

VIKING TORQUE

March Quarter 2013

The P6 Edition



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MARCH 2013



COVER

Vintage magazine cutting, 1968.

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PRESIDENT'S MESSAGE

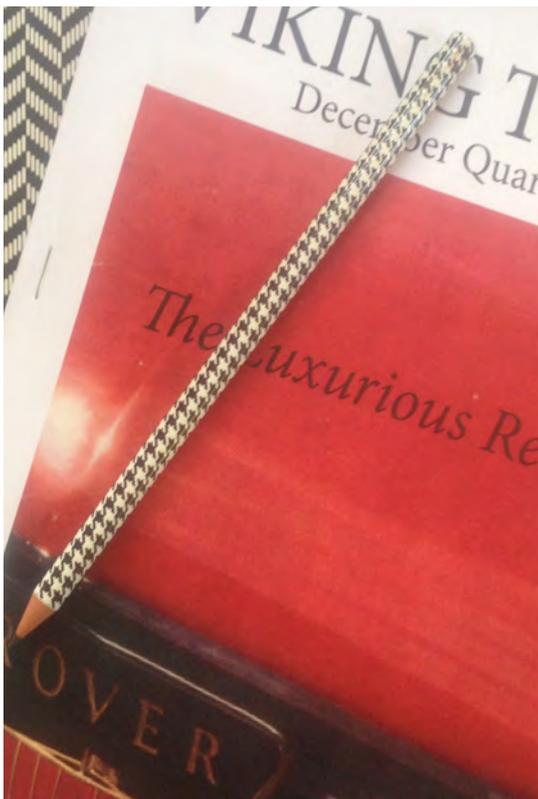
Welcome to the March edition of "Viking Torque" produced by new Editor, Elizabeth Nash. You will remember that Elizabeth edited the last edition of this magazine and produced "Small Torque" for a number of years. I would like to take this opportunity to welcome Elizabeth back to the committee and welcome Peter Duffell, our new Secretary on to the committee and hope that you both find your respective portfolios fulfilling and enjoyable.

In 2014 the club will be celebrating its 50th anniversary. As announced at the May 2012 general meeting, a competition is being held where members and their family are being invited to submit ideas for a logo to best depict this milestone achievement. The winning entry will be used on anniversary regalia and badge. The design criteria is that reference must be made to the club, the anniversary and utilize the three club colours, these being; Blue, Red and Gold. Please submit your entries via the club post office box by 1st March 2013. The prize is a \$50 gift voucher of the winner's choosing. Good luck.

Keep on Roving.

Pete Cass

EDITORIAL



Hi fellow Rover Club members

Well I did fall for the guest editor trick, and now find myself the editor of the Viking Torque. However I did quite enjoy playing around with the magazine, and this does allow me to make a contribution to the car club as I don't have any mechanical skills to contribute. I prefer to delegate that or my car would be in many unidentified bits. Many thanks for those who have contributed articles and please feel free to send more. I am only here to put the magazine together, so I would like club members to contribute ideas and articles and any photos. As colour is my thing it is worth looking at the magazine online where you will see all the coloured images come to life. Contact our membership secretary, Nick and he can organize this for you.

I think 2013 should be a year of enjoying life and having fun. I have started the year with this mantra and so far we are doing quite well. We still need to get Roger Rover to some events and Jane has organised some interesting ones to entice us.

Regards

Elizabeth Nash

COMMITTEE

PRESIDENT

Peter Cass (Wife's name is Sue)
Email: sandpcas@bigpond.net.au Ph. 03 97987513
Please don't phone after 9pm
They own P4 Cyclops, P5 Mk 111 Coupe P6TC, P6B

VICE PRESIDENT

Glenys Williamson (Husband's name is David)
Email: willrove@optusnet.com.au Ph. 03 97832927
They have many Rovers including 1984 216 Cabriolet

TREASURER

David Boyd
Email: david@davideboyd.com (B) Ph. 03 94277633
Mob. 0407 841 167
David owns A P6B Coupe and many Range Rovers

SECRETARY

Peter Duffell (Wife's name is Jill) Ph. 03 9497 4748
Email: pduffellp3@optusnet.com.au
They own a P3 and Range Rover

EVENTS CO-ORDINATOR

Jane Petryszyn (Husband's name is Michael)
Email: mikepet@iinet.net.au Ph. 03 9460 7825
They own a P5B, SE2 & P6BS

LIBRARIAN

Judy Rochow-Richmond (husband name is Mark)
Email: roverp5b@bigpond.com Ph. 03 95797149
Judy owns a 216i cabriolet

MEMBERSHIP SECRETARY

Nick Skinner (wife's name is Kaylene)
Email: skinnerx4@bigpond.com.au Ph. 0419 322 441

VEHICLE REGISTRAR

Wayne Barlow (wife's name is Elaine)
Email: wbarlow@labyrinth.net.au Ph. 0422 482 350
They own a 75

VIKING TORQUE EDITOR

Elizabeth Nash (partner's name is Max)
Email: crichtondesign@bigpond.com Ph. 03 9571 2665
They have Roger, the P6B

SMALL TORQUE EDITOR

Steve Young (wife's name is Liz)
Email: youngnotold5@bigpond.com Ph. 03 97631965
They own P3 and P4

SPARE PARTS MANAGER & AOMC DELEGATE

David Williamson (wife's name is Glenys)
Email: rcca.spares@yahoo.com.au Ph. 03 9738 2927
They own various cars from 1925 to 1980s

REGALIA OFFICER

Greg Howard (partner's name is Sue)
Email: Howie74@live.com.au Ph. 0411 230 328
They own a P6B

COMMITTEE MEMBER

Doug Findlay
Email: greencat@optusnet.com.au Ph. 03 97911527
Doug owns a SD1

CLUB INFORMATION

OTHER CLUB OFFICIAL POSITIONS

WEB MASTER

NON COMMITTEE POSITIONS

Peter Huttemeier (Partner's name is Fiona)

Email: peterhut@activ8.net.au

Ph. 03 6257 7506

They have 1985 SE2 Sterling & MGZT

CLUB PERMIT ADMINISTRATOR

Howard Billing

Email: hbi95322@bigpond.net.au

Ph. 03 9877 7969

ADDITIONAL AOMC DELEGATE

Bill Allen

Ph. 03 0946 2323

VEHICLE ADVISORS

**For Club Permits David Williamson
and Mark Richmond**

Ph. 03 9729 8626

Ph. 03 9579 7149

PUBLICITY OFFICER

Jane Petryszyn

Ph. 03 9460 7825

CLUB ARCHIVIST

George Gosbell

Ph. 03 99555946

CLUB TOOL MANAGERS

Bill Allen

Ph. 03 0946 2323

Peter Duffell

Ph. 03 9497 4748

Club tools are now stored at our Club rooms and are available on Club nights. Country members should contact Bill or Peter prior to meeting nights.

CONTACT DETAILS

Rover Car Club of Australia Inc. Web site:

<http://www.roverclubaustralia.asn.au/>

Email Groups Page:

<http://autos.groups.yahoo.com/group/RoverCarClubAust/>

Postal Address:

P.O.Box Number 3114, Nunawading 3131

Club Phone Number:

03 9738 2927

Submission deadlines for the next issue:

Friday 10th May

ROVER PERCEPTIONS AND FACTS (Continued)

A Review

The above-named article, by Graeme Tutt, in the December Quarter edition of *Viking Torque* was most interesting. It set me to thinking what the actual times and speeds for the various motor cars actually were. My interest commenced, naturally, with the Rover 3500 P6B, but once its figures were 'sorted'. The bug had well and truly bitten! The end result is a quite comprehensive MS Word document. The best result of my calculations was that, with *Pea Soup* I can really get into trouble with the good folk at Civic Corrections. I always knew that P6Bs were a fast motor car, but that it could exceed the magic 'ton' by a smidgeon over eighteen percent is really satisfying. On top of that, what if I had bought a 3500-S model? Such a motor car could really break the 'ton' by very close to twenty-two percent? Heady stuff, indeed. So, how did I go about all of my research into Graeme's article?

Rather agriculturally (meant in a nice way), actually. I noted the reasonably good quality of the eight bar charts in the article and set to with ruler and calculator to create some actual figures. Right away, I realised that all of my calculations were somewhat approximate. Several conditions like photocopier scanning consistency, moisture content of the paper, behaviour of the paper in the copier and the accuracy of the information fed into the MS Word 'bar charts' facility. On top of that, there is the accuracy of the measuring equipment and the quality of the eyesight that read-off each dimension. All of that means that, if you desire the true figures, then you had better research the same information that Graeme used. It is also wise to use the old adage where only the figures you have, are the best there are!

To start with I scanned each page of the article and fed the text sections into an Optical Character Reader software for transfer into a Word document. I don't know why some of the *Viking Torque* text was so fuzzy, but the OCR programme that I use, had a real field day. A sample of what I was confronted with is below:

Th: Luguzr ·z:mmbEzm&iãm uf mi lmzmy would bmw: bam imwséséhk vu thc ummming affiumt but unc
 ;;p@iç:=d tu il diiffmmt Q dumagwzddi: {mm ih: PQ 1 B Pnwzr bn Weigh; Fu ' "“ Y mm m yam mm »

What all of that means, I will leave to your imagination.

The reason I 're-wrote' the article as a new Word document, was to have some form of base for inserting the various figures for the purpose of a proper comparison. Into the Word document, I inserted the scanned bar charts and cropped them so that I could replace the indistinct values at the left-hand sides and the lower edges. Underneath each bar chart, I listed each vehicle, from one to twelve and added its calculated time/speed value, thus:

C. Rovers – Maximum Speed

Chart 3. – Maximum Speed MPH

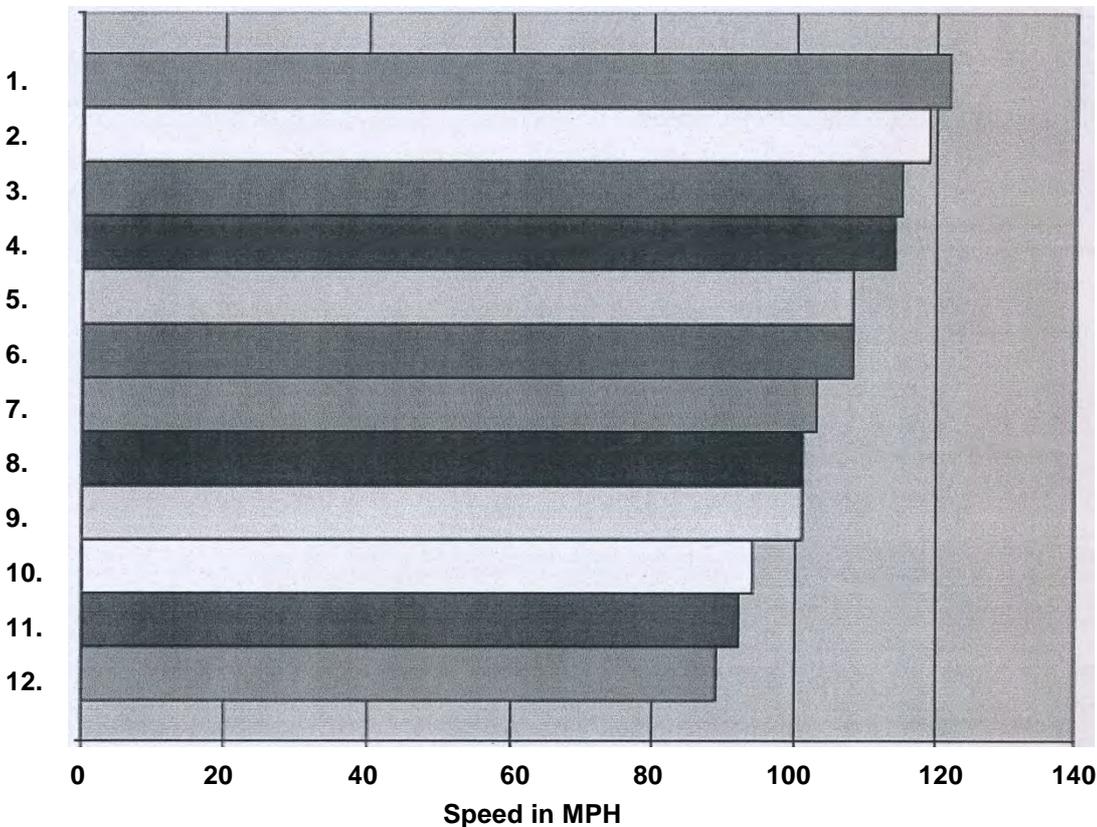


Chart 3. Legend:

# Model	Speed	# Model	Speed	# Model	Speed	# Model	Speed
1. P6B 3500-S	121.758	4. P6-TC	113.386	7. P5 Auto.	102.535	10. P6-2000 Auto.	93.464
2. P6B 3500	118.314	5. P6-SC	107.954	8. P4-110	101.052	11. P4-100	91.686
3. P5B	114.926	6. P5-MOD	107.464	9. P4-105-S	101.052	12. P4-90	88.732

The resulting clarity is immediately noticed.

To make the calculations I laid the opened page on a flat surface and measured each bar with a good quality ruler. Each dimension was recorded in centimetres – e.g. 10.40 cm. The next step was to calculate the dimension as a percentage of the width of the chart – in the chart above, that was 14.2 cm, which calculates to 73.24%. Then, a further calculation using the maximum value along the bottom of the chart, 140 (mph), and converting the percentage to the amount of speed, shown in the bar, provides the actual speed of motor car Number 7, 102.535 mph.

All of this is all very well for someone who is retired and has the time. The exercise also provides some 'padding' for *Viking Torque*, probably to our Editor's infinite joy. So, some of us are happy about it all anyway! Even more time consuming, is the list of vehicles (below) and their calculated figure values – not in any special order:

Charts

Vehicle	Ch. 1	Ch. 2	Ch. 3	Ch. 4	Ch. 5	Ch. 6	Ch. 7	Ch. 8
P6B 3500-S	09.008	16.817	121.758	–	–	–	–	–
P6B 3500	09.542	17.535	118.314	–	–	–	–	–
P5B	12.214	18.615	114.296	–	–	–	–	–
P6-TC	12.062	18.345	113.386	–	–	–	–	–
P6-SC	14.604	19.965	107.594	–	–	–	–	–
P6 2000-A	18.016	21.493	093.464	–	–	–	–	–
P5 MOD	14.596	19.785	107.464	–	–	–	–	–
P5 Auto.	17.102	21.043	102.535	–	–	–	–	–
P4 110	14.428	19.245	101.052	4516.20	082.10	20.018	14.963	101.40
P4 105-S	15.496	20.323	101.052	4354.80	071.36	20.395	15.435	101.40
P4 100	16.262	20.773	091.686	4645.20	068.84	20.957	17.515	092.09
P4 90	17.480	21.313	088.732	4000.20	063.79	21.053	17.613	090.23
Jaguar 1	–	–	–	5193.60	111.79	17.293	09.943	114.42
Jaguar 2	–	–	–	4161.99	072.64	19.643	19.888	101.40
Ford C	–	–	–	3806.40	106.74	18.890	12.500	097.68
Ford Z	–	–	–	2677.20	053.05	20.300	16.098	086.05
Holden	–	–	–	2451.60	065.05	21.618	19.603	080.93
Humber	–	–	–	3935.40	065.05	20.300	15.910	086.05
Austin	–	–	–	2690.40	065.05	20.488	15.778	088.37
Standard	–	–	–	2806.20	053.05	22.180	22.160	076.74

Notes: P6 2000-A (Auto); Jaguar 1 (Mk VII), Jaguar 2 (2.4-litre); Ford C (Customline); Ford Z (Zephyr); Holden (FE Special); Humber (Super Snipe); Austin (Westminster) and Standard (Vanguard Vignale 6-Cylinder).

As Graeme mentioned, the P4 models did compare favourably with their prime rivals. Back in the days when the P4 Rover was in its heyday, we used to describe them as the Maidenly Aunts of the car world – utterly dependable and of enviable road behaviour. I heard my father say once, "My God! Auntie has hitched up her skirt and petticoats and is really running fast." This was on being smartly overtaken by a black P4 on the A4 to London, while he was driving the family Railton, which was a brisk motor car. Father also said, some years later when he was thinking about a P5, "If only Rover would put a fluid flywheel into the Three-litre, they would then have an absolute winner!"

Our thanks to Graeme for doing all of the ground work on this interesting project. Hopefully, in the two blocks of numbers above, there are no typing errors – if there are, MS Word's Spelling Check is not going to find them!

Mike Allfrey.

Car Advertisements

Advertisers please note:

Motor car Trader regulation 1998 – regulation 22(4). New advertising requirements for private sale of used cars. Advertisers to include: “Cash price of motor car.” “If the car is registered, the registration number, or if the car is unregistered, the engine number of the vehicle.

Rare 1934 Rover P1 for sale

Odometer Reading 55,115 miles, 12 H.P., 4 cylinder engine.

Doctor's coupe body. Reg SPL 956 It was imported from England by T.J. Richards in Adelaide, South Australia. The body has been made by Richard's and the body remains original. The car is in very good condition and has been well looked after. I purchased the car in around 1980 from Dean Smoker who was a car dealer in Adelaide at Light Square. I have done more than 10,000 mile in it, including trips to Canberra, Tasmania and Queensland and others. The car has been a pleasure to drive and it runs smoothly and uses little petrol. Now, reluctantly, it is available for sale! For further information on price etc. please contact: Edward Nixon, Hahndorf, South Australia on Ph.: 0407 608 121 0407 608 121 email: nixon@adam.com.au

Parts for sale: Lights

2 Lucas P700 headlights (tripod) \$ 60 each 2 Lucas 700 headlights \$25 each Also have numerous tail and indicator lens Contact Harry 59759707.

Rover Parts for sale

* 3500 V8 long motor, ex P6, in excellent condition. 2000km since full rebuild, all papers. \$600

* Fast road / competition lightweight steel V8 flywheel. Never used. \$100

* heavy duty V8 pressure plate & clutch plate. Never used. \$100 pair

* Custom Dellow bell housing + clutch fork & slave. V8 to Toyota Supra gearbox. New, but modified for custom sportscar build (lower 25% cut off). \$100 * Range Rover high-volume water pump. New, in box. \$100

Call David on (03) 8300 6210 (03) 8300 6210 b/h

Rover 1971 TC Parts for sale

Instruments and switches. Centre console. Front seats and rear squabs. Wheel trims. Engine clutch and gearbox. The lot for \$450 but items can be bought separately. Contact Trevor on 03 5762 4986 03 5762 4986

Rover 105S project for the enthusiast

I have a 1958 Rover 105S that needs to be brought to life by a vintage car enthusiast. The vehicle was acquired by me some 30 years ago and I decided to start from the chassis and work from there, over the intervening period the following work has been completed:

The body was removed and the chassis sandblasted and powder coated Suspension components: all cleaned, painted and all rubbers replaced Engine rebuilt: new pistons, rings, valves, water pump etc.

Gearbox: new bearings throughout, Laycock de Normanville overdrive has new bearings throughout.

Clutch: flywheel faced, new clutch plate, re-machined components in clutch actuation mechanism

Tail shaft: new universal joints fitted Diff: new bearings, crown wheel and pinion reset. Brakes: new linings throughout brake drums faced where necessary, master cylinder and slave cylinders re-lined with stainless steel liners, new rubbers throughout. Body : a few small dings but not repaired, rusted drivers side scuttle

but new components included that need to be welded in place, mudguards OK but have rust lower left and lower right but new replacement parts included that need to be welded in place. Re-chromed bumper bar and associated components included. Radiator grill re- furbished/ chromed ready for assembly. Also included are head lights parking light etc. Body needs to be resprayed. Interior: complete re-upholster required

however all interior chrome has been completed and is included as is a re-fur-bished dashboard and window surrounds. Books: Service manual, Parts manual, Drivers operation manual, History of Rovers etc. CD of photos showing assembly of parts There are no parts missing plus there are also many spares, this is now essentially an assembly project, the car is drivable but needs to be completed. If you are interested call me on 0419-001-309 Engine Number: 621800337; Sale price: \$2500 or offer.

827: Clutch pressure plate new. Front Rotors new. Tail Lights. Switches, Steering Column. Front Wheel Hubs Rear Wheel Hubs

Rover 75 2001 Connoisseur very good engine 181,000km. \$2200.00 (short) \$3200.00 (long) Most other parts

Car Advertisements continued

Assorted Parts For sale:

P6 intermediate muffler –new. 2 final mufflers – near new different length connection pipes \$100.00 the lot
Auto Gear Boxes P6 - BW30 and BW65 \$150.00 each ONO V8 3500 Engine Block, new rings, all new bearings seals – includes drive plate, water pump and viscous coupling. Cylinder heads not done yet. \$350.00
Valley manifold & 2 SU carbs

827: Clutch pressure plate new. Front Rotors new. Tail Lights. Switches, Steering Column. Front Wheel Hubs
Rear Wheel Hubs

Rover 75 2001 Connoisseur very good engine 181,000km. \$2200.00 (short) \$3200.00 (long) Most other parts available: Timber veneer dash \$120.00. Front passenger (electric) seat leather. Rear seats. Trim panels. 3 doors (no drivers door) Front & rear bumpers \$260.00 each. Bonnet & boot lid (chrome number plate surround) 250.00 each. Front mudguards and grill, Sun roof or parts thereof. Tail lights. Steering Unit, steering wheel column and switches. Airbags. Electrics. Et-cetera.....Body will be cut up
Contact Allen: Email: allencarl@optusnet.com.au Phone: (03) 9775 5883 (03) 9775 5883

1987 Rover 416i. 117,371 Kms. New tyres and battery. Reconditioned front struts. Engine number DA16A31200896. To be sold without RWC but it got one in Oct last year when it was put on Club Plates. \$3,500 ono. Contact club member Roland 5339 9406 or 0418 540 607.

For Sale: Land Rover Discovery. Registration NJP931 1996, and it is comprehensively covered in a promotion in The Trading Post; reference www.tradingpost.com.au/automotive/Used Cars/AdNumberTPOO5511831.

Wanted: I have need of some interior items for my P4 100, colour silver-grey, and my 1967 P5 Coupe, Rover Red. In particular seats and trim. I am happy to pay a reasonable price for these items, depending on condition. Contact: Robert G. Boundy. Tel. Mobile 0414900335. Home 0359742303.

For Sale:1971 Rover 2000 P6 Automatic Price \$2,000 negotiable.

Original car. Low kms for its age - 124,933 kms / 77,630 miles. Classic 4 door sedan. All original badging. Original manuals. Original jack. Colour white, original paint, only a little rust on exterior but is mainly surface rust. Rare 4 Cylinders. Engine number: 40515252K. Clean motor. Upholstery.. vinyl quite good condition. Small cut on one back seat see photo. Carpets in generally good condition but more wear on driver's side. Roof lining ex condition. Some deterioration above dash. In boot .. spare tyre and original jack. Would qualify for red plates/car club registration. The car is situated at Pomonal (near Ararat) Vic in the Grampians. I am selling this car on behalf of my elderly mother who has gone into care. We have let the registration run out and there's no roadworthy certificate but my mother always kept it under cover, mechanically well maintained and roadworthy. I'm sure the miles recorded are accurate as my mother only did 8482.85kms/ 5271miles in it since purchasing it in 1982. As well as the original manuals, there is some paper work including receipts. I am told by a member of a car club that there would not be too much cost in restoring this car. I have described the car as best I can but would advise on any possible purchaser seeing it. It starts with first turn of the key, idles and runs well. With a limited permit you can drive it away. Contact: (03) 53566217, only ring mobile 0438 350 125 if the other doesn't answer

1974 Rover P6B body for sale.

Rolling body. Engine and gearbox not included.\$250.Contact Ivan on Tel: (03) 5446 8764.

As William Shakespeare said "Sell when you can, you are not for all markets"

Spare Parts Manager Report

P6B front disk pads now available.

An oil filter kit for P3's. It looks like the original - there is only one at the moment.

Full size 17" spare wheel for the new 75. Contact David on the club number 9738 2927

Great Australian Rally Report

2013 RACV Great Australian Rally 20th January 2013

This is a day to catch up with friends and view a wide range of cars and your entry fee goes to a worthy cause 'The Peter Mac Foundation'. As in previous years if you were unsure of the weather members could enter on the day.

This year Michael and I met up with a number of other Rover members in Stud Park Shopping Centre before the 9am starting off time. A number of RCCA members were already waiting to be waved off towards Mornington Racecourse. As in previous you can go choose to take the direct route to Mornington or take the scenic route through Hastings, around the coast through Mt Martha and then in to Mornington.

It was our plan to take the scenic route but unfortunately we went off the beaten track as the instructions told us to take a left hand turn towards Hastings just where the newly opened Freeway was standing in our way. So we ended up taking the direct route to Mornington.

As per usual our two Rover suspects "Ian Burke & Bill Allen" were on the gate and gave us a friendly wave. As we approached our "spot" – along the wire fence a number of other Rovers were already parked including Bill Allen's, Steven Curtis's and Grattan & Lucille Fitzgerald's. No sooner had we parked our – non Rover (Lotus), David and Glenys Williamson were on hand to help marshal some Rovers which had joined the gaggle into our area. Mike, Grattan & Lucille were on hand to assist with the marshalling and Terri was in the back room looking after the regalia. The All British Club have an excellent track record for their organisation skills and team work and it certainly showed once again at this event.

Members parked their Rovers and proceeded to view the wonderful sights of cars every make and model was on show, Vintage and Veteran, Jaguar's, Jensen's, Rolls Royce's, Triumph's and lots more. If you haven't been a part of this wonderful event there is always next year.

This year is the 50th anniversary of the P6 and the club had organised a display of P6 Rovers which were on display in the "Club display area". It was a wonderful line up and Ian Littler and Carolyn Easdale have taken a number of photos for the club magazine. Pleased to see George & Lorna in their P6SC and Ian and Beth Littler in their P6TC who had come down from Tungamah.

Members were entertained by the band and this year a number of stalls were selling various bits and bobs for the ladies. I was thinking about buying a hand bag but was asked the question "do you need another hand-bag" not by Michael but by Ray & Ken!.

Members who attended were: Ken & Sue Burrows P5Mk1, Bill & Terri Allen P6B, Ken Cowan P5BC, Stephen & Liz Young P3, Lucas & Olik Young VDP, David & Christine MacArthur P4, Grattan & Lucille Fitzgerald P4, Andrew McGrath & family P4, Jane & Michael Petryszyn Lotus, Mike Allfrey P6B, Chris Kershaw P6TC, Andrew & Dennise Phillips SD1 2600 & P6.

The P6 display: Ray & Jill Carroll P6TC, Greg Howard P6BS, Howard Billing P6TC, George & Lorna Gosbell P6SC, David & Glenys Williamson P6B (glass top), Roger & Declan Boyle P6B, Steven & Carolyn Easdale P6B, Ian & Beth Littler P6TC, Ian Furtiere P6B, Peter Cass P6SB.

Text: Jane Petryszyn

Great Australian Rally



Images Courtesy Ian Littler

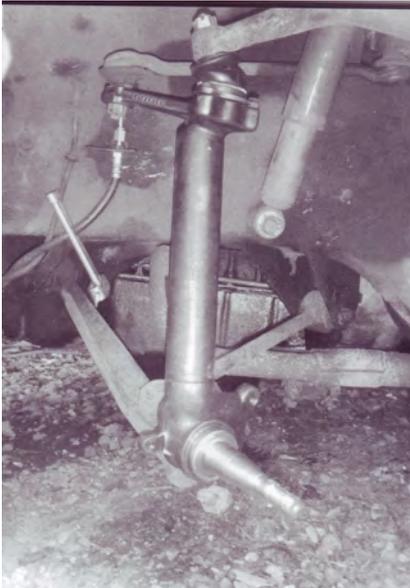
P6 LEG REPLACEMENT

By Mark Gray

Driving Force, May 2009

Reprinted with thanks to the Rover P6 Club, UK.

Just recently I had cause to replace a leg on a 3500, because the bearing had rotated on the stub shaft and was now causing a noise while the car was in motion. It was also apparent that the top ball joint was a bit iffy as well, so the job was needed two fold. Anyway I started by jacking the front of the car up and positioning it on some solid stands, 'always think safety first', because you don't want it dropping on you. Then I removed the road wheel followed by the brake caliper. Now I didn't really want to have to bleed the entire brake system from scratch so I used a brake hose compression tool to stop the fluid leaking out and more importantly the air from leaking in. I must admit I am not a fan of compressing brake hoses but sometimes needs must, however I would advice everyone to avoid using mole grips as they can damage the hoses, very easily. That said if you have to use mole grips, try putting a socket over each of the jaws, this will create a curved surface that shouldn't do as much damage as mole grips alone would do to the hose. Once the hose is compressed and the caliper is removed, its just a matter of pulling the hub off, in this case this was fairly simple because the stub shaft was worn by the rotating bearing. Now if it is just the leg on its own that is being removed, this can be achieved without the need for the special spring compressors, as long as the shock absorber is not disturbed, all you

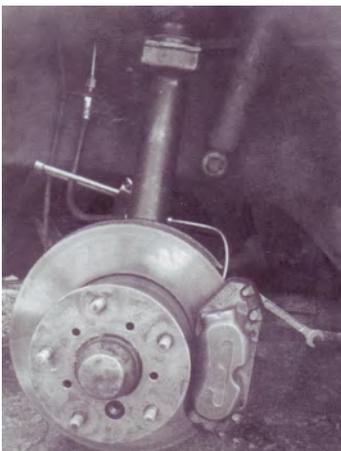


need to do is separate the steering arm joint with a normal splitter. Then I suggest using the special tool (*left*) to first split the bottom ball joint by clamping it into position and giving it a tap with a hammer. Next pull the bottom link arm down and the leg outward, there is enough movement available. Then put the special tool on the top joint and give it a tap with a hammer. It is at this point that I must warn you that when I did this, the leg came free quite easily and as it dropped away from the car it landed in my lap, thread first, with weight, because I was knelt on the floor in front of it, *unprotected as it were*'. time for a brew!!!! Now because I was replacing the leg completely, I had taken the time to prepare the new leg on the bench



and had already installed new ball joints into it, so once the old one

was off, I went straight on to the installation of the new one, by fitting the top in first then the bottom. Getting the old ball joints out can be problematic at best and on this occasion, I had to weld the old joints solid to be able to extract them from the leg, quite time consuming. I must admit but by preparing a spare leg first. I prevented a lot of down time for the car. Next I replaced the hub which I'd fitted with new bearings. because the old ones had been turning on the shaft. These don't cost a fortune because they are the same as some ?XJ Jags and other cars of the same era, so shop about and try your local bearing stockist. Because they may surprise you, by having them and being competitively priced. Now tighten the hub nut, but don't over tighten, instead follow what it says in the manual, don't forget the hub needs to be free enough to turn! Finally refit the caliper and then all that is needed is to bleed the air out, put the wheel back on and job done. Have fun.



P6 Rear Calipers Exposed

by Vern Klukas

Reprinted with thanks to Rover Car Club of Canada

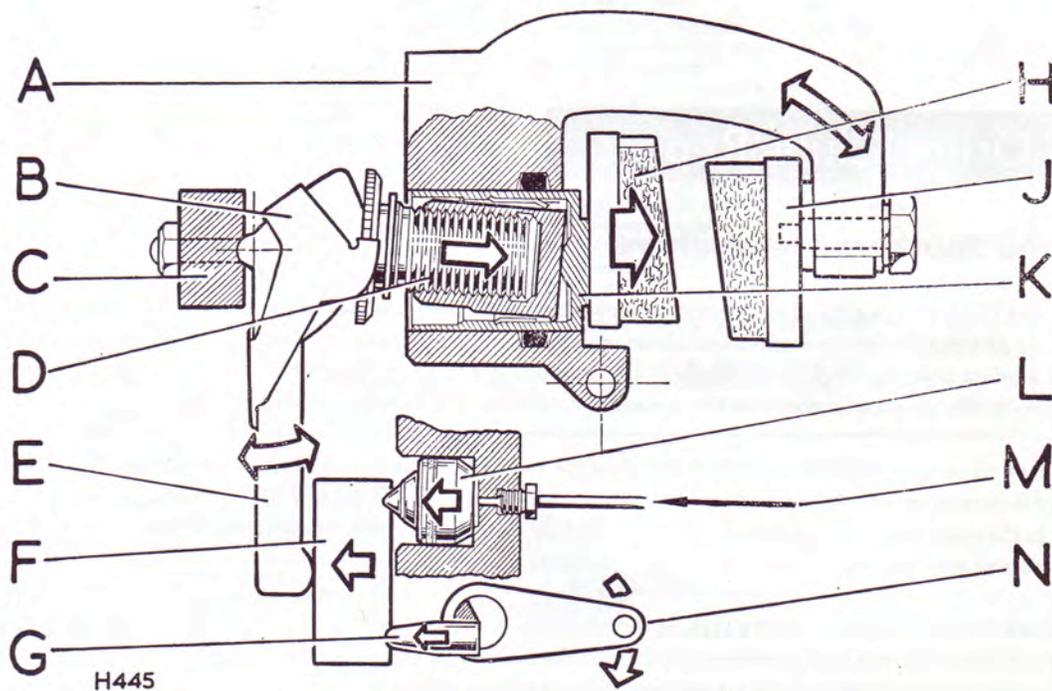
The Rover View, Winter 2009

In the next issue of the *Roverview* I will be taking the reader through the process of removing, rebuilding and re-installing the rear calipers of a P6 equipped with Girling Swinging Calipers. For those that don't know, the Girling caliper is a very complex and temperamental mechanical design, presumably designed so that both hydraulic and mechanical application of the brake pads was possible, thereby incorporating foot and hand brake in the same unit.

With that in mind, before we delve into the intricacy and pitfalls of the rebuild, I thought a diagram and description of how the calipers work would be appropriate.

This diagram, taken from the workshop manual, is a little different than the actual layout of the caliper, done so that its operation would be more clear.

In operation, either hydraulic pressure or operation of the hand brake forces the Strut, F, against the Lever E. The lever fulcrum, designed to give a considerable mechanical advantage, rests against the Beam C and results in the Push Rod D and Mechanical Piston K moving the inner or Moving Pad H against the brake disc. The Caliper Body A reacts to this movement by pivoting on an axis, shown in the diagram under the Moving Pad, which brings the Fixed Pad J against the other side of the brake disc. Adjustment for wear is achieved by a Pawl B, which acts in a ratcheting manner on the serrated head of the Push Rod, which then unscrews from the Mechanical Piston to take up the pad wear. It is this adjustment mechanism which causes the most trouble for this design.



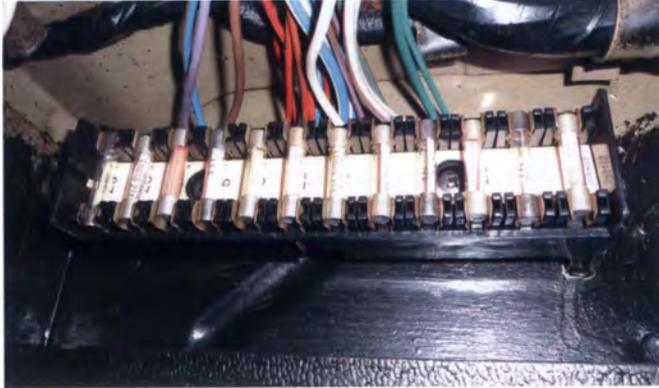
Diagrammatic layout of Girling swinging caliper

- | | | |
|--------------------------|--------------------|----------------------|
| A—Caliper body | E—Lever | K—Mechanical piston |
| B—Pawl | F—Strut | L—Hydraulic piston |
| C—Beam | G—Handbrake tappet | M—Hydraulic pressure |
| D—Serrated-head push rod | H—Moving pad | N—Handbrake lever |
| | I—Fixed pad | |

HOW TO AVOID AN ACCIDENT WITH THE SERIES 2 FUSEBOX

Owners of Series 1 cars and also those of very early series 2 cars can relax at this point. You have the original style of fusing with the old fashioned Lucas fuse box in the engine bay.

Most series 2 and also NADA series 1 3500S have a fuse box located on the front bulkhead in the passenger compartment behind the passenger's knee locker. This fuse box is unique to Rovers of the period



...and is also used in the P5B. In that application it apparently gives no trouble – not so in the P6!



There seem to be four basic problems with the arrangement. The first is the one that generates consequences should the other three be present as well! The fuse box is made from an early nylon like soft plastic. This plastic has an extremely low melting point and also spontaneously ignites at an alarmingly low temperature. If you fancy a practical test, it should be easily possible to cause catastrophic melting with a domestic hair dryer – you might even generate a flame by this means.

Because of this and its hidden location, any problem with the fuse box is therefore only a whisker away from burning out the entire car.

So what are the other three problems?

First up is that the fuse holders are designed to accept 32mm long imperial fuses. These are generally difficult to source nowadays, although Ebay generally has a fair selection. Unfortunately it is also possible to fit modern standard 30mm fuses into



the holders. As well as being shorter, these are slightly thinner, so the contact between the holders and the fuses is quite poor. This leads to overheating of the fuse holders – clearly very undesirable.



Any overheating that does occur, first softens the plastic that secures the fuse holders, causing the blades to open out and make even less contact with the fuses. This exacerbates the problem.

Finally, it appears that the manufacturer of the looms for the P6 used a fairly lackadaisical approach to crimping the wires to the fuse holder terminals. These are located on the back of the fusebox. Again, poor connections lead to highly undesirable heating of the plastic.

A clear symptom that all is not well is occasional loss of a single headlamp. Left and right lamps are connected to left and right blades of the relevant fuse holder and this seems to be the most marginal duty in the fusebox.

So what should you do, now that winter driving and much greater headlight use is upon us?

- Make a specific check of all the fuses you have fitted and check that they are of the correct rating and that all are 32mm long
- Make a specific check that all the fuse holder blades are clean and grease free (a bit of fine emery or contact cleaner wouldn't go amiss here) and gently squeeze them together so that they grip the fuse tightly.



- Remove the screws that secure the fusebox to the bulkhead and turn it over so that you can access the wire connections. Use a long nose pliers or similar to give the wires an extra crimp onto the connectors.

Here's hoping you can then enjoy reliable headlamps and avoid a toasted P6!

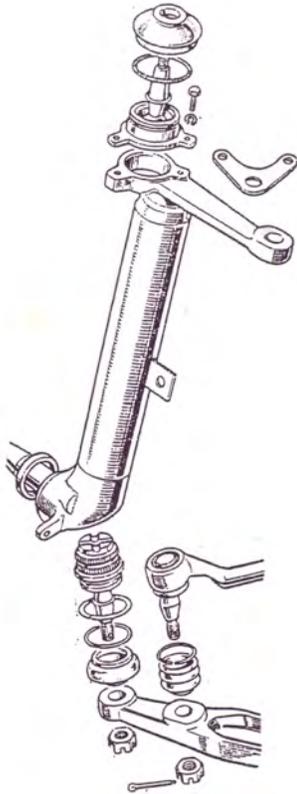
Chris York
October 2012

Rover p6 front suspension: RIDDLES AND REPAIRS

By Frank Thorndike Jnr.

Reprinted with thanks to the Rover Owner's Association of Queensland Inc.
Queensland Rover December 2001

Some time ago I found that the rubber boot of the bottom strut link assembly on the front suspension of my **2000TC** had been damaged. Closer inspection showed revealed rubbing marks near the damaged area, and a corresponding shiny spot on the head of the nearby bolt which fixes the brake disc shield to the swivel pillar assembly. When the steering is on full lock this bolt comes perilously close to the boot, even when the lock stops are correctly set. It obviously touches the boot under some conditions--To make matters worse, readily available replacement boots are of a different style: they have a larger diameter bulge. These would be damaged even more readily.



The solution is straightforward - take out the bolt and throw it away! A better solution is to replace it with a counter-sunk screw. I chose an *Unbrako* type with a recessed hexagon head, 1 inch x 1/4 UNF. Countersinking the hole is probably best done with the swivel pillar removed from the vehicle, but may be done in situ with a low speed hand held power drill. When the countersinking is completed simply insert the new screw and tighten with an Allen key.

It is of course very important to keep water and dirt out of the steering and suspension ball joints and they should be inspected at reasonable intervals and damaged boots replaced. Genuine replacement boots are *difficult* if not impossible to obtain and substitutes must be sought. *Repcos* carries a series of boots, some of which are suitable for our purpose.

Their *Tie Rod/Ball Joint Boot Kit TE3* fits both the bottom strut link ball joint and both ends of each steering side rod. Their *BJ6 kit* can be fitted to the upper and lower swivel pillar ball joints. Both the above come in packs of two. These boots do not seem to be as hardy as the originals and may not last as long, but they do keep the water and dirt out.

Early P6 suspension ball joints are adjustable and may be dismantled, cleaned and reassembled. This requires some care and fiddling. The top swivel joint has a threaded brass ring which goes over the taper and screws into the body of the joint where it is locked into place by punching part of the body into one or both slots in the ring. When this punching is released the ring can be unscrewed. Tapping the slots in the ring in the appropriate direction with a punch usually works but care must be taken to avoid damage, and a specially made tool would be desirable.

The construction of the bottom swivel and bottom link ball joints is different. A brass cup screws into the ball end and is locked in a similar manner to the [others. in](#) this case however a

special tool is almost essential. This can be fabricated fairly easily. First we need a piece of 2" x 1/4" steel at least 2 feet long. In the middle of this drill 4 holes 5/16" diameter with centres corresponding to the centres of the "holes" in the Maltese-cross-shaped indentations in the cup. Into these holes weld 4 parallel roller bearings so that they protrude evenly about 1/8". Make sure the protruding ends are flat - by grinding if necessary. The tool may be applied to the ball joint held in a vice, or the ball joint may be applied to the tool held in the vice (i.e. vice versa). Pre-cleaning, the removal of paint, and the use of a penetrating fluid are highly recommended.

When the ball joint is dismantled, clean and inspect it. If the ball is still round and not badly pitted, and the plastic cups are not cracked or distorted, the joint can be reassembled using molybdenum disulphide grease. Adding a little water-repellent additive (e. j. **Wynns Friction Proofing**) may help to prolong the life of the joint. Tighten the ring or cup so that the joint is fairly stiff but can be moved to all extremes. If this condition cannot be met the joint should not be used. When the adjustment is complete lock the cup or ring in place and fit the boot.

The steering side rod ball joints are not adjustable in this way. But all is not lost. Some companies such as **Parts and Services** offer a ball joint rebuilding service in which a molten polymer is forced into the joint under pressure. The result is a close-tolerance, greasable ball joint. (Although this does not apply to P6s, it seems that king pins can also be treated using this method). Badly worn items may not be suitable for re-use.

Ball joint maintenance is a good example of the old adage - a stitch in time saves nine.



ROVER 2000
CELEBRATING its first anniversary, this attractive 2-litre model from Rover has been improved in many details during the year. Smoother clutch, stronger synchromesh, quieter exhaust, improved ventilating panes. It is fast, comfortable and economical, with good road-holding and many safety features. Large drop down parcel lockers hinged above the ankles are padded to protect legs in an accident. All body panels are easily replaceable if damaged.

CLOSE-UP
Four-cyl.; o.h.c.; 85.7 x 85.7 mm.; 1,978 c.c.; 99 b.h.p.; 9 to 1 comp.; coil ign.; S.U. carb.; 4-speed, 12.83, 7.55, 4.92, 3.54 to 1; cen. lvr.; susp., f. ind. coil, r. de Dion coil; 4-door; 4-seat; disc servo brks.; max. 105 m.p.h.; cruise 95; m.p.g. 32; whl. base 8ft. 7 3/4 in.; track, f. 4ft. 5 1/2 in., r. 4ft. 4 1/2 in.; lgth., 14ft. 10 1/2 in.; wdth., 5ft. 6 1/2 in.; ht. 4ft. 6 1/2 in.; g.c. 8 1/2 in.; turng. cir., 31ft. 6 in.; kerb wt. 24 1/2 cwt.; tank, 12 gals.; 12-volt.

£1,046 + £219 p.t. = £1,265

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£1,046 - £219 p.t. = £1,265

1964? Cutting from the Boyd file

MARK'S P5 P6 ROVER PARTS



P.O.Box 41 Oakleigh South 3167 Email: roverp5b@bigpond.com Phone 0417 537 452

EVENTS CALENDER

Organized by Jane Petryzen

Details of events/meetings planned for this year - see each issue of Small Torque or Viking Torque for additional details or contact Events Co-ordinator.

***Members interest only – not club events. All other events are RCCA club permitted events

Details of events/meetings planned for this year - see each issue of Small Torque or Viking Torque for additional details or contact Events Co-ordinator (see committee page).

***Members interest only – not club events. All other events are RCCA club permitted

Friday 8th March Monthly Meeting Guest Speaker Mr Antonio Massari from Waxit Car Care will be presenting to members: Simplifying Detailing & Paint Correction.

*****Saturday 9th & Sunday 10th March Phillip Island Classic Festival of Motor Sport.** “The Shannons Walk”. Display of classic motor vehicles and WW2 military vehicles.

Saturday 16th – Friday 22nd March RACV Fly the Flag Northern Tour. Entry fee \$350 per person includes six breakfasts, four lunches, all dinners & entertainment. Each car receives a rally badge, RACV cap and assorted memorabilia. Applications forms are available from Jane

*****Saturday 23rd March Historical Police Vehicles Registry.** Cars for Kids – Royal Children’s Hospital Charity Car Show. All cars must arrive between 7am – 9am. Address: Wyndham Park, Werribee. Entry cost \$20.00 per car. Register your interest to email: carsfordkids2013@gmail.com or phone 0405252 597

Sunday 24th March – Maribyrnong River Cruise. Length of tour 2 hours.

Meeting point: Ferry Terminal, bottom of Saltriver Place, Footscray. Melways Ref 42 E5.. Meeting time 12.45pm. Departure 1pm – return 3pm. Cost \$14.00 per person. This cruise has been chartered for the sole use of the car club, max numbers 30. Parking could be an issue so please allow time to ensure you arrive at the meeting point at 12.45pm. Some street parking is available or metered parking.

Due to the large response I have organised another river cruise on 24th March as we already have 30 members attending this event. Second cruise Departure:10.00 am – return midday. Meeting time: 9.45am. At this stage we have 15 people who have put their names down. To achieve the second cruise I require another 15 people!

I will contact members via phone if they would like to move to the earlier time. To ensure the cost of \$14.00 per person for each cruise I require 30 people. This is now open to extended family and friends. Please contact Jane ASAP via phone or email if you would like to attend this event. Payment must be paid prior to the event at the March Monthly meeting or via electronic transfer. For further details please contact Jane.

*** **6th April - 7th April 2013 Great Macedon Tour.**

The Tour is open to all makes and models of car or motorcycle, from family sedans to exotic sports cars, 25 years old or more. Unlike most car rallies, Concours de Elegance or club events, the Grand Tour is designed for the whole family to enjoy. Comprehensive route notes and maps make navigating the 250 kilometre Tour a simple and enjoyable experience. And we feed you all day! As we say, “Everyone loves a drive in the country”. There are also optional supporting events the evening before and the morning after the Tour.

The event is limited to the first 100 cars so get in quick. If members are interested in this event go to the following web site: <http://www.macedonrangesgrandtour.com.au/>

Events continued...

Sunday 7th April American Motoring Show – Flemington Racecourse Members Car Park.

Friday 12th April Monthly Meeting Guest Speaker Roy Francis will be presenting a power point on 'What every man should know – Prostrate awareness'.

Sunday April 14th at 10.00am. An informal discussion workshop for 75 owners and other interested members. Members are encouraged to relate their "75" experiences, good and bad, with a view to exchanging Ideas, solutions and other information related to this model. Lunch: sausage sizzle. Address: Steve & Carolyn Easdale, 32 Hillingdon Drive, Diamond Creek. Ph:94385075. Time: 10.00 am. Further information and an indication of numbers please contact Steve Young on 97631965.

Sunday 21st April Classic Showcase RACV & AOMC. 'RCCA display day'

Flemington Racecourse Members Car Park. Display cars from 9.00 am to 11.00 am. Entry from Epsom Rd. Admission – display cars \$13.00 pre booked or \$15.00 on the day (passengers included). Once again the RCCA may have to share their parking area with the Triumph Car Club. In view of this please be mindful that we cannot guarantee a parking position in the Rover area if you come in late. First in best dressed Pre- paid tickets are available from Jane at the Monthly meetings or at an event.

*****Sunday 28th April Classic Car Display and Autumn Family Fun Day.** 6th annual event - Cruden Farm. (Home of the late Dame Elisabeth Murdoch AC DBE), Display cars entry between 9.30 and 10.30am. Address: Cranbourne-Frankston Rd, Langwarrin. Display cars entry from McClelland Drive Mel Ref 103D6. Public entry from Cranhaven Rd. . Classic car display, entry \$15.00 per car includes 2 people, children U16 free. General Public Admission \$25.00 per person. Contact Graeme Redman on 0408566932 or email graeme.redman@pur.com to register.

*****Saturday 4th - 5th May Drive back in Time,** ford Street, Beechworth. All car entries must be 25 years or older. There is no pre-registration for Saturday or Sunday. Saturday cost \$10.00 per car. Sunday cost \$5.00 per car. Further details contact Ron on 0427 282285

Friday 10th May Monthly Meeting Guest Speaker, our very own Bruce Sanderson, will be presenting his views on the Rover 75.

*****Friday May 17th – Sunday May 19th The Italian Connection Trophy** "SE Australian Touring Road Rally". (Non- Italian Guest Marques welcome). For more information contact Robert on 0438848048.

Sunday 19th May National Motoring Heritage Day, Kings Park, Seymour. Further details to follow.

Sunday 19 May 2013. PVCC Picnic At Ross Tasmania Organised by Post Vintage Car Club of Tasmania, another Event for the Tasmanian RCCA members and local Rover fans. Last year there were more than 600 vehicles on display, probably the largest turnout of Vintage and Classic cars in Tasmania. This Event is the annual Display Day for RCCA in Tasmania. The Group usually meets outside Ross and drive in together to ensure parking in the display area as a group. Email the Webmaster if planning to attend.

noelwilcox@tocketmail.com

Events continued...

*****Saturday 25th & 26th May 37th Historic Winton.** Featuring over 400 Historic Racing Cars and Motorbikes from 1920' to 1980's. Raceway entry fees – Saturday \$20.00, Sunday \$30.00. Sunday – free entry for vehicles 50 years and older. Public enquiries, Noel Wilcox phone 0413702558

Saturday 8th - Monday 10th June Queens Birthday Weekend Away – “Steam Rally Echuca”. Accommodation details: Murray River Resort, 162 Perricoota Rd, Moama.

RCCA have tentatively booked 10 cottages, 2 bedrooms with 1 queens size bed, 2 single beds, 1 bathroom. Cost \$160.00 per night for 2 people. Additional cost \$22.00 per person. Or 3 bedrooms, 2 queens size bedrooms, 2 single beds and 2 bathrooms – cost \$200.00 per night for 2 people. Additional cost of \$22.00 per person. If members are interested please contact Jane.

If members are unable to participate in the entire weekend, feel free to come just for the day. A number of members will be coming for the Sunday event, joining in the Steam Rally and the afternoon tea on the river.

Proposed itinerary:

Saturday 8th June:

- Lunch at the Uniting Church Hall
- Visit the Holden Motor Museum
- Visit the “Great Aussie Beer Shed & Heritage

Farm Museum

- Dinner at the Echuca Moama RSL Club

Sunday 9th June:

- Steam Rally - Rovers on display – Historic –1950's & Pre - 1962, entry cost and arrival time (TBC).
- Members can view the following if time permits in the Port Precinct.
- My Sweet World, The Customs House, Echuca Chocolate Co, Echuca Farmhouse Cheese or visit numerous wineries in Echuca & Moama.
- Dinner at the Rich River Golf Club Resort

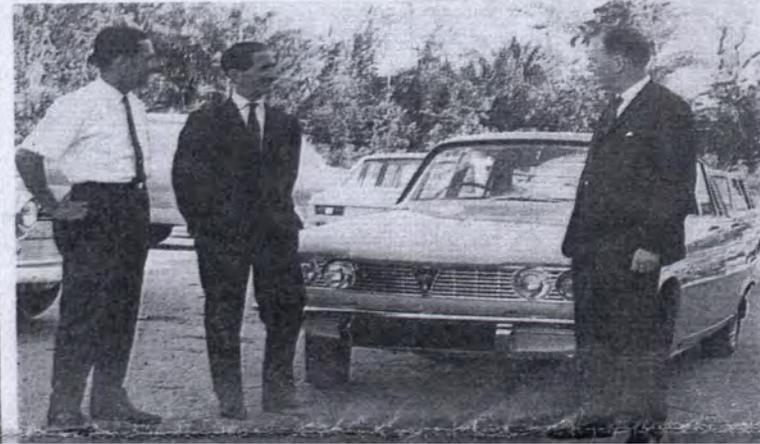
Monday 10th June:

- Tour of the Port of Echuca
- Morning tea at the Echuca & District Historic Car & Motor Cycle Club followed by a run around the region.
- Lunch BBQ at the above club rooms.

Friday 14th June Monthly Meeting Guest Speaker. Mr Andrew Crammond of Crammond's Car Clinic is a vehicle inspector validator and will talk about approving repairs to insurance write offs and lots more.

Rover Cars now assembled in Trinidad

ROVER 2000's are now being fully assembled at Arima in Trinidad and the first Rover 2000 TC came off the line at the assembly plant of Amalgamated Industries Limited on Monday 21st April, 1969. For this important occasion Mr. Eric Wilford (*Export Manager, Rover*) went to Trinidad to inspect and test the car with Mr. Jack Robinson, Managing Director of H. E. Robinson & Co. Ltd., Port-of-Spain, Rover Distributors in Trinidad. Our picture shows the first completed Rover 2000 TC with (left to right) Mr. Frank Mainwaring, General Manager of Amalgamated Industries Ltd., Mr. Jack Robinson and Mr. Eric Wilford. (see feature article in the October, 1968, issue of the Rover and Alvis News—Vol. 7, No. 12, page 2).



Exciting new venture for Trinidad

MESSRS. H. E. ROBINSON & CO. LTD., of TRINIDAD who have been Rover Distributors for cars and Land-Rovers for many years are now partners in an exciting new venture which may well set a precedent for the building and assembly of motor vehicles in small countries around the world.

On Friday, 31st May, 1968 a unique motor vehicle assembly plant in the name of AMALGAMATED INDUSTRIES LTD., was officially opened at Tumpuna Road, Arima in Trinidad.

The birth of Amalgamated Industries Limited marked the fulfilment of probably the most novel marriage in the motoring world between three rival companies who catered for more than 51 per cent of the local market.

When Government first began to press for local vehicle assembly the three competitors were thinking of being put in a position where each

would have to set up an independent assembly plant. The competitors represented three of Britain's largest vehicle manufacturers; Charles McEneaney & Co. Ltd., representing Ford; H. E. Robinson & Co. Ltd., representing Rootes and Rover and Sandbach Trinidad Ltd., representing the British Motor Corporation.

With the problem of local vehicle assembly arising the three companies hit upon a remarkably clever idea and with the agreement and co-operation of the Manufacturing Companies decided to set up a single assembly plant that would produce their different types of cars and commercial vehicles.

In London the manufacturers set up a special committee to deal exclusively with the implementation of the scheme.

A site on the Tumpuna Road, Arima, was chosen and on 8th February, 1967, a start was made

to clear and level the site. Within two months the actual factory construction was under way. Nine months after the first brick was laid the first locally assembled car came off the assembly line of Amalgamated Industries Limited. The next two months saw 100 completed cars off the line and by June this year, the Company had assembled 400 cars for the local market.

The assembly of Land-Rovers from CKD units was started by Messrs. H. E. Robinson & Co. Ltd. at their own premises a few months prior to the opening of the new assembly plant where future assembly of Land-Rovers will take place.

Rover interest in the Trinidad market is carried a further step forward by the Company's announcement that by the end of this year CKD kits for the Rover 2000 will be on the way for assembly in Trinidad by Amalgamated Industries Limited.

Reprinted from The Rover P6 Club September 2012 issue, taken from Rover and Alvis News October 1968

SCOTT'S OLD AUTO RUBBER & SCOTT'S OLD ROVER PARTS



Web: www.scottsoldautorubber.com.au Email: scottsoldautorubber@bigpond.com.au

Postal Address: P.O. Box 107 Oakleigh 3166, Australia.

Shop Address: 12 Haughton Road, Oakleigh, Melbourne, Victoria.

Phone & Fax: (03) 9563 3023

SD1/SE2 Know How

Sump Removal - a serious consequence

I have been having trouble getting my SE2 2300 (6 cylinder) going.

I decided to remove the sump to see if there was any metal or other clues in it.

There are two ways of removing the sump, for both 6 and 8 cylinder cars:

- a) remove the engine (and gearbox)
- b) raise the body and engine and lower the subframe.

I took the b) option and that involves:

- i) placing a solid steel bar across the centre of engine by resting the ends of the bar on wooden blocks fitted in the recess next to the top of the front suspension.
- ii) jacking the car up by placing the jack under the centre point of the sub-frame
- iii) placing jack stands under the body so that there is about 16" clearance between the sump and ground level
- iv) putting a chain tightly from one lifting tag to the other over the bar.
- v) undoing the steering coupling
- vi) undoing the engine mounts from the sub-frame
- vii) undoing the 4 bolts that hold the sub-frame to body
- viii) lowering the jack so the sub-frame moves downwards about 6" from the engine mounts.

Step vii) revealed serious problems. 3 of the four bolts are shown in the attached photograph – the fourth bolt, a shorter one, was almost as good as new.

The shorter bolts (only one shown) are not too badly corroded but the car has only done 41,542 MILES (66,627 Kms). The two front bolts are another story!!

Both bolts sheared off just above the washer when I attempted to undo the nut, and the amount of corrosion can be seen along the length of the bolt.

All bolts are high tensile. The two shorter bolts are readily available but the longer bolts cannot be exactly matched – you will need to get the next longer size and maybe use an extra high tensile washer.

Reported by David Williamson



Rover Car Club of Australia Inc Reg No A0002281E
Minutes of Monthly Meeting held at Club Rooms Hawthorn on
Friday 8th February, 2013

Annual BBQ was held prior to meeting. About 40 people attended. Great chance to catch up with members after the long break.

Welcome: President P Cass (in the Chair) declared the Meeting open and welcomed members.

Apologies: Miles Winchester, Judy Rochow - Richmond, Peter Duffell, Wayne Barlow, Peter Fletcher, Roger & Declan Boyle, Peter Bligh, Bernie Hurren, Lindsay Crawford.

President, Peter Cass, proposed a motion that Elizabeth Nash be seconded to the Committee to take over as Viking Torque Editor.

Moved by Peter Cass; Seconded by Darien Cassidy, Carried: All

Message from Wayne Barlow wishing a members the best and advising them that he was now home from rehab.

New Members: Matthew & Sue Crow

Minutes of previous meeting

Minutes of General Meeting held on 9th November 2012 were taken as read and confirmed.

Moved: Frank Wright

Seconded: Neil McLachlan

Carried

Correspondence : RCCA Correspondence – February Monthly Meeting

Car Magazines

The Humberette - Humber C.C. of Victoria Rover C.C. Wellington Vintage & Classic C.C. - Ballarat Rover Road - W.A. Rover O. C. V.V.C. Drivers Club - Hamilton Roverdrive - Rover C.C. S.A. x 2	Sidelights – Mornington Peninsula Historical Vehicles Club Rover - SD1 Club U.K. Waikato Rover - N.Z. The Triumph Trumpet - Triumph C.C. of Victoria. Viking - Rover C.C. Canterbury x2
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Correspondence – Inwards

Telstra - Phone bill Uniting Church - Hall lease Commonwealth Bank - 2 x Statements, Cheque book Shepparton Motor Museum - Flyer, Motor Show 17/2 Loddon Shire - Flyer AOMC - Flyer, RACV Show case 21/4 AOMC - Pre entry tickets for Show case Returned Viking Torque E. Nixon - Advert payment	R. Perks – Returned Library Book Bristol Hill Motor Inn – Flyer G. Simpson – Car Advert. P. Downes – Spares Payment Telstra Phone Account M/Ship applications x 3 AOMC - Change of address. M/ship application x 1 - A. Hubbard I. Trapnell - CPS renewal Cars for sale x 2 C/wealth bank - Statement Leading Edge - Account for toner
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OUT

David Boyd sent out letter to Uniting Church re lease & Bank re term deposit

Glenys Williamson sent out:

Card – Wayne & Elaine Barlow – Grandson

Card – Margot Plowright – Thinking of you

Moved Acting Secretary: Glenys Williamson; Seconded: Doug Findlay

Carried

Treasurer [David Boyd]

ROVER CAR CLUB OF AUSTRALIA INC

YEAR ENDED 30 JUNE 2013

TREASURERS REPORT FOR THE PERIOD 08 Nov. - 06 Feb. 2013 (General Meeting)

Bank a/c balance at 08/11/12 28,326.83

Received	Subscriptions - 2012/2013 Metro (5)		189.00
	Subscriptions 2012/13 - Non Metro (1)		66.00
	Joining fees		60.00
	Badges		24.00
	Regalia sales		369.00
	Interest current a/c		0.62
	term deposit		177.45
	Donations		7.00
	Christmas dinners		2,546.00
	Advertising		80.00
	Parts sales		4.60
			<hr/>
			3,523.67
			<hr/>
			31,850.50
Expended	Uniting Church	Rental to Mar. 2013	500.00
		Deposit 2013 Xmas	
	Box Hill Golf Club	event	500.00
		Bal for 2012 dinner	2,296.50
	Jane P & Sue Cass	Christmas dinner costs	281.90
	Datafast Telecom	Internet X 3	66.00
		Oct., Nov. & Dec.	
	Telstra	phone	185.73
	Australia Post	Post S-T	78.05
	Nick Skinner	New member costs	45.80
	Leading Edge	Print cartridges	0.00
	Sue Cass	Supper costs	34.60
	Maribyrmong	Events deposit	100.00
	Stephen Young	Microsoft Publisher	189.00
	David Williamson	Post Viking Torque	236.80
	Commonwealth Bank	Additional T/deposit	177.45
			<hr/>
			4,691.83
Bank a/c	Balance at 06/02/2013		\$ <hr/>
			<hr/>
			27,158.67

NB. Of this total \$12,000.00 is now on IBD maturing February 2013

A further \$8,177.45 is on term deposit maturing 24/08/2013

This statement does not include the Longboat (Spare Parts) account.

Accounts for payment

Telstra	Jan. 2013 A/c	59.79
Leading Edge	Toner cartridges	178.80

Moved by Treasurer: David Boyd; Seconded: Jane Petryszyn

Carried:

Events: [Jane Petryszyn]

Blue Lotus Water Lily Farm – next Sunday, 10th February, with the Triumph Car Club

Vintage & Veteran Car Club of Ballarat – Begonia Festival

17th February – Shepparton Car Museum Anniversary

24th February – P6 car show at Berwick

9-10 March – Philip Island Weekend

Guest Speaker – March Meeting – Gordon Porter from Turner Enterprises

16-22 March – Fly the Flag – Fully booked

24 March – Maribyrmong River Cruise – 2 hours. See VT for details.

12th April – Roy Francis – Talk regarding Prostate awareness

21st April – RACV Show Case – Howard Billing reminded everyone that the AOMC depends on the money raised from the Shows to continue running the Organisation. Pre-paid tickets available from Jane.

19th May - National Motoring Heritage Day – Seymour – more details soon.

Queen's Birthday Weekend – Euchua – Steam Rally 50th Anniversary – See VT for details

Spare Parts: [David Williamson]

David has ordered some testing equipment for the new 75s. A garage day will be organised to test vehicles when the equipment arrives.

P5 Mounts have been put on hold because there hasn't been enough orders yet. Orders will still be taken. 150 units need to be ordered.

P5& P5B shock absorbers need to be sourced. Please advise if you have a contact. Miles may have a contact.

P6 & P6B tail light gasket needed to seal the lights from dust and water. It is now time to make some more but the gasket material is no longer available. Looking for grey or white type material. Sources needed.

DB554 front disc pads for the P6B have been ordered and will be picked up next week. Have purchased remaining stock in Australia.

Tool box from a 1907 Rover is for sale. Car has been sold but tool box was not included. Now needs to be sold. Price negotiable. Pictures available from David Williamson. Empty box.

Nick Skinner suggested that if there isn't a speaker next month possibly the new 75 equipment could be demonstrated.

Small Torque [Steve Young] -

New section – Bits and pieces. Small items to add to the Small Torque. Send to Steve

Viking Torque [Elizabeth Nash] – President's message needed. Any articles for Viking Torque accepted as soon possible.

Regalia: [Greg Howard] – No Report

Membership: [Nick Skinner] –

250 members

New Member - Mr Ashley Hubbard - Euroa

Vehicle Registrar: [Wayne Barlow] – No report

Library: [Judy Rochow-Richmond] - No report

AOMC [Howard Billing] - No report.

General Business;

Logo design – closing date end of March. 1 design has been forwarded to Committee.

Sub-Committee needed for the Anniversary 2014. Please see Pete Cass.

Mark Richmond – Sydney Rover Car Club Web site has photos of a 1940 drop head. – from www.bonhams.com/auctions/20322/lot/432

P6 gearbox (Manual) needed. Contact Mark Richmond

Jane needs someone to write an article on the Healy Factory – David Boyd offered to write up article may have some pictures. Mike Alfrey has pictures.

David Boyd – Associations Incorporations Act has been substantially changed. Need to look at the new rules. A sub-committee needs to be formed.

Stephen Young –setting up a 75 Workshop Group – 14th April – Venue yet to be found – need 75, Garage, BBQ.

Bruce Sanderson introduced Matthew & Sue Crow - new members

New MG is about to be released.

Cars for sale including a red Rover 75, 2001, YOL 589 \$8,500 contact Ivy 0432 229 886 Reg until August, 2013

Mike Alfrey displayed a cooling fan for a Rover 75 with a 140w resister.

For sale - An EAS Buddy Ve-USB for airbag suspension on a Range Rover - contact Pete Cass.

Meeting closed at 8:57 p.m.

Next meeting: Friday 8th March.



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