



Queensland Rover News

The monthly newsletter of the Rover Car Club of Queensland

October 2017



RCCQ at All British Day 2017



Welcome to our
newest members



*Helen and Drew Maywald at All British Day
with their P6B*

Des Whitely, Mossman, 1947 P2 75



Connaugh Fenner, Bellbird Park, restoring P5

What's on?

14th - 15th October - Fenwick Memorial Rove, Lismore - *see details this issue.*

15th October - Brisbane Southside Morris Minor Car Club annual display day. Ormiston State School. Go to www.bsmmcc.com.au for details. Open to all BMC/Leyland vehicles.

12th November - Wheels of The Century, Redcliffe Showgrounds. 9am - 2pm.

10th December - RCCQ Christmas Party - Sirromet Wines - more details to come.

Here's just some of what we do

- We recondition and supply all types of shock absorbers - including early lever types.
- We rebuild steering components and power steering pumps & boxes
- We rebuild and supply gas stays for hatches, bonnets & boot lids
- We supply CV boots, shafts and springs.
- We can have your leaf springs reset.



Talk to us about *any* suspension or steering related issues -
we can probably help you !

W.W. SHOCK ABSORBERS

07 3265 2133 33 Matheson St., Virginia Qld 4014

Established 1959

Classic car club members receive 10% discount
(Evidence of membership required)

For more information, go to our website - www.wwshockabsorbers.com.au

Next General Meeting:

Tuesday 24th October 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

Roverfest 2017

Wroxall Abbey Warwickshire U.K

11th -13th August 2017

*While in the UK, Jenny and Craig Barraud were fortunate to be able to attend **Roverfest 2017**, a one-off celebration of the Rover V8 motor. Jenny has kindly contributed this report on the event.*



Roverfest celebrated 50 years of the legendary V8 engine. The design proved so remarkable that an engine taken out of production by General Motors was adopted by Rover and used for many years to power the P5B, P6B, SD1, Land Rover & Range Rover. It also powered vehicles produced by MG, Triumph, Morgan and TVR and others.

Friday morning, the 1st day of the Roverfest

After breakfast we walked around the estate and waited for the many vehicles to arrive. Such a beautiful estate - so green and lush and very relaxing. We had lunch on the deck of the beautiful courtyard while we waited. Afternoon came and some vehicles arrived and continued to arrive. Craig soon found some men to talk to so I left him to it.

I happened to speak to Mike Alfrey, President of the Rover P6 Club and was able to book us into the Gala Dinner on Saturday night - they had a couple of cancellations, which was great for us as we wanted to go.

As it turned out, Craig spoke with 3 ex-staff who had worked for Rover in Solihull, Peter Willmer a P6 Transmissions engineer, Denis Chick who started as an apprentice in 1965 and worked through to 2000, and Lyn Thomas, former crash test engineer. Craig of course was in his element talking to these gentlemen and hearing the many stories of things they had encountered when they were working for Rover.

One was that there was a design fault with the P6 gearbox: if you released the clutch quickly with high engine revs in reverse gear it would crack the casing of the gearbox. They rectified this fault by reinforcing the outside case.

Craig met up with another man, Phillip Clifford. He has a beautifully restored Rover P5 Coupe in a lovely Admiralty Blue with a silver birch roof with a mulberry interior. Everyone met up for the meet and greet BBQ on the deck at the abbey that evening.

There were a lot of people and everyone seemed so friendly, eager to talk about their vehicles and their many experiences. The evening went well, everyone catching up and talking about the weekend to come.

On the Saturday there was to be a drive in the countryside with all the other vehicles and a visit to the British Motor Museum at Gaydon (*formerly The Motoring Heritage Centre - Ed.*) and our new friends Phillip & Christine offered to take us with them.

Saturday - Day 2 of the Roverfest

We all caught up again at breakfast and then headed out for Gaydon.

So many cars to look at! Rover, Land Rover, Jaguar, Austin, Morris, MG, Morgan, P76, Mini, Wolseley, Triumph, pre-war military vehicles and also veteran vehicles. There were also some cars from movies - a 1998 Jaguar XKR, the villain's car from "Die Another Day", a 2001 Jaguar XK8 painted in Union Jack colours like the British flag from Austin Powers' "Goldmember" and the Back To The Future car. The Thunderbird' car which was driven by Parker who chauffeured Lady Penelope was also displayed.

There were also motorcycles, with sidecars, Rover bicycles, many various engines and one of the fastest cars ever designed which was a 1957 MG EX181 built by engineers at Abingdon designed for straight line speed with a 1500c.c super charged twin cam engine. In 1957, Stirling Moss achieved a record of 245.6 mph on the Utah salt flats with this car. Two years later the engine was slightly enlarged to 1506c.c and American driver Phil Hill recorded a speed of 254.9 mph, despite his being nearly suffocated from the petrol fumes which were being sucked into the cockpit.

I was quite happy to wander around and look at the many vehicles.

We all met up and had a cuppa then headed out to go back to the car park and check out more of the vehicles in the car park, then headed back to the Abbey to relax for a while and get ready for the Gala Dinner which was set to start at 6.30pm.

I left Craig and Phillip in the bar while I organised for dinner. Bad move! Matt joined them so the three larrikins were drinking all afternoon.

I ended up ringing Craig to find out where he was - surprise, surprise - in the bar still. I reminded him we had dinner at 6.30 so I think he finally came up at 5.45 (I managed to get him ready in time even though he wanted to sleep). We dressed and headed over to the marquee in the grounds of the abbey, everyone all dressed up and looking grand - men in their suits and the ladies all frocked up. There were about 20 round tables which each sat 10 people so it was quite a big affair.

We met Nick & Selena, a couple from New Zealand. They are in a Rover car club and they know Peter Fama. Nick has worked closely with Peter to fix some of his problems with his Rover.

Craig sat next to a young man named Brian. I introduced myself but I couldn't help notice his hands & arms were dirty.. As it turns out he literally rode his motorbike to the Abbey, about an hour away, straight from work and guess what? he is an apprentice mechanic, so Craig was quite happy having a chat to him. We had a "Mrs Bouquet" at our table who seemed to complain about everything - the poor waiters! She was the type of person: "we have this"

"we only drive that" and "Oh we have a holiday house in Portugal" or Spain, I can't quite remember. I think I switched off after a while. Thank goodness the tables were big!

During dinner we had two Guest Speakers - the first was James Taylor, the well-known author who has written many books about Rovers. His recent one tells the history of the Rover V8.

After James spoke, a lady dressed in 1920s attire complete with a fox fur wrapped around her neck (she looked very smart indeed) introduced herself as Lady Maud Spencer. She spoke of the etiquette of driving for ladies, what clothing to wear while driving your motorcar and how she loved speed and driving fast in her car. She was once a Racing car driver and gave just as good as the men and some didn't quite like that. She spoke of her childhood and all the shenanigans she would get up to, like teaching herself to ride her older brother's motorcycle while he was away, when she should have been cleaning it...then to be caught by the local constabulary and being issued with a fine.

At the time she remembers having saved for something she desperately wanted, only to pay it out in a fine.. Her mother and father were not impressed.

Sunday - Day 3 of the Roverfest

Today is the official day of the Roverfest with all the many vehicles on display.

The cars had to be out on the lawn by 9.30 am. It was such a beautiful day, the sun was shining and it was quite warm. What a great day for a car display! Cars everywhere a couple of food vans selling burgers, crepes and hot drinks, an old fashioned ice cream van and of course a tent purely for alcohol. There were a couple of stalls from the various clubs selling merchandise and of course Rimmers were there. Some people sold things from their vehicles. I have never seen such organization - rows and rows of vehicles and still coming in. 600 vehicles were listed as coming and there ended up being 800 - so good.

People came from near and far displaying their cars with pride. There were pre war vehicles, bicycles, Rover SD1, Rover 827, Rover P2, P3, P4, P5, P6, Land Rovers series 1,2,3, County, Defenders, Range Rovers, P76, Morgans, Minis, Austins, Wolseleys, they were all there. There were rows of SD1 vehicles. I'd say at least 30 of them. Some of the vehicles needed work and others had been modified but it was great to see.

Craig was in his element talking to people and looking over the cars. I actually spoke to a gentleman who restored his uncle's 1938 Rover Speed Fourteen Tourer which was previously owned by his father. In a gorgeous red colour, it was such a beautiful car. I could have spoken to this man

for ages - the work he did on the car amazed me: a complete new chassis and he had to make some new panels and also a dashboard, doors and the interior.

The seats were wooden frames curved and re-upholstered in leather, all done by himself. It was such a task just to get the curvature of the timber. It is heart-warming to see the way some people love their old cars.

So many cars and so many photos taken! After walking around for 4 hours it was time for lunch and a cold drink (mine was water and of course Craig's was beer). Out of all the vehicles we saw one was horrid - an SD1 which had been converted into a station wagon by using the rear from a Volvo wagon. It may have looked okay if all the curvatures of the vehicle matched up but sadly they didn't.

I decided to leave Craig to it for the rest of the day while Christine & I went for an overdue swim, spa and sauna -



that's how us ladies do car shows! The day was a complete success and everyone seemed to be having a great time. Later that evening we caught a cab to a local pub called the Falcon. We all had a lovely evening of eating and drinking with our new Rover enthusiast friends, Phillip & Christine and Matt & Tracey - such lovely people. It was such a great day and topped off with a great evening. We ended up going back to the Abbey and having a few more drinks.

Our night concluded in the early hours of the morning and on Monday morning we said farewell to our new friends and thanked the organisers for such a great event.

We relaxed for the rest of the day as you do when you're on holidays; we had such a great time in the UK and can't wait to go back.

Craig and Jenny Barraud



Bundaberg Canefield Classic

30 September-2 October 2017

(Thanks to Eve McCormack for this report)

In 2015, a number of members of the Rover Car Club of Qld headed to Bundaberg on the long weekend in October to attend the Canefield Classic, held by the Bundaberg Vintage Vehicle Club.

The BVVC again issued an invitation to attend this year's rally and so, after an early start – 7am - we packed up the P6B and headed north along the Bruce Highway, meeting up with Craig and Jenny Barraud in their P6 at the very popular Puma service area at Kybong.

From there we travelled on and arrived in Bundaberg in good time. It was good to meet up with Rover Car Club members, Rod and Hazel Gillespie and their 1961 Rover 100. After the usual 'meet and greet' and sausage sizzle, we all headed off to the property of Barry Hoskings and his collection of some 50 vintage and classic vehicles, all beautifully displayed in an enormous shed.

Unfortunately for Ross, the P6B was acting up. He suspected petrol issues and finally it rolled to a stop somewhere !! After close inspection, the problem was found to be a hole in the fuel line. Quell drama!

Luckily Craig was at hand. He continued on to Barry Hoskings' place where Club members handed him a container of fuel, a funnel, some hose and David Heap happened to have a length of fuel line, whereupon Craig returned to stranded vehicle and, despite a burn to his arm, managed to repair the fuel line and all was good again. Many thanks to all for this generosity.

Dinner on Saturday evening was at the Young Australian Hotel and was very pleasant, with many raffle prizes available. Craig and Jenny managed to win three raffle draws!! After the main meal, but before dessert there was some excitement when a transformer caught fire and all power in the hotel and surrounding area went off. Thank heavens for candle light and mobile phone lights! It was a very dark and exciting ride back to the motel, with no traffic lights, no street lights – where were we??

We managed to locate our motel, but with no power and no TV it was an early night. It had been a very hot day and all is very dry around the Bundaberg area, however 100mm of rain was predicted for Sunday. The lights came on about 1 hour later – much cheering in the neighbourhood.

On Sunday, we woke to an overcast, grey, much cooler day, but with no rain in sight. After morning tea at the clubhouse, we headed off.

Firstly to view aviator Bert Hinkler's Armstrong Siddley at the airport – it is being restored by BVVC members and will then be moved to the Bert Hinkler Museum in Bundaberg. From there we headed out in convoy to the Port to look at HMAS Tobruk, which is now de-commissioned and is due to be sunk and become a dive site. From there we drove back to the clubhouse for a barbecue lunch

With the Barrauds, we decided to forego the afternoon run and instead went for a drive to Bargara, a lovely beach-side area east of Bundaberg and spent some very pleasant time on the hotel verandah enjoying a cool drink and some hot chips!! As it happened, the afternoon run was cancelled due to a very serious head-on accident between two motorbikes on a bridge on the route of the run, so all was closed off by the emergency personnel.

Sunday evening meal was at the Young Australian Hotel and again, it was delicious.

We watched the NRL grand final and they held the presentation of trophies. Car of the Day was a little red Messerschmitt, and Ross was thrilled to be presented with the trophy for 'Best Classic Car' for his Rover P6B 3500S. Other vehicles which took our eye were 1929 Model A Hupmobile; 1964 VW Karmann Ghia; 1964 Rambler Classic Hardtop; 1949 A90 Austin Atlantic; four Morris Minors; a collection of Austins; 1926 Judkins Lincoln Coupe.

During the night, the rain started. We had decided to make an early start and were on the road by 7.30am. It was a wise decision, although we drove through very heavy rain south of Bundaberg and hit the holiday-going home-last day of school holidays rush south of Caloundra. Rain all the way, but apparently not nearly as bad as they had in Bundaberg with localised flooding and 100mm in a short space of time!

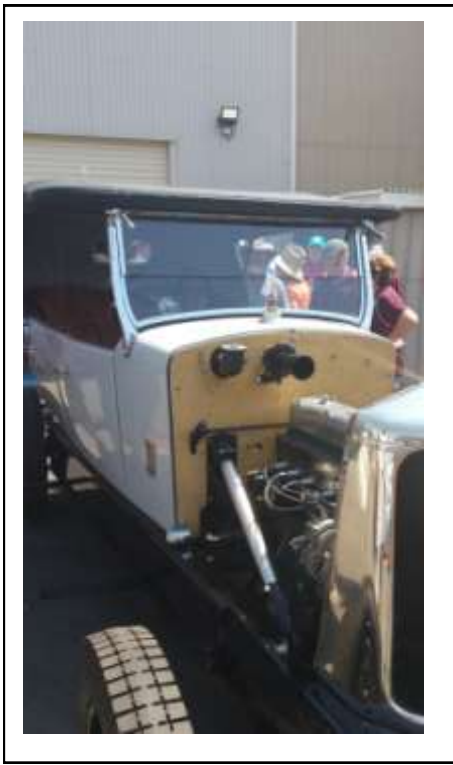
It was a very enjoyable weekend and our thanks go to the Bundaberg Vintage Vehicle Club Inc for their excellent organisation and warm hospitality.



The McCormack and Barraud Rovers

Ross McCormack's P6B was voted Best Classic Car





Bert Hinkler's Armstrong Siddeley undergoing restoration by members of BVVC



Rod Gillespie, Ross McCormack, Craig Barraud



Bundaberg Canefield Classic



Annual Fenwick Memorial Rove Update*

Saturday 14th October and Sunday 15th October

A favourite weekend away to visit the Summerland Sports and Classic Car Club in Lismore and catch up with some old friends. This year, Denise Fenwick has invited us to join them for a run to see a Robotic Dairy on the Sunday.

We plan to drive down on the Saturday morning and meet for lunch at the Brunswick Heads Hotel beer garden (a great spot for lunch) at 11 am **Queensland time. After lunch, at around 2.30pm, we will leave for Denise's place. Denise has invited us for afternoon tea and then drive onto Wollongbar and stay at the Garden Inn Motel <http://gardeninn.com.au>*

Contact Arabella Garden Inn Tel: +61 2 6628 5666, 1 Smith Lane Wollongbar NSW 2477. You will need to make your own booking.

Dinner next door with Summerland Club members at the Wollongbar Tavern. Next morning we meet at the John Crouther Car Park at 8.30am. Morning tea at Kyogle, then head out to the Dairy for a very interesting talk and to watch the cows being milked by the "Robot". After the dairy, we will drive up to Cowongla for lunch at a lovely old country general store, which will really take you back in time. We may have to pre-order our lunch, which will be quiche, pies, or fish, chips & salads. After lunch, return home at your leisure.

This will be a pay as you go weekend but I will need some idea of numbers - please let me know if you can make it.

Ross McCormack 0403 040 334