



ROVER P4 DRIVERS' GUILD

OVERDRIVE

Number Two Hundred and Forty Seven

July 2019





ROVER P4 DRIVERS' GUILD **OVERDRIVE**

YOUR COMMITTEE AND THEIR DUTIES

| | |
|---|---|
| President | Daniel Young |
| Chairman | Stan Johnstone 54 Ingaway, Lee Chapel South, Basildon, Essex SS16 5QR chairman@roverp4dg.org.uk 07958 962751 |
| Car Records and Archive Co-ordinator | Colin Blowers 32 Arundel Road, Luton, Beds.LU4 8DY archivist@roverp4dg.org.uk 01582 572499 |
| Membership Secretary | David Hazeldine Edelwyn Dean Lane Cookham Dean Berkshire SL6 9AG membership@roverp4dg.org.uk 01628 782933 |
| Overdrive Editor | Tim Pearson 132 Middleton Hall Road, King's Norton, Birmingham B30 1DL editor@roverp4dg.org.uk 07786 198622 |
| Treasurer | Philip Beare 23 Honeypot Lane Brentwood Essex CM14 4QX treasurer@roverp4dg.org.uk 01277 374448 or 07821 357804 |
| General Secretary | Arthur Mawby Walnut Cottage, West Wickham, Cambridge, Cambs CB21 4SD secretary@roverp4dg.org.uk 01223 290474 |
| Events Secretary | David Greenwell 9 Brudenell Godmanchester, Cambridgeshire, PE29 2NQ events@roverp4dg.org.uk 01480 413069 |
| Advertisement Officers | Paul & Lorraine Oliver Chequers, Surrey Street, St. Germans, Kings Lynn PE34 3EX regalia@roverp4dg.org.uk 01553 617308 All Parts Mart and P4 adverts and general advertising queries |
| P.R. Officer and Membership Development Co-ordinator | Jason Dorey The Mill Garden, Montgarrie Alford, Aberdeenshire AB33 8AP pr-membership@roverp4dg.org.uk H: 01975 564034 M: 07899 951461 |

| | |
|--------------------------|--|
| Webmaster | Eamonn Burnell 137 Inchbonnie Road, South Woodham Ferrers Chelmsford, Essex CM3 5ZW webmaster@roverp4dg.org.uk 07771 648504 |
| Regalia Sales | Paul & Lorraine Oliver Chequers, Surrey Street, St. Germans Kings Lynn PE34 3EX advertisements@roverp4dg.org.uk 01553 617308 |

OTHER GUILD OFFICERS

| | |
|-------------------------------|---|
| Tool Hire Service: | Colin Gray colingray@live.co.uk 01952 616592 |
| Membership Support | Barrie Bourner 01908 562966 |
| Event Support | Harry Player Robert Bond 01702 523318 02392 468838 |

**When phoning Committee or Regional Reps please
telephone at a reasonable hour,
e.g. between 7pm-9pm. Thank you.
Please send a stamped addressed envelope with all
correspondence requiring a reply.**

YOUR STAFF AND THEIR DUTIES

| | |
|--|---------------------------------------|
| Technical Advice: | Stan Johnstone 07958 962751 |
| Agreed value insurance valuations can be carried out by the Chairman A charge of £1 is levied to cover costs. | |

Front cover: 1962 100 on Scottish Malts Tour
Photo: Tony Large Photography

We make every effort to ensure that the information and advice published is reliable and makes proper reference to safety procedures. We are unable to accept responsibility for injury, verbal (i.e. telephone or face-to-face) advice, damage or loss resulting from omission or error. Please note that when purchasing goods, particularly second-hand items, the Rover P4 Drivers' Guild cannot be held responsible for the quality of such items and that the buyer should establish with the seller as to the condition of any item prior to purchase. © Copyright 2019 by Rover P4 Drivers' Guild. All rights reserved by Rover P4 Drivers' Guild. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopy, recording or any information storage and retrieval system, without permission in writing from the publishers. While every effort is made to ensure accuracy, the publishers cannot be held responsible for any error or omission.

**Guild Website Members Only Pages
Username = Juniper
Password = Green1963**

**Rover P4 Drivers' Guild Website:
www.roverp4dg.org.uk**



The Rover P4 Drivers' Guild Ltd, 15 Lampits Hill, Corringham,
Stanford Le Hope, Essex SS17 9AA. Company reg. no. 09952058
Printed by Basildon Printing Co.Ltd., Fleet House, Armstrong Road,
South Benfleet, Essex SS7 4FH Tel: 01268 750006.



EDITORIAL

Membership of a car owners' club brings many benefits: technical advice, a chance to meet other members and see their cars, to take part in events near home or further afield and to socialise, either online or face to face. We can communicate with other members on the Facebook group or the Guild's online Forum, and of course *Overdrive* lands on doorsteps every two months. Many of us have benefited from lower insurance premiums offered to members of a recognised club. And now, there's another benefit: we've negotiated a 10% discount scheme to members buying goods or services from a chosen group of suppliers. More details are given on pages 18 and 19.

One supplier in the scheme offers a repair kit for classic car clocks including that in the P4. Yes, you read that correctly – a clock repair kit for the P4! This sounded such a good idea that I decided to be a guinea pig, buy one with my own money and write about my experience. See Page 20 to read how I got on with it.

Another 'first' in this edition is the raffle tickets you've probably already noticed, stapled into the magazine. We've already advertised the Devon Group's P4 70th anniversary celebration taking place in Gloucester on 6th to 8th September. The same Group is holding a charity raffle at the event, and to assist this we're inviting readers to buy tickets to take part.

Prizes worth several thousand pounds in total are waiting to be won. First prize is a trip to Roveramerica in the USA in 2020 for two people. This includes return flights and transfers in the USA, accommodation and event admission, all handled by an ABTA consultant. The winner will be responsible for their own (ESTA VISAS) applications, and for complying with passport requirements. Also to be won are 4-person weekend breaks at a hotel in the Isle of Wight and a holiday park in Torbay (provide your own travel), a one night spa break for two at the Cheltenham Chase hotel in Gloucester, a number of vouchers and classic car related prizes such as car covers, tyres, oil, etc.

All proceeds will go to the James Hopkins Trust, which provides end of life care for severely disabled children, and support for their families.

Interested? If so, just follow the instructions on the tickets by sending the chosen number of ticket stubs with a cheque payable to 'ROV70' to the address given on the ticket. You MUST keep and be able to present your ticket to claim your prize. Winners will be announced at the prize draw on 8th September, and published in the September *Overdrive*.

There's no compulsion to take part, and if raffles aren't your 'thing' then feel free to ignore the tickets. But I'll be buying a few, even though I've never bought a National Lottery ticket.

Oh, and it would help the Devon Group and the charity if you could post any unbought tickets with stubs back to the organisers, so they may sell them and raise more money.

Tim Pearson

OBITUARY

ALAN FIRTH, 15th January 1942 - 28th March 2019

It is with great sadness that I must announce the passing of Alan Firth.

Alan's funeral took place on 16th April and was attended by a great number of his family, friends and motoring friends. Alan was proud to be a founder member of the Guild, and was the Devon area representative for many years. His knowledge of Rover and classic cars in general was incredible, he lived for cars. The Rover P4 and Leyland P76 were his main passions. Alan always found time to chat to everyone, and will be missed by many.

His other passion was his family; he leaves wife Jayne who supported him always, son Simon and daughter Taffine, who he was immensely proud of, and of course his grandchildren.

Ian Hartnell

DAVID HAZELDINE, MEMBERSHIP SECRETARY - AN INTRODUCTION

You will have seen in the May *Overdrive* that I have recently taken on the job of Membership Secretary for the Guild so let me introduce myself. There is only one passion in my life greater than my enthusiasm for the P4 motor car and that is my very long term involvement in choral music of various kinds. "What about his wife!" I hear you cry. Well, yes, I know, but she came along just a little later.

I retired from a 40 year secondary school teaching career about ten years ago and now lead a busy life pursuing my involvement in activities in my local community around Maidenhead and Cookham. I am Churchwarden for the parish where I live and where I belong to the Church Choir. I am also Music Director for a local Operatic Society and an active participant in lots of local music events. All of this I thoroughly enjoy but it carries with it the serious drawback that I am only very infrequently able to get to Rover rallies.



I do still, however, get great pleasure from driving my 1963 110 which is widely recognised around my local area as it, my wife Ros and I have been here since 1982. 162 HLR (Hazeldine's Lovely Rover) has also done service at the weddings of a good few friends' daughters and is a regular participant at the car displays of local charity events.

My life with what we now call "Classic Cars" began with a 1959 Ford Thames Van and a 1955 Morris Cowley in student days in Exeter; then, in 1971, my first proper car, a 1954 Rover 90. I still remember the astonishing difference between the Morris and the Rover and, having experienced the quiet quality of the P4, there was no going back. I sold that first 90, achieving a £20 profit after one year of ownership, and had the brief joy of a 1964 P5 which, sadly, was written off because of the unkind balance of relatively little damage after an accident compared to high repair costs. A second 90 followed and then I saw for sale, near my parents' home in Wembley, the black 110 with which I have been faithful ever since. That was in 1977 which was also when I joined the newly-founded Rover P4 Drivers' Guild.

To my shame, although I have maintained membership ever since, I have never done anything to help the Guild so, when I saw that a Membership Secretary was needed, my conscience gave me a sharp kick and here I am.

David Hazeldine

BEDFORDSHIRE AND CHESHIRE BRANCHES MEETING CHANGES

The Bedfordshire Branch now meets on the fourth Wednesday of the month, not the third, at 7.30 at the Chester Arms in Chicheley, Newport Pagnell. This avoids clashing with a busy quiz night.

After a spell meeting elsewhere, the Cheshire Branch has now returned to The Carriers Inn at Hatchmere for its meetings at 2.00pm every fourth Saturday of the month, following a change of management at the pub.

J R WADHAMS SPARES ANNOUNCEMENT

To celebrate 30 years in business and the 70th anniversary of the P4, we are offering discounts through the year on selected parts every month. The offers can be checked by going to the website and looking under 'Special offers'. To start with we will be offering a discounted price on the reintroduced late rear aprons from £100 + VAT, now £82.50 + VAT. A set of 4 door seals with glue for £55 + VAT (previously £67.50 + VAT). Finally, P4 kingpins, now £45 + VAT (Previously £48 + VAT). Also, we are introducing a whole new range of products very soon.

J R Wadhams



Reconstructive Surgery for Lucas Distributors

DISTRIBUTOR DOCTOR

FIBRE HEEL CONTACT BREAKERS



Fibre Heeled Points 423153, Tungsten Contacts, fits Late DM2, 220, 220, 250, with Long Post Baseplate PRE 1972

TOP QUALITY,
PERFECT ALIGNMENT,
CORRECT SPRING TENSION
& RIGHT DIAMETER
TUNGSTEN CONTACTS



High Quality Condenser 423871, fits Late DM2, 220, 230, 250, DM6, 350. Made in the old fashioned way, properly soldered connections, recessed can sits down into baseplate.

- Reconditioning
- Recalibrating
- Recurving
- Standard
- Modified
- Free assessment
- Individually Tested
- Graphs Supplied



Flame-
Thrower

IGNITOR

EXCLUSIVELY AVAILABLE THROUGH DISTRIBUTORS



NEVER CHANGE POINTS AGAIN!

QUALITY PRODUCTS 30 MONTH GUARANTEE. DO NOT CONFUSE WITH LOW GRADE COPIES!

ORIGINAL RED ROTOR ARMS

NO RIVET, NO SHORT CIRCUIT, Modern material, manufacture & tolerances



Advance Springs • Rotor Arms • Vacuum Units Distributor Caps
• Contact Sets • Condensers • LT Connectors • Bushes & Bearings
• Baseplates Advance Weights • Shafts & Bodies

Telephone 01984 629540

Email: martin@distributordoctor.com
www.distributordoctor.com

CLASSIC CAR INSURANCE

PBIS specialises in classic car insurance, as well as insurance for other collectable classic vehicles. As a company built on passion, we strive to deliver exemplary levels of service and customer satisfaction.

We have been arranging insurance for your classics for over 30 years, so we know what is important to you.

Most of our classic policies include free agreed valuations, roadside assistance and recovery within UK/EU, limited mileage options and discounts for multiple car ownership.

**ASK US TODAY ABOUT OUR CLASSIC CAR
AND BIKE INSURANCE COVER.**

CALL NOW FOR AN INSTANT QUOTE

01376 574000

visit: www.classiccarinsurance.co.uk

email: info@classiccarinsurance.co.uk



PBIS PETER BEST
INSURANCE
SERVICES
EST. 1985

Peter Best Insurance Services Ltd

Authorised and Regulated by the Financial Conduct Authority. Registration No. 307045

Registered in England No. 2210270 | Peter Best Insurance Services Limited, 180 High Street, Kelvedon, Essex CO5 9JD



70 YEARS OF THE P4 IN THE BEGINNING PART 3: THE EARLY CARS

Exactly when P4 production began is hard to pin down. We know from the photographic archives that the first production chassis was finished on 17 August 1949, but it is clear that no completed cars were passed from Production to Despatch until 19 September. So it would be reasonable to suppose that Pressed Steel supplied the first bodies some time towards the middle of September, and that the assembly lines started rolling shortly afterwards.

Top priority must have been to get cars ready in time for the Earls Court Motor Show in London at the end of September. No doubt it was something of a scramble to get five cars (one in each of the launch colours) plus a bare chassis together. Rover managed to get the second production car (0430-0002, JNX 124) into the Lord Mayor's parade that month as well, and this may have had to double as the Pastel Blue example on a revolving turntable at Earls Court.

Production was very slow to get under way. In its first week, from 19-23 September, just ten cars were passed into the Despatch Department. The following week saw four more, and then there were no more for ten days. October was even slower. Cars were delivered in penny numbers to the Despatch Department, with large gaps between deliveries, and just 12 cars – two fewer than in September – were completed.

Clearly, there were difficulties, although it is not now possible to determine how much slow supplies from component makers played a part: such problems were a regular feature of car manufacturing as the industry struggled with shortages in the years after the war. Other issues probably arose because Rover had been developing the cars right up to the last minute, and Tony Poole, who was then a fitter in the Gas Turbine Department, remembered that the first ones were assembled without holes in the bodywork for the starting-handle to pass through. The big gap in deliveries from Production to Despatch that occurred at the end of September and start of October suggests that this was a period of consolidation, when problems encountered on the first cars were being solved and plans were being made for a smooth start to volume production.

Volume production can be said to have begun in November. There was a regular flow of cars from Production to Despatch through the month, although quantities varied between one and seven a day, and

there was a brief hiatus of two days (15-16 November) when no cars were delivered, and another on the last day of the month. A total of 46 cars were delivered to Despatch in November, and then production began to reach sensible levels in December. By the end of the year, between 180 and 185 cars had been built, although a small number had been held back by the Production Department, either as samples (perhaps for training purposes) or because they were in some way unsatisfactory. These cars were released to Despatch in the early months of 1950. By mid-1950, the lines were turning out 150 cars a week.

Changes

There were multiple changes to the specification before the end of 1949 and into early 1950, and many of these went unrecorded in Rover service literature. The choke, bonnet release and footwell vent control knobs on the earliest cars had flat grips, but these were soon changed to more substantial curved ones. All the first cars had chromed headlamp surround panels and chromed frames for the air intake grilles, but the intake frames disappeared early on and the chromed surround panels had gone by about January 1950 (and were probably fitted only to the first 200 or so cars). There had certainly been some grumbings from the public about too much chrome giving the car a very American and un-Rover-like appearance, but these items may actually have been deleted to simplify production or reduce costs.

The first cars also had a chrome finisher rail on the fascia, but this was deleted at 0430-0191 in January 1950, according to service literature. It was also in early 1950 that a one-piece rear bumper replaced the original three-piece type; production difficulties may have been the main reason, because from an accident repair point of view the three-piece type made better sense.

The horn mounting was next to change, moving from under the bonnet (where the horns were muffled) to a very vulnerable position behind the front number-plate. The horns were given their own fuse-box at the same time, although this was found unnecessary and was deleted shortly afterwards. The front wheel cylinders and brake shoes were then redesigned in February, and that same month brought modified rear lamp bodies and modified door check straps. In March (at 0430-1211) it was the turn of the handbrake, which had originally been a straight vertical rod but was now given a rearward extension that created the "shepherd's crook" style.



The Rover stand at the 1949 Motor Show had a P4 in each of the five colours for the 1950 season...



and this Pastel Blue car was on a revolving turntable. It may well be 0430-0002 (JNX 124). There are chrome frames for the air vents, and chrome headlight surrounds.

April's changes were limited to a repositioned stop lamp switch and carburettors with a shorter suction chamber, and in June the stabiliser bracket on the rear axle casing was modified after giving trouble. But June also brought another and more major change. By the spring of 1950, overheating had become a problem. As a first step, the larger-capacity export-specification radiator was standardised on all models.

Service literature for June 1950 says that the original 15-bar grille had now been changed on production to one which had only eight bars, and dealers were advised to remove alternate bars from the grilles of earlier cars which had an overheating problem. (The problem did not go away entirely. By December 1950, export cars were being fitted with a four-bladed cooling fan instead of the original and wholly inadequate two-bladed type.)

Exports

All the 1950-model cars had chassis numbers that began with the prefix 0430. On export models, that prefix followed an L (for left-hand drive) or an R (for right-hand drive), although there seem to have been some inconsistencies in the practice.

Production of cars for export began early on, with L0430-0012 in September, but no cars were actually exported until early December. This may have reflected shipping difficulties, but equally it may have indicated that Rover were not prepared to let any examples of their new car out of the UK until they had sorted out initial teething troubles. Only a



The 1950-season dashboard had rectangular instruments. This very early car – quite possibly 0430-0001 – has the straight handbrake lever without rearward projection.



The 1950 (and a few 1951) cars had push-button interior door releases, which are not to be recommended!



Early controls differed from the later ones. This flat choke grip is in 0430-0003 – which still survives in rude health.



When the central foglamp was declared illegal in the USA and Canada, this ornamental cover plate was used instead. The car is a 1950 model. (Photo: Dirk Burrowes)



Door handles from a “transitional” Cyclops, 1430-0333. The short one was fitted on the assembly line to overcome a shortage. Later removed by a dealer and replaced with the correct long type, it was also returned to the car’s owner and still survives today. (Photo: Simon Hill)

handful of cars actually left the UK before the end of December, and these went to Belgium, Denmark, Eire, France, Finland, Guernsey, Holland, Iceland, Sweden and Switzerland.

The first 75 exported to the USA was L0430-0641 in February 1950. Cars for North America had flashing turn signals, and the semaphore arms were blanked off. The rear light backplate contained two separate bulbs instead of one, but the glass lens was still all red. Early cars exported to the USA had the central foglamp, but the US authorities declared this illegal and subsequent US exports had a special chromed plate over the grille aperture, with the number 75 cut out of it. It is not clear when the change took place. North American cars also had a larger heater box as standard.

The first 1951 models

Those multiple adjustments to the P4’s specification were not quite the end of the story, however. Rover were clearly not happy with the car yet, and for the 1951 models they prepared another set of changes. This time, their implementation was delayed by supply problems (still not at all uncommon in those days of post-war rationing) that resulted in a number of cars having a transitional specification. There were chassis numbering changes for 1951, too, as the export and CKD cars were given their own prefix numbers and numbering sequences. Home market cars were now prefixed with 1430.

The planned 1951 specification incorporated all-hydraulic brakes and a new high-pressure fuel pump that was relocated from under the bonnet to a chassis outrigger. The interior featured circular instruments (the rectangular ones had not been much liked), the clock was relocated in the centre of the facia rail where all passengers could see it, and the freewheel control moved from



outboard of the steering wheel to inboard of it, alongside the heater controls. The positions of some switches were reshuffled, the change switch from side to head lights becoming a stalk on the steering column and the lighting master switch moving to the main instrument panel beside the dials. The courtesy lights were also re-wired to operate independently of the sidelights, and it was probably at this stage that the original “cat’s eye” lenses for the headlamps were replaced by block-pattern lenses.

All the 1951 cars had those changes. However, the planned 1951 specification also replaced the push-button interior door handles with conventional types, and replaced the push-button front seat release with a more accessible lever. These changes did not come on-stream at the start of the 1951 model-year, but were added progressively over the last few months of 1950. Just to complicate matters, supplies of the new door release mechanisms arrived before supplies of the new handles – and so 1120 cars built in October and November had a “temporary” shorter handle, and dealers seem to have replaced these by the correct ones when cars went in for service. In all, there were 1330 cars built with a “transitional” specification that was a hybrid of the 1950 and 1951 types.

So it was that the full 1951 specification, by this time with rising hinges for the front doors and less ornate courtesy lamps in the rear pillars, was in place only a month before 1951 itself began. Fortunately, the constant stream of specification changes that had afflicted the 1950 models were now a thing of the past, and production of the P4 finally settled down.

Ever onward

During the 1950 season, Rover were also looking actively at further development of the P4 range. A batch of 30 prototypes was built with a more powerful 2.6-litre engine to improve performance. There were also two experimental drophead coupés (plus a third body which was diverted to the gas turbine car JET 1), and an experimental fixed-head coupé, all built by Salmons-Tickford.

Neither the coupés nor the gas turbine car progressed beyond the experimental stage, but the 2.6-litre engine did. After a redesign to give more water between the cylinder bores, it became the power unit of the Rover 90 in 1953.

James Taylor



By the time of 0430-0177, seen at the Brussels Show in January 1950, the chromed intake frames had gone, but the chromed headlight surrounds were still in evidence.



A press demonstrator was quite late in becoming available. JWD 386 was it, still with the 15-bar grille but now without chrome headlamp surrounds. A close look shows that it had no bungs in the jacking-points, either – almost certainly the result of supply shortages at Solihull in the first months of 1950.



The eight-bar grille was introduced around June 1950.



NORFOLK AND NORWICH ROVER OWNERS' CLUB 42ND BRESSINGHAM RALLY

Our Annual Club Rally at Bressingham Steam Museum and Gardens was held on 26th May. The weather, as always for a Bank Holiday weekend, was 50/50 and our rally site went from freshly mown green grass to a sea of shimmering paintwork and glimmering chrome in less than two hours. As the last entrants arrived, the sunshine did not disappoint. The rally attracted many visitors and by lunchtime, the steam trains were whistling and the show was in full swing.

With an extraordinary new record set this year for the club, 116 entrants had booked in. Having had to take the step of closing entries a week early due to the fact that we had reached our maximum number and the restriction of space to park everyone on the day, a fabulous total of 102 cars arrived to take their places. Judging is done by the entrants who take part and it is always hard, but as the standards get better and better every year, it was difficult for people to pick winners.

Our Special Display this year was an 'Avenue of Rovers' to mark the 70th Anniversary of our 'beloved Auntie Rover' the famous P4. Sadly we could not get a 'Cyclops' (not for the want of trying) to put the cherry on the top, but 32 P4s lined up to form a lovely display for us.



A light rain shower appeared, just as the raffle was drawn, but not to be put off we continued to present the trophies to our show winners.

Trophies this year were kindly sponsored and presented by Mark and Angie Gray from MGBD Parts & Services, who also picked our Car of the Show, a dazzling red 1989 Metro Clubman 1.3, owned by T Morley. In my opinion the car absolutely stood out from the crowd and in its immaculate condition was such a well deserved winner, much to the shock of its owner, who in his words uttered 'I can't believe that!!'

Our Best Club Car was picked by our long standing Club Friend Tom Norman, being a Veteran Rover man himself, he picked out his winner as a 1961 Rover 100 P4 owned by T Reynolds, who is one of our Club founders.



Congratulations to all our other Winners, as follows:

| CLASS | OWNER | REG. NO | YEAR | TYPE |
|-------------------------------|----------------|----------|------|--------------|
| Pre P4 Second | T Gilbert | TL6200 | -- | 12 sports |
| Pre P4 Winner | G Read | BLU 572 | 1935 | 10 |
| P4 Third | N Mellish | PPW 963 | 1954 | 90 |
| P4 Second | S Johnstone | 616 EEW | 1962 | 100 |
| P4 Winner | G Teeson | 15 ENK | 1958 | 75 |
| P5 Third | R Keeley | JYV 850K | 1972 | P5b Coupe |
| P5 Second | K Hawes | WNV 892 | 1960 | 3Litre |
| P5 Winner | J Walleth | MVE 748H | 1969 | P5b Coupe |
| P6 Third | A Parkes | HHU 462N | 1975 | 3500 |
| P6 Second | R Shaw | EHJ 500H | 1970 | 3500S NADA |
| P6 Winner | M Ruston | JCY 809L | 1976 | 3500S |
| SD1 Third | C Parmenter | B25 NPA | 1985 | Vitesse |
| SD1 Runner Up | S Mulcahy | B22 MBH | 1986 | Vitesse |
| SD1 Winner | P Cane | B432 NKV | 1984 | Vitesse |
| Modern Third | C Blowers | LH54 ABO | 2004 | 75 CDTI |
| Modern Second | G Reeves | P343 HRW | 1996 | 825 Coupe |
| Modern Winner | T Morley | G102 ONB | 1989 | Metro |
| <u>Non Rover Third</u> | R Gamblin | 250 XTW | 1961 | MGA |
| <u>Non Rover Second</u> | <u>P Baker</u> | NUV 939 | 1958 | Alvis TA |
| Non Rover Winner | D Green | DPM 517C | 1965 | Daimler 250 |
| Best Club Car Phillips Trophy | T Reynolds | 3339 WD | 1961 | P4 100 |
| Car Of Show MGBD Trophy | T Morley | G102 ONB | 1989 | Metro |
| John Ringwood Memorial Trophy | B Pitchers | NSC 113F | 1967 | 3Litre Coupe |
| Jubilee Shield Winner (draw) | G Duggan | YGJ 377G | 1969 | 2000TC |

Special Thanks go to all our Rally Sponsors: MGBD Parts & Services, Jason Moore Classic Cars Ltd and Hagerty Insurance for their continued support.

On a personal note, as this was my very first 'Chairman in Charge' Rally. It was an absolute joy to have been part of organising a Rally with such a wonderful team of people. I would like to thank everyone who helped behind the scenes (my fabulous hard working

Committee) and on the day (our Marshalls and Gazebo team). To everyone who shook my hand and congratulated my team for a successful day.

Bressingham 2020 is in the planning stage already..... ALL details will be on our New Club Website in the New Year www.norfolkandnorwichroveroc.org

Marie-Anne Read



NATIONAL RALLY

AT BURGHLEY HOUSE, 12TH MAY

Photos by David Gradley, Ian Hartnell, Max Stewart, Bob McGavin and Tim Pearson

All National Rallies are important but this year's event was very special indeed, in that we would be celebrating the 70th anniversary of the P4. Yes, 1949 sounds light years ago, but those 70 years seem to have flown by. Sunday 12th May came along just as fast, and off we set for our celebrations on the rally field of Burghley House, a lovely setting indeed. After a week of rain the weather turned in our favour, to give a super, sunny day. On arrival just after 9.00am, the site was a hive of activity. Gazebos were erected and the Committee were getting on with their allocated tasks, trying to get a head start before the Rovers began to arrive. David Greenwell's team of marshals were well briefed and eager to get the cars in position on the site. The Rovers started to arrive in droves, and soon started to get into their positions. By 11.00am 90% of the cars had arrived, and looked splendid. A sight to behold indeed.

Alan Milstead, the very first Guild Committee man to organise our National rallies in the early 1980s, was in attendance after being away from the scene for many years running a hotel in Argyll, Scotland. It was great to see him and he enjoyed

himself immensely, back amongst the P4s. Another ex Committee man to join us was Matt White, our very first Overdrive Editor, again very happy to be with such a great turnout of P4s, 155 in all plus 18 other models came along to enjoy the show. One of our best attendances for many years, thanks to the special anniversary and lovely weather.

Simon Bedford, our guest of honour, arrived in a superb SD1 which looked brand new. I reckon his Dad, the late Cecil Bedford, had hidden it away somewhere, it was so immaculate. Unfortunately James Taylor couldn't make it this year (very unusual) but he had a good "excuse", one of his daughters was getting married, so I think we can let him off without a note this time.

Judging, as per usual, was very difficult indeed, not only because of the high standard of cars but also the size of the rally site meant that cars were well spread out. I must have walked many miles. Only five Cyclops models turned up, but this is more than we usually see together these days.

David organised some anniversary cakes for the occasion, and everyone who wished to do so enjoyed a



Ornate gates at front entrance to Burghley House



Rover 20, once owned by tallest man in the British Army



Simon Bedford's pristine SD1 2300, one of the last produced



Three Rover P4 70th birthday cakes. A piece for each attendee



No surprise that Nigel Randall's 1963 95 won the Best Engine Bay award



slice of commemorative Rover P4 birthday cake.

It was a wonderful day all round, and I hope everyone found it worthwhile and enjoyable.

A massive thanks to Simon, Alan, Matt and the Committee for their contribution to the event, and in particular to David for his unstinting hard work.

Stan Johnstone





THE WINNERS

| | | |
|-----------------------|----------------------|----------|
| Cyclops | Andy Bury | FDN 156 |
| 60 | Brian Leggate | LBE 376 |
| 75 | Bill Martin | NLX 754 |
| 80 | D Barker | YNV 758 |
| 90 | Robin Harper | 906 ETV |
| 95 | Trevor Rawlins | 9822 KZ |
| 100 | Mick Ward | 399 XUS |
| 105 | Mick Carter | PHJ 401 |
| 110 | Michael Clarke | 5036 UN |
| Pre P4 | Howard Buchanan | FLX 797 |
| P5 | Toby Revel | AEV 967A |
| P6 | Barry Gill | NLV 822F |
| SD1 | Peter& Janet Cane | B432 NKV |
| Best Wood | Alan Buttle | HJK 901 |
| Best Engine | Nigel Randall | 7 DNG |
| Jackman Trophy | Gary Nelson | |
| Viking Trophy | Andy Bury | |
| Viking Shield | Mick Arter | 957 SHK |
| Gordon Bashford Award | Keith Henry | 517 KWD |
| Derek Humphreys Award | Graham Teeson | 15 ENK |
| Simon Bedford Award | Great Western Branch | |





DEVON GROUP TRIP TO THE NATIONAL RALLY

We made the very long trip to the National Rally, but it was worth the effort. The show was very well organised and I was pleased to see it was well supported. The standard of the cars just seems to get better every year, making Stan's job nearly impossible.

I travelled 517 miles and averaged just 16 mpg but I was towing the club trailer, my 110 never missed a beat.

Thanks to David and his helpers from all in the Devon group for a great show

Ian Hartnell



THE LONG WAY HOME

Guild member Ian Catley sends himself to Coventry the day following the National Rally

For this year's National Rally, I decided to give my P4 80 and me a mini motor industry weekend away. After 200 miles on the nose from Bournemouth to Stamford on the Saturday, and a less than inspiring Airbnb overnight in the Lincolnshire town, the sunny rally day promised much. And so it proved.

It was a pleasure to see so many members, families and cars at Burghley. I hope it was a suitable compliment to Chairman Stan, the Committee, and notably to David Greenwell for the competent organisation. 'Thanks' all.

At close of play the satnav was set for the second night's Airbnb in the city of Coventry. This time a much more acceptable family house with good off-road parking and a warm welcome from my hosts Steve and Clare King – I'd recommend their accommodation (claregillbe@hotmail.com) at Earlsdon.

My destination on Monday 13th May was the Coventry Transport Museum. Formerly known as the Museum of British Road Transport (www.transport-museum.com) it houses the largest collection of British-made road transport held in public ownership. The two storey building in the heart of the city is approached through an excellent coffee shop – always a winning formula. Even the floor to ceiling motoring imagery is a delight and the large poster advertising a brand new Rover 6 h.p, for 100 guineas particularly caught my attention.

The building oozes 'Coventry' and all it has meant to transportation over the 20th century. I hail from



Birmingham and have grown up with the industry all around my family, and have lived and worked in Coventry in my twenties – but here in this building there is so much to learn – and to recall. Rover crops up time and again, and I've forwarded to Editor Tim, some photos I took of Rover vehicles during my visit, and he'll include as many as space allows – but you'll have to visit for yourself if able. As a précis, it boasts 300 cycles, 120 motor cycles, and 250 cars and commercial vehicles of all makes in its total collection – not all able to be shown, but many are. The museum also has a million archive and ephemera items. The motor industry supported the War effort in significant ways, including of course, erecting 'shadow' factories. Lives were sacrificed, women more than stepped up to the plate, and life was turned upside down. Coventry Transport Museum pays appropriate tribute to the war years.

Queen Mary's Daimler is there, and currently a fabulous Jaguar collection, indeed, the most beautiful Mk. V11 I've ever seen, and the very last Armstrong Siddeley Star Sapphire to be built, Thrust 2 and





DEVON BRANCH DRIVE-IT DAY RUN

The Devon branch joined forces with the local Rover Sports Register group on a organised by Les and Jeni who are members of both clubs, meeting at Cheddar Garden Centre at 10.30am

We set off at 11.00am on a very enjoyable route around North Somerset. The scenery was fantastic, helped by a beautiful sunny day. The route was designed to be sympathetic for the P2s and P3s, and the run included a treasure hunt.

We ended our run at the Bishop's Palace at Wells Cathedral. What a setting for our splendid cars, it was not long before we had many people asking about our cars.

Another great Rover day, and it was good to join another Rover club; I am sure this will not be for the last time.

Our thanks to Les and Jeni for all the hard work arranging our day,

Ian Hartnell

Thrust SSC if you like record breakers. There are plenty of everyday cars to keep your feet on the ground, all very well displayed, but you'll also see Massey Ferguson tractors, and if you like your motor cycles, Triumph, Francis-Barnett, Rudge-Whitworth, and Coventry-Eagle. If you love cars, bikes, lorries or anything on wheels – visit!

Entrance from June 30 2019, concessions will be £10.50 and juniors, £7.

Ian Catley

(In spite of living only 30 miles away, last month I spent most of a day visiting this wonderful museum for the first time since a rushed half-visit in 1991. Even better than Gaydon in my view, and highly recommended – Ed)





GUILD LAUNCHES NEW DISCOUNT SCHEME

The Guild is always on the lookout for additional benefits for members. We are delighted to announce the launch of the Rover P4 Supplier Scheme. All the suppliers involved have agreed to offer Guild members 10% off their normal prices, and it applies to any vehicle you own, not just your P4!

Across these two pages you will see advertisements from suppliers who are the first to get involved. We expect to add further suppliers to the scheme in due course – so watch out for details.

These suppliers have been carefully chosen by the Guild because of the quality of their products and services. To receive your Guild member discount, just quote the code **ROVERP410OFF** when ordering.



Dave Hyland Body Repairs

A versatile body shop offering high quality work at affordable prices

Our services include:

- Classic car restoration
- Accident repairs
- Full and part resprays
-and much more



Call into our workshop for a free no obligation quotation.

The Old Mill Site
Roughton Moor
Woodhall Spa
Lincolnshire
LN10 6YQ

Contact us on 01526 351412 Email us at enquiries@davehylandbodyrepairs.co.
www.davehylandbodyrepairs.co.uk

Wyatt Polishing Ltd

All rechroming and polishing work undertaken. We polish all kinds of metal, stainless steel, brass, copper, aluminium as well as a plating service e.g. chrome, nickel, copper, zinc.

We restore all kinds of metal work from repolishing to replating work, e.g. chrome work on classic/custom cars and bikes, juke boxes and anything else that needs copper, nickel and or chrome, bright zinc. All kinds of industrial work from alloy polishing to stainless steel, e.g. stainless handrails, and not forgetting alloy and bronze.

**So if we can help please give us a call.
18 Telford Way Industrial Estate, Thetford,
Norfolk IP24 1HU. Tel 01842 766770**

Proprietor is a classic Rover owner.



... suddenly



it's sunshine!



**TUDOR WEBASTO
SUN-ROOFS**



THE TRIMMING CENTRE

**Specialising in the manufacturing and installation of
the Tudor Webasto Coachbuilt Sunroof**

**Full Installation Service Available or Supply Only
Repairs for Britax Weathershield
Headlinings**

**The Trimming Centre
Ham Lane
Lewes
East Sussex England
BN7 3PS**

**Telephone Number: 0044(0)1273 479616
E-mail: thetrimmingcentre@yahoo.co.uk**



metex
car covers

THE BEST PROTECTION FOR GARAGED CARS
THE FLEECY SOFT FABRIC OF A METEX CAR DUST COVER WILL GUARANTEE TO KEEP YOUR GARAGED CAR FREE FROM DUST AND DAMPNESS.
EASY TO USE, THE COVER SIMPLY DRAPES OVER YOUR CAR COVERING IT COMPLETELY.
WE COVER ALL MAKES, MODELS AND SIZE OF CARS.
Rover P4 Dust Cover 20ft x 12ft normal price \$57.50

CUSTOMISE YOUR COVER WITH A LARGE CAR EMBLEM JUST £9.95

ROVER P4 DUST COVER **£49.50**
SPECIAL OFFER
Postage cost £7.50 per order

Phone now with your order: **01254 704625**
or order online at: www.cardustcovers.co.uk

TYRES

Tony Etheridge
- GUILD MEMBER -

AVON RADIAL

for all your **ROVER TYRE** requirements
CROSS PLY and RADIAL
DISCOUNT TO GUILD MEMBERS

PHONE
01923 231699
(24hr Ansaphone)

TILTRAK

10% Discount
VALID ON ALL PRODUCTS

Protect your Rover P4 with **DINITROL®**
Corrosion Protection Rustproofing Treatments

Discount Code **ROVERP410OFF**

*Terms & Conditions: Enter the promotional code: **ROVERP410OFF** at checkout. No minimum spend required. Valid until: 11:59 PM 31/12/2019. Management reserve the right to change or withdraw this offer at any time without prior notice. Full terms and conditions are available upon request. The 10% Discount will be applied to the basket total cost during checkout excluding any delivery charges. Standard UK Mainland Delivery charge is £6.99 per order

Shop Online: www.tiltrak.com

CLOCKS4CLASSICS

CLOCK REPAIR KITS

Repair your Smith's or Jaeger clock with a few simple tools. Watch our video guides or download step-by-step instructions to see how it's done.

10% off for Rover P4 Driver's Guild Members

Price £59 + P&P
Visit: www.clocks4classics.com



AUNTIE'S MANTELPIECE CLOCK CAN NOW BE REPAIRED!

It could be argued that the focal point of a P4's elegant interior is not the steering wheel, but the dash clock. Perched in a central pinnacle, this period device led the former racing driver turned motoring journalist Denis 'Jenks' Jenkinson in the 1950s to compare an early P4's ambience to being at his Auntie's home, with a central mantelpiece clock. Thus the 'Auntie' nickname came into being.

The old Smiths or Jaeger (a more up-market sounding brand, but actually made by Smiths) timepiece is just as elegant and evocative today. Especially if it works. The problem is that most of them probably gave their last comforting tick in the 1960s, and the numerals are only just visible behind the glass and the plastic face which is more discoloured than ancient Sellotape. Being many times thicker, the plastic is now almost opaque.

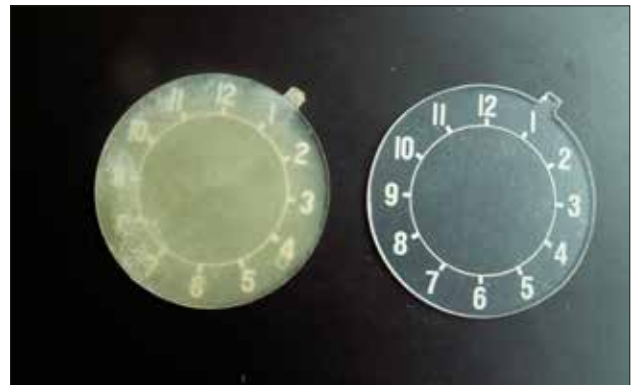
But now it's possible to repair the clock. Even better, it can be done on a DIY basis; no soldering or electronics knowledge is required. Best of all, the supplier Clocks4Classics can offer a 10% discount to Guild members – see their advert on Page 19.

Unlike other conversions, the Clocks4Classics kit uses the original mechanical movement but replaces the mechanical contacts with a solid-state sensor and microcontroller. This makes the movement much more reliable but retains the original character of the clock - including that all important tick. The circuit board fits neatly within the movement and the modification is undetectable externally.

The kit suits both the early P4 clock with 55mm diameter body (not to be confused with the face diameter) and the adjuster on the back, and also the later clock with 60mm body and two adjuster /reset knobs on the front. It doesn't suit the Kienzle clock used on a few P4s.

If you need to replace the milky, faded face, replacements for the earlier unit are available from J R Wadhams for £8 plus p&p and VAT (see facing page). We don't know of a supplier of new faces for the later unit, but please tell us if you do and we'll publish details to assist owners of later cars.

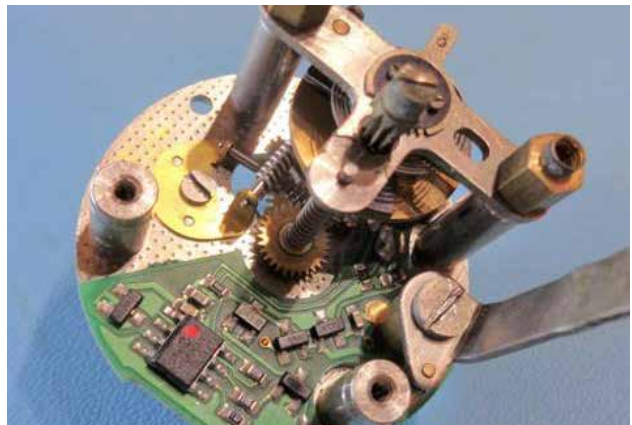
The clock on my Rover badly down let the interior, so I jumped at the opportunity to be a guinea pig for the Guild by buying a repair kit and trying a DIY rebuild. Until now I'd never repaired a clock, didn't know how one worked, and don't own any special tools for the task.



Old and new faces



Dismantled on the bench



Circuit board fitted



Can you hear the rebuilt clock tick in this photo?



I'm pleased to report that the repair worked, and my Rover's facia now looks far smarter. Like almost any car repair, it's quite a challenge the first time you attempt it, but as long as you're patient and follow the detailed instructions on the supplier's website (including a number of YouTube tutorials), you're likely to succeed. You'll need reasonable eyesight – mine's only average for someone in their mid-fifties – and good lighting in your working area. Oh, and one or two miniature screwdrivers are needed, besides a pair of tweezers borrowed from the bathroom cupboard when other family members aren't looking.

Only one problem arose with my attempt, which resulted in the clock stopping after a couple of minutes. Nevertheless Mark Willows of Clocks4Classics was happy to give advice by phone, and after cleaning one part further as he suggested, the unit ran.

The kit works with positive or negative earth cars. This, for me, was a safety gain. My car at some point in its past was converted from positive to negative earth, but until now the clock needed to be wired for positive earth operation. This left the metal clock

body a different polarity to the car body. Not ideal from a safety angle. However the rebuild has enabled me to change the clock polarity and remove this concern.

Another gain is that the clock lighting can now work on a car converted to negative earth. Before, the clock body was positive, hence it needed a permanent negative supply for the mechanism and a permanent positive for the body. Easy enough to arrange after a car conversion to negative earth. But the lighting shares an earth with the mechanism, therefore it needed a negative supply *only when the instrument lighting is on*. I don't see how you can do that. But now, it's possible to use the original wires from the loom and change the clock polarity. Everything works, including the lighting.

The kits retail at £59 and are manufactured in the UK. To claim the 10% discount you'll need to send them a message, stating that you're a Guild member and quoting the code ROVERP410OFF. You'll then get a discounted invoice.

Tim Pearson

Visit the JRW secure website where you can browse and order on-line www.jrwadhams.co.uk

J R Wadhams Ltd
The Brads Nail Works, 45 Valley Rd
Lye, Stourbridge, West Midlands DY9 8JG
Tel: 01384 891800 Fax: 01384 891802
E: info@jrwadhams.co.uk

After a large financial commitment by JRW to the Rover P4 marque and working with modern engineering companies, we can now offer significant price reductions on many brake components, combined with an improvement in quality. All reconditioned Girling items are now hydraulically and dry pressure tested for your peace of mind

Master cylinders
3 bolt Girling, from **£110** NEW
no exchange needed

Front brake calipers
£85 each
on exchange

Rear wheel Cylinders
All sizes from **£65** each

Girling servos
£210 each
on exchange
Using new improved seal design to stop the infamous sticking Servo syndrome

NEW 95 & 100 ex-manifolds
£175 each
Higher quality casting than the original- also fits 75 and 90's

The above are just a small selection of new items from the growing range at JR Wadhams investing in the future for those classic cars.
All prices shown are subject to VAT



THE ALFA ROVEO PROJECT

Part 5 – Completion and Driving

This is the final instalment describing my project to transform a 1962 Rover P4 into a 1938 Alfa Romeo 6C Mille Miglia.

Last time I dealt with the major assembly and controls. The next task, after fitting the bodywork, was wiring the lights. Figure 1 shows the rear end arrangement with P4 lights turned through 90 degrees. (Some people have commented that it would look better with period 1930s light fittings but I think they look quite appropriate.) At the front I added flashing indicators – see Figure 2.

The original Alfa was an open roadster without a roof, which means that the interior trim needs to be weatherproof. I therefore used rubber carpets (with drain holes in the floor!) and black vinyl for seats and door cards etc. This is shown in Figure 3. (Note the incorporation of the Rover heater controls below the glove box – a real touch of luxury!) The steering wheel is from a classic Mini Clubman and looks similar to the Alfa. The P4 steering wheel was too big. My long-term aim is to design and build a proper



Figure 1 - Rear lights from P4 turned through 90 degrees

windscreen as opposed to the small “aero-screens” together with a simple roof and side-screens so that the car becomes more usable. As on the original, I have incorporated a removable panel over the passenger seat – see Figure 4. I am currently making a small vinyl tonneau to cover the driver’s seat.

I have now driven the car on several occasions. Because of the larger diameter wheels it is slightly higher geared than the Rover, but also about 200kg



Figure 2 – Front flashing indicators added



Figure 4 - Removable "Streamlined" panel over the passenger seat

lighter, so power and torque from the engine feels adequate. My first impressions were that the handling was "lively", particularly at the rear end. i.e. lots of oversteer.

You may remember that I put a stiffer roll bar on the front and added the original roll bar to the rear. This may have been a step too far and I have now removed the rear roll bar. However the biggest improvement in handling came from reducing the tyre pressures. I started off with the standard Rover cross-ply pressures of 28 psi front and 24 rear but have now reduced these to 25 front and 21 rear. This has increased grip and stability significantly. The fact that the car is lower, wider and lighter than the P4 means that body roll in corners is not an issue. You also may remember that, as it was necessary to extend the steering column to accommodate the rearward seating position, I elected to add an electric power steering unit. Taking into account the lighter car, more rearward engine position and skinny cross-ply tyres, I am not sure this was necessary, and I am considering introducing a switch to immobilise it at speed. The final thing to note about the driving experience is that the car certainly attracts a lot of attention!

On reflection I found the mechanical aspects of the conversion relatively easy and satisfying. To some extent I am disappointed with the quality of my fibreglass work. The photographs are rather flattering and the car still needs significant surface preparation and a complete paint spray. However, I do now have the body moulds so if any reader wants to have a go, get in touch.

Derek Seward



Figure 3 - interior vinyl trim



**ROVER P4 DRIVERS GUILD
DEVON BRANCH**



**Special Guest
James Taylor
Rover Historian
and Author**

The Rover P4 Anniversary Classic Car Show

At

The Cheltenham Chase Hotel (field to rear of hotel)
Shurdington Road, Gloucester GL3 4PB

On

Sunday 8th September 2019

**Classic car entry is £5 per vehicle (booking forms available from Garry Page)
Open to the public and a small donation on the gate upon arrival**

Your Event Contacts Are

Ian Hartnell - Mob: 07807 297299 - email: ian.hartnell1@gmail.com
Ken Newton - Mob: 07957 715884 - email: kennewton1949@outlook.com
Garry Page - Mob: 07767 292354 - email: page2.page@sky.com

**Classic cars, craft stalls, entertainment, RAF Spitfire Memorial fly past
plus much more.....**



Registered Charity Number
1000870

Gates open at 10.45am Show closes at 4.45pm

ROVER P4 70TH ANNIVERSARY EVENT 6TH – 9TH SEPTEMBER

Come for the day or the weekend

The above flyer relates only to the Sunday, but it is possible to come for the whole weekend, for which some places are still available. Details of the full itinerary were given in the November 2018 and January 2019 editions. The Devon Group, which is organising the event, is able to accommodate 2 or 3 night packages, or alternatively a one night stay on the Saturday, including meals, entertainment and car entry...You could come in a modern car, but of course the Rover would be better.

Another option, which should appeal to many people, is to visit just for the classic car show taking place



behind the Hotel on Sunday 8th September. Admission is just £5, and the event's open to all classic cars. Attractions will include:

- Battle of Britain memorial Spitfire flypast (weather permitting)
- Motoring author James Taylor on hand to talk to members
- Gloucester Excelsior Brass Band Boony's Lindy Hoppers (as seen on Got to dance on Sky one)
- Cheltenham Fire brigade will be in attendance to display appliance
- BBC Radio Gloucester coverage of the event
- Local craft stall holders
- St John's Ambulance on hand

For an application form contact Garry Page (see advert on left)

FORTHCOMING EVENTS

(Further details on the Guild's website at www.roverp4dg.org.uk)

25TH AUGUST

QUINTON ALL ROVER RALLY

Quinton Railway Centre, Station Road, Quinton, Aylesbury, Bucks HP 22 4BY, six miles north of Aylesbury, just off A41.

Starting at 10.30am. All Rover models are welcome to attend this long-established event. Lots to see and explore, and a chance to go on a steam train. The café is excellent so no need to bring a picnic. Cost £5 per person to attend which goes to the railway centre. Prizes for best car in each class.

The station is a great venue to visit, please come along and join the Rovers and their owners. No booking required.

Further details from Stan Johnstone

6TH – 8TH SEPTEMBER

ROVER P4 70TH ANNIVERSARY WEEKEND

Cheltenham Chase Hotel, Shurdington Road, Gloucester GL3 4PB

Organised by Devon Regional Group. For more information visit www.roverp4dguildsouthwest.info or see previous four editions of *Overdrive*.

Go either for the whole weekend or just for the classic car show on Sunday 8th. See advert on Page 24

14TH – 15TH SEPTEMBER

LAKES AND NORTHERN NATIONAL RALLY

In and around Lake District

On the Saturday our usual informal meet at The Haverthwaite Railway, Ulverston LA12 8AL, on A590.

Train rides to the boat trips, and great café. In the afternoon at 2.00pm we drive the short distance to The Lakeland Motor Museum for the afternoon, excellent restaurant.

Sunday from 10.30am meet at Levens Hall, off A590/A6, LA8 0PD. Lovely grounds and gardens, excellent restaurant. Prizes will be awarded to best Rovers in attendance.

Further details from Stan Johnstone

KING HUSSEIN'S P4



King Hussein of Jordan (1935-1999) was a famous petrol-head, best known for his love of the Mercedes-Benz marque. However his first car was actually this P4, shown amongst the museum in Amman, Jordan containing the 70 cars he owned at the time of his death.



HOW IT USED TO BE

It's official, I have started to go off driving. Like many of you I started driving in the late 1950s and back then there were about four million cars on the road, with a population of about 33 million. Speed cameras did not exist and so you were at the mercy of Bobbies in their Rover P4s, not that we saw many. Driving was actually a pleasure as well back then. I have lived in Neston, Cheshire all my life and a good Sunday would be a drive out somewhere quite far away, like Anglesey. My first trip would be in a 1948 Vauxhall J Type 14, which I bought for a price of £25; full of filler and paint that appeared to have been applied with a brush. It was mechanically good, so with trepidation I used to set off heading for North Wales. In those days it was either use the coast road to Llandudno or take the top road via Holyhead and Abergele. To complete the 100-mile journey took about four hours, but it was epic fun. Fill the tank with petrol at five bob a gallon, the car covered 24mpg. It would cruise along at 45mph and as long as it had clean oil would take it like trooper. Later trips in other cars back then were actually worth having. Today you will see adverts for all kinds of dreadful SUV type cars, and also the Renault that looks like an Astra.

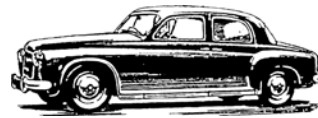
If we take 1987 as a sample year since then we had really good saloons like the first Peugeot 405 and BMW E30, odd but good stuff. Now of course there are twice as many cars on the road. Build motorways with as many lanes as you want because you will still get the legions of clueless drivers drifting along lane to lane to the next motorway hold-up. Also if you go for a drive, when you get to your destination where are you going to park? All the side streets, especially at weekends, are jammed solid. Most of the towns charge up to £3 or more a day to park. No wonder many town centres are becoming ghost towns.

I have been driving for 60 years, 38 as a HGV driver and also driving mini coaches and I feel that the fun has gone out of it to such an extent. I try to use my Rover P4 all year round. Sadly it is becoming increasingly frustrating the way the modern motorist and also today's HGV drivers treat people driving older cars. Don't get me wrong, the P4 is capable of a fair turn of speed, but is a little slow from a standing start. Also driving at night I find the P4 headlights are now inadequate, so I only use the car during daylight

hours. If I go to a show a long distance away, I always leave very early on a Sunday morning as I feel that it's the only time when I am not getting bullied by other road users. I wonder if other P4 drivers are experiencing the same problem as I am?

David Hughes

(What do other readers find? I can echo some, but not all, of David's thoughts. Many drivers instinctively want to overtake my Rover – but less so than when behind my recently-sold Morris Minor – although people seem very willing to let it out of side roads at busy junctions. I also think the number of dash cams in use has reduced wilful intimidation compared to a few years ago – Ed)



ROVER ENGINEERING & REPAIR



Road Worthiness Check or
MOT If you prefer.

All mechanical aspects of P4 Rover

*Repair and engineering carried out.
Including: Servicing, Tuning, brake
& steering overhauls. Camshaft work.
Cylinder head renovations including
Surface grinding. Top end overhauls.
Carburettors rebuilt. Gearboxes
completely overhauled.*

COMPETITIVE RATES & A HIGH
STANDARD OF WORK GUARANTEED.

Contact : Stan Johnstone 07958 962751
Rov.eng.rep@hotmail.com.



BATTERY CHARGING – A SALUTARY TALE

When I went into the garage recently, I noticed a large pool of what appeared to be water coming from under the Rover. On getting close the awful truth dawned on me as I smelled battery acid. Some days earlier I had put the battery on charge and had then forgotten to take it off the next day. The result was a battery that had exploded in a fairly spectacular fashion. The battery was at least eight years old so it had done its time, but the mess of broken plastic and everything in the battery box covered in acid meant I had a careful clean up job to do with a lot of washing soda.

The charger that I have is probably about as old as my 110 and, of course, it does not have the charging cut-out that I believe most chargers have now when a battery becomes fully charged. The lesson to be learned, I think, is that if you are charging a modern design sealed battery you really should be using a modern charger with a cut-out device.

Sam Parkin



JOHN WEARING P4 PARTS THE UK'S LARGEST P4 SPECIALIST

www.johnwearingp4parts.co.uk

Brake Discs £35 each
Not to be confused with Cheap Imports
Front Brake Pads £45 set
UK Made to Reg 90

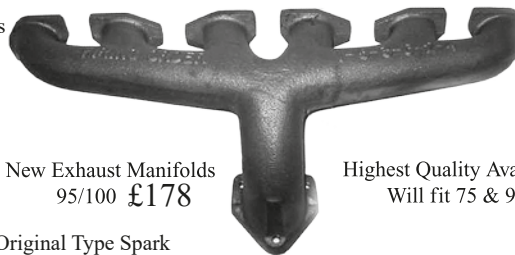
Brand new brake servos £180
No exchange required

Brake calipers £85 each (exchange)

Steel braided brake hoses
Improves pedal feel
£45.00 for set of 3)

New handbrake - ratchet
& pawl fits all models
except 1954 £48 pair

4 part exhaust systems for
60 75 90 95 100 - £175
105 110 - £185



New Exhaust Manifolds
95/100 £178

Highest Quality Available
Will fit 75 & 90

Original Type Spark
Plug Caps £12 each



New Heavy Duty Front Anti-Roll Bar
£126.50

A Must for any P4 Driven Daily Gives 50% Better Handling
You won't believe the difference until you try one!

Repairs & Servicing to P4

Rear wheel cylinders
60/75 £69.00 each

Rear wheel cylinders
90/105 £75.00 each

Rear wheel cylinders
80/95/100/110 £70.00 each

Stainless steel caliper pistons
£24.00 each

Rear shock absorbers
£38.00 each

JOHN WEARING P4 PARTS, OXFORD MILL GARAGE
VICTORIA STREET, CLAYTON LE MOORS, ACCRINGTON BB5 5HH

Tel: 01254 386935

All prices are plus VAT and carriage. Fast Mail Order Service, Major credit cards accepted



Regalia & Re-manufactured Spares – July 2019 Prices

| Item | UK Price | Over-seas | Postage & packing |
|--|----------|-----------|-------------------|
| BOOKS | | | |
| Driver's Handbook, 80/95/100/110 - Part No. 4795 | £6.50 | £7.00 |) |
| Driver's Handbook, 60/75/90 1952-54 - Part No. 4009 | £4.00 | £4.50 |) - see below |
| Driver's Handbook, 60/75/90/105 1954-59 - Part No. 4351 | £6.50 | £7.00 |) |
| Parts Catalogue, 80/100/95/110 - Part No. 4505 | £22.00 | £29.00 |) |
| Parts Catalogue, 1950-53, Rover 75 - Part No. 4054 | £22.00 | £29.00 |) |
| Parts Catalogue, 1954-59, 60/75/90/105 - Part No. 4235 | £22.00 | £29.00 |) - £4.00 |
| Rover P4 Technical Tips, 2 nd Edition (2014) | £6.00 | £12.00 |) |
| Workshop Manual, all models - Part No. 4503 | £30.00 | £37.00 |) |
| "Rover P4, The Sales Literature" | £10.00 | £11.00 | see below |
| CLOTHING (all with Guild logo) | | | |
| Boiler Suits, 31" or 33" leg, M/L/XL (Check availability before ordering) | | |) |
| Navy Blue | £21.00 | £24.00 |) |
| Caps (baseball style) | | |) |
| Black; Burgundy; Green; Grey; Navy Blue | £7.00 | £8.00 |) |
| Polo Shirts S/M/L/XL/XXL (Check availability before ordering) | | |) |
| Black; Burgundy; Green; Navy Blue; Silver Grey | £12.50 | £14.00 |) |
| Silk scarf | | |) - see below |
| Red/Black/Silver stripes | £5.00 | £5.50 |) |
| Sweatshirts S/M/L/XL/XXL (Check availability before ordering) | | |) |
| Black; Burgundy; Green; Navy Blue; Silver Grey | £14.50 | £16.50 |) |
| Ties | | |) |
| Red/Black/Silver stripes; Dark Blue; Silver Grey | £5.00 | £5.50 |) |
| V-Neck Jumpers M/L/XL/XXL (Check availability before ordering) | | |) |
| Black; Green; Navy Blue | £17.00 | £19.00 |) |
| Body warmer Navy or Black. Medium 41, Large 44, XL 48, XXL 52, 3XL 54. | | |) |
| Other sizes and colours by special order | £28.00 | £31.00 |) |
| OTHER REGALIA (all with Guild logo, except *) | | | |
| Badge, enamelled metal | £2.00 | £2.20 |) |
| Badge, lapel pin style, Rover brand logo* | £1.00 | £1.10 |) |
| Badge, self-adhesive | £0.75 | £0.85 |) |
| Coaster, blue with gold logo | £0.20 | £0.25 |) |
| Cufflink & Tiepin set, enamelled metal | £5.00 | £5.50 |) |
| Die-cast P4 models: Grey over Black; Ivory (white); Round the World Rally | £15.00 | £18.00 |) - see below |
| Key fob, leather, black, rectangular | £1.50 | £1.70 |) |
| Key fob, leather, burgundy, pear-shaped | £1.50 | £1.70 |) |
| Key fob, leather, grey, pear-shaped | £1.50 | £1.70 |) |
| Key fob, leather, red, pear-shaped | £1.50 | £1.70 |) |
| Key fob, metal | £4.00 | £4.50 |) |
| Mouse mat, 9" x 7½" | £6.00 | £6.50 |) |
| Mug, china, Type A, P4 at three-quarters front view | £6.50 | £11.00 | £3.00 |
| Mug, china, Type B, P4 in profile | £6.50 | £11.00 | £3.00 |
| Overdrive binder, burgundy, holds 12 issues | £7.00 | £9.00 |) |
| Pen, black | £1.20 | £1.30 |) |
| Pen, green | £1.20 | £1.30 |) - see below |
| Scribble pad, A5-size | £0.50 | £0.60 |) |
| Windscreen membership sticker | £0.50 | £0.60 |) |
| PARTS & CAR BADGES | | | |
| Felt Ring for Rear Hub - Part No. 518438 | £1.75 | £2.00 |) |
| Guild Car Badge, chrome enamel, 60th Anniversary, for bar mounting | £22.00 | £24.00 |) |
| Guild Car Badge, chrome enamel, for bar mounting | £22.00 | £24.00 |) |
| Guild Car Badge, chrome enamel, for grille mounting | £22.00 | £24.00 |) |
| Guild Car Badge, plastic, for grille mounting | £5.00 | £5.50 |) |
| Hubcap Centre Badge, models 80/95/100/110 - Part No. 279324 | £14.00 | £15.00 |) - see below |
| Quarter-light Seal (LH) - Part No. 312811 | £10.00 | £11.00 |) |
| Quarter-light Seal (RH) - Part No. 312810 | £10.00 | £11.00 |) |
| Radiator Grille Badge for model 100 - Part No. 316374 | £10.00 | £11.00 |) |
| Radiator Grille Badge for models 95/110 - Part No. 352090 | £10.00 | £11.00 |) |
| Rubber Washer for Hubcap Centre Badge - Part No. 279064 | £0.20 | £0.25 |) |

Availability of clothing sizes and any other queries - Please email regalia@roverp4dg.org.uk or phone 01553 617308

Postage & Packing - Shown above for some items due to their weight/size

- For all other items, add 10% to the total value of your order, then add a further £1.00

Ordering and Paying (all payments in pounds sterling - GBP)

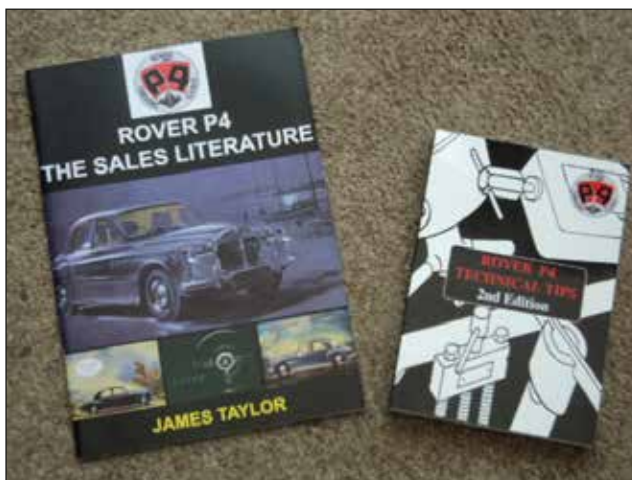
* Post - cheques, "Rover P4 Drivers' Guild Ltd", to Paul Oliver, Chequers, Surrey Street, St Germans, Kings Lynn PE34 3EX

* Online - visit <https://www.roverp4dg-commerce.org.uk/index.php/regalia-order> to order and pay by credit/debit card

Delivery - please allow 21 days and ensure your order includes your name, address and telephone number



All of these items are available, see details and prices on facing page.



NEW REGALIA ITEMS

We have new wallets in stock in two different styles
A velcro fastening wallet with various compartments, including a zipped compartment for loose change-available in red or black, with Guild Logo. £5 plus £1.50 p&p.

Traditional style men's wallets in grey with Guild Logo. £7 plus £1.70 p&p.

ADVERTISING

Adverts up to 40 words Free of Charge (Will appear for one issue; can include photo) Repeat adverts £3.00
Trade adverts up to 40 words £4.00 then pro-rata.
Adverts will also appear on the Guild website with up to 4 photos
Adverts to reach Paul & Lorraine Oliver by 15th day of the month before issue of *Overdrive*. Please send details of adverts to Paul & Lorraine Oliver, Chequers, Surrey Street, St. Germans, Kings Lynn PE34 3EX. Email: advertisements@roverp4dg.org.uk. Please forward photos for adverts by email only, this is for ease of communication with the Editor, Webmaster and Printer. If members do not wish their advert and contact details to appear on the Website please let me know.

P4 MART

80 1962 Grey with Blue interior. Nice chrome, lovely body and interior. No rust or welding done £7,000 ono 01869 340570

90 1959 Blue with grey interior. Owned 30 years. Extensive mechanical works including 95 engine,





overdrive, new rear springs, unleaded conversion carried out by Paul Barneveld.

Would benefit from cosmetic works and re-spray. £3,500. 01634 727424 (Kent). mandjvwells@gmail.com.

95 1963 Great condition, wants for nothing £7,995 For more photos and details russellhartley314@btinternet.com or 01767 650049

95 1964 with retro overdrive fitted. Two tone green and



cream seats. Runs very well and serviced regularly. I believe has active MoT even though it does not officially need one. Bodywork in sound order with good shine. Was used quite regularly until recently and went to places like Gaydon. Well known in the Sussex group of Guild and RSR. £7,500. 07989 637458 or andrew_d_scott_uk@yahoo.co.uk

105 1959 Bought as a long-term project, but now have other classic cars and don't have time to devote to this one. Engine runs and gearbox is fine. 98-99% complete and original. Open to reasonable offers. 01234 400830 or 07967 848333 or jaykay20@virginmedia.com



PARTS MART

RICHARD'S ROVERS Breaking P4s 1950-1964, 60-110: all parts available at reasonable rates. Restoration work also undertaken. Phone for details. P4 Rovers always wanted for spares/repairs. Phone or fax Richard on 01205 260227 or 07725 673250. Lincolnshire. T

Starter Motors & Dynamos repaired to a high quality, advice given. Broadway Electrical Services Ltd. 01375 372782 ask for Rob

Windscreen Rubber Replacement I replace leaking, perished and old windscreen rubber.

Based in Kent I replace and fit new rubber and re-fit windscreens. For further details or a quote please call Richard 07795 182119



LAST CHANCE AT ROVER STORE

CLEARANCE SALE – 15th & 21st SEPTEMBER 2019

OPEN DAYS IN RUSHDEN, NORTHANTS

All second hand in various conditions.

Covering P2, P3, P4, P5 & P5b

Priced at absolute minimum – WHEN IT'S GONE, IT'S GONE

Engines (£30-£50), gearboxes (£10-£20), wheels (£10), Bell housings (£5), (doors £10-£20), bonnets (£20), boot lids (£20), petrol tanks (£15-£25), seats (£10-20), grills (£10-£40), hub caps (£15), headlamp rims, rear lamp bodies, diffs (£50), radius arms, tyres (£5-£15), ass'td electrical, steering boxes (£20).

Also choice of assorted shelving.

ROCK BOTTOM PRICES

Please call for details of specific parts and let us know if you are coming.

Barry Kent 07970849789 or email on barry@oreganouk.plus.com

Sara Kent 07901837854

Cash only please. (Preferably take away on the day, will accommodate where not possible).

ADDRESS: 1 Essex Rd, Rushden, Northants, NN10 0LG

Open day hours: 10am to 4pm both days.

NEW PARTS FOR OLD ROVERS

Usual stock available, call for details



REGIONAL REPS

BEDFORDSHIRE: PETER IRVING 01234 841665
BERKS, BUCKS AND OXON: JAMES TAYLOR 01491 201580
CAMBRIDGESHIRE: TONY BARNETT 01733 844462
CHESHIRE AND NORTH WALES: JOHN CUMBERLIDGE 01352 754460
CLEVELAND: STUART MEEHAN 01287 650043
CUMBRIA & WESTMORLAND: PAUL GREGORY 01229 465093
DEVON: IAN HARTNELL 01395 568034
DORSET : PAT MOORES 01202 528486
DURHAM: STEVE GAUNT 01388 710042
EAST SUSSEX: RICHARD BRYANT 01424 715344
ESSEX: STAN JOHNSTONE 07958 962751
GLOUCESTERSHIRE: BRIAN WOODCOCK 01452 780688
KENT: JIM FOXWELL 01474 564875
LINCOLNSHIRE & RUTLAND: VIOLET AND DENNIS CLARK 01507 606447
MIDDLESEX (GREATER LONDON): GUS ELLIS 0208 842 3219
NORFOLK: GARETH PHILLIPS 01603 457153
NORTHAMPTON: PHILLIP COPPERWHEAT 01536 523246
NORTHERN IRELAND RAY MCCREADY 02825 880435
SCOTLAND: JASON DOREY 07899 951461
SOMERSET (WESSEX): STEVE BROWN 01202 699081
SOUTH YORKSHIRE(SHEFFIELD & DISTRICT): RICHARD WILKINS 01773 862512
SURREY: TREVOR RAYMOND 0208 4016302
WEST MIDLANDS DEBI MARIE ROBERTS 07791 752611
WEST SUSSEX: JOHN R. LEANEY 01903 763703
WILTSHIRE (GREAT WESTERN): CLIVE KEEVILL 01373 822095
YORKSHIRE (E, N & W): DAVID WALTON .01977 683950

AUSTRALIA. BILL ALLEN billterriallen@gmail.com
roverp4au@yahoo.com.au
AUSTRIA. KLAUS WASSERMANN klaus.wassermann@aon.at
BARBADOS. BILLMALLALIEU, 246 4290365/246 4264640 FAX: 246 4260660
RECTORY HILL, ST.GEORGE newhavenbarbados@gmail.com
BELGIUM. DIRK VAN DEN FONTEYNE 03/324 8637
dvdfonteyne@skynet.be
DENMARK. HANS GRAAKJAER,
VANDVAERKSVEJ 10, 8700 HORSENS DENMARK +45 2178 4571
GERMANY HEINZ JAGDFELD,
JULICHER, STRASSE 28, 52477 ALSDORF 02404 62164
REPUBLIC OF IRELAND. JOE WHELAN 00353 4694 361861
SOUTH AFRICA. ANTHONY J BESWICK, (27) 56 212 3138
#5 FLECK STREET, PANORAMA, KROONSTAD 9499. or (27) 83 271 4337
tands2@worldonline.co.za
USA. DIRK BURROWES 001 978 502 2289

Interested in starting a group in your area?
If so, contact Jason Dorey. Details on page 2.



MONTHLY REGIONAL MEETINGS

If you have difficulty finding a meeting nearby - why not start one of your own. It is simply a meeting for Rover chat at a pub or meeting place. If you are interested contact Jason Dorey on 07899 951461

BEDFORDSHIRE Third Wednesday of the month from 7.30pm at Chester Arms, Bedford Road, Chicheley, Newport, Pagnell MK16 9JE. Contact Peter Irving 01234 841665
BERKS, BUCKS AND OXON First Thursday of each from 8.00pm at The Highwayman, Exlade Street, near Checkendon, just off the A4074. Contact James Taylor 01491 201580 or roverjames@btinternet.com
CAMBRIDGESHIRE 7.30pm second Thursday of month at Mad Cat in Pidley near St. Ives. Contact Tony Barnett 01733 844462
CHESHIRE AND NORTH WALES Fourth Saturday of every month.
Contact: John Cumberlidge 01352 754460.
CLEVELAND Please Contact: Stuart Meehan 01287 650043
CUMBRIA & WESTMORLAND Paul Gregory 01229 465093
DEVON Second Thursday of month 8.00pm at Blue Ball Inn, Sandygate, Clyst St Mary, near Exeter EX2 7JL. Also meet noon on third Tuesday of month for meal. Contact: Ian Hartnell 01395 568034
DORSET Contact: Pat Moores 01202 528486
DURHAM Please Contact Steve Gaunt 01388 710042
EAST SUSSEX Second Tuesday of each month at The Squirrel, North Trade Road, Battle TN33 9LJ. Contact: Richard Bryant 01424 715344.
ESSEX First Tuesday of the month. The Dog and Partridge, on A128 nr Brentwood, Essex. Contact: Stan Johnstone tel. 07958 962751
GLOUCESTERSHIRE Third Wednesday of each month at The Dumbleton Hall Hotel, Dumbleton, Nr Evesham. Contact: Brian Woodcock 01452 780688.
KENT Last Wednesday of each month at The Black Horse at Bean, High Street B255, near Bluewater Shopping Centre. Contact Jim Foxwell on 01474 564875
LINCOLNSHIRE & RUTLAND First Friday of each month at 7.00pm The Utterby Village Hall, Fotherby, Near Louth. Contact: Dennis and Violet Clark 01507 606447 www.midlinesroverclub.co.uk.
MIDDLESEX (GREATER LONDON) Contact: Gus Ellis 0208 842 3219.
NORFOLK Caister Hall Hotel, Caister St Edmunds, Norwich NR14 8QN 8.00pm last Tuesday each month

NORTHAMPTONSHIRE First Tuesday of each month at 8pm Overstone Arms, Pytchley, nr Kettering NN14 1EU. Contact Philip Copperwheat 01536 523246.
NORTHERN IRELAND Contact Ray McCreedy 02825 880435 or roverp4dgni@hotmail.co.uk
NOTTINGHAMSHIRE First Tuesday of month. The White Hart Pub. Contact: G.Carrington 01909 482792.
SCOTLAND Contact is Jason Dorey tel. 07899 951461
SOMERSET (WESSEX) Last Monday of the month at the New Queen, Ringwood Road, Avon. Near Ringwood. 8.00pm. Contact: Steve Brown 01202 699081.
SOUTH YORKSHIRE (SHEFFIELD & DISTRICT) The Waverley, Brinsworth Road, Catcliffe, Rotherham S60 5RW 7.30pm onwards, second Wednesday of each month. Web: www.sheffieldroverp4dg.wordpress.com Contact: Richard Wilkins 01773 862512
SURREY Regular meetings on second Monday of every month. See www.roverp4dgsurrey.org.uk for location of next meeting, or call Trevor Raymond on 0208 4016302
WEST MIDLANDS 1.30pm on first Sunday every month at The Borehole, Mount Industrial Estate, Stone ST15 8LL. Contact Debi Marie Roberts 07791 752611
WEST SUSSEX Combined regional meeting with Southern Classics Society
Contact: John and Susan Leaney 01903 763703.
WILTSHIRE (GREAT WESTERN) First Tuesday in month at The White Horse, Stourpaine, Near Blandford, Dorset. Situated on the A350. 8.00p.m.
Contact Clive Keevill 01373 822095.
YORKSHIRE (E, N & W) First Monday of each month. At 8.00pm onwards. Horbury WMC, Horbury, Wakefield.
Contact: David Walton.01977 683950 davidwalton509@btinternet.com

If you are interested in becoming a Regional Representative for any of the above vacant positions or in an area which does not have a Regional Representative already, please contact Jason Dorey for an informal chat.

Whilst every effort is made to keep the information on this page correct, the Guild cannot be held responsible for any inaccuracies.



Insurance solutions* for **classics** and **more.**

Did you know with **FJ+** you can tailor your policy from a range of cover options, including; **breakdown**, **agreed value** and **salvage retention**?

Also, if you own more than one vehicle then you can ask about combining them all on one **Multi Vehicle Policy**.

Call our friendly UK team for a quote.

0333 207 6062

footmanjames.co.uk

