mailto:raymondarmitage@hotmail.com">raymondarmitage@hotmail.com</a>
Land / Range Rover	Craig Barraud	07 3265 2133	<a href="mailto:wwshockabsorbers@iinet.net.au">wwshockabsorbers@iinet.net.au</a>

## 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

For Rover / Land Rover Discovery contact WW Shock Absorbers 3265 2133 [business hours] – WW shock Absorbers is run by Craig Barraud and does much more than Suspension work. (See advertisement later in the newsletter)

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.

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

# Recent Club Events:



RCCQ  
Events



RCCQ Land  
Rover Events



Interstate  
Club Events



Other Car Club Events



Meetings



## North West Rally – NSW – 10<sup>th</sup> to 12<sup>th</sup> June 2023

Report by Eve McCormack:

The Club was invited by the Inverell Antique Motor Club to attend the North West Rally in NSW. This year the Rally was held in the lovely town of Inverell, some 6 hour's drive from Brisbane. In fine weather, we set off through Brisbane afternoon traffic and arrived in Warwick. After meeting up with our fellow travellers (Geoff and Jan Victor, Rick Thurgood, Craig and Jenny Barraud, Martin and Jill Younger and Gary Bickford and Jon Lowe, we enjoyed our evening meal.....but not the rapidly cooling weather!

Saturday morning, 1 degree at 8am, and we headed off. With a stop at Ballandean for a welcome cup of coffee, we travelled on through Glen Innes, arriving at the club rooms of Inverell Antique Motor Club at about 11.30am. After a warm welcome and lovely morning tea, we were joined by RCCQ members, Geoff and Sue Kearns who had driven from James Creek (near Yamba). We then booked into our motel and then drove to the home of Ron Thorp to view his collection of vehicles and enjoy afternoon tea and chatting with fellow rally participants. Our Saturday evening meal was held at the RSM Club next door to the Motel.

Sunday morning saw us assembled at the Inverell National Transport Museum from where we set off for a picturesque drive through farming country to the village of Tingha and the Wing Hing Long Museum Store. This was a fascinating place, crammed with memorabilia and other items of interest. We were also treated to a delicious morning tea with home made scones, jam and cream.

After leaving the museum, we drove on through fabulous scenery and villages to Glen Innes and the Petrol Bowser Museum. This place was incredible, 118 antique petrol bowzers and other memorabilia, beautifully displayed, and illuminated. Lunch was also provided. We spent quite some time enjoying the display, and the rally participants vehicles and lovely sunny weather.

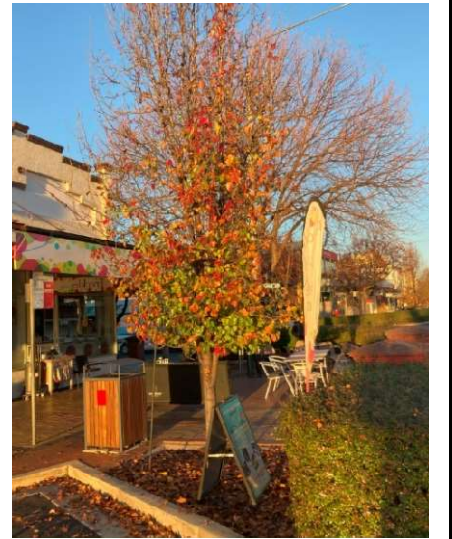
The Presentation Dinner on Sunday evening was held at the Australia Hotel, in a private room with open log fire. Again, we enjoyed a lovely meal and great company. Jill and Martin Younger won 2 prizes: the 'Observation' quiz and also for travelling the furthest. Ross McCormack was a prize for being the first to register for the rally. Geoff Kearns won for the 'hard luck story' (He had left his mobile phone in a café in Glen Innes on Saturday on the way to Inverell and did not discover it missing for some 5 hours! Thankfully, he was able to collect it on Sunday).

As always, those members of the Rover Car Club of Queensland who attended thoroughly enjoyed being part of the 2023 North West Rally, which was very well organised by Graeme Tampion, Ron Thorp and their band of willing helpers from the Antique Motor Club.

Ross and Eve McCormack – Rover 75  
Craig and Jenny Barraud – Rover SD1  
Martin and Jill Younger – Rover 75 Tourer  
Geoff and Jan Victor – Rover P5 B Coupe  
Geoff and Sue Kearns – Rover P5 B Coupe  
Rick Thurgood – Mercedes Coupe  
Gary Bickford and Jon Lowe - Rover75

**Photo's follow:**















RCCQ contingent at the pub in Inverell for the final evening meal and presentation of Trophies.



## June Rove - Brekky on the Mountain - Sunday 25th June 2023.

It was a lovely cold but clear morning and we had a good turnout of members and families, spectacular views from the mountain and a great deal of laughter. Just glad Jill and I didn't take the Rover 75 over the mountain this time

...we may not have had a gearbox left 😊.



## July Rove: Samford Classic Car / Vintage Motorcycle and Vintage Caravan Show - 15th and 16th July 2023

Several RCCQ members attended, but I have no Pictures unfortunately.



## **Xmas in July event: Celebrating both the 75th anniversary of Land Rover, and the 60th anniversary of the P6. Saturday 22nd July at 12.00pm**

Fires, Heavy Traffic and mis-directions from Sat Nav didn't prevent this get together happening !

A great gathering of our members at the Fox 'n Hounds Pub in tamborine, with spaces reserved for our cars on the front parking, and a great Christmas Roast dinner served up with all the trimmings, and even some lovely warm English Ale on Tap.

What a great day it was.

Jill and I managed to explore some of the lesser known back roads in Tamborine when the sat nav decided there was an alternative route over the mountain, which there wasn't of course. We made it there just as meals were starting to come out, thankfully.

Around 40 members attended, plus we had club cars displayed including P6's and Land Rovers which we were celebrating the milestones of.

Pictures below, courtesy of Gary Bickford.

I look forward to seeing a similar if not bigger turn out at our actual Christmas dinner later in the year.







## August Rove:

### Brisbane Motor Museum, Banyo Sunday 13<sup>th</sup> August 2023

Sadly, only a small group of members attended this Rove, which is rather disappointing, especially after the success of the Fox n' Hounds attendance.

Message to Damien, Arrange more Beer and Food related visits, and less cars ? (My humour if you don't recognise it !) Seriously though, as one of the non-attendees I feel a little guilty, despite having a good alibi.

So....we really need to make up for this low turnout, and make a concerted effort for All British Day on 17<sup>th</sup> September. Please go along to this, whether you can take your car or not. Let's show the strength and Depth of our membership with Rover Cars and Land Rovers displayed in numbers. It's a great display day, good for a social meet with people you haven't seen in a while, and there are food and drink vendors so you don't even need to take a pack up.

Some shots of the new Brisbane Motor Museum below.



# Upcoming Events and gatherings:



RCCQ  
Events



RCCQ Land  
Rover Events



Interstate  
Club Events



Other Car  
Club Events



Meetings



## All British Day - Sunday 17th September 2023



67 Vivian St, Tennyson QLD 4105, Australia



Join us on Sunday 17th September 2023 for All British Day Brisbane.

Gates open for the public 8:30 am-2 pm

Sponsored by Shannons Insurance

Entry for Show Cars from 7:30 am

Please Note: The event is being held at the St Josephs College Playing Fields

NO DOGS ALLOWED (registered guide dogs permitted)

Cost \$20 entering with Car and \$5 for walk in entry. Our club will have an allocated display parking area and will be taking Gazebo's for shade. Bring your folding chairs, lunches and plenty of bottled water (or buy food and drinks from the vendors on site).

We may even win some prizes again....

Best Classic Vehicle – Post 1980    Craig Barraud    1984 Rover SDI Vanden Plas

Yes... we know Ross, you were robbed! 😊



## The Centre Steer Prototype

As we all celebrate 75 years since the Land Rover was first shown to the public at the Amsterdam Motor Show on the 30th of April 1948, let's have a look at how it all got started.

The winter of 1946 was one of the hardest ever seen in Britain. Lots of snow and ice made it that difficult for the Chief Engineer at Rover, Maurice Wilks, to get from his home, Blackdown Manor, to the road that he acquired a wartime Jeep for the journey.

During the Easter of 1947, Easter Sunday was the 6th of April, Maurice Wilks and his family were holidaying at Anglesey along with his older brother, Spencer. Spencer just happened to be the Managing Director of Rover. After they had done some boating on Red Wharf Bay, the two men contemplated what Maurice would replace the Jeep with when it expired. After much discussion, Maurice came up with the idea that Rover could build its own 4x4 vehicle, and then proceeded to draw his ideas in the sand with his finger.

When Maurice returned to Solihull, he instructed five Section Leaders in the Rover Drawing Office to turn his idea into reality. The five Section Leaders were Gordon Bashford, Joe Drinkwater, Tom Barton, Frank Shaw and Sam Ostler.

Gordon Bashford was in charge of designing the chassis and overall layout of the vehicle. Gordon had been with Rover since the early 1930's, and along with Charles 'Spencer' King he would go on to draw up the plans for the Range Rover in the late 1960's.

Joe Drinkwater was in charge of the engine. He had to adapt the new (albeit largely designed before the war) 4 cylinder Rover car engine to suit the new 4x4 vehicle. Joe in turn reported to Jack Swaine. Jack was the Chief Engine Designer. He had been in charge of engine design at Rover since the 1930's, and had designed the IOE petrol engines. Later he would design the first Land Rover diesel engine, and oversee Rover's adaption of the General Motors aluminium V8 engine.

Tom Barton and Frank Shaw worked together to adapt the Rover car gearbox to fit onto a transfer case that Tom Barton had designed to give the new 4x4 vehicle 'crawler ratios' to drive across rough terrain. Maurice Wilks had insisted that Tom design in all of the PTO points that Wilks felt were essential to the vehicles success. Wilks said that it should have power-take-offs 'everywhere' so that it could be used as a stationary power source for the belt-driven farm machinery of the time. Frank Shaw was head of Rover's Transmission Team.

Sam Ostler was responsible for the body design. Sam reported to Harry Loker, who was Rover's Chief Body Designer. Sam Ostler would later take over the role of Chief Body Designer from Harry Loker.

Maurice Wilks then promoted Arthur Goddard to Engineer-in-Charge of the 4x4 project. Wilk's brief to the 4x4 vehicle's team



Earliest known picture of the Centre Steer Prototype, taken in the Rover Jig Shop on the 30th of September 1947

had some key requirements. Rover needed this vehicle in production within a year. Where they could, the vehicle had to be built using as many existing Rover car parts as possible. It was to be built using the absolute minimum of new tooling.

Originally the 4x4 vehicle was thought of as a 'stopgap', to help the Rover Company produce vehicles that could find overseas revenue for a post war Britain. Rover, who basically only built luxury cars for the English market, faced steel rationing, as steel was being directed towards the export markets/revenue. If Rover could get through these bad times with the help of this 4x4 vehicle, it could then be dropped and Rover could get back to making quality saloon cars for the professional classes.

The 4x4 vehicle team purchased some wartime Jeeps to study. Following the traditional 2 week shut down at the end of July, the paper design of the 4x4 vehicle was progressing well. But material shortages meant that a proper prototype would be months away. Somebody in the team came up with the idea of building up a 'mule', using a Jeep as a base. A Rover engine and gearbox was cobbled to the Jeep's Spicer transfer-case. A central steering position came about because one of the intended markets for the 4x4 vehicle was in the agricultural industry, who were used to driving a tractor from a central position. It also negated the need to produce a left hand drive and a right hand drive version, remember, Rover



Maurice Wilks - The father of the Land Rover



didn't produce left hand drive cars, so this easily covered all potential export markets. The steering column was modified from a Rover saloon and connected to the jeep's Ross steering box by sprockets and chain.

While work on the prototype continued, Spencer Wilks got things going at the Rover Board meeting on Wednesday the 4th of September. This was the first time that the 4x4 vehicle had been formally explained to the Rover Board. It was presented as part of a review of future product strategy.

The minutes show:

*"Mr. Wilks said that of the various alternatives that had been under consideration, he was of the opinion that the all-purpose vehicle on the lines of the Willys' Overland Post-War jeep was the most desirable.*

*"The P3 engine, gearbox and back axle could be used almost in their entirety; little additional jiggling and tooling would be necessary, and body dies would not be required, as facilities had already been provided in our Shops for the necessary body pressings. Considerable research had been carried out on this vehicle by our Development Department.*

*"It was, therefore, agreed that this should be sanctioned for production."*



The completed Centre Steer Prototype photographed on the 15th of October 1947, complete with dummy capstan winch



On the 15th of October 1947, the vehicle was sent to work. Here it is driving a Massey-Harris conveyor from its PTO



The Rover designers had hand made a body from aluminium, this was fitted and photographed on September 30th in the Rover jig Shop. The next pictures were taken on the 15th of October, when the vehicle was painted, in Grey - as most prototypes were, and finished.

The Centre Steer Prototype spent the next three and a half months plugging its way through muddy fields, towing all manner of things, as well as being used to power belt driven farm machinery in and around Solihull. John Cullen was in charge of the test program. He was in charge of development under Arthur Goddard. John Cullen fed any feedback back to the designers, which in-turn led to some redesigns before the per-production models were made.

On the 16th of October 1947, the Rover Board approved the name 'Landrover' for the 4x4 vehicle. It would be written as a single word until the launch in April 1948.

The last known photographs of the Centre Steer Prototype were taken on January 28th 1948. What happened to the Centre Steer Prototype? Stephen Wilks, Maurice Wilks son, has said that his father had shown him a pile of parts in a corner of the Solihull factory, and was told that they were the remains of the first Land Rover.





*These pictures were taken on 19th of January 1948, note the dashboard layout of the Centre Steer Prototype.*



*The last known pictures of the Centre Steer Prototype were taken on 28th January 1948*

## Centre Steer Prototype Replica

This is a replica built in 2005 of the very first Land Rover which was built in 1947.

In common with the original vehicle, the chassis, axles, steering and body fittings are from a Jeep – in the case of the Replica, a 1942 Canadian vehicle. It was built by 'Paintman Bill' on a very limited budget in a lean-to shed and is a fine reproduction.

The Dunsfold Collection, in the UK, purchased the vehicle and completed a number of minor jobs to bring the vehicle into line with additional details that were uncovered when a cache of previously-unseen photographs of the original were discovered.

The Centre Steer remains the Holy Grail for Land Rover enthusiasts.



Thanks to John Coutts for providing this information.

# National Rove 2024 - Canberra

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 rove report here: [ROVE Report 2022.pdf \(roverqueensland.asn.au\)](https://roverqueensland.asn.au/ROVE%20Report%202022.pdf)

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

This will be taking place in Canberra. A strong contingent from RCCQ will be attending and we want you to be part of this event. The exact dates and details are still in planning at this stage, but let's keep a space in our Diaries for this, and make a visit to Canberra in 2024.

Don't worry if your Rover might not make the long trip – even though we would like rovers attending it's fine to take a modern car.



# Association of Rover Clubs (NZ) Annual Rally 2024, Christchurch NZ, 15<sup>th</sup> to 18<sup>th</sup> March 2024.



## Everything Rover !

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/>

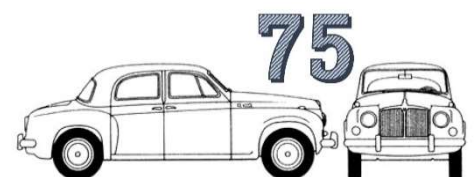
### Interislander Ferry

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 75<sup>th</sup> 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.



Celebrating 75 years of the Rover P4  
Rover National Rally Christchurch March 2024

**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](mailto: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](mailto: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 chartered 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 top10 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 15<sup>th</sup> 2023.

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

John Meyer email: [ljmeyer@xtra.co.nz](mailto:ljmeyer@xtra.co.nz) cell: 0273 626741



# Lower oil consumption, smoother running with DUAFLIX 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

# DUAFLIX

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# Article: Rover 75 – What it might have become....



The background to these two images is interesting:

In the early 2000's MG Rover was facing an existential crisis, and since the beginning of 2004 had been desperately trying to land a deal with SAIC to produce its cars in China and join forces in future product development.

The talks were proving famously inconclusive, and the Chinese were proving elusive when it came to signing on the dotted line.



In early 2005 and with months left, the company went on a major charm offensive to get the Chinese on board.

It had been accepted that the rather unsexy RDX60 development project which Rover were working on wasn't enough to do the deed by itself, and so urgently tasked its talented young designers to come up with some design concepts to show to SAIC executives to show what they – and the Rover 75 platform – were capable of.

It was a race against time as MG Rover's future lay ahead it – and it could only be measured in weeks without a deal.

So with a team led by the brilliant Peter Stevens, and including such young talent as Lee Mitchell, Adam Gompertz and Dan Bowen among others, they were bound to come up with some interesting ideas!

These images – which are believed to be penned by Dan Bowen – show that MG Rover wanted to show the Chinese that it was deadly serious about taking the Rover back upmarket for a launch in the world's fastest-growing car market.

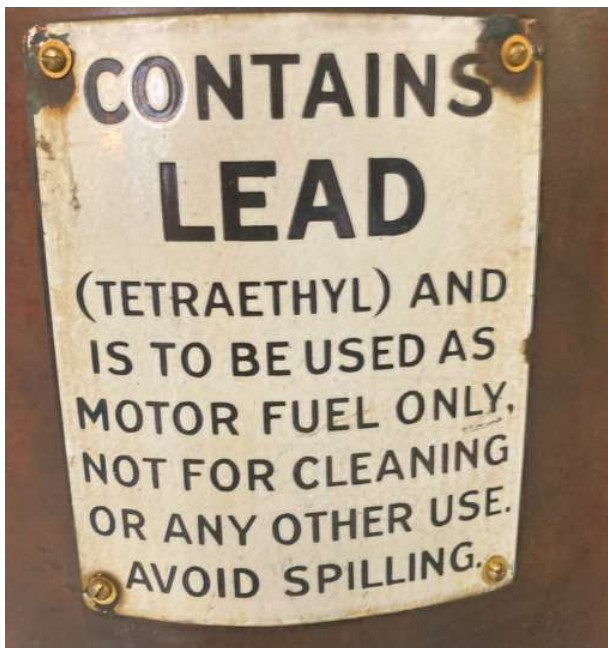
But we all know the ending. SAIC walked away in Easter 2005, and by the following month, it was over for MG Rover. The company went into administration, with Nanjing Automobile Corporation subsequently picking up the bones, and much of the firm's workforce, including its design team, being scattered to the four winds.

What is interesting about these images is just how natural Rover's design development worked in a more upmarket direction. This curvaceous coupe/saloon, cast in the Mercedes-Benz CLS mould, was clearly inspired by the Bugatti Veyron as well as the Rover P5B and it works rather well.

Looking at it with the benefit of 20 years' worth of hindsight, it's a car that - had it by some miracle made it into production, it would still have sunk without a trace in a world that was about to be overrun by an absolute avalanche of SUVs.

But, still, this is a lovely-looking idea and was certainly Rover-ish enough to help take the brand forwards in a new and exciting direction.

But it wasn't to be, sadly.





## FORGOTTEN HERO: THE AUSTIN ANT

**Yes, I know this is neither a Rover or a Land Rover, but it's history was rather linked to Land Rover so I hope this may make interesting Reading.....**

Poor old BMC. While it may have once been the dominant force in British vehicle manufacturing, one thing the British Motor Corporation seemed utterly unable to do was become the dominant manufacturer to the British forces. Despite several efforts, the combined strengths of Austin, Morris, Wolseley et al were unable to topple Land Rover from the 4x4 affections of the military. The little-known Austin Ant was just one more failed stab at the prize.



Prior to the Ant, William Morris' Nuffield Organisation had come up with the Nuffield Guppy and Wolseley Mudlark during the 1940s, which in turn led to the Austin Champ during the early-1950s. But the latter was found to be too expensive and complicated compared with the Land Rover.

After a few years to lick its wounds, Austin had another go, this time with the Gipsy of 1958. Despite being blatantly influenced in appearance by the Land Rover, albeit with a steel body and all-independent suspension, the military still refused to bed-hop from Rover to Austin. So BMC changed tack. One thing the hefty Land Rover couldn't do was be dropped by parachute from helicopters; the Royal Navy had taken to using flimsy Citroën 2CV pick-ups built in Slough. To try to capture this market, Alec Issigonis came up with a variation on his Mini theme, in the form of the Moke. The Navy did show interest, but only as something basic to drive around the decks of its aircraft carriers.



What was needed was something as light as a Moke, but with better ground clearance and four-wheel drive. Issigonis and his design team went back to the drawing board in 1964 to work on project ADO19, which would eventually surface as the Austin Ant. One thing that was clear from the outset was that the vehicle had to use large chunks of Mini and BMC 1100 in its make-up if it was to stand any chance. But that resulted in a complicated challenge – how to get 4WD from a transversely-mounted A-series engine. The solution was to tilt the engine back 30 degrees. This allowed a bigger gearbox with a high/low ratio transfer box to be fitted, that also saved on space and gave better ground clearance.

Under normal circumstances, only the front wheels were driven, but if required for tricky conditions, power could be applied to the rear wheels as well. Torsion bars were used for the rugged suspension, with disc brakes on the leading wheels. With an eye on the export market, the steering column was angled so that it connected with the centre of the steering rack. This facilitated easy manufacture of both right-hand and left-hand drive versions. Another distinctive feature was a passenger seat that could be folded completely flat, so a stretcher could be carried.



The bodywork was extremely basic, although it at least offered more protection – from both the weather and bullets – than the preceding Moke. Proper doors and (depending on spec) a roof were fitted, even though those travelling in the back had to make do with canvas sides. A glassfibre hard-top was intended as an option.

Frontal styling was very similar to the Moke, with a very simplistic trapezoid grille stamped out of a flat metal panel, bordered by circular headlamps. And noting how the Moke had taken off as a fun lifestyle vehicle, a more upmarket civilian version was also envisaged. Without the need to be dropped into war zones, the Civvy Street variant could afford a little more luxury, including chrome bumpers, timber trim and a rear bench seat.

Six experimental Ants were built, followed by 24 prototypes dispatched around the world for testing. Everything was looking good for the new baby Austin and tooling up for production got under way at Nuffield Metal Products' plant in Birmingham. And then came the merger between BMC and Leyland Motors, to create the mighty British Leyland. Suddenly, Land Rover was a part of the organisation that had so wanted to beat it. And guess what? It turned out that Land Rover had also been thinking along similar lines to Austin and had its air-portable half-ton Lightweight model almost ready to go. BL found itself with two very similar developments in the pipeline and a choice had to be made; the new and nifty kid on the block or the tried-and-tested favourite stalwart?

Once again, Land Rover emerged triumphant. The first production Lightweight Landie was completed in November 1968, with manufacture continuing until 1984, used by the armed forces of more than 20 countries. As for the Ant, it was unceremoniously stepped on. A mere 12 survive across the world, with only three left in the UK.

## Rover Humour:



# Article :

## Update on my My P5B Coupe Project (Part 2) by Martin Younger



Actually, the headline should say... **Update on all of my car Projects !!** The list of jobs and cars has grown considerably in the last couple of months, and I have had a very busy time working on Rovers, but not all of that effort was planned....

So firstly, a quick update on the [P5B project](#). Stripping and dismantling of both of the cars (the Maroon tree damaged saloon, and the rusty Blue Coupe) has continued and I have been bagging, boxing, labelling and to an extent refurbishing the parts that have been removed. The damaged roof on the Maroon car was cut off to give access to the interior (yes it really was that badly damaged.) Engine bay's are mostly stripped and I'm ready to remove the front subframes. I plan to keep the spare engine, gearbox and front subframe but scrap the damaged body, after any useable panels have been removed. But my progress on this work has been slowed down, for a few reasons....

### First reason is the unexpected "new" P5 project.

Through good friends, and completely out of the blue, I have acquired a White P5 Mk II (3 litre Auto Sedan) at a price that I could not refuse. The previous owner is quite elderly now and very sadly has to quickly dispose of most of his possessions, including a few cars.

The MkII is beautifully 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 getting it home on my trailer, it was serviced, and thoroughly inspected, up on the hoist. Fortunately, body wise it is excellent. Mechanically the car has been looked after, but after sitting for several years, heat and UV has taken a toll. All of the rubber components on the suspension have turned into plastic, and crumble at the slightest touch.



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. Interior is tidy.... but seat foams now crumble like Weetbix.

The straight six engine starts and runs OK but leaks at all of the usual orifices and gaskets, as does the steering box but Transmission (DG Auto box) worked. Going forwards anyway... backwards, was a struggle...then reverse failed completely.

After fluid changes, frantic research on DG boxes, adjustments of the bands, and just driving forwards round the block a lot to see if it "came good" - it didn't. So a good used, refurbished or rebuilt box is needed.

I did get a used box from Chris Giblin, FOC, but that had been full of water and was found to be totally destroyed when dismantled, so I have imported a full rebuild kit for the original box. (From the USA

where the same box was fitted to Studebakers) DG transmissions are actually a very early Borg-Warner unit (btw, if you don't know, I have learned that DG stands for Detroit Gear). Perhaps that rebuild will be a story for the next edition.

The complete front subframe, Engine and gearbox are now out of the car, and Engine and Gearbox have been completely overhauled.

I have nearly all of the rubbers and mountings etc, and engine gaskets sourced from Scotts, Wadhams, Moss and others – and the next few weeks will see the front end being transformed, before it is reunited with the body.

I have spent about \$3000 on parts to date, so the “gamble” of taking on another very cheap car project is starting to weigh heavily on the bank balance, but at least it should be a relatively swift transformation because of the condition of the body - and once reassembled it will be a lovely car to use once again.



#### Second reason for slow progress: The (also unexpected) Issues with the 75 Tourer:

A few people may recall that when I joined the club last year I was seeking advice as I was having some performance issues with the Jatco Automatic transmission in the Rover 75, particularly sluggish performance at low speeds.

After several fluid exchanges (and eventual use of the correct Honda / Rover fluid), and other work on the VIS motors and intake system, performance improved and the car was OK to drive.



But it has only driven on local journeys of up to about 50Km, never long runs - so I was never 100% certain...

And then on the April Rove to Caboonbah church, the car had a good long run out, and all seemed to be going well.... until we took the steep and winding road over Mount Glorious on the return journey. The gearbox was clearly struggling in the steep sections, and getting very hot & smelly. We managed to nurse it up over the top and allowed it to cool down on the way back but the gearbox was “toast” (quite literally).

At the same time, the car was experiencing ABS system problems, which could not be diagnosed or fixed using Damien's TOAF tool, even with a swap of the ABS pump and sensors, and so replacement wheel bearings were obtained (which have the magnets for the sensors inbuilt).

I made up an ABS sensor test unit (headphones that you can plug in and listen to clicking from the sensor pickups) and set about removing the subframe and suspension to separate the auto box from the engine. (Sound familiar ??) A good used gearbox has now been installed with new seals, driveshaft



rubbers and grease renewed, old (and fairly scruffy looking) wheel bearings pressed out and replaced, and after several days out of action, the replacement gearbox, ABS system (and speedo) are working again, and the 75 is back on the road, driving.

But as I go to press with this issue, the replacement Jatco Gearbox is giving some concern too. Bugger.

If anyone needs to borrow an ABS sensor test unit or a cross bay support beam to allow removal of the 75's subframe whilst leaving engine in the car...I have them on the shelf. My collection of "special tools" is growing all of the time 😊

I'll give further progress updates on these jobs in the next issue. Meantime, below are pictures of the P5 3 Litre's DG Transmission and the engine prior to it's rebuild, and afterwards. Lots of hours to do the work but the end results are great – and when the front subframe is reunited the car should not take much to get back into use.

### **Martin Younger**



Faulty DG Transmission Before stripping.



During overhaul



Completed DG Transmission



3 Litre P5 engine at the start of dismantling.





...and these are some shots of the P5 3 litre engine where it is currently at. Looking much cleaner !

## 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 [qldrovernews@gmail.com](mailto:qldrovernews@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



# Cars and Parts for Sale or Wanted

## P4 Door Mirror Wanted:

Laurie McGrath from NSW is looking for a Door Mirror to fit a P4. He wants a door mounted one, ideally oblong as per the first picture, or Round as an alternative. If you have a used one spare that you are willing to sell to Laurie can you please get in touch with him on 0403 030998, or email him at the following address: [lauriemarciamcgrath@gmail.com](mailto:lauriemarciamcgrath@gmail.com)



## RCCQ Bank Accounts

A brief notice to advise all members who may have previously paid sums into the Club's RACQ bank account, that the club is no longer using this account (mainly due to lack of internet banking access). Westpac bank accounts are now used for all transactions and it has been decided to now close the RACQ account and transfer the remaining funds to the Westpac accounts.

If you have the RCCQ as a saved Payee in your bank account, please make sure that you have deleted any old RACQ bank account details and replaced with the appropriate Westpac details.

If you have any doubt about the Westpac account details, you will find the information for Membership payments in the section above, or you may speak to Max or Ross.

## Club Merchandise

### New 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 a 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.

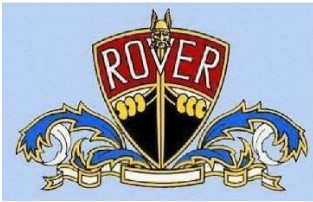


If you own a Rover, Land Rover or Range Rover, the club is here to help you and to provide a meeting point with fellow Rover enthusiasts.

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

Contact : [www.roverqueensland.asn.au](http://www.roverqueensland.asn.au)

or email : [info@roverqueensland.asn.au](mailto:info@roverqueensland.asn.au)



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

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