



# Queensland Rover News

The monthly newsletter of the Rover Car Club of Queensland

April 2017

## Our April Rove



Lunch in a beautiful setting - Cormorant Bay Cafe, overlooking Lake Wivenhoe.

From Left:

Mark Tagg, Kylie Tagg, Eve McCormack, Ross McCormack, Craig Barraud, Jon Lowe, Gary Bickford, Neale Webb, Sandy Webb, Karen Eastley, Trevor Eastley.



## RCCQ - Office Bearers (Management Committee)

<b>President</b>	Gary Bickford	0419 742 208	obhouse@bigpond.net.au
<b>Secretary</b>	Neale Webb	0412 290 259	nswebb@optusnet.com.au
<b>Treasurer</b>	Max Thorne	0414 601 950	maxthorne@hotmail.com
<b>Vice President</b>	Jon Lowe	3315 7202	jjlowe@live.com.au
<b>Vice President</b>	Robert Johnson	0422 878 170	
<b>Events Co-ordinator and Registrar</b>	Ross McCormack	0403 040 334	reme@qldnet.com.au
<b>Committee Members</b>	Craig Barraud	3265 2133 (Business Hours)	wwshockabsorbers@iinet.net.au
	Damien Ash	0490 007 395	koffeetemple@gmail.com
	Mark Denino	0416 016 332	denino1@optusnet.com.au

## 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](http://www.wwshockabsorbers.com.au)



## Welcome to new members Kylie and Mark Tagg of Munrubin

Mark has recently acquired a 1968 P6 2000 TC, having previously owned a succession of Rovers.



**Next General Meeting:**

Tuesday 26th April at Grange Library

Be sure to visit our website from time to time to keep up with the news and for important information: [www.roverqueensland.asn.au](http://www.roverqueensland.asn.au)  
or simply Google rccq

# what's on?

**May Rove** - Rosewood Railway Museum and Steam Train Ride - Details to come.

**June Rove** - Our popular annual Breakfast On The Mountain at Jolly's Lookout - Details to come.

**July Rove** - Our annual combined 4X4 and conventional vehicle run - venue to be confirmed.

- **Other events you may like to attend**

22<sup>nd</sup>-23<sup>rd</sup> April - Great War Flying Display, Caboolture Airfield.

20<sup>th</sup> May - Laidley Show n Shine, Laidley Showgrounds.

21<sup>st</sup> May - National Motoring Heritage Day - Queens Park Ipswich.

21<sup>st</sup>-22<sup>nd</sup> May - Sunshine Coast Antique Car Club Motorkana, Nambour.

28<sup>th</sup> May - MacLean's Bridge Sports and Classic Car Festival, Qld Rifle Assn., Belmont.

28<sup>th</sup> May - QVVA Swap Meet, Carina State School.

**10<sup>th</sup>-12<sup>th</sup> June - North West Rally, Tamworth . Contact Neale Webb for entry form and details**

17<sup>th</sup> June - Caboolture Regional Car Club Show & Shine, Caboolture Showgrounds.

9<sup>th</sup> July - RACQ Motorfest, Eagle Farm Racecourse .

23<sup>rd</sup> July - Gold Coast Swap, Mudgeeraba Showgrounds

10<sup>th</sup> September - Qld. Mini Muster & BMC Round-up, Carina State School.

**17<sup>th</sup> September - All British Day - Tennyson.**

**30<sup>th</sup> September to 2<sup>nd</sup> October - Canefields Classic, Bundaberg. Contact Neale Webb for entry form and details**

1<sup>st</sup> October - Noosa Beach Classic Car Show, Lions Park, Noosa Heads.

(Go to Shannon's Club website for a list of motoring events Australia-wide, or Google the event name)

# March Rove Report -

*from Eve McCormack*

## Beaudesert and Fox and Hounds, Wongawallan

Rover Car Club of Queensland – Sunday 19 March 2017 – Run to Beaudesert

Sunday 19 March 2017 saw us on the road, heading to Beaudesert for their 40<sup>th</sup> Anniversary Veteran and Vintage Car display in Jubilee Park. There had been some rain the previous day and night, and a few showers on the drive down, but we were lucky to have an overcast, but dry couple of hours for the display.

Members of the Rover Car Club who made the journey to Beaudesert included Chris and Christine Giblin in their Rover Quintet (not allowed to be part of the display, as the Quintet was only 27 years old!! And the cut-off age for cars was 30 years old!!), Graham Lee-Lovick (Rover 75), Damian Ashe (Rover 75), Jon Lowe (Rover 75), Dick and Sandra Randolph (.....), Ross and Eve McCormack (Rover P6B), Rob and Ferne Callow also dropped by, on their way to Munruben to collect a Model T Ford Rob has recently purchased).

There was a small but interesting display of vehicles, a few in very original condition, a couple of vintage trucks, tractor and a beautifully restored Austin 7.

From Beaudesert, we drove back via Mount Tambourine for lunch at 'the Fox and Hounds' Hotel – an English Pub where the interior had been purchased intact and transported and installed in the building. We were joined by Geoff and Jann Victor.

From sampling the beers and ciders on offer to ordering the Cornish Pasties and Pork Pie for lunch, a very enjoyable time was had by all.





## Delage Type-S: The 103-year-old grand prix car saved by a 3D printer

Australia is home to the only surviving 1914 Delage Type-S grand prix car in the world, and thanks to a world-first feat of technology this much-loved centurion is still on the road.

In 2014, when the engine block cracked and water pumped out of the exhaust system, the Delage ground to a halt and was consigned to a mechanic's workshop in Castlemaine, 130 kilometres north-east of Melbourne.

With no replacement parts or original drawings to go by, and with few people having the traditional manufacturing skills, pre-war motorcar engineer Grant Cowie looked for alternative ways of rebuilding the complicated 16-valve engine.

"I knew that to use the traditional method, which involves a wooden pattern, would be prohibitively expensive and with such a complicated casting it was possible it would take several attempts to get it correct," Mr Cowie said.



*The original engine block is scanned, a 3D-printed sand mould is created, and the new engine block is cast.*

He decided that using digital technology to clone the original block would be the most accurate, efficient and non-destructive method to get the car back up and running.

The trouble was, a repair this complex had never been attempted before.

Using powerful lasers, the engine block was scanned inside and out, saving thousands of hours of pattern making, with months of work done in a few days.

The scan data was then used to digitally repair the cracked engine on a computer before a sand mould was created using a 3D printer.

A local iron foundry cast the engine using the 3D-printed mould, before it was finished with traditional manual machining.

After the engine was installed, there was an enormous sense of relief when the Delage turned over successfully.

"It's one thing to finish machining it, then you've got to put it all together," Mr Cowie said.

"And just the relief when it first started — and it's been great since the moment we started it."



While many modern car parts are 3D printed, project manager Philip Guilfoyle said a repair of this scale was unique.

"To my understanding this hasn't been done before in car restoration in the world," he said.

Car owner Stuart Murdoch was determined that any repairs done remained true to the original, so when this unique restoration technique was suggested to him he responded: "Boldness, be my friend."

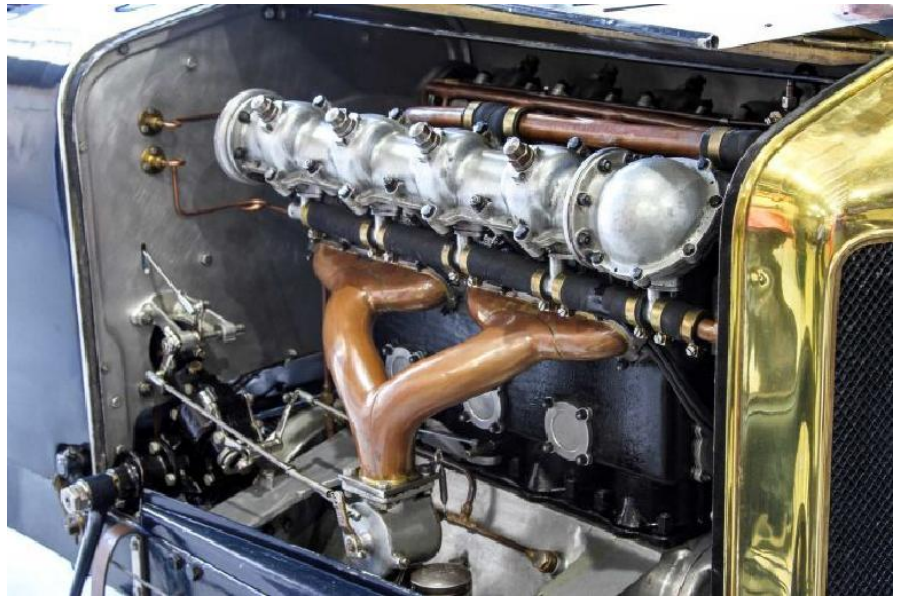
"I had faith in them and I wasn't disappointed," he said.

And now that the 103-year-old car is back up and running, Mr Murdoch is a very satisfied customer.

"It is a considerable achievement for all those involved and, might I say, quite an achievement for Australian engineering," he said.

Motoring historian Douglas Blain, meanwhile, marvelled at the fact that this one priceless S-Type still remains.

"That it lives on in such a state of originality, and is maintained and used by its dedicated long-term owners rather than gathering dust in some sterile museum, is marvellous indeed," he said.



*The cloned engine successfully installed by Grant Cowie.*

And Mr Guilfoyle thinks the digital repair technique may revolutionise restoration car repairs as mechanics like Mr Cowie become less dependent on dwindling car parts and fading skills.

Thanks to Gary Bickford for this article - taken from ABC News website