



Queensland Rover News

The monthly newsletter of the Rover Car Club of Queensland

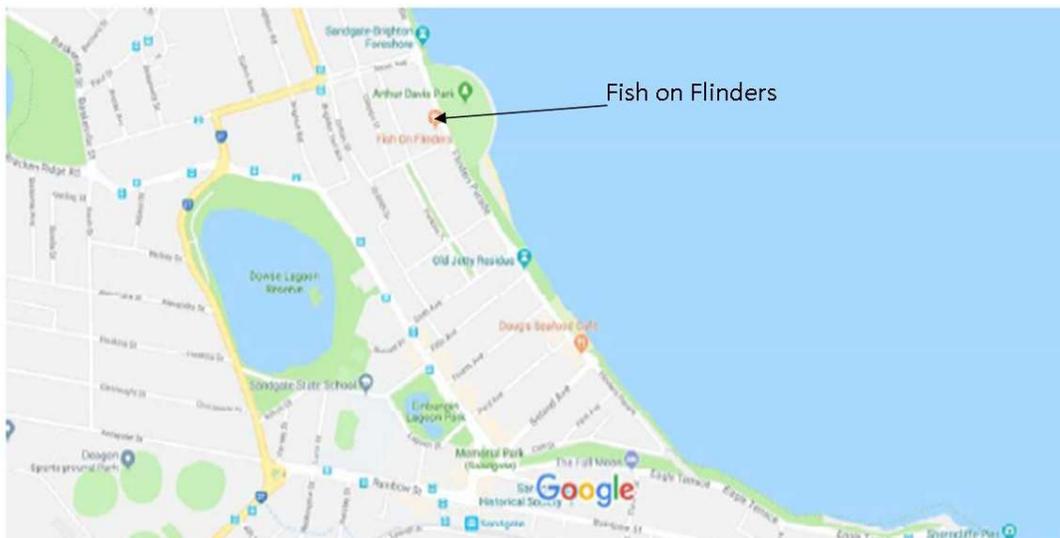
March 2018

Our March Rove

Sunday 18th March - from 5 pm.



Fish & Chips run to “Fish on Flinders” at 196 Flinders Parade Sandgate. Meet there and pay as you go. The restaurant is licenced and we will have a table booked for the Rover Club.



W.W. SHOCK ABSORBERS

33 Matheson Street, Virginia Qld. 4014

07 3265 2133

**We recondition and supply most types of shock absorbers -
Including most types of early lever types.**

We rebuild steering components, power steering pumps and boxes.

We rebuild and supply gas stays for hatches, bonnets and boot lids.

We supply CV boots, shafts and springs.

We can have your leaf springs reset.



Talk to us about suspension, steering
and *all other* mechanical issues.

We'll find a way to help you!

For more information, visit our website:
www.wwshockabsorbers.com.au

***Rover Specialists* - repairs & service -all models**



RCCQ members receive 10%
discount.
(evidence of membership
required)

RCCQ Contact Information

President - Gary Bickford: 0419 742 208 - obhouse@bigpond.net.au

Secretary - Neale Webb: 0412 290 259 - nswebb@optusnet.com.au

Treasurer - Max Thorne: 0414 602 950 - maxthorne@hotmail.com.au

Committee -

Damien Ash 0490 007 395

Craig Barraud 3265 2133 (Bus. hrs only)

Mark Denino 0416 016 332

Robert Johnson 0422 878 170

Jon Lowe 0467 038 133

Ross McCormack 0403 040 334

Something Rover to sell? Speak to Frank Thorndike on 5545 2247

What's on?

18th March - RCCQ Rove "Fish On Flinders" - see details this issue

19th March 2018 - Gold Coast Super Swap, Country Paradise Parklands, Nerang

30th March - 2nd April (Easter) - Annual Rally at Narrabri - Contact Ross McCormack for entry forms and itinerary

14th April - Ipswich Festival Vehicle Parade and Exhibition. Call Sylvia Norton on 3812 2974

27th - 30th April - National Rove, Shepparton, Victoria - see our website for details

5th/6th May - Tweed Valley Rally - call Ken Johnson on 02 6672 4389 for entry form and details.

20th May - National Motoring Heritage Day - Ipswich

27th May - Macleans Bridge at Belmont .

24th June - RCCQ Rove Breakfast On The Mountain - Jolly's Lookout - More details to come

2nd December - RCCQ Christmas Party - Walkabout Creek - More details to come

National Rove 2018

Shepparton, Victoria

Applications are open now -
see our website for a link to all the details

Next General Meeting:

27th March at Grange Library

starts 8.00 pm

Be sure to visit our website from time to time to keep up with the news and for important information: www.roverqueensland.asn.au

or simply Google rccq

General meetings are held at Brisbane City Council Library,
Evelyn Street, The Grange

No General Meeting is held in December

General Meeting Dates 2018
(4th Tuesdays)

27th February

27th March

24th April

22nd May

26th June

24th July

28th August

25th September

23rd October

27th November - *this is also the AGM*

Welcome To Our Newest Members

*Jon Schwartz of Toowoomba - P4 90
and Series I Land Rover .*



Bob Stewart of Upper Coomera and his 1980 SD1



With Character Come Tragic Flaws

From an article in the Telegraph (UK) by Martin Gardon

I grew up (in the UK) in the Sixties and Seventies, in a world where even the most ordinary cars had huge personalities. Everyday transport such as Triumph Herald, Cortinas and Morris Minors might have been the era's Hyundai i30 and Ford Fiesta equivalents, but you could tell them apart by the noises they made. Even lumbering wheeled mastodons such as the Austin Cambridge offered distinctive aural gratification. Cars were distinctive things to ride in, too. The big squishy seats of a Rover 100 and its wood and leather interior were entirely inimitable. The details of its controls, from the chromed walking stick masquerading as a gear lever to the pull-out tool tray under the dash, were as individual as fingerprints.

I'm not immune to the nostalgia that these things evoke, to the extent that I've written a book, a good bit of which is given over to growing up with cars that are not alarmingly antique and I'm regularly on the receiving end of conversations that go "why do all cars look the same/why can't you fix them/ they don't make them the way they used to, do they?"

It's just as well that they don't. There are a lot of very similar looking cars now, but the standard of mediocrity is high, and even the duffers are safer and infinitely more reliable than the ones I grew up with. Many are boring, but few are actively atrocious.

Classic designs such as the Triumph Herald and rear-engineered Beetle and Renault Dauphine, with swing axle rear suspensions, could be very scary when confronted with corner, although the Renault wasn't dangerous for very long because it was quickly eaten away by rust, as were sixties Vauxhalls which seemed to disintegrate in minutes. Mk 2 Cortinas had "self-cleaning" paint that quickly became self-detaching, leaving ugly scabs.

Cars like the beloved Morris Minor had evil driving positions and constantly needed bits greased. Failure to do this could result in the front wheels falling off! Every weekend whole streets of cars would have their bonnets up as owners constantly fettled and fixed them (my Dad once took a spare gearbox on holiday and fitted it before we came home).

Every winter morning there'd be the sound of cursing and mechanical churning as carburettors flooded, batteries died and the things failed to start. Cars broke and expired well before 100,000 miles. I drive a Toyota Avensis that has travelled 165,000 miles and remains impregnably reliable.

We live in a world of airbags, anti-lock brakes and collision avoidance systems. Soon cars will drive themselves. The charismatic cars of my childhood did without headrests and almost nobody wore seatbelts. They don't make them like that anymore because they are made a great deal better, but I doubt today's cars will evoke the same fondness in 40 years.

Thanks to Jon Lowe contributing the original clipping.

I'm sure that those of you who grew up in the Forties and Fifties, as I did, will remember fondly the British cars we saw and rode in every day as kids: the headmaster's A70, the doctor's P4, the solicitor's Mk 7 Jaguar, the next door neighbour's Vanguard and wall-to-wall A40s. The rose-tinted glasses of nostalgia and the fact that we didn't actually have to work on them may give us a distorted view of the way it was for motorists then. Of course there have always been those who actually enjoy tinkering and doing their own mechanical work. In the sixties, once I had bought the first in the long line of cars that I owned, I couldn't leave the darn things alone! There was always something that I believed needed cleaning or tuning or improving. Those are the cars I remember fondly, yet I know that I would refuse to drive most of them as everyday drives today. They were often unreliable (Ah, Mr Lucas!) and required a lot more regular service and maintenance. The steering and brakes on some of them would scare us now and the performance would be embarrassing, to say nothing of the lack of those creature comforts which we now take for granted. That's why we have car clubs - owners can share the enjoyment of the cars they once admired and coveted in their youth and yet not have to rely on them as everyday transport.

Neale Webb

