RoverNews

Natal Rover Owners' Association

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Issue 141 **April 2025**

Greetings folks

My apologies for the delay in getting this edition of the newsletter out to you all. I've had quite a bit on my plate lately and battled to find the time (and enthusiasm) to get down to it.

As most of you know from the WhatsApp group, we had a very successful AGM in February. See the photos & write-up on Pg 2.

Our next outing was scheduled for 13th April but John Booth is tied up that weekend, so we'll make it instead for Saturday 3rd May. It will be up our way this time, in the Midlands. Hopefully we'll see a good turnout. Details were forwarded on email.

After that, we've been invited to join a Midlands Motor Show on 15th June, to be held on the outskirts of Howick. This seems to have generated an excellent response, so it should be a good event. Hopefully we will be able to show some Rovers as a club display.

Pietermaritzburg Cars in the Park will be held at Ashburton on 25th May. Our club will once again not be booking a stand, as we no longer have sufficient Rovers to make it worthwhile.

If any of you have photos of progress you are making with your various projects, please send them to me on WhatsApp, together with a bit of a write-up, for publishing in the newsletter. I'm sure other members would like to see them.

Best wishes to you all
Rose

FORTHCOMING EVENTS

Saturday 3 May:

Brunch at The Windmills, Nottingham Road, followed by visit to Brahman Hills gardens. The club will sponsor part of the cost of your meal.

Sunday 15 June:

Midlands Motor Show, Stockowners Farm, Howick

SICK BAY – We continue to think of Mervyn who is still undergoing treatment

NEW MEMBER

None as yet, but one pending

FOR SALE / WANTED/ SOLD

Jaco van Heerden is selling his incomplete Rover project, 1980 SD1 3500 with auto box. Lots of spares. For more details contact him on 060 507 0234.

Niel Rasmussen has sold his P5

INSIDE THIS ISSUE

Annual General Meeting

Sunday 9th February

Many thanks to John & Dawn Booth for once again hosting our AGM at their home in Kloof. This year we had a good turnout, with a couple of new faces and there was much chatter around the table before and after the meeting, plus a tour of John's various projects that he's been busy with and of Dawn's lovely garden. After the meeting we all tucked into an excellent finger lunch.

In addition to the usual stalwarts (Millers, Rasmussens, Paynes, Wyatts, Wheaton) Chris Wilson was also able to join us, and we were very happy to welcome Alan McLoughlin & his daughter Ashlie, who came all the way from Midvaal – much appreciated! - and Kevin & Judy Diedricks from Wartburg (who now own our two-tone green Rover).

Congratulations to Mervyn Payne on being awarded the Chairman's Trophy, in acknowledgement of his dedication to the club and his always willing sharing of his mechanical knowledge and advice.

Thanks to Niel & Eileen Rasmussen for giving me and Clyde a lift from Howick.

The Minutes of the AGM were circulated on email, so won't be included here.

* * * * * *

Left to right, seated around the table: The back of Dawn's head (!), Eileen and Niel Rasmussen, Chris Wilson, Ashlie & Alan McLoughlin, Judy Diedrick, Margrit & Dave Miller, John Wheaton, Clyde Wyatt and the back of my head!

Left to right, seated around the table: John Wheaton, Clyde Wyatt, myself and Dawn Booth.
Standing at the back: Kevin Diedrick. *Missing from the photos:* John Booth – photographer.

Trophy being presented by Club President, John Wheaton, to Mervyn Payne

Many thanks to Tony Cope in Australia (one of the founder members of our NROA) for this article

66-Year Rear End Refresh of a Rover P4 105

By Tony Cope

Rover P4's are superbly engineered and solidly built, and the proof is that there is still a world-wide following of these long lasting classic and very usable cars. It is helped that many parts are common to early Land Rovers, and the specialist suppliers such as Wearings and Wadhams in the UK.

I have owned P4s almost continuously for over 50 years as they are such pleasant comfortable cars to be in, a little quirky, very robust and most models are capable of cruising all day at freeway speeds.

Having said that James Cleary, Deputy Editor of Cars Guide has recently stated "*Growing up, my parents went through a phase of buying well-used P4 Rovers as family cars. A (mainly) 1950s British icon with top-notch leather, proper wood trim and luxuriously thick carpet. But these hulking sedans are also cumbersome, fugly and painfully slow.*"

While I cannot agree with his comments, this headed up his article about the ten best names for cars, and his No 1 name was the Jensen Interceptor – so he is partially forgiven for his adverse P4 comments!

My 1959 P4 105 is a very original example but with patina as witnessed by the very thin polished through paint, and for a 66 year old car a relatively low 128,000 miles. I do not know who the first owner was, however the Merimbula owner from 1966 kept meticulous records until he sold the car in 1988 after an accident that required the bonnet to be replaced and then (badly) repainted. I was tempted to buy the car then but with the birth of my first child only a few months before, and then owning a P4 105R, a Series 1 Land Rover and a P2 16, executive permission to buy was not easily forthcoming. It was then bought by Wal Pywell of Canberra who kept the car for 23 years, actively using it in the 1990s but then it was hardly used as other cars and parts got stored in front of it in his garage.

When the car came up for sale in late 2011 it was not a good time to buy a car as I knew I was moving offshore to work in 2012. In preparation for this move I had already sold my 1950 Cyclops and 1958 105R to the late Dr Flynn (Cyclops now owned by John Graham and 105R by Damien Egan) but a chance to get a relatively low mileage 105, being the rarest of P4s as they were only produced for one year, was too good to miss.

So the car was duly purchased sight unseen and I caught the bus to Canberra. A drive around the block confirmed the car was probably up to a trip driving back to Sydney but as they say with Land Rovers – "Every Trip is an Adventure". The car had the correct size crossplies on the rear and too small 165x15 VW Beetle size radials on the front. On the way back to Sydney the right front tyre spectacularly blew out approaching Goulburn – fortunately I had pumped up the spare before leaving Canberra – but changing the right front tyre with trucks thundering past was no fun. Then about an hour later a bang and a lot of flapping in the engine compartment – the fan belt was in shreds. Fortunately there was an aged fan belt in the boot that lasted until Sydney.

Once back in Sydney it got all new brake rubbers, radiator and heater hoses, fanbelt, and a new set of Dunlop 195/80x15 tyres, along with other fettling. A few months later, with the help of my brother Nicholas in Maitland the rear main oil seal was replaced, and for good measure while the gearbox was out, a new clutch and pressure plate installed. So the car was well fettled but then it was kindly stored, with the occasional use, by Nicholas at his house until my return from expat work late in 2017.

The two worst jobs on a P4, in my and others' views, are to replace the rear main oil seal and to replace the fuel filler hose. With the one worst job already having been done, and if I filled the tank to the brim petrol drips onto the ground alerted me to that I needed to plan the other worst job. If I filled the tank to the first click of the garage pump the leak was not an issue so it could wait. I was also aware that one of minor springs of the rear springs was cracked but not affecting the car in that the back sat up well and even. The handbrake on a P4, if in good order is powerful, but not in the case of my car – adequate but not as good as other P4s I have owned. So a number of items needed to be attended to at the rear end – mounting up and not urgent.

What brought matters to a head was just before the 2024 Rove at Wallerawang, and at the Rove, it became clear that the right hand side of the petrol tank was leaking when the tank was more than two thirds full. The warning bell had been rung – time to take the 105 off the road for a rear end refresh!

I was dreading the disassembly with fears of recalcitrant bolts and nuts needing use of cold chisels, gas flames, and brute force (and ignorance), and sourcing of damaged nuts and bolts. I was delighted, thanks to Rover parkerizing fasteners, that every nut and bolt, admittedly some with liberal use of WD40, came apart without too much duress – very impressive after 66 years!

Thanks to Wikipedia: *Phosphate conversion coating is a chemical treatment applied to steel parts that creates a thin adhering layer of iron, zinc, or manganese phosphates to improve corrosion resistance or lubrication or as a foundation for subsequent coatings or painting. It is one of the most common types of conversion coating. The process is also called phosphate coating, phosphatization, phosphatizing, or phosphating. It is also known by the trade name Parkerizing.*

A delivery of brake parts was made to Chatswood Brake and Clutch – shoes to be relined with soft (more grippy) brake material, cylinders to be resleeved in stainless steel, and drums to be machined. When I stripped down the springs it became obvious that the same minor (as distinct from the main) spring on both springs were cracked both ends, and only one of the clamps on these springs were present – the other three has been removed/fallen off before I bought the car! Thanks to member Kevin Ward I bought a set of 100 springs from him for spares. I knew they were different to 1959 and prior springs but I was planning to build a good set from the old and bought springs. What was interesting is that the minor springs in the 100 set were of slightly thicker material than the 1959 and prior set, and that the minor spring with the shackles on were on a different minor spring. So maybe Rover had problems with the 1959 and prior design and improved them for the 1960 and later model years – wonder how this fact can be verified?

Refurbishing the springs was industrial revolution work. Cold chiselling the spring shackles open, clamping the spring then undoing the centre bolt, selecting two good sets of leaves, wire brushing them down using a drill brush (red dust everywhere), greasing all the selected leaves up, clamping them down while getting the centre bolt through, hammering all the spring shackles closed, and finally wrapping the refurbished springs in sticky petroleum tape to both keep the grease in and water out. It would have been a lot easier if the reassembly was done with an assistant as the springs are heavy and cumbersome, and slippery like fish when greased. Success was eventually achieved and not too many four letter words were required.

Next was the petrol tank – undo the filler hose by first removing the filler with its many nuts and bolts, the outlet pipe, the electrical connections, then the spare wheel tray, and finally undo the six bolts (four at the front, two at the rear) and drop the petrol tank out. The good news is that, on close examination, the fuel tank itself was in good order and the leaks were the fuel filler hose as expected, and the gasket under the reserve fuel solenoid and outlet pipe having failed.

However the reserve solenoid was not working and I had never tested it in real life as I always tend to keep my car petrol tanks reasonably full. But as an engineer everything has to work and with some trepidation started disassembling it on the basis if I broke some component I was no worse off. I suspect the reserve solenoid is not considered a serviceable item as there was no reference to disassembly in the Rover Workshop Manual or on YouTube – so it was a case of a voyage into the unknown! After some gentle persuasion I got all the components apart and determined the external wiring needed to be replaced, and the solenoid itself was frozen in its tube. Tricky soldering, extra insulation around the solenoid coil, WD40 freeing up the solenoid, and careful reassembly resulted in a satisfying light clunk when the dash switch was operated.

After the tank was reassembled out of the car with the refurbished solenoid, solenoid gasket, petrol filler and hose, the tank was partially filled with petrol and tested overnight tilted one way and then overnight again the other way – and passed with flying colours!

Next was the daunting job of reinstalling the springs. And a huge thanks here to members Toby Thomas and father Paul who came to assist. Putting the springs back in and aligning the rear axle is like dealing with a huge and heavy 3D jigsaw, which had all three of us with two trolley jacks lining up everything with the third person inserting spring bolts and later on rear axle U bolts. It all came together and could be loosely tightened, the final tighten after the car was back on its wheels and taken for a bedding in run. Next was the petrol tank which only required one trolley jack but judicious alignment of the tank as it was raised up to get into the final position. They then assisted with bleeding the rear brakes. Toby and Paul certainly earned their tea and biscuits during the day, and cheese and liquid refreshments to toast success as the sun was setting!

It then took the best part of two days to finish off reassembling all the bits and pieces including the fuel filler, spare wheel tray, and also replacing the diff pinion oil seal that developed a leak during the work probably because the diff nose dropped forward when the rear axle was unbolted from the springs – and replacing the diff oil too. The end was in sight and to finish off I then planned to grease the three UJ's and sliding joint on the propshaft – except the front UJ was missing its grease nipple and had definite play in it.

At that stage I was over lying on the floor for another day getting grit and grease in my eyes and hair, and for the first time ever since I bought the car in 2011, I called up my friendly mechanic and booked the car in for the UJ to be replaced. Just as well I did as he reported the other two UJ's were failing too, and the sliding joint grease nipple had lost its ball bearing so any grease pumped in got flung out over time. A good story here – I sourced the UJ from a heritage Land Rover supplier in Queensland and provided it to my mechanic. When he discovered he needed two more his local supplier in the same suburb had two on the shelf and was about to order 300 more – apparently a very common size!

As they say the proof is in the pudding – and what are the benefits of all this work, other than peace of mind and enhanced reliability:

1. Much smoother ride in general – still sharpish over bumps but the greased springs are more limousine like on the road
2. More bite to the foot brakes and a better handbrake
3. No vibration from the drivetrain
4. Petrol tank not leaking and no more smell of petrol around the car
5. Reserve tank solenoid now working - but unlikely to use it in practice

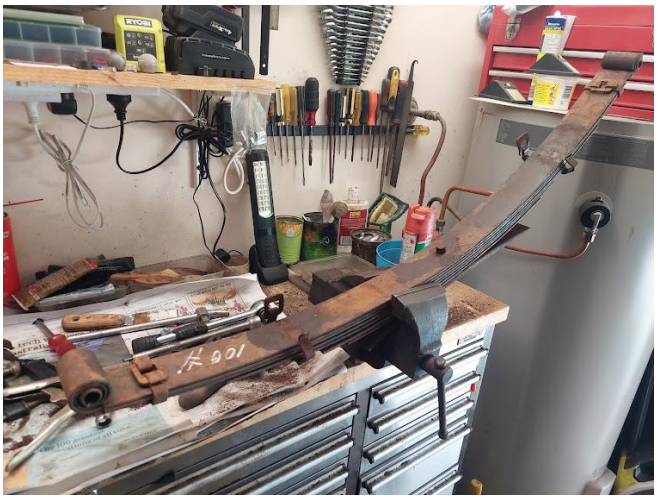
I must comment about Point 3. The car has always had a slight rumbling but not really noticeable like many P4s I have owned. But since getting all three UJs replaced the car is so smooth at speed and when coasting up to a stop the car rolls so silently – no feel of any mechanical motion at all. I must admit the same occurred with my Jensen Interceptor – at speed there was an annoying vibration that caused the rear vision mirror to shimmy – after the UJs were replaced and the propshaft rebalanced it was a different car to drive!

In 66 years time if I am around I will be 134 so highly unlikely – but I just wonder if some future day P4 enthusiast will be undertaking the second 66 year refresh of my 105 – sadly I doubt that will be the case!

Day 1 - remove the rear brakes, petrol tank and rear

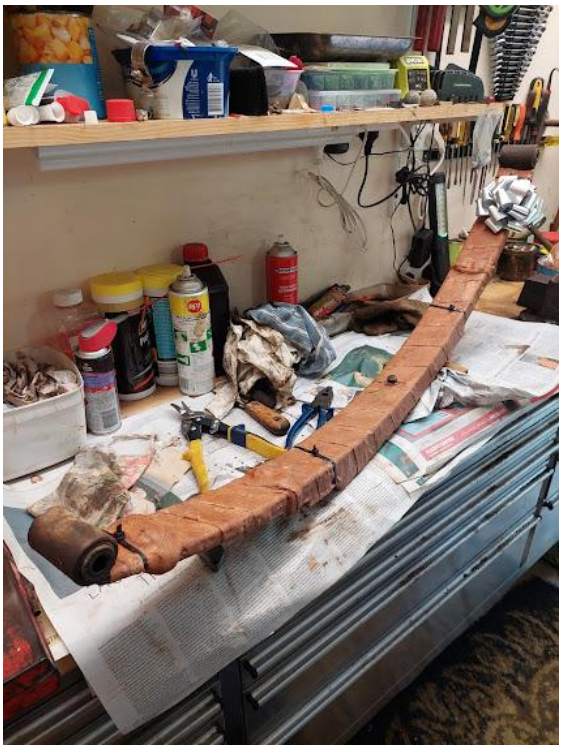
Day 1 - complete!

Dismantling the rear springs!



Reassembling a spring using two leaves from the spare

Well greased rear spring gift wrapped in petroleum tape (like Denso tape) to stop dust and oil getting into the spring and thereby preserving the grease.



Very dusty petrol tank showing signs of leaks from the filler hose and the petrol reserve tank solenoid.

Petrol reserve solenoid valve disassembled.

Petrol reserve solenoid plunger disassembled.

Refurbished, rewired and tested petrol reserve solenoid.

The refurbished rear brake parts.

Paul and Toby Thomas came to help replace the rear springs - plenty of hard work and drinking of tea!

Two UJs had play and the centre one was on its way out so all three were replaced!

-*Thanks again to Geoff Arthur for this article from Take Five and thanks to Martin Robins for forwarding it to us*

As this is a car focused publication, it would be ideal if I could fill these pages with articles about the superb engineering of Rover ashtrays and glove box hinges as these are wonderful things but there are serious topics that need to be explored at present.

Geoff's Jottings

There can be few subjects that are more important and centre stage right now than global warming and climate change so I thought I would have a good look at the facts. I like facts rather than hyperbole.

I have received correspondence when exploring this in the past in other publications and it included an accusation that I was a "climate change denier". That is untrue as there can be little doubt that the climate is changing but from that point on it gets more complicated.

Is there a Climate Emergency?

The United Nations declared there was in 2018, the UK parliament became the first in the world to follow in May 2019 by passing a motion tabled by then Labour leader Jeremy Corbyn and the EU followed in September 2019. The Oxford English Dictionary defines an emergency as "a sudden, serious and dangerous event that needs immediate action to deal with it" yet on a global scale I can find nothing to support that reaction, only in Europe and more especially the UK. We now have masses of wind and solar farms, we have shut our coal mines and our last coal fired power station and are rapidly killing off our North Sea oil and gas industry with a 78% tax rate and no investment allowances thus making it impossible for any company to invest in or even maintain existing activities there.

The last oil refinery in Scotland, at Grangemouth, will close in 2025, further demonstrating the change of direction with UK energy policy. The odd thing about it all is that whatever happens, the UK will need oil and gas for decades to prevent economic oblivion and will now increasingly have to import it at higher cost and with a consequently much higher carbon footprint especially from compressing and shipping natural gas many thousands of miles instead of simply piping ashore what is nearby.

Norway is listed by the International Energy Agency as producing just 0.1% of global carbon dioxide (CO_2) emissions as they generate most of their electricity from hydropower and are the biggest users of electric vehicles, in percentage terms, on the planet, yet when I visited the country in September 2024, I was surprised to see that they are building several huge new oil platforms.

I discovered that they are substantially increasing their investment in the North Sea and in January 2025 they also awarded 53 licences for offshore Artic regions. This is so they can replace the loss of Russian and UK supply and Norway has significant reserves, as does the UK, but we are going to end up buying oil and gas from them instead of using our own, with a severe impact on our balance of payments and the rapid loss of the £9.9 billion in tax receipts per annum HMRC received as recently as 2023. This has already halved in the last year and is predicted to disappear completely by 2030, if not sooner, along with the loss of many thousands of UK jobs.

Meanwhile Norway continues to prosper with vast tax revenues enabling it to look after its citizens in ways we can only dream of. The UK is listed as having made a 41% CO_2 reduction between 1990 and 2022, now only contributing 0.91% of global CO_2 emissions.

This ignores various contrary facts including classifying wood pellets used to generate 11% of our electricity as carbon neutral yet it is the most environmentally harmful fuel in use in Europe because it involves felling millions of mature trees in the USA, then processing and transporting them here. The UK is increasingly buying all its manufactured goods and raw materials from abroad, often with terrible carbon footprints, but again it is a statistical gain, what the eye does not see, the politicians do not list.

Closing the coal fired Port Talbot steel furnaces has further reduced UK headline CO2 emissions but the owner, Tata, will now import steel into the UK from their enormous new conventional blast furnace in India so you have to add on the transport and local emissions to get a true picture.

Share of global emissions of CO2 from combustible fuels, 2022

31.1% **0.91%**

CHINA UNITED KINGDOM

CO2 emissions from power station generation in China

Total 2022 Trend

10,631* Up 245%

Megatonnes of CO2 change 2000-2022

CO2 emissions from all fuel combustion in United Kingdom

Total 2022 Trend

309 Down 41%

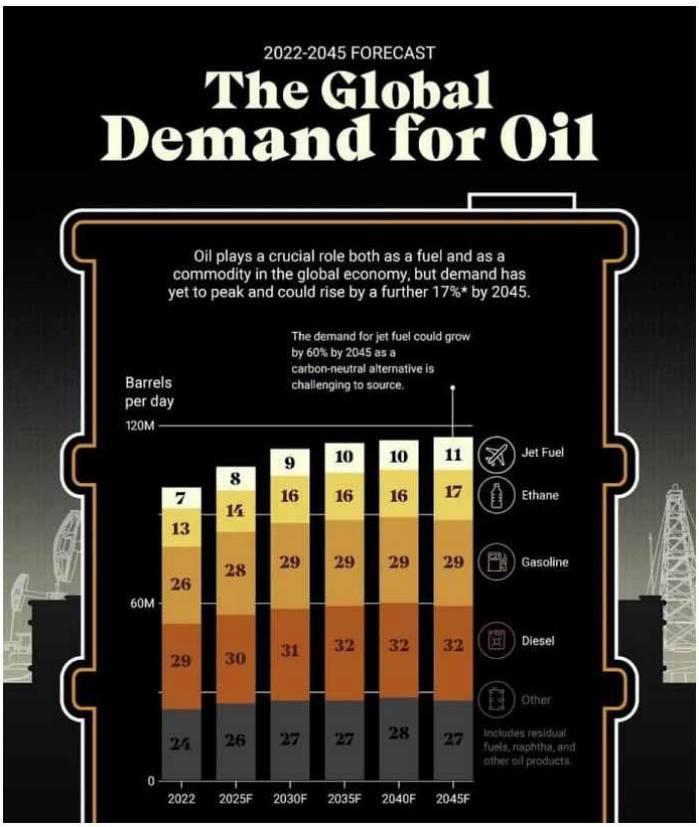
Megatonnes of CO2 change 2000-2022

* *Excludes transport & heating fuel*

UK policy is to treble our wind power generation and this will involve the use of incredible amounts of materials and fossil fuel energy to manufacture the turbines and power lines. In the coldest part of the winter it is common for the UK to experience wind droughts known as “dunkelflaute” and these can go on for long periods, 11 days in March 2021 for instance and the best part of a week in November 2024 and January 2025.

During the most recent periods, wind power only contributed 5% of UK energy so trebling it as intended will still leave an 85% shortfall, currently coming mainly from gas powered generation and importing electricity from other parts of Europe.

One of the down sides to reliance on wind, solar and imported gas to generate our electricity is high prices and the UK has retail and commercial prices that are between 4 and 6 times higher than the USA, making it very expensive to manufacture anything here so increasingly manufacturers move abroad.



It will be clear from the above that the UK is heavily committed to a net zero carbon policy in order to comply with commitments made at the UN Climate Change Conference (COP21) in Paris in 2015.

This requires all nations to reduce greenhouse gas emissions to hold temperatures to well below 2 degrees centigrade above pre industrial levels. Presumably, as we are putting our industries and citizens at great economic risk, so is the rest of the world. Well apparently nothing of the sort.

A quick analysis of worldwide CO2 emissions, using International Energy Agency and Reuters figures, shows that China is increasing thermal electricity generation, mainly coal but some gas, at a massive rate with 1,147 Giga Watts of available output as of September 2024 and another 173 GW under construction. The whole UK grid only sees peak demand of around 45 GW so the Chinese figures are colossal; it already emits 34 times as much CO2 as the UK does.

India is on the same trajectory of building new coal fired generation and a look at world production figures from 'The Energy Institute' shows a steady increase from 3,916 Million Tonnes (MT) of coal in 1981 to a high of 9,096 MT in 2023.

The same source puts world oil production at 31,792 barrels a day in 1965 with an almost constant annual increase to 96,376 in 2023. In 1970, 976 Billion Cubic Metres (BCM) of natural gas was produced and this has risen steadily to 4,059 BCM in 2023.

Clearly the consumption of fossil fuels was and is steadily increasing and if you read producer forecasts from the IEA and other organisations such as OPEC, it will do so for some decades until eventually supply constraints may start to reverse that trend.

The rise of renewable energy production has done nothing more than soak up some of the increase in energy demand with the world population growing at over 200,000 per day. I have had a good look at historic climate data to see if we are all going to perish as a result of nobody actually doing anything about reducing greenhouse gas emissions and I discovered that climate change is the normal situation. The Earth is either warming or cooling and always has been and the most common form of cooling has led to ice ages and these last for very long periods and I was surprised to read we are still in one right now but in what is referred to as an interglacial period that started around 10,000 years ago following a peak of glaciation between 26,000 and 20,000 years ago when the earth was around 6 degrees centigrade cooler than now and ever since then, sea levels have been rising.

The UK government planned for rising sea levels for a long time. The Thames Barrier was approved in 1972 and completed in 1982 and is clearly the type of response required. There have been six interglacial periods in the last 500,000 years and the earth is currently colder than it has been for 90% of that time and in fact we are still technically in an ice age if there is ice at the poles. It ends when all the ice is melted and then the process in due course reverses.

Large climate changes in Europe/Near East during the last 15,000 calendar years (note that thesedates are in 'real' years not radiocarbon years)

14 500 years ago.	Rapid warming and moistening of climates. Rapid deglaciation begins.
13 500 years ago.	Climates about as warm and moist as today's
13 000 years ago.	'Older Dryas' cold phase (lasting about 200 years) before a partial return to warmer conditions.
12 800 (+/- 200 years).	Rapid stepwise onset of the intensely cold Younger Dryas. Much drier than present over much of Europe and the Middle East, though wetter-than-present conditions at first prevailed in NW Europe.
11 500 (+/- 200 years).	Younger Dryas ends suddenly over a few decades, back to relative warmth and moist climates (Holocene, or Isotope Stage 1).
11 500 - 10 500 years ago.	Climates possibly still slightly cooler than present-day.
9 000 - 8 200 years ago.	Climates warmer and often moister than today's
About 8 200 years ago.	Sudden cool phase lasting about 200 years, about half-way as severe as the Younger Dryas. Wetter than present conditions in NW Europe, but drier than present in eastern Turkey.
8 000-4 500 years ago.	Climates generally slightly warmer and moister than todays.
But at 5 900 years ago.	A possible sudden and short-lived cold phase corresponding to the 'elm decline'.
About 4 500 years ago.	Climates fairly similar to the present.
2 600 years ago.	Relatively wet/cold event (of unknown duration) in many areas
But at 1 400 years ago.	Wet cold event of reduced tree growth and famine across western Europe and possibly elsewhere.
700-200 years ago.	'Little Ice Age'

Timeline compiled by Professor Jonathan Adams, Biological Sciences Department, Oakridge National Laboratory, Newark USA

Ice core research shows the average temperature of the earth seems to vary in line with the CO2 levels in the atmosphere and 20,000 years ago it was very low at around 180 parts per million (ppm) and 10,000 years ago it was 280 ppm, coinciding with the start of the current interglacial period.

It is probable that the ending of the last cold period 20,000 years ago was caused by the cyclical change in the earth's orbit around the sun, causing it to warm, and as it did so this caused more dissolved CO2 to be released from the oceans.

This is highly beneficial to life on earth as plants are primarily made from water and carbon derived from CO2 and the more of it there is in the atmosphere, the better they will grow. The certainty with which we are told that man-made CO2 is creating a climate emergency is quite surprising when you look into all the research because it is immensely complex and simple catastrophic predictions such as by Al Gore at the start of this century are speculative and certainly not provable.

That is not to say that the changes brought about by human activity do not have an effect, they have been doing so for at least the last 10,000 years with deforestation and farming followed by the industrial revolution probably keeping the temperature at a higher level and even staving off a return to glaciation.

In a study published in Frontiers in Earth Science it has been shown from archaeological research that for a period up until 8,000 years ago the Sahara Desert was green and alive with forests, grasslands and rivers but a mixture of the warming planet and humans grazing animals and clearing vegetation speeded up its transition to desert around 4,500 years ago, but it would have happened anyway.

There is wide evidence that Northern Europe was a mixture of dry tundra and steppe landscape until 13,000 years ago when it warmed to a higher temperature than today for around 500 years, with a consequent return of woodland, but much of this disappeared between 10,800 and 10,000 years ago in another cold period before re-establishing itself. CO2 levels at that time were around 280 ppm and don't seem to be a factor.

Plants have been proven to be genetically predisposed for optimum growth at CO2 levels over 1000 ppm whereas the level in 2025 is 426 ppm and the rate of plant uptake of CO2 has been estimated to have increased by 31% compared to 280ppm.

The next ice age is predicted to come in around 50,000 years when orbital forces will seriously cool the earth again but nobody really knows how long the current warming phase will last and clearly there is no way China, India, Brazil or Russia intend to contemplate net zero at all, just watch the economies of the UK and EU destroy themselves.

On day one of President Trump's second term he issued an executive order, withdrawing the USA from the 2015 Paris climate agreement so it is effectively dead. In historical terms we are not in a climate emergency just an economic one brought about by the incredible naivety of successive UK and EU governments.

Geoff Arthur

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Our Members' Cars

One of our new(ish) members' Steve Jones, recently bought two Rovers, one of them as a donor and the green one to restore. It looks as if he has done an excellent job.

He managed to find a centre lamp from a local chap that has tons of old car spares.

Steve's uncle in Knysna also owns a 1961 P4 100 in beautiful condition, and he is going to join our club.

* * * * * *

Another new(ish) member is Simon Wilkinson, who owns this 1958 Rover P4 105 S.

He is trying to contact previous owner PD du Toit, but that name is not on our historical membership list. Would any of you know of him?

Simon also has a lovely collection of other classics – see below.

1970 MG Midget

Jaguar 420

1961 Jaguar Mk 2 – 3.8

1931 Chevy

Lovely photo of Mervyn & Rosemary Payne

The club's banking details:

Account name: Natal Rover Owners' Association
Bank: Capitec
Savings Account
Account No: 2337539616

YOUR CURRENT COMMITTEE

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Treasurer	Rose Wyatt	083 327 8763	*as above*
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