

Rover Road



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Rover Road

The official Journal of the Western Australian Rover Owners' Club (Inc)

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President's Report.

Well here we are near the closing of 2010 and looking back on a mixed bag of club activities, some very disappointing but others raising fresh hope for a more productive new year.

There was a fairly good response to the circular and most of the comments were positive apparently, I say apparently because we have not yet had the opportunity to collate everything and come to any conclusions. I personally have had a couple of phone calls giving positive feedback and also a constructive and detailed letter from a member which I distributed to the committee for their perusal and comment so it was all very encouraging, thank-you all for your comments and suggestions which will assist us in sorting it all out.

Our December General Meeting will follow the usual format of completing the formalities and foregoing General Business unless someone has some very urgent or important point to make.

We will then proceed to the 'refreshments' and indulge our selves in the Christmas spirit.

January heralds the New Year and the popular New Members Breakfast on the Nedlands foreshore so let us make it a bumper start for the opening event of the year.

On Sunday, 5th December, Sheila and I along with Malcolm Miller and Trevor and Lynne Tyrrell attended the SW branch Christmas luncheon at Dennis Custance and Ann Meade's beautiful

property, Joshua's Folly in Boyanup with a forest of trees including 2500 Palm's, Peacocks and a large function room where we dined on roast beef with all the trimmings and apple pie with custard or cream, plus wine, all at \$ 5.00 per head, incredible!. Tables draped in white cloths and Christmas crackers etc set out in an open square completed the setting for twenty odd lucky members.

The property is on eight acres and has a football pitch sized open space amongst all the tree's which will make an ideal site for a future combined long weekend camping event as proposed by Lynton and Bob Webber, a great idea!. Our sincere thanks and appreciation to Ann, chef extraordinaire, Dennis, Lynton and Carol and all the South West members for a very memorable day out.

May I wish you all a Very Merry Christmas and a Happy and Prosperous New Year.

Arthur Paton.

EDITORIAL:

Cover: Rovers at Rockingham for Christmas.

Thanks to Teresa Palmer for the photo
Martin

Deadline for next Issue: Friday January 14th

Sad News

It is with Sadness that we announce the passing of Audrey Webb

24/5/29----17/11/10

Our thoughts are with Martyn and his family.

Events Calendar

Sunday 23 January 2011

Club event – “Meet the new members” breakfast

Going on from last month, for the benefit of members who haven't attended this event before, Beaton Park is at the far end of the Esplanade (UBD map307 ref F2), almost up to the Tawarri Reception Centre. The Esplanade is accessed from the river end of Broadway, after the roundabout. We will start cooking the sausages, eggs, bacon & tomato at 8.30am or soon after, so that the early birds can exercise the molars from about 9.00. We'll need around six people there by 8.30 to help erect the cabana, while two or three others slave over the hot BBQ. We'll keep cooking though, so that later arrivals can still get a feed.

Wednesday 16 February

General meeting at the Veteran & W.A. Car Clubs' Wattle Grove premises. After the formalities, a guest speaker, Les Cavill, will talk about his long and varied involvement in classic and sporting cars.

Sunday 20 February

Club event – a late afternoon/evening social outing

In deference to the likelihood of hot weather, we'll start engines late afternoon, for a run down into the southern suburbs, culminating in a pleasant social gathering at a private residence. More on this later but it is envisaged that food, drink and swimming pool will be available.

Wednesday 16 March

General meeting at Wattle Grove. Remember what we said earlier about showing us your project/recently-restored car.

Sunday 20 March

Club event – Classic Car Show at Whiteman Park

This is the last time this big day will be held in March, before moving to an April date in 2012 and beyond when it will, hopefully, be blessed with milder weather! For the past couple of years, we've mounted particularly-themed displays that have received critical acclaim. We will possibly do the same again this time. Watch this space for more info in due course.

oooOOOooo

Other events in the pipeline for the first half of 2011, include our annual Pride of Ownership in April, the British Car Day at Gingin in May and, for June, we'll re-visit the mystery tour proposal, originally planned for last October but put aside for the Waroona event. The annual roadworthiness inspection of the club's concessionally-licenced cars, is also conducted in June, on a Saturday date that suits the club's scrutineer.

Malcolm Miller
Tel: 9572 1357

INSTALLING A RADIO IN A 1955 ROVER P4 90.

MUST have a radio, the mark of the truly discerning middle class. For months I scoured ebay in vain until I saw this one. It is an original HMV P4 radio complete with mounting panel and mounted speaker. The seller was unable to tell me if it was working, the photo in ebay was also lousy so did not show just how mangled the control knobs are. As it weighed close to 10 lb, I had it shipped to my mother in Eastbourne and on my next visit to Britain bunged it in the tucker bag together with a new rubber boot mat, two used tripod headlights and a blue manual. Boy, was that bag heavy.

I could barely wait to get back to WA to try out the radio. After a brief external inspection I tentatively connected it up to a lab power pack and turned it on. As I cautiously upped the current ... a bit more ... one amp ... one and a half amps ... nothing happened. Power off, look around, check I really did have it connected as positive earth, plug it in again. This time a bit braver with the current ... two amps ... and still nothing. Finally after around thirty seconds there was a familiar crackling (I nearly typed "cackling" but that is a different story), well bu&&er me, it was a VALVE radio. That was unexpected as it had the form factor for a standard tranny period radio. There was a clue in that the tuner case had a separate amplifier case screwed to the back.

OK, now it was time to take off some covers and have a look inside. It was remarkably clean, no spiders nests, but then it had not been living in WA. I gave each of the valve seats and the controls a cautious squirt of electrical contact cleaner. The next thing that surprised me was the tuning method. I used to play around with old valve radios when I was a kid, how I lived through the inevitable volt jolts heaven only knows but I did. All of them, as did later transistor radios, had a big variable capacitor with air vanes connected to the tuning knob. Not so this HMV. Its tuning system more closely resemble a nuclear power plant with the tuning knob cranking ferrite cores in and out of the RF and IF coils. I have never seen that before so I was fascinated, and like Eyore was content for a while to watch the show as I cranked the cores in and out.

The speaker needed a bit of attention, the paper core was frayed and crumbled around the edges, and although I filled in the defects with PVA I have in the end not used it in the car, so enough said. I spent a bit of time carefully pulling apart the various bits of the front panel: the chrome trim, black front plate, "His Master's Voice" trim, and clear (fortunately) window with tuning markings. The tuning needle needed some cleaning and a fresh coat of white enamel, the black backing just a bit of a clean, but the plastic window was curved with the heat. I was very brave it gently took out the curve with a bit of judicious bending with the help of a heat gun. One second too long and I would have an irreplaceable blob of melted plastic (phew!). The black front plate was dull and scratched so got grit blasted and repainted with my now favourite VHT engine enamel, boy is that good stuff.

Reassemble, mount on the mounting panel and offer up to the car dashboard. Now for serious disappointment. The sodding thing did not fit, there was nowhere near enough room for it. It was at least the correct width, but the dashboard mounting bar goes exactly where the speaker wanted to sit, and the clock stop the mounting panel from sitting where it is supposed to, even mounted bare. I won't say that I sat down and cried, after all I am a man not a big girls blouse, but I was quite out of sorts for a while. Clearly the dashboard had changed subtly between the 1955 P4 and later 1959? onwards. Markings inside the radio suggested that it was manufactured in 1959.

Undeterred, I shoved the thing in roughly where it should go but without the mounting panel, and connected it up to see what else it needed. The first really obvious problem was a loud ticking noise. It was the clock, which is of course now only three inches away from the RF part of the tuner.

Noise, lots of it, just about everything on the car was emitting interference. If you are not interested in the ins and outs of how I got rid of it all, then you might want to skip this section. The Medium Wave band it particularly sensitive to electrical noise. Very few appliances transmit in the VHF band.

Clock:

The correct period clock has an escapement driven by a very finely wound solenoid. It only passes 20 mA for 20 ms at a time (I measured it on an oscilloscope), but it is enough to cause a significant

amount of RF radiation, as well as a signal transmitted up the power lead. I used a 200 nF tantalum capacitor internally mounted to the ends of the solenoid to damp the rising and falling transients. An additional homemade choke in the power lead got rid of the last remaining noise transmitted up the power lead. I used a length of 0.5mm hookup wire as the clock power lead and fed it 20 turns around a ferrite ring.

Ignition:

There are three places that produce RF noise here. It does not all come from the spark plug leads. However I will start with them. Most modern cars have flexible carbon core HT leads, for the simple reason that they are cheap. We have solid copper on our P4s, which is robust and effective as a conductor, but radiates like crazy. I researched the alternative. The simplest would be to buy suppressor caps. There is a period version in the form of resistor units that screw to the top of the plug caps, and accept the HT lead acorn in their tops. What I have read however is that these crap out after a few hundred miles. I have a handful of used ones from a wreck to try, made absolutely no difference. The next option is to use resistive leads. Not the carbon ones as they would be quite hard to fit into the plug caps, and using modern plug leads would defeat the object of restoration. So I went for some 8 mm Magnacore just \$50 for 6 metres from a Perth based performance car shop, and they mailed it to me for a couple of dollars.

The next place to fix is the capacitor in the distributor which reduces the arc across the points. Mine was OK, so I moved on to the next link is the coil. This also needs a capacitor. It goes from the power terminal to ground, this does not duplicate the distributor capacitor as that goes from the other side of the coil to ground. Why is it needed? Because firing up the coil requires a large transient current which radiate RF down the power lead to the coil. When the contacts open, the back emf of the coil sends another transient current down the power lead. The capacitor just smooths out the radio frequency end of these transients. So far so good, now we have no interference when the engine is running, at least not when the bonnet is closed.

Charging system:

Having suppressed the ignition noise I tried using the accelerator, cue vile high pitched whining. OK, forgot the generator. Another automotive capacitor from the large post to ground, problem fixed. Once, again ran the engine, OK until it picked up enough speed to start the regulator adjust the field coil current, noise again! Cue, the fourth automotive capacitor, this time across the D and E terminals of the regulator. Now the loudest noise in the cab is once again the clock ticking, which is how it should be. Hurrah!

Although I want a period look and feel to this car, hence the period radio, I also like to listen to classical music when I am driving. First, there is none broadcast on MW, second, even if it were, the now rather ancient single 4x6 speaker just was not up to it. I therefore invested in a modern 4x6 speaker from Alberts Car Radio, made by Rockford-Fosgate. The difference is spectacular. If anyone else is interested in the other speaker as a drop in replacement for their old one, I am open to offers. The only problem with most modern speakers is that they are less efficient. So I have plenty of quality but rather less quantity. Not interested in electronics? then skip the next section.

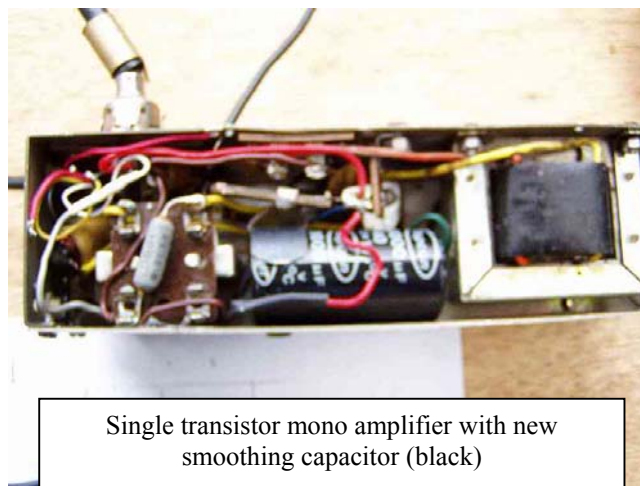
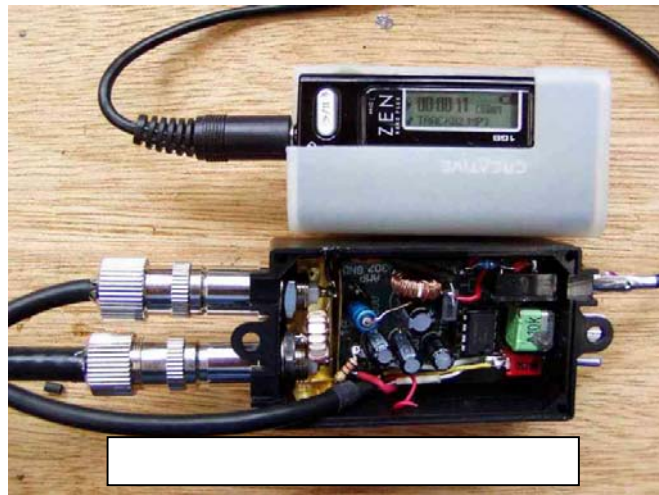
Amplifier and tuner adjustments / modifications:



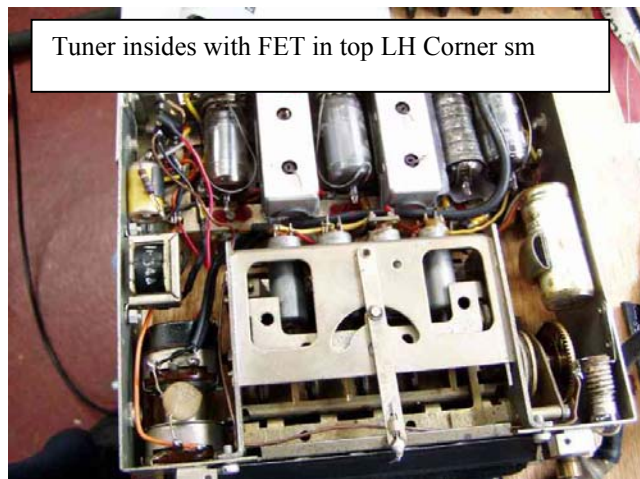
Mini-amn FM-MW aerial splitter

The speaker is rated at 35w. Remember Ohms law and $W=I \times V$ or V^2/R ? Well maximum V^2 (RMS, 0-12V rails) is around 16, which when divided by 4 Ohms is only 4W. First thing to check is whether the amplifier is actually seeing a full 12V. It wasn't. There were two resistive losses, first around 200 mV in the smoothing choke on the power lead, which I left alone. The second was about a 1V drop across the on switch (incorporated in the volume control). Well that is not good, apart from the loss of power to the speaker, it does nothing for the health of the volume pot to be heated by 2W ($V \times I$ again) from the dodgy switch. I suppose I could have dismantled the volume pot or even found a replacement. What I did instead was to install what is effectively a solid state relay, actually just a power FET. Now the amplifier is seeing closer to 12V with a corresponding modest increase in power. The next loss was related to the inadequate smoothing capacitor in the amplifier power supply. It was designed to cope with the demands of an efficient speaker with very little bass response. Hence the designer probably thought that 2000 uF was adequate. It may be that nothing larger than this was made in 1958 that would fit in the case, but when you consider that the power-mad petrol-heads with big bass boom boxes install 1F capacitors which are 500 times bigger you get the picture. The result of capacitor being too small is to introduce an audible low frequency distortion with higher volumes. Out with the soldering iron and in with a modern 10,000 uF capacitor of the identical size.

It is amazing what you can do with a single transistor when you have to! I expect that transistors in those days were more expensive than transformers, not the case now of course. The transformers do the amplifying and the impedance matching to the speaker while the transistor just enables some current to flow through the transformer primary. It is an inefficient design that means the single transistor has to be left in a partly-on state known as the quiescent current. A means of adjusting it is provided, a slider on a nichrome wound resistor. Some careful twiddling while watching the current and checking components for overheating while winding up the volume with a test sine wave led me to increase the quiescent current a smidge. The result, again another modest but useful gain in power output. The speaker now just about drowns out the noise of the dashboard clock. Hurrah!

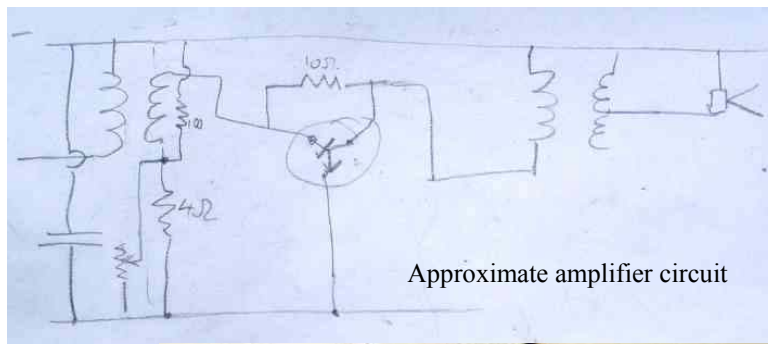


Single transistor mono amplifier with new smoothing capacitor (black)



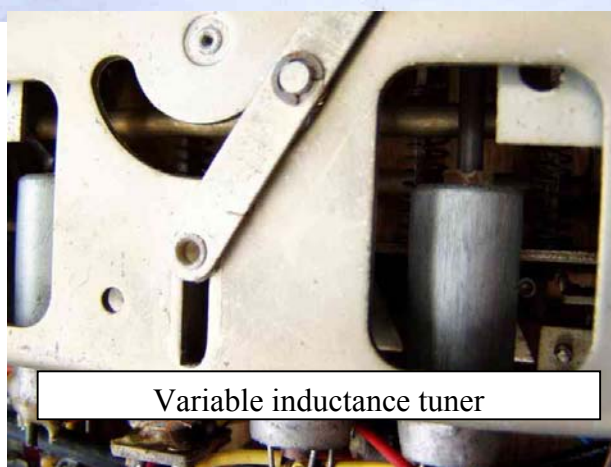
Tuner insides with FET in top LH Corner sm

I already mentioned the FET to save heating up the volume control. There was one other mod that was needed. The RF side of tuners of this vintage and for many decades required the aerial circuit to be tuned to your particular aerial. To get the best signal into the tuner, the aerial / RF coil combination must resonate somewhere in the middle of the MW band. To that end an adjustable capacitor is provided. The problem here was that it was not remotely in range. With the adjustable capacitor full wound out the signal had not peaked. First I removed the 20pF polyester capacitor shunted across the adjustable, then when the signal still had not peaked I added a series 100 pF ceramic. Finally I could get the signal to peak within the adjustment range of the variable capacitor. I cannot see how, even over 60 years, that the components of the RF stage could be that far out of whack. So I wonder if the assembler had just picked up the wrong value variable capacitor when they built the tuner. Well, we now have a very sensitive tuner picking up loads of radio stations.



MP3 player:

What? Go wash your mouth out with soap! No really, it is carefully hidden in the glove box, and as I said I would like to listen to some classical music, it matches the aura of the car better. It was pretty simple to break the connection from the tuner to the amplifier and route it through a change over switch. The trouble is that line voltage on the average (OK on my) MP3 player is only 100 mV, whereas the line voltage for the amplifier is 5V. The solution is a little mono 0.5W audio amplifier kit from Jaycar and a few extra components. I also split the aerial signal into VHF and MW so that I can use the radio function on the MP3 player.



Variable inductance tuner

The finished product



Take a look at the final picture, all installed and working, control knobs replaced with items from Retrosound. Anyone else interested in doing some of this? Give me a call and we will see what we can do.

David McConnochie

I am ordering some bulky goods (carpet and door panels) from JR Wadhams, anyone else want some Waxoyl for example? Share freight charges?

Regards
David

djm@dmaconochie.freemove.co.uk

CHRISTMAS LUNCH WITH THE SOUTH WEST BRANCH

Trevor and I decided at the last minute to join Malcolm on a trip down to Boyanup to join the South West Branch for a lunch at a place named Joshua Folley, the premises is owned by Dennis Custance and Anne Mead and what a great place it was. The SW Branch held one of their meetings there and it was a great setting. Dennis and Anne live on the premises and there is an outdoor entertaining area where we had our lunch. They have a collection of old memorabilia which they have collected over the years. They have lived there for 11 years and have done a lot to the premises.

Malcolm, Trevor and I thought we were going to a restaurant when we saw the name of the venue but like I said it was a private estate, lots of birds and the main attraction was a beautiful peacock that had actually just hatched out 4 chicks that morning, they were out in the bush and Dennis had to go and rescue them before they were taken away from their mother. There are two lovely big aviaries for the birds where they are safe and protected from predators.

Anne and her friend cooked the meal. We had a roast beef dinner, which was very tasty, with plenty left over for the members that wanted second servings. There was apple pie, mince pies and Christmas cake for sweets. The SW branch supplied a few bottles of wine for the tables and the meal was also subsidized by them. A small raffle was held, we each put our names on the little jokes that came with the Christmas crackers. The SW Branch donated a couple of bottles of wine, plus one of their own T shirts which by the way, Malcolm won, he couldn't wait to try it on which he did over his own T Shirt and he left it on, Arthur was lucky to win a bottle of wine and Trevor donated a six pack of beers which was won by a guest of one of the SW members.

Lynton and Denise McManus organized the event and it was great to catch up with people that we have known for years, like Dianne and Roy Farmer, Joy and Brian Price, Bob Webber and his daughter Claire, Bill and Helen Gillbard, our President and his good lady, Arthur and Shelia Paton made the journey down from Safety Bay, we were also honored with a visit from Dave Perry. You will see who attended from the added snaps. Simon Piggan was there with his new acquisition from the UK a Bristol motor car that all then men admired.

We left home at 8.15am and we didn't arrive home until 5.45pm, certainly a long day but very enjoyable, It was a pleasant drive there and back, and being as it was a nice cool day it made it even more enjoyable. We would like to say a big thank you to the SW members for letting us join them. We had a great day.



Lyn Tyrrell
(23)

Martin and Teresa Palmer:
Travelers Tales. Part 2

Cochin – 25th March 2009 - Formerly known as Kochi, the large city of Cochin is in the state of Kerala in southwestern India. This cosmopolitan city is only 170 miles from the southern tip of India. It is often called the Queen of the Arabian Sea and even the Venice of the Orient. The City has 1.6 million inhabitants. Exotic spices are still an important export. We decided to take a different tour this time. This was a tour of the old City in a Tuk Tuk., and auto rickshaw. A very exhilarating experience, I must admit I shut my eyes a few times as we belted along the roads, there does not seem to be any traffic rules here, but amazingly we had no incidents in 2 ¾ hours. We first visited Fort Cochin which is the oldest European settlement in India, constructed by the Portuguese in 1500. Our first stop was the Indo Portuguese Museum to view its collection of indo Portuguese wooden sculptures and silverware. Travelling onwards we visited St. Francis Church which is said to be India's oldest church constructed in 1503. It was then on to the Chinese Fishing Nets which are long cantilevered nets and very unusual, they are believed to have been originally brought to India by Chinese traders from Kublai Khan's court more than a thousand years ago. Then a stroll through the fish markets before taking the Tuk Tuk back to the ship.

Sultanate of Oman, and independent state in the southeast corner of the Arabian Peninsula, Oman 29th March 2009. Muscat is the capital and largest city in the Peninsula. The City is located on the Arabian Sea and is also the financial and economic centre of the country. We enjoyed a tour which took us for a drive to stop in front of the Sultan's Palace, flanked by the Portuguese forts, Jalai and Mirani. Next was a visit to the Bait Al Zubair Museum which highlights the history of the country and its people. It was then on to the Muttrah Souk where the stalls sell the traditional Omani items such as bronze coffee pots, exotic spices, frankincense and of course the inevitable clothes. We also visited the Grand Mosque which covers an area of over 1 million square feet and can accommodate 20,000 worshippers. Muscat was a clean and very sanitised city, all the buildings painted white and looked like castles and palaces themselves. We found it quite different to all the other countries we have visited. The ladies had to wear long sleeves and pants and the men long trousers, entering the Mosque ladies have to cover their heads.

Dubai, 30th March 2009. Dubai is the second largest of the seven emirates of the United Emirates. It is on the southern shore of the Arabian Gulf. It is also a place of fascinating contrasts, a distinctive blend of modern city and timeless desert, it is also one of the fastest growing cities. Unfortunately our day here was marred as Dubai had had a severe dust storm and the remnants were still over the city, so the city was covered in a thick haze and the summits of a lot of the skyscrapers were not visible. However, our tour was booked so we had a drive along the prestigious Jemeirah Beach area home to palaces and beautiful homes, then on the open beach Burj Al Arab Hotel came into view, the tallest all-suite water based hotel in the world and also voted the world's most luxurious hotel. We carried on past the world's largest artificially created marina. It was then a stop at the capital city Abu Dhabi to visit the first indoor ski resort in the Middle East. An amazing setting for skiing, snowboarding and tobogganing. There was also a huge shopping mall here too. We then passed Burj Dubai already 2,000ft tall and still under construction, this mega structure is already the tallest building in the world and its final height is a closely guarded secret. We were then taken for a stroll through Souk Al Bahar a modern day village marketplace recreated in the old town area. A very upmarket souk with expensive gifts etc. and of course gold. The whole tour was mind boggling as the

amount of construction everywhere was breathtaking, more and more huge skyscrapers going up, an automatic railway through the city and more motorways. There were cranes just everywhere. Once again though a very clean and tidy city except for all the construction work.

Safaga-Egypt 5th April 2009 Safaga is situated on the Red Sea and is just a port town. In fact just that. There was no shuttle bus and we had not booked a tour here so we decided to walk into the so called town. It took us an hour along dusty uneven and broken up roads amongst really shanty houses. It looked as if a war had been here and people were just starting to rebuild again. Every step of the way we were hassled by taxis. Anyway we managed to find our way and walked along the "main street", small butcher shops with meat hanging out front, vegie shops and some small souvenir shops were along here. The beach front had once been a lovely place but now broken down shelters and shade areas and uneven paved areas made it look a mess. A lot of people had booked tours which would have taken them to the Valley of Kings and beaches with expensive hotels so they would get a different outlook on the place. However, it was going to be a long day, and as our tour booked from Suez day after tomorrow we have to be up at 3 am we decided to give today a miss. Another hour's walk back to the ship, although very hot it was not humid so not too bad. We then had an afternoon taking it easy for a change!

Suez-Pyramids-Port Said 7th April 09 Alarm for 3.30am and up and on the ship tenders by 4.30am. Pitch dark, the tenders went in convoy to Port Suez. Here we boarded coaches for our journey to Cairo. What a barren landscape, three hours through desert country, some mountains on landscape. Couldn't believe there were actual townships built here, tall rectangular buildings and so many half finished and with people living in them. Others empty, we were told they were investment properties and would not be finished until people bought them, although who on earth would want to live out there goodness only knows. As we approached Cairo the roads became busier and the usual sounding of horns. Our first stop was at the Meridian Hotel for a buffet breakfast, but what really surprised us we could look out of the windows and there were the Pyramids only about 200 metres away! Here we were imagining they were way out in the desert, but no they were right there on the edge of the City! However once we got there, they were in a large area of desert which is protected, evidently where the hotel was and all around USED to be desert also. Anyway another tick off my bucket list. We did enjoy walking around and taking in the atmosphere and marvelling at how they had been constructed. They stand on a limestone plateau which provided their inner core, the three main ones being Cheops, Chepren and Mycerinus. Then round to see the great Sphinx. We continued on to Egypt's first capital Suakkara with its ancient cemetery. Also here we visited the world's first monumental stone building, the Step Pyramid of King Zoser and was built almost 5000 years ago and then on to the mastabas funeral chambers, mind boggling. Mind you there were hundreds of people and coaches everywhere. We then went back to the hotel for a buffet lunch. Our last visit was to the Papyrus Institute and of course the inevitable Bazaar. We then made our way back to pick the ship up in Port Said as it had transversed the Suez Canal while we were away. The drive back was a little better as we came through quite fertile land and was a lot more pleasant. We actually ran along the Canal part of the way and could see some ships passing through, there is also a bridge across in one place now. What I didn't say was that we had a police escort all the way there and again on the way back, the coaches had to travel in convoy. We arrived back at the ship at 6.30pm absolutely shattered.

Rome - Good Friday 10th April 2009. Our port for Rome was Civitavecchia on Italy's beautiful Tyrrhenian coast. For centuries it has served as a port for its mighty neighbour Rome. Rome wasn't built in a day and it certainly is not possible to see everything in one day, however, we took a coach tour from the ship. 1 ½ hours drive into the City. We then had a 4 ½ walking tour of the City, the only way really to get around. As it was Good Friday it was very crowded, although we were told it was always crowded. Our first stop was St. Peter's Square and the Vatican. We queued for ½ hour to get inside St. Peter's, we were lucky as it was being closed at 2pm because of services. It was truly awe inspiring inside and well worth the long wait to get inside. The magnificent interior is rich in coloured marbles, mosaics, paintings and monumental tombs. We then walked to the charming Piazza Navona, an impressive array of architecture, including the Fountain of Fiumi, Church of St. Agnes and the Chiesa Nuova headquarters. Then passing through very narrow and picturesque, black cobbled streets we arrived at The Pantheon featuring immense columns and awe inspiring hemispherical dome. Designed by Emperor Hadrian this impressive temple is lined with shrines, the top of the dome is open to the elements and there is a unique drainage system of holes in the marble floor. Our next stop was Trevi Fountain, the city's grandest fountain and one of the masterpieces of Baroque Rome. Very difficult to take photos here as there were just so many people sitting all around it. Our last visit was to the Spanish Steps built in 1726 they combine straight sections, curves and terraces to create one of the city's most enchanting landmarks. We climbed to the top and down again. We were late back to the ship as there had been an accident on the freeway and we were stuck in a long traffic pile up. The ship had to be notified we were going to be late, so they could wait for us!

Lisbon – Easter Monday 13th April Lisbon is situated on the Tagus River. As we sailed up here we passed the Belem Tower and the impressive Monument to the Discoveries with its statue of Henry the Navigator. We passed under the 25th April Bridge and observed on the Banks the vast statue of Christ the King resembling the one in Rio de Janeiro. This one was paid for by the women of Portugal in thanksgiving for the fact their menfolk were not actively involved in the Second World War. The statue is 90ft high. Although small for a European capital this City does sprawl a little. It has busy streets while Alfama is the atmospheric old town with narrow cobblestone streets, medieval and Moorish style buildings, wrought iron balconies and a mix of small shops and bars. Our tour started off by coach and we then transferred to an old tram which took us round the old city through the narrow streets up hill and down. We were served Port and traditional pastries aboard. We then transferred back to the coach to finish our tour of the City taking in the sights. We visited Black Horse Square, Parliament, Cathedral, Santa Luiza Belvedere, Jeronimos Cathedral, Belem Tower and the Monument of Discoveries. After being dropped back at the ship, we had lunch then took the shuttle bus back into the City and walked the streets, taking in more sights. Although very cold, the rain held off.

Vigo, Spain 14th April – Spain's busiest fishing port, Vigo sits on the rugged west coast of the province of Galicia. Poured with rain on our arrival here, however, we took off for a walk around the town. It had steep narrow streets and lots of steps. We first made our way to the Cathedral of Santa Maria, very impressive Neoclassic building. It was then on to O Sireno sculpture, more steps and narrow streets to reach Castelo Do Castro for great views of the harbour and town. We then made our way down through more very narrow and cobbled streets and steps, through the more modern wide shopping area and back to the ship. It was pouring with rain again, so decided we had had enough. This was our last port of call before reaching Southampton and the end of our cruise day after tomorrow. Forgot to mention it was only 12c!!

Well that wraps up the cruise. The rest of our trip was spent with friends, five weeks in the U.K. travelling from Southampton to North Wales, 10days in a motorhome with friends which was fantastic then catching up with lots of people we hadn't seen for 11 years, a great time.

It was then two weeks in USA, she gave us a wonderful time. Minnesota is such a beautiful State has 10,000 lakes and all her friends had houses on lakes a truly wonderful experience.

Then to Canada mainland with more friends who took us up into the Interior, fantastic scenery. The biggest thrill being seeing a black bear in their back garden!!

On to Vancouver Island with more friends who took us Island hopping, eight ferries in seven days, once again magnificent scenery.

Our final 10 days was spent with my cousin and husband who live on the Island. They also took us out and about but at not quite such a hectic pace, so it was a very pleasant end to a wonderful trip.

Teresa and Martin Palmer

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**WESTERN AUSTRALIAN ROVER OWNERS CLUB
(Inc.)**

**MINUTES OF GENERAL MEETING HELD AT
THE VETERAN & CLASSIC CAR CLUB
WATTLE GROVE**

ON WEDNESDAY November 17th, 2010.

Commencing at 7.57pm

1. **PREVIOUS MINUTES:** The Minutes of the meeting held on 13th. are published in the November issue of "Rover Road".
2. **APOLOGIES:** Trevor and Lynn Tyrell, Peter and Cathy Flint, Kevin Clarke, Bill Campton, Dave Purcell
3. **NEW MEMBERS:** NIL
- 3.1 **VISITORS:** NIL
4. **CORRESPONDENCE (Mark Robertson)**
Incoming: Cams Invitation, letter of Apology from Kevin Clarke
Outgoing: Nil
5. **TREASURERS REPORT (Alex Richards)**
The Treasurer reported
Balance: \$ 12505.85
Receipts: \$1291.60
Payments (net)
Closing Balance. \$11,214.25
6. **MEMBERSHIP SECRETARY (Graham Bryder)**
78 fully paid members
7. **EDITORS REPORT (Martin Shaw)**
Members who requested their Rover Roads to be emailed will receive them shortly.
8. **SOCIAL REPORT (Malcolm Miller)**
Sundays upcoming event at Palm Beach Rockingham details were discussed.
9. **COUNCIL of MOTORING CLUBS (Ian Pember)**
Cams Invitation was discussed and the opinion of the CCMC was that it was against joining.
10. **REGALIA (Graham Bell)**
Nothing to report
11. **LIBRARIAN. (Trevor Tyrell)**
.Not Present
12. **SCORER. Jim O'Neale**
Please sign the book at events
13. **REGISTRAR. Andrew Egginton**
Nothing to report
14. **GENERAL BUSINESS.**

Malcolm Miller offered a Brand New Range Rover Water Pump for sale at \$100.00 which model it was from I'm unsure please contact Malcolm if you are interested. Ian Pember offered 2 P5 Wheels and tyres at 2 for \$40 or \$25 each contact Ian for details. Malcolm also discussed a P5 3L Saloon for sale to try and save it from the scrapheap. Martin Shaw mentioned a Rover P4 100 for sale around \$2000.00 Jim O neill said he has a list of parts he recovered from Kevin Falconbridges' as does Malcolm Miller. Malcolm to publish list in Rover Road. Arthur Paton discussed the cost of the magazine versus the income from membership subscription and was seeking comment on how we can save costs, Martin Shaw suggested we went part colour and black and white like the Triumph Car Club. If people can receive online instead of a printed copy we can save run costs and put more content online than can fit in the mag. Arthur Paton commented on the excellent

response to the questionnaire and the club location was talked about briefly Graham Rankin commented on the MGTC format which was once per fortnight at a members house where supper was provided by the member. Arthur confirmed that Les Cavil had been invited to talk at our February – March meeting. Arthur also said he would put a memo out to SD1 owners to try and attend shows. Ian Pember is looking for a suitable firewall insulation material if anyone can help him out. Dennis talked about his contacts in sourcing parts in the UK giving the example of a Pre War Jaeger Rev Counter he recently purchased from the UK at 70 pounds versus the \$1400.00 he had been quoted locally so if you are after any hard to find parts give him a call, he may be able to help you source it at a reasonable price. Dennis also talked about the possibility of changing the format of the General Meeting to make it a more friendly sociable night by dispensing with the formalities quickly. Graham Bryder requested a letter be written allowing Arie Vrolijk to use his P5B at an upcoming wedding by listing it as an official WAROC Event. It was agreed at the committee meeting that this was okay and also agreed by a show of hands by the general meeting.

WESTERN AUSTRALIAN ROVER OWNERS CLUB (INC) S W BRANCH

Minutes of meeting held @ Chad & Annette Smiths place, Ruabon Rd., Busselton.

Meeting opened @ 1500 Hrs 28th November 2010.

Members Present Lynton & Carol McManus, Chad & Annette Smith, Simon Piggin, Brian Price, Bill & Helen Gillbard, Roy & Diane Farmer, Bob Webber & Andrew Nicholls.

Apologies Phil & Gail Robinson, Dave Perry & Doug Merriman.

Visitors Michelle Connop & Jayden.

Previous Minutes Christmas Meeting verified as @ Joshuas Folly, Denis & Anne Custances place Sunday 5th Dec @ 11am. Further discussion about a future BAC or a similar function, Bob suggested something less formal that didn't require the manpower to set up, & didn't require public liability insurance. Simon suggested a day @ a local beach possibly, Chad suggested to meet @ Signal Park Busselton & limit to British cars.

Notice of motion moved by Bob, seconded Brian, that the BAC continue in its present form for 2011. Motion lost.

Notice of motion moved by Bob, seconded Simon, that the event now be the less formal as discussed & referred to possibly as the Pommie picnic (or some other attention catching name suggested by members). All in favour & passed.
Discussion on the Questionnaire submitted by Perth branch & it's relevance to our branch with similar problems, Perth branch still requesting return of the completed questionnaire.

Correspondence None

Treasurers Report None, Doug otherwise occupied.

General Business List of branch library books & articles submitted for perusal, some material forthcoming from Malcolm Miller to add to our collection.
Lynton showed a magnetic sticker that could be used on other peoples empty Rover cars, to try & encourage the owner to join our club & boost membership. Another idea, discussed previously was for our members Rover cars to have a similar notice displayed at the back window encouraging new members.
Notice of motion moved by Chad, seconded Bob, that \$300 of club funds be put toward the Christmas meeting, those attending to bring their own drinks, all in agreement. Next meeting to be held at Signal park Busselton, Sunday 30th January, to view the venue. Those attending to meet @ the West end of the Sea front car park across the road from Signal park. Murray Cooper happy to host a visit to his Elgin property to view a collection of petrol pumps etc some

time in the near future. Suggestion that our branch could, if acceptable, tag along other clubs events, possibly the Veteran car club, to be discussed. Lynton to pursue the update of the Clubs website after suggestions that the present site was out of date.

Raffle held by Diane plus fines for not turning up in a Rover raised \$32, first prize to Chad, 2nd to Andrew, 3rd to Di.

There being no further business, The meeting closed @ 1610 hrs with thanks to Chad & Annette for their hospitality & farm tour.

RoverTrade

Advertising Conditions

Advertisements are placed in the magazine free of charge on the honour system that, if the item advertised sells through the magazine, the advertiser will pay the club \$25. Advertisements remain in the magazine for three editions unless the editor is otherwise advised.

Cars

1997 Rover 820 SLi Sedan

2L 5 sp manual registered ICBH 501 personally imported by Alan Sangster . 92,000 miles, new tyres and battery, recently serviced, sun roof, 6-stack CD in boot and good fuel economy. Call Vic: 9444 3550 or 0417 912 026 \$4000 ono



1977 SD1 3500

Brazilia and without the emissions control gear (pre-1980). Private import ex-UK in good condition. Car located in Darkan, contact Max Ewen: 9736 1176 or 0429 361 158. *Picture for illustration only.*



Rover P6B 3500 S

Deceased estate, white with Webasto sun roof and genuine Rover air conditioning. Much work done



with only minor jobs to finish completely. Contact Peter Lawrence: 9272 4192 or 0407 083 937, see photos.



1960 P4 100 . bodywork done & repainted in 2005. It is licensed (full) & running, interior is pretty rough. It is a manual with overdrive (which works) and has disc brakes at the front. Recently serviced & rear brakes done. Please see photo attached. Asking **\$2900** for it.

Tony Siroen 0409 116 890



1961 P4 100

white with P5 3L motor fitted. Surplus to requirements , enquiries to David Oliver, 9339 4564 or 0417 932 411. E mail david_oliver@iinet.net.au

1964 P5 3 Litre MkIIa Auto.

\$5000

Club Rego and runs well. Looks good, burgundy and gold paint. Gearbox recently overhauled and no known problems.

Walter Brown 9293 2126

Rover 2000 1971

\$1750

Unlicensed, good condition and runs well. Good tyres. Red.

Ian Turner 0449 679 559

P6B Auto 1975

\$3800

The car is a white 1976 auto, mostly original both paint and mechanical. Upholstery replaced about 8-10 years ago, since protected by sheepskin covers and is as new. There is a Lucas or similar air-con under the dash, not working, likely need re-gassing. The car has only done a few hundred K's a year for the last dozen years, 75 000 km believed genuine. Car dives well, starts easily, no smoke or rattles from engine. Good oil pressure, never overheats. Alloy wheels (Sd1).

Small dent in bonnet, otherwise completely straight. Sold new by Faulls.

Would like to see car go to an enthusiast.

Pete Jordan 0429 805 928

ROVER P5B 1970

Burgundy, looks great, Auto. Vinyl upholstery, Has aircon but part removed New Alternator, new water pump, head skimmed, good, tyres gearbox iffy will explain.

\$ 4990 ono Have been told to make room!!!!!!

John Cooper 0417003224

P5B Coupe: shell, completely stripped , bodywork in primer all rust removed properly all parts and spares there, big project, asking \$5k

P6B Auto almond black leather interior webasto sunroof 4l engine – 3.5 bored out.

Nice car, rear near side quarter panel needs replaced – badly dented. Asking \$6k

Austin Princess needs new paint asking \$5k very rare, 1 of 3 in Australia.

Clive French 0411 779 736

1963 Rover 95, Reg. (Wildcats) 95. Body reasonable and engine sound when put into storage

All glass was smashed while stored away from home, but have a complete set of windows plus doors and additional bootlid and bonnet from a donor car. Offers invited.

1970 Rover 3500 Reg. UAT 083 Owned by me since 1974. First owner Mrs Bunning. Not used for several years, though engine was run occasionally. Retired because radiator efficiency was poor suggesting new radiator may be necessary. \$1250

Adrian Egginton 9276 7478

Parts for sale

Rover Parts

Martin Palmer 9276 1659 / 0403173070

The following is a short list of P6 and P6B parts I have left from years of Rover Repairs. I will add to it each month so if you need a part give us a ring, it might be on your doorstep.

Door check straps	P6 and P5	P5 and P5B door hinges
Interior light lens	P6	P6B ignition switches
Side park lens	P5 and P5B	SD1 water pump new
Veneer strips	Early 1963 to 1976	P6 cylinder head complete
P6 and P6B		V8 cylinder heads
Window regulators	P5, P5B coupe P6 and P6B	P6 and P6B carbys
Bonnet stay grommets	P6 and P6B	P6 and P6b top and bottom ball joints for front suspension legs. Some new .
Trico washer bottles		V8 visco water pump
P5B and early 3500 engine mountings		New 3500 top and bottom radiator hoses
P6 and P6B rear calliper parts		New 3500 carby floats R.H.
SD1 Recored radiator		Exterior mesh sun visors P6 and P6b
2000 tappet shims		

Books for Sale

2 "glovebox", or owner's handbooks, for the Series 1 Rover 2000. One of these is the North American edition, including reference to the "Icealert" and body-side repeater lamps, factory- installed on all North American P6 cars. Both handbooks are in excellent condition. \$30.00 each

Contact Malcolm Miller, on 95721357.

Rover 3500 2600 2300

Publication part No AKM 3616A, Published poss 1978, I would say that the binding has come apart and the whole volume has been spiral bound. It is printed in landscape format like the Landrover S111 of the same era. Free to good home

Rover Repair Manual, Publication Part No AKM5343, Published 1983

In good condition \$20.00

Rover Workshop Manual 1950 onwards, Technical Publication No TP/327/c Part No 4503

Second Re-issue 1965, Covers 60. 75 80.90.95.100.105 and 110

Very good condition \$75.00

Contact Alan Windsor thought1@bigpond.com

Haynes workshop manual for Rover 2000 and 2200. All models 1963 to 1975. J.H. Haynes and B.L. Chalmers-Hunt (1976) Contact Mick Divall: 0419 957 689 or C/o: Alex Richards 0415 198 286. \$30.00

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RAFFLE WAFFLE

Andrew Eggington drew the winning ticket B9 at the General Meeting and took home a box of Belgian biscuits donated by M' Hercule Poirot (the Patons) and \$40.00 was raised.

The Christmas bbq at Palm Beach was well attended and enjoyed by all despite some rainy bits. Alex Richards donated a bottle of Wolf Blass Riesling and a model Chevrolet Car, Jim O'Neil a car Wash and Wax, Tyre Shine, Valve Cleaner and also a bottle of wine!, many thanks gentlemen. Other bits and pieces were donated by the Paton's, apologies for not remembering who won what but we raised \$90.00. The lucky dip increased the total by another \$ 43.00 making a grand total of \$173.00 over the two meetings, thank-you all for your generous contributions and participation and thank-you to Dennis for gently twisting a few arms in his inimitable manner to sell the last half dozen lucky dips.

Sheila Paton

Tragedy No. 101 2016

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