



ROVER P4 DRIVERS' GUILD

OVERDRIVE

Number Two Hundred and Fifty One

March 2020





ROVER P4 DRIVERS' GUILD **OVERDRIVE**

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Front cover: 1961 100 & 1963 110 at The Slaughters, Broadway
Photo:

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EDITORIAL

So, we won't be able to buy new cars with combustion engines after 2035. How far should that worry those of us with petrol and diesel in our veins now, and young enough to expect a healthy heart still pumping such fluids just fifteen years in the future? After all 2005, fifteen years ago, doesn't seem too distant. Charles finally married Camilla, George Best died, and the first Range Rover Sport and Citroen C1 arrived in showrooms.

For everyday transport, I'm not worried. Having driven four electric models, I see their merits and in my day job actually use the Nissan LEAF from choice rather than the petrol and diesel cars in the yard. As long as it's not for a long journey. Although battery ranges are improving all the time.

What about the 'fun' car choices for the weekend? Well, we'll still be allowed to use our older, combustion-engined cars, and we can expect fuel to be available as long as there's a demand for it. So perhaps we shouldn't worry. It will still be lawful to use our older cars – perhaps with more city centres out of bounds – but will it be socially acceptable? What sort of public reaction will we receive if we drive our Rovers twenty years from now?

We can only hope that sense will prevail, and that classic cars, which nearly all cover low yearly mileages, will be seen as part of our heritage, in the way that historic buildings are. Many such buildings also fall well short of modern energy-efficiency standards, but the public view them with affection. That affection isn't going to evaporate for old buildings, and I for one cannot see public affection for old cars disappearing either.

One concern which could grow in the next few years is the potential impact on classic car values, caused by uncertainty. But let's be optimistic, and avoid spreading fears which could talk the market down.

A NEW GUILD DIRECTOR OPPORTUNITY

As part of its review of the Guild's regional arrangements, the Committee is creating a new director role which will be responsible for the support and development of its regional groups and branches across the country and, where appropriate, overseas. The Committee has some initial thoughts on how this new director will engage with regional reps to support local Guild members in their enjoyment of their P4s. If you are interested in undertaking this role then please contact Stan Johnstone by e-mail, chairman@roverp4dg.org.uk, to register your interest and to also provide an insight into how you think you

might undertake this role. Your thoughts will be of key interest to the Committee to enable us to shape this exciting new role.

ROVERFEST 2020. 7TH – 9TH AUGUST 2020

Following the success of the award winning Roverfest 2017 weekend the Joint Rover Clubs (JRC) of Great Britain will be joining forces to stage one big celebratory "Rover Fest" weekend. The year 2020 also marks the 50th anniversary of the launch of the Range Rover.

For 2020 only, the event will replace the usual National Rally that we hold specifically for the Rover P4 Drivers' Guild in May. The event is being centred upon Sywell Aerodrome, near Northampton, and the JRC has gained exclusive use of the Art Deco 1930s themed Aviator Hotel from Friday 7th August through to Sunday 9th August. **Booking details for the event to follow. See our dedicated website for further details www.roverfest.uk.**

Accommodation

The Aviator Hotel has 58 bedrooms and have offered us the following rates. Commencing at £90.00 per night, inc. B&B per double room or £107.00 per night, inc B&B per twin room. Rooms are on a first come, first served basis. Tel. 01604 642111 for bookings and please quote Roverfest when making the booking.

Alternatively

The Worlds End, Ecton. 22 bedrooms; 4 twins, 16 doubles and 2 superior rooms. Country hotel and restaurant. Tel. 01604 414521 or www.theworldsend.org. Special rates have been negotiated here starting from £85.00 B&B. Please quote Roverfest when booking.

The Ibis Hotel, Enstone Court, Wellingborough NN8 2DR. 78 bedrooms; single, twin and double rooms. Tel. 01933 228333 or www.ibis.com. When booking please quote Roverfest to obtain any special rate that may be available at the time of booking.

Westone Manor Hotel, Fir Tree Walk, Westone Favell, Northampton, NN3 3DS. 71 rooms consisting of double, twins & family rooms. Tel. 01604 739955. emailenquiries@westonemanor.com or visit www.westonemanor.com for more information. Please quote Roverfest when booking to obtain any special rates that may be available at time of booking.

Both the Worlds End and Westone Manor Hotel are within three miles of Sywell, and Ibis Wellingborough is about five miles away.

For camping and caravanning, the closest point to Sywell is Billing Aquadrome, Crow Lane, Billing, NN3 9DA. Telephone 01604 408181. This is around a ten minute drive from Sywell.



A MORGAN EXPERIENCE



on their 'significant birthday' celebration at Morgan's Malvern works

While my wife enjoys trips out in our P4 she has often expressed a wish to ride in a Morgan sports car and has rather pooh poohed my suggestions that the ride would probably be uncomfortable or that it would not be the easiest car to get in and out of. She was therefore delighted when, for a special birthday, our children bought her "A Morgan Experience" consisting of the use of a Morgan Plus 4 for a whole day, and a half day guided tour of the factory.

After a rather wet drive up from Kent we arrived at our hotel somewhat incongruously called The Cottage in the Wood as it is, in fact, a very comfortable hillside hotel with superb views over the Malvern plain far below.

The following day we arrived at the Morgan factory at 10.00am and after a short briefing about the Plus



The two main types of Morgan, newly-built. Two modern models on left, built on alloy monocoque base unit. On right is traditional leaf-sprung 4/4, built on steel chassis. Production of the latter began in 1936 and continues to this day, making it the world's longest-produced car of all time.



Steel chassis for a batch of traditional 4/4s

4 we were on our way. The weather had changed completely and we were able to drive with the hood down in warm autumn sunshine.

I had found, online, a circular tour of about 80 miles which seemed to allow time to enjoy the drive and to visit places of interest on the way. Our first stop was the Edward Elgar Birthplace Museum, very interesting and well laid out. Then on to what has been described as one of England's best kept secrets – a baroque church of "mind boggling magnificence". Situated at the end of a very rough track (pretty testing in the Mog) near the village of Great Witley, the 300 year old church features ornate plasterwork, beautiful windows and a ceiling with The Ascension painted by Bellini as its focal point. It overlooks



Alloy monocoque base units for modern models



Craftsmen build ash-framed bodies for the 4/4. As they have since 1936



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A batch of bare, unpainted steel-chassis 4/4s ready for fitting of small parts



4/4 production line



Assembly complete as a new 4/4 is prepared for its delighted first owner. Waiting list is now 6-12 months, not the 6 years of a generation ago. Tempted to order one?



Moderate size BMW V6 in a light Morgan gives 0-60 in 4.2 seconds. And in theory 166mph

Witley Court, a colossal 18th century house gutted by fire in 1937.

After lunch we continued on through winding country lanes – a good test for the Plus 4 which was generally a pleasure to drive although I found the very small gear lever somewhat difficult to get used to after the P4's long “walking stick”. Eventually we arrived back at our hotel via Tenbury Wells and Ledbury.

The next day we returned to the factory for our half day tour. Our guide, who had worked at the factory for several years, provided us with headsets so we could hear his commentary above the din of metal bashing. Forget about the clinical production lines of Nissan et al, here great sheets of metal were being pressed to form wings with hand operated presses dating back many years. More intricate work was being carried out with beaters, dollies and spoons, and the elm wood frames on which the car bodies sit were being cut in several sections and assembled, all by hand.

Every Morgan is built to order and we were shown a very futuristic model with metallic red paintwork which we were informed, maybe apocryphally, had been requested by the wealthy industrialist buyer so that it would match the colour of his helicopter.

The Plus 4 which we had driven has a 1.6 litre Ford engine but Morgan have recently introduced a new model, the Plus 6, which, while retaining the traditional body shape, has a BMW 3 litre Turbo engine and eight speed automatic gearbox. It can do 0-60mph in 4.2 seconds and has a top speed of 166 mph but these performance figures are not matters which should concern a P4 owner!

Sadly, in the course of our 400 mile trip to Malvern and back we saw only two other classic cars but on the bright side, one of these was a very smart two tone P4 spotted on the A4 west of Oxford.

(Editor's note: A sturdy steel chassis, aluminium panels, assembly by hand and traditional British styling: where have we seen that before? Hence a Morgan factory tour or preferably a drive in one should appeal to most P4 owners. Highly recommended. Visit morgan-motor.com/factorytour to book a factory tour, for a reasonable £24. I speak from experience, having taken a factory tour with my wife in 2017, as the pictures below show.)



A few weeks younger than the Editor, and a few weeks older than his wife pictured here, this Morgan Plus4Plus model shows a design direction the factory took in the early 1960s. A fibreglass body on the traditional steel chassis. Elegant, but only 26 of the type were built due to poor sales.



The Editor and a new 4/4. Does anyone else think a modern registration number looks out of place?



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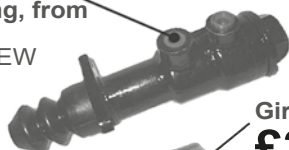


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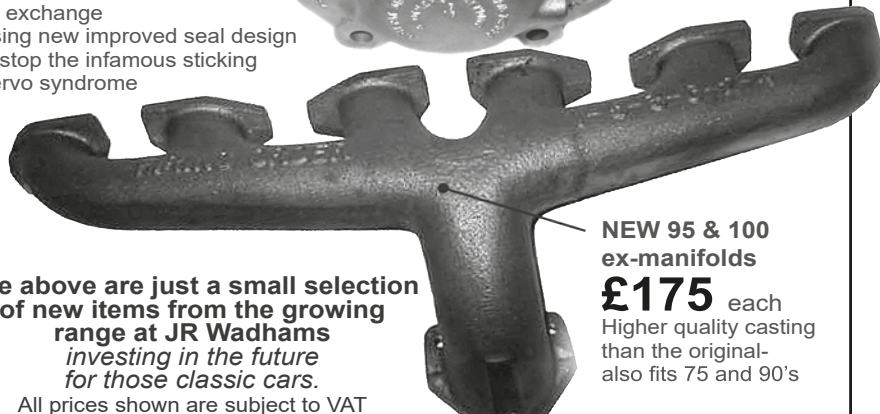
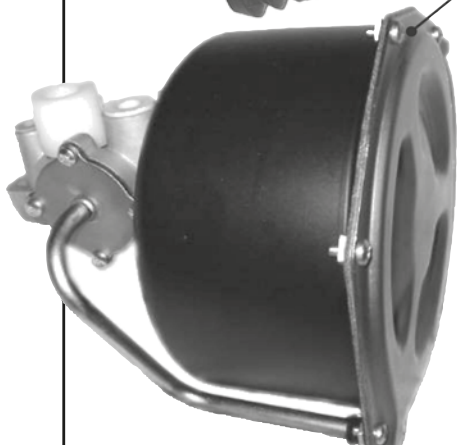


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SILL MATS – MEMBERS' POSITIVE FEEDBACK

The photos below show fitment of my new sill mats recently bought from J R Wadhams Ltd. They are very close to OEM and easy to fit. These mats do not have the alloy reinforcement strip which corrodes and degrades the rubber. A great improvement on the existing 58 year old perished versions. The pictures



show the BEFORE & AFTER of the offside front and rear doorsteps. I did not refit the countersunk self-tappers along the front edge and elsewhere, in the way that Rover did. I relied on Evo Stick solvent contact adhesive. For more information and price contact J R Wadhams direct.



My old sill mats were in dreadful condition. In fact the nearside front one had torn and begun to dangle under the car. Efforts to restore a smooth, black surface with various liquids were pointless, due to the deep cracks and splits. Therefore I agreed to be 'guinea pig' and bought the first set supplied by John Wearing.

I relied on contact adhesive to hold the mats in place, rather than self-tappers. And I also gave the sills a good wire brushing (using an angle grinder mounted brush) and re-painting whilst they were exposed. Unwisely, I then applied the contact adhesive on

top of left-over Hammerite paint that I'd used. This erupted to give the strongest paint reaction I've seen. After starting again but using cellulose primer and gloss, then letting it dry, I used G clamps and a timber offcut to hold the mats firmly in place overnight until the contact adhesive set. I'm very pleased with the result.

The only remaining detail is to buy the hollow rubber seal which fits along the bottom of the mats, (as shown in *photo – Ed*). How many owners realise that such a seal was originally there?



To order a new set of sill mats for your Rover, please see John Wearing advert and J R Wadhams advert on facing page, or Guild advert on Page 8



Regalia & Re-manufactured Spares – March 2020 Prices

Item	UK Price	Over-seas	Postage & packing
BOOKS			
Driver's Handbook, 80/95/100/110 - Part No. 4795	£6.50	£7.00	£2.00
Driver's Handbook, 60/75/90 1952-54 - Part No. 4009	£4.00	£4.50	£2.00
Driver's Handbook, 60/75/90/105 1954-59 - Part No. 4351	£6.50	£7.00	£2.00
Parts Catalogue, 80/100/95/110 - Part No. 4505	£22.00	£29.00	£5.00
Parts Catalogue, 1950-53, Rover 75 - Part No. 4054	£22.00	£29.00	£5.00
Parts Catalogue, 1954-59, 60/75/90/105 - Part No. 4235	£22.00	£29.00	£5.00
Rover P4 Technical Tips, 2 nd Edition (2014)	£6.00	£12.00	£4.00
Workshop Manual, all models - Part No. 4503	£30.00	£37.00	£6.00
"Rover P4, The Sales Literature"	£10.00	£11.00	£2.00
CLOTHING (all with Guild logo)			
Boiler Suits, 31" or 33" leg, M/L/XL (Check availability before ordering)			
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Black; Burgundy; Green; Grey; Navy Blue	£8.00	£9.00	£2.00
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Silk scarf			
Red/Black/Silver stripes	£5.00	£5.50	£2.00
Sweatshirts S/M/L/XL/XXL (Check availability before ordering)			
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Ties			
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Key fob, leather, red, pear-shaped	£1.50	£1.70	£1.50
Key fob, metal	£4.00	£4.50	£1.50
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Guild Car Badge, plastic, for grille mounting	£5.00	£5.50	£2.00
Hubcap Centre Badge, models 80/95/100/110 - Part No. 279324	£14.00	£15.00	£2.00
Quarter-light Seal (LH) - Part No. 312811	£10.00	£11.00	£3.00
Quarter-light Seal (RH) - Part No. 312810	£10.00	£11.00	£3.00
Radiator Grille Badge for model 100 - Part No. 316374	£10.00	£11.00	£1.00
Radiator Grille Badge for models 95/110 - Part No. 352090	£10.00	£11.00	£1.00
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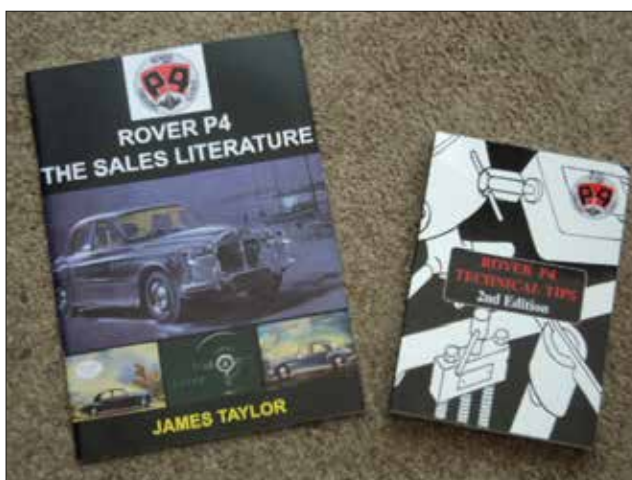
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SILL MATS – NOW AVAILABLE FROM THE GUILD

A new set of sill mats will create a much better first impression as soon as you open any P4 door. Two owners write about their positive experiences on the previous pages, and you can also buy mats from the Guild. Price £95 a set plus £8 p&p NO VAT (UK), £114 (elsewhere). Contact – see main advert above for details.



CYCLOPS FOLLOW-UP

I enjoyed the feature in the January edition by Matt White about the early 75. I am not much of a story teller but thought a follow-up feature may be of interest.

That car LWD 787 no longer exists, although its chassis number was 24300459. I have in my collection the preceding chassis number 24300458 with engine number 24300175. It was registered on 7th March 1952 as FFX 321, and is still a good running, usable car now painted Maroon, having originally been Black. The colour will be changed again at some point, as I prefer original colours.



FX 321 but showing age-related plate now removed, as I bought the original reg. no. back. (Commendable, and the first time I've heard of an owner managing to do this – Ed)



Full Chrome Grille

The interior is Blue. I have a theory about interior colours, and believe that on the assembly line at various points they would have the interiors ready, and in the case of my car a Blue set was ready on the line. My guess is that the demo car followed along and got Blue too. The only other exterior colour car (apart from Black) to get a Blue interior at that time was Pastel Blue.



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MYSTERY CAR WITH P4 REAR LIGHTS – JANUARY EDITION

The first reader to identify the mystery car on Page 29 of the January edition was _____.

The mystery car was an Alvis TC. _____ provides more information about the model from this esteemed marque:

“That model was designed by Graber as the TC108G and was built by coach bodies Willowbrook of Loughborough (I think just the bodies), and according to my information, only 16 were built from 1956 to 1958. It was replaced by a similar looking TD21 in October 1958, built by Park Ward, with 1,070 produced by 1964, when it too was replaced by the TE/TF21 which ran until 1967 (the last Alvis), with 352 saloons and 106 drophead coupes produced. All models were available in both



saloon and drophead coupe form. They used the same 2993cc ohv 6-cylinder engine, gaining various increases in engine tune from under 120bhp to 150bhp, plus various mechanical and cosmetic upgrades.”

Going one better, another reader _____ actually owned a slightly later, but similar Alvis: “The unattributed rear end looks identical to that of an Alvis TE21

that I used to have. However, from memory the rear light unit was flush and smooth. If so then maybe this was an example of the earlier TD21. However it is definitely a 3-litre Alvis with the Graber styled body.”



Volvos are a popular modern car amongst P4 owners, and the two brands perhaps shared some design values but with very different conclusions. In the January edition _____ showed us photos of a classic Volvo station wagon from the P4’s era which he saw whilst touring France in his P4. Here we show _____ photos of a saloon (or Beetle-back) variant of the same model at a show he recently visited.



FROM ROAD ROVER TO RANGE ROVER

In the early 1950s the Rover range of vehicles comprised the P4 and the Land Rover. During this time the company began to consider a new type of vehicle to appeal to the middle ground of these diverse models, a less utilitarian vehicle that would still offer some off-road capability. The project started in 1952 and Gordon Bashford came up with the design of a vehicle that today we would consider to be a “soft roader”. The company called the project “Road Rover”.

The Road Rover used a modified P4 chassis, a Land Rover 4 cylinder 1997cc 52 bhp engine and several internal components from the P4, e.g. dashboard items, door and window handles. The plan was for a 4wd vehicle but the majority of the twelve prototypes were only rear wheel drive. The appearance of the Road Rover is clearly fashioned on the Land Rover but the wheels look to be

the same as the P4s and the bright aluminium trim under the side windows looks similar to the type of trim fitted at the bottom of P4 doors. The body panels are made of aluminium as for the P4 and

Land Rover. It was very clearly a Rover product of the time.

In 1955 Rover commenced work on the series 2 prototypes which took design cues from American station wagons. Work carried on until 1959 when the Road Rover project was terminated. However, a few years later, Rover resurrected the idea that they had come up with in the early 1950s and started working on another 4wd vehicle which was more comfortable than the Land Rover. This activity culminated in 1967 with the first prototype Range Rover being made and successive pre-production models called Velar, a name which was subsequently used for the launch of a new type of Range Rover in 2017. The Range Rover was announced to the public in 1970 to great applause and significant sales, a design masterpiece.

I find it very interesting and heartening to think that the P4 played a key role in the early development of what ultimately



became the world class Range Rover and its associated models. I took these pictures when I recently visited the British Motor Museum at Gaydon where the Road Rover is proudly displayed alongside other key Rover prototypes. All of this shows Rover at its very best and creating a significant part of our British motoring history to be proud of.



MATCHING TIE AND HANDKERCHIEF



A tidy period caravan can enhance a P4, as Ken Edwards shows with this 1966 Cheltenham Sables behind his Rover, both in matching colours. Taken in North Wales last year.

WASHERS AND WIPERS

Well, some of us may try to avoid taking our P4s out in the rain. All that grubby residue to be cleaned off in time for the next concours! However, all of us I guess, will have used our wipers at some time. Those on Mabel seemed to be working in that characteristic, even restful, way; gently wafting from right to left and removing most of the rain on the way. Nothing like those modern jobs, about two feet long and urgently swishing about with a seemingly sonic tip speed.

However, sometimes they didn'tthe rain would start with few gentle spots. Turn the quaint wiper knob to the right.....naught! Wait a moment, try again, and again and again. In desperation or forgetfulness, leave switched on....explain to slightly anxious passenger that. 'It won't be much. Just a short shower I can see ok. anyway.' Five miles on with typical British weather precociousness, the sun comes out...and the wipers leap into life.

Clearly this could not go on. The wiper mechanism is dead easy to see and get at under the bonnet near side. On the bulkhead (on some modern cars I think you have to remove the gearbox first) it is quite easy to remove...after undoing the four set screws retaining the cover the big nut on the end can be undone and the stout flexible drive disconnected. The mechanism is mounted on a bracket with studs and rubber spacers.

Once removed to the workshop, or the dining room table (don't forget to cover the tablecloth with a copy of The Sunday Times) two long screws release the motor, the brushes etc. Trying not to lose any bits, the whole can be cleaned, the dirt of ages rubbed off the commutator, all the old grease which by now resembles that semi transparent soap from our youth, can be scraped out. And the whole reassembled with



fresh lubricant. Interestingly on my model, Rover splashed out on the 'deluxe' motor from Lucas, which has a thermal cut-out to prevent overheating of the windings. (I had a Montego once which burned out its wiper motor every time I forgot, and switched on the wipers with the blades frozen to the screen)

Ah... perhaps I should have mentioned the wires. Now to the simple minded an electric motor needs two wires. ...basically volts in and volts out. P4s have five wires. plus the earth...remember the rubber mounts? So in the rush to get to the warmth of the dining room, it is vital to make sure which is which. The wires from the loom are perfect; bright coloured plastic coverings..the wires from the wiper motor are those lovely old ones with a sort of woven covering with a coloured trace weave. Now, to tell the red one from the brown, or the green from the blue after 60 years under the bonnet required a laboratory of 'Silent Witness' proportions. So it is vital to label said wiper connections before disconnection. If one or two are wrong nothing works. And if you are thinking trial and error. the permutations of five wires and five sockets approach National Lottery odds!

The answer to the five wires conundrum lies in the wiper knob. One might wonder why the wipers cannot be activated by a straight forwards pull switch like the heater blower. Curiously, when the knob is turned 'off' it is not off! It is sending the motor, by changing the polarity of both the windings ...into reverse. This causes a cam or snail on the drive pivot to essentially shorten the flexible drive which in turn pulls the wipers into the park position. Aren't the natty rollers on the wiper arms and the chrome rests beautiful?

Under the top cover of the wiper mechanism is an adjustable switch thingy, with luck joined to brown wire which disappears into the motor bit. This is what turns the 'going backwards' motion off when





the wipers are in their parked position. Provided that its electric contacts are spotless and not gummed up with surplus grease from the flexible drive, all should now work perfectly. Once re-installed, I found that with only modest agility using left hand to turn the knob whilst leaning under the bonnet it is possible see the works and to check that all is as it should with the cover removed. The exact parking position can be adjusted with the knurled knob which protrudes next to the flexible drive nut. Of course if 'her inside' has finished cleaning the dining table, an assistant is invaluable.

It is always a joy for passengers when the wipers do their to and fro 'dance' as they start and stop.

However good though they may be there is always a time. In Scotland we call it 'drietch' when the weather and roads are wet, but it is not actually raining! One is pootling along at a sensible P4 speed when a giant three axle mega bus, no doubt full of students and old folks rushing to somewhere like Cardiff, goes by, spraying our pride and joy with a layer of misty muck, which the wipers promptly turn into a semi opaque film reminiscent of the paper walls in a Japanese hotel. Now, a contemporary Rover advertisement, reproduced in a recent copy of *Overdrive*, draws ones attention to a 'modern and convenient washer system.' Well yes...in its day..

By now one is scrabbling around with the left foot...no! That's the dip switch, an empty coke can, the dogs tail ..ah..got it... but trying to time the push with the squirt, and in time with the wipers. ...It's all like playing jingle bells on the foot pedals of a steam organ. ... Then a Q7 or some such rushes by with tyres about 18" wide thus applying a top coat to the aforementioned film.

At the risk of offending purists, I would commend an electric washer. At a very modest cost, all from 'Auto Electrics' a small electric pump, a spring load-

ed flick switch, some wire, spade terminals piping etc can be procured. In modern cars the washer bottle is buried, more 'moulded' really in the front wing, is the size of a bucket, and looks like something from the Tate Gallery. Fortunately our P4s have a superior easily visible glass reservoir, ok it weighs three times as much and holds quarter the amount..but it just lifts out of the way, revealing a perfect bit of wheel arch perfect for fixing the pump out of sight: a couple of self tappers will do. But of course Rover purists could use 1/4" BSF. set screws, washers, spring washers and nuts!

The piping goes from the bottle through the pump and up to the squirty jets. The standard jets are not adjustable, and seemed to result in lot of fluid just above the rubber windscreen seal. Fortunately Auto Electrics sell fully adjustable squirty jets, unfortunately the unique Rover originals are twice the diameter of the new ones, don't let them fall through the bonnet holes and down the back of the heater or they will be lost for years. I chose safety over sacrilege. I drilled and tapped a 3mm metric thread in the beautiful brass originals and the new jets fitted in a treat.

Now a flick of the switch, just below the wiper knob and a perfectly aimed and timed jet allows the wipers to clear a path through the grime.

Now of course all this does somewhat undermine originality. Fortunately however it is all reversible (yes I have an unadulterated pair of washer jets) so when we ship her off to California, or is it Florida? for the International Pebble Beach concours, she can easily revert to 'as new' condition and specification. Naturally there will be a lot of coach-built exotica from Italy, multi million pound restorations of American behemoths, a smattering of 'Rollers' and 'Ettore' creations....but we are confident of a 'podium' finish! Wish us luck!





PERIOD P4 PHOTOS FROM YORK

Guild member [John B. Smith](#) sent us this collection of period photos from York, each showing a P4.



City Garage on Blake Street no longer exists, and the properties appear to have been re-numbered. We wonder how long ago this Rover died



Another Cyclops amongst this wealth of period pointers in St. Helen's Square



Reflected image near Empire Theatre

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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 when ordering.



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**So if we can help please give us a call.
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Proprietor is a classic Rover owner.



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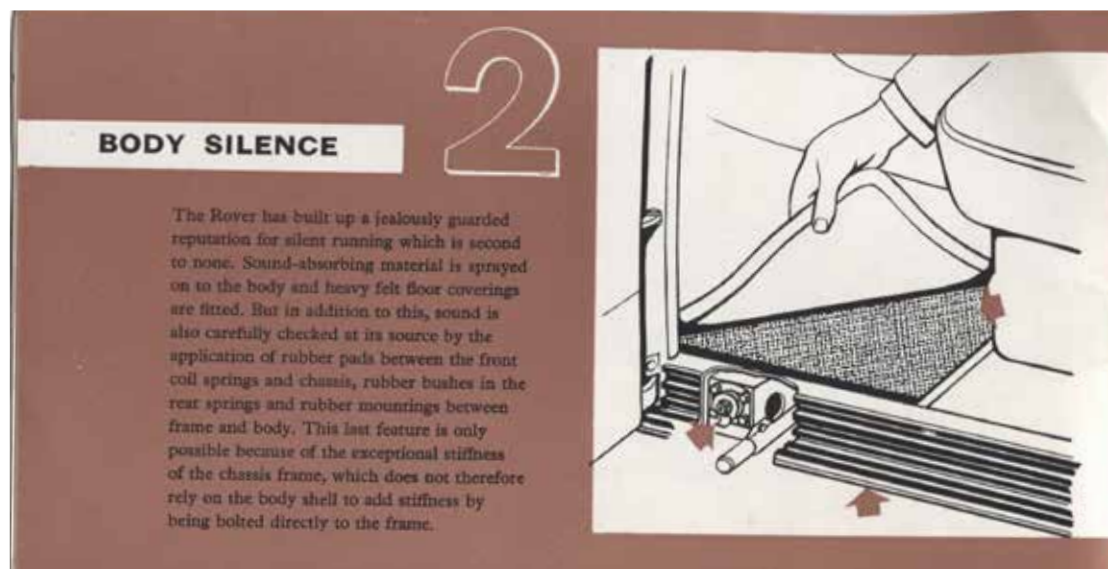
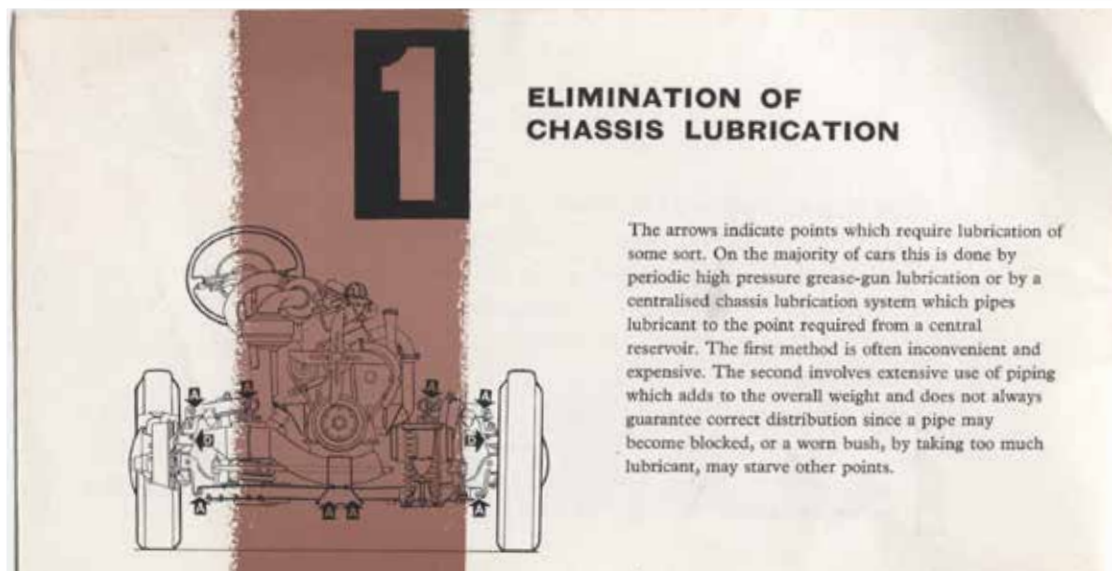
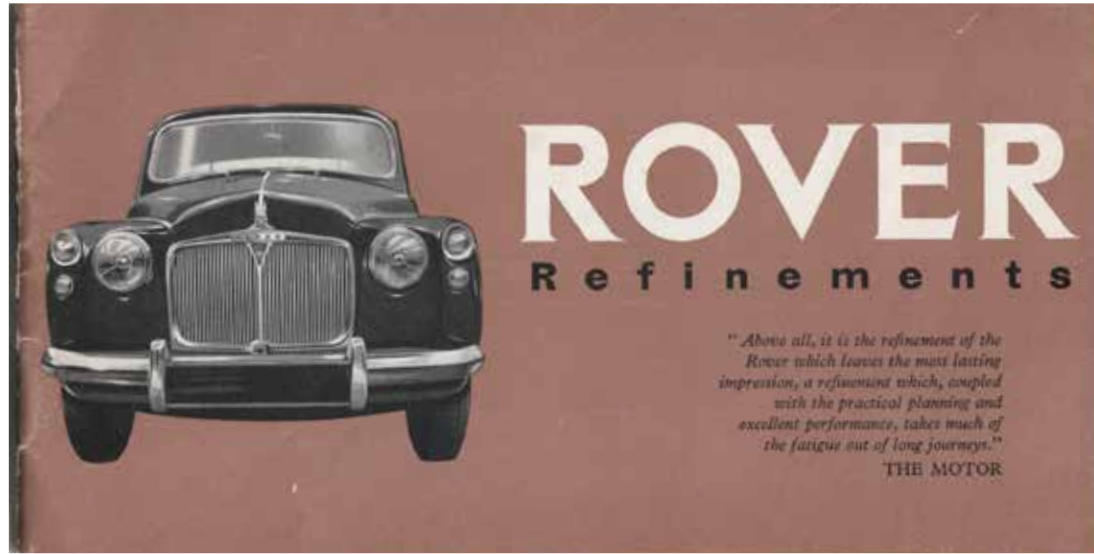
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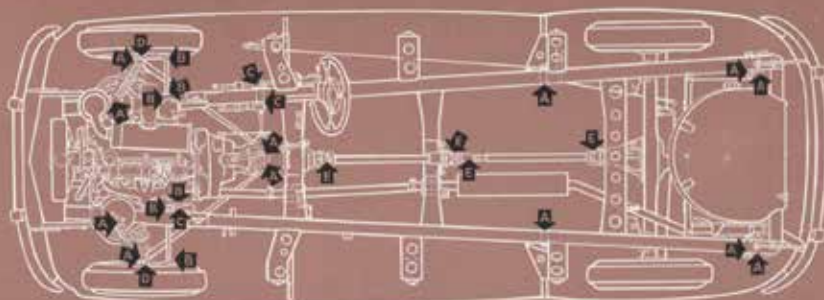
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On the Rover, lubrication is virtually eliminated by a combination of the following methods.

- ▶ RUBBER BUSHES
- ▶ PREPACKED BEARINGS
- ▶ OIL RESERVOIRS, FILLED AND SEALED ON ASSEMBLY
- ▶ OIL RESERVOIRS REQUIRING ONLY BI-ANNUAL ATTENTION
- ▶ LOW PRESSURE GREASE GUN ATTENTION (4 POINTS ONLY)

This is a real and positive advantage, exclusive to Rover, that greatly reduces servicing time and costs.

EXCLUSIVE CYLINDER HEAD DESIGN

Here is the secret of Rover's exceptional performance and outstanding economy. This I²-type cylinder head and Rover patented combustion chamber not only give unusually good pulling power at low speeds, but also permit a high compression ratio to be used, which in turn leads to increased power with remarkable economy in petrol consumption.

Also incorporated in the cylinder head is a carefully designed, thermostatically controlled, water heated inlet manifold. This keeps the petrol/air mixture at the most efficient and economical temperature, under all conditions.

3

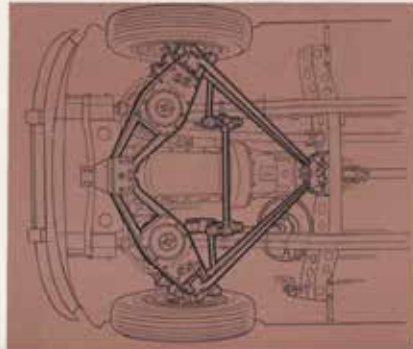




PRECISION STEERING

5

No compromise, to keep down cost, has been allowed to influence the steering design. The resulting precision of the layout and steering geometry gives the driver a feeling of perfect control. Even at speeds of over 150 m.p.h., in a car powered by an experimental Rover gas-turbine engine, this steering proved to be perfectly satisfactory. The most careful attention to the sealing of bearings, which have replaced bushes wherever possible, and to the ball joints, which are packed with grease on assembly, serves the twofold purpose of keeping the lubricant in and the dirt out. Swivel pins are lubricated from their own reservoirs, which normally require attention only once every six months or 9,000 miles.



All paint is piped under pressure to each spray booth from a central store; a system which permits rigid inspection of quality and freedom from dirt and impurities.

Under surfaces are treated with a special anti-corrosive and abrasive resisting enamel. Five sprayed undercoats rubbed down by hand and a final coat, which is hand-polished and waxed, complete the process.



Your Rover needs no pampering. Every part of the body and chassis is protected from corrosion, and the important panels shown here are made of light aluminium alloy, which cannot rust even though the car is exposed to the weather night and day.

LUXURIOUS INTERIOR FINISH

The handsome interior is a distinguishing feature. The central gear change combines the merits of a positive control with space to seat three abreast on the front seat. Furthermore, the driver can leave the car by the nearside door whenever he likes.

All seats are deeply upholstered in prime quality hide—unsurpassed for luxurious appearance, comfort and durability. Individual front seats are optionally available. The fascia panel is made from selected walnut and there are two spacious parcel lockers.



8



With an unobstructed floor and fully counter-balanced lid which automatically operates the boot light, the luggage boot has been styled for greater convenience in stowing awkward shapes. It is not only of very generous capacity but, being fully lined, also offers exceptional protection.

The compartment is also very carefully sealed against rain and dust. The spare wheel is mounted underneath the floor so that there is no risk of having to disturb luggage already in the boot, or of soiling it after changing a wheel.

When carrying a very bulky load, the boot lid may be left partly open and two straps are provided to secure it.

9

LUGGAGE SPACE



11

LARGE REAR WINDOW

This feature offers excellent rearward visibility for keeping following traffic in view through the driving mirror and for manoeuvring in reverse. It inspires confidence alike in driver and passengers, and ensures ample daylight inside the car.

It also offers an advantage to drivers of following cars who can easily see through the Rover to the road ahead.

Here then is a multiple contribution to road safety.



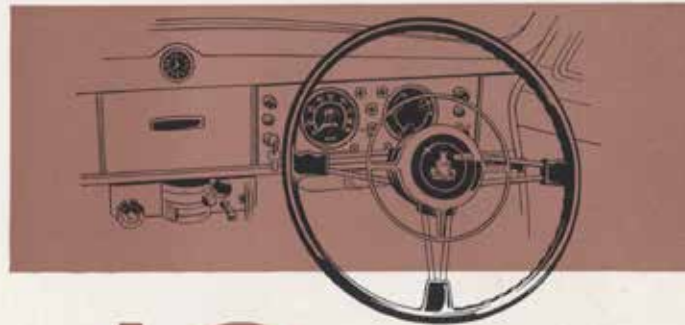
LONG LIFE ENGINE DETAILS

Copper-lead bearings used in all Rover engines have about four times the life of white metal bearings used in a great many engines. All the oil to lubricate these bearings, and indeed the whole engine, passes through a full-flow filter on its way from the sump, to ensure absolute cleanliness and freedom from impurities. There is a pressure feed of oil to all bearings and moving parts of the engine, and cylinder walls are lubricated by an oil jet from each connecting rod.

All Rover engine components are made from the highest quality materials. They are machined within very fine limits and give a long life of trouble-free service.



Here again, Rover attention to detail has resulted in the addition of several very useful extra features. Illumination of the instruments is by non-dazzle edge lighting, the intensity of which the driver can control. The electric clock is placed where all passengers can see it. There is electrical control from the dashboard of the petrol reserve switch. The speedometer needle is made of clear plastic material so that there is no obstruction of figures. In addition to the usual dipstick, a combined petrol and oil gauge enables the sump oil level to be read from the driver's seat. And there is a warning light which reminds the driver to return the cold start control when running temperature is reached.

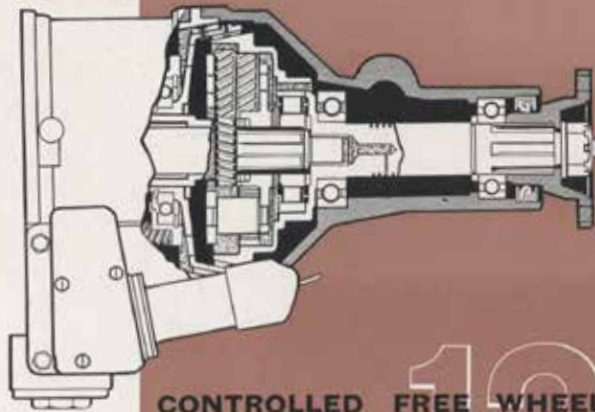


10

DASHBOARD INSTRUMENTATION

The Rover is almost the only car in the world to offer a free-wheel device. Available on the 2-litre '60' and '75', it may be put into or out of operation simply by turning a knob and provides for clutchless gear changing with outstanding fuel economy. On these two models the free-wheel may be optionally replaced by an automatic overdrive unit which is also available for other models of the range. It gives an extra top gear ratio for exceptionally easy and economical high-speed cruising.

Economy is thus one of the salient features of any Rover.

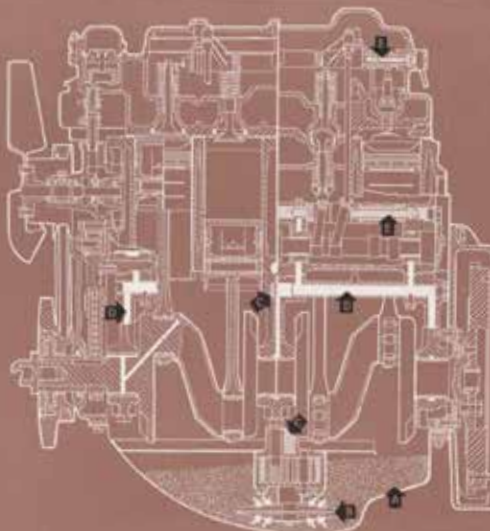


12

CONTROLLED FREE WHEEL AND AUTOMATIC OVERDRIVE

13

- OIL IN SUMP **A**
- SUCTION THROUGH SUMP FILTER **B**
- UNFILTERED OIL **C**
- HIGH PRESSURE FILTERED OIL **D**
- LOW PRESSURE FILTERED OIL **E**





RECOMMENDED SUPPLIERS

This list comprises those firms and suppliers who have been recommended by members when returning their 2020 membership forms.

All the firms included have been recommended by at least one member.

The country is split into 20 geographical regions, with the 21st being Eire and the 22nd Overseas.

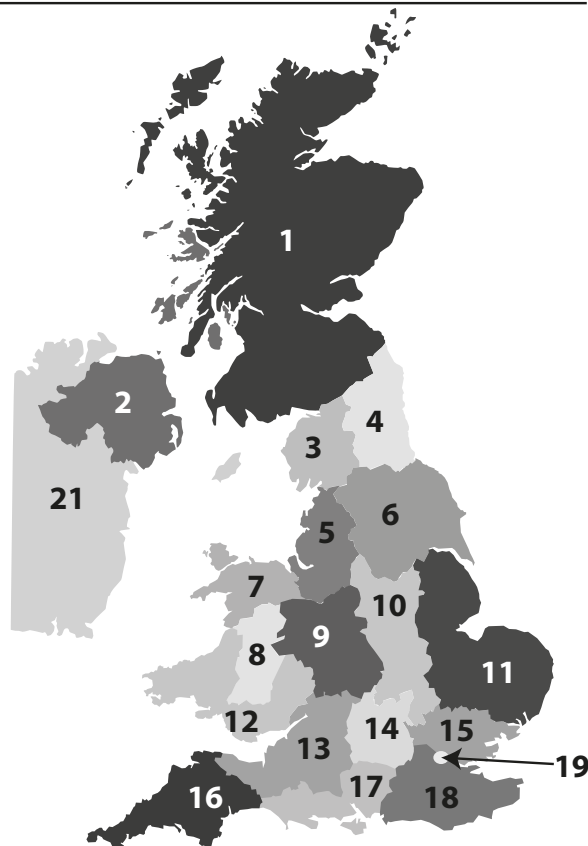
Services have been given codes. Only those which have been used by members are listed so it is possible that firms provide other services which have not been mentioned.

As with previous years there have been complaints about some firms included in last year's list.

These have not been deleted as they are also ones which other members have been satisfied with. Had we deleted all the firms against whom there have been complaints in the past few years this would in fact have ruled out many of the well known P4 specialists! So, as always, we advise members to use the list as a valuable guide but to take your own precautions when using the services on offer.

Always get a quote for work in advance. No responsibility can be attached to the Guild for work done or parts supplied by the firms listed.

We have assumed that the firms and suppliers are available each weekday and so have only highlighted weekend opening hours and availability where these have been advised to us.



REGIONS

- 1 Scotland
- 2 Northern Ireland
- 3 Cumbria & The Isle of Man
- 4 Cleveland, Co. Durham, Northumberland, Tyne & Wear
- 5 Cheshire, Lancashire, inc. Merseyside
- 6 Yorkshire
- 7 Clwyd, Gwynedd
- 8 Powys, Salop
- 9 Staffordshire, Warwickshire, West Midlands, Worcestershire
- 10 Bedfordshire, Leicestershire, Northamptonshire, Derbyshire, Nottinghamshire
- 11 Cambridgeshire, Lincolnshire, Norfolk, Suffolk, South Humberside
- 12 Dyfed, Gwent, Herefordshire, Glamorgan
- 13 Avon, Gloucestershire, Somerset, Wiltshire
- 14 Berkshire, Buckinghamshire, Oxfordshire
- 15 Middlesex, Hertfordshire, Essex
- 16 Cornwall, Devon
- 17 Dorset, Hampshire, Isle of Wight
- 18 Surrey, Sussex, Kent
- 19 London
- 20 Channel Islands
- 21 Eire (Republic of Ireland)
- 22 Overseas

SERVICE CODES

- 1 Engine repairs
- 2 Engine machining, etc.
- 3 Other mechanical
- 4 Bodywork and spraying
- 5 Interior
- 6 Radiator repairs
- 7 Rechroming
- 8 Upholstery (repair & retrim)
- 9 Transporting of P4s
- 10 Welding
- 11 Spares
- 12 Insurance
- 13 Steam clean
- 14 Polishes
- 15 Springs/Suspension
- 16 Sandblasting
- 17 Tyres
- 18 Exhausts
- 19 Carburettor overhaul, etc.
- 20 Seat belts
- 21 Engine tuning only
- 22 Electrical
- 23 Stove enamellers
- 24 Number plates
- 25 Paint suppliers
- 26 Service
- 27 Brakes
- 28 MOT
- 29 Batteries
- 30 Windscreen



RECOMMENDED SUPPLIERS

SERVICE CODE	SUPPLIER				
		3	Overdrive Repair Services Unit 1 50 Rother Valley Way Holbrook Industrial Estate Halfway Sheffield S20 3RW Tel: 0114 248 2632	All services	A. H. Dennis Ltd Hill Street Garage Chasetown Staffs WS7 8XU Tel: 01543 685505
REGION 1 - SCOTLAND					
2,8,10,18	C & A Auto Centre Unit 17 Belleknowes Industrial Estate Inverkeithing KY11 1HZ Tel: 01383 616352	3, 17, 26	Classic and Sports Car Centre Corner Farm West Knapton Malton North Yorks YO17 8JB Tel: 01944 758000	1, 3, 4, 6, 10, 15, 18, 19, 22, 27, 30	REGION 10 – BEDFORDSHIRE, LEICESTERSHIRE, NORTHAMPTONSHIRE, DERBYSHIRE & NOTTINGHAMSHIRE Classicparts 7A Plantation Road Leighton Buzzard Beds. Tel: 07774 808261
3, 19, 21, 22, 27	Menstrie Motors 2A Johnstone Street Menstrie FK11 7DB Tel: 01259 760559	7	Prestige Electroplating Unit 6 Cliff Street Industrial Estate Mexborough South Yorks S64 9HU Tel: 01709 577004	4	R.V.R. 2250 Kettering Parkway Kettering Venture Park Kettering NN15 6XR Tel: 01536 417959
REGION 5 - CHESHIRE, LANCASHIRE & MERSEYSIDE					
1, 3, 5, 15, 19, 20, 22, 26, 27, 28	Mick's Garage Unit 2A Old Station Yard Kirkby Lonsdale LA6 2HP Tel: 01524 237785/ 07825 840460	REGION 9 – STAFFORDSHIRE, WARWICKSHIRE, WEST MIDLANDS & WORCESTERSHIRE		7	Northampton & Midland Plating Company 6 Connaught Street Northampton NN1 3BP Tel: 01604 631372/637038
3 (power steering installation)	Easysteer Unit 4 8 Kirkhall Lane Bolton BL1 4AT Tel: 07970 457458	11	Jon Wadhams The Brads Nail Works 45 Valley Rd Lye, Stourbridge West Midlands DY9 8JG Tel: 01384 891800	Suppliers of consumable cutting tools (drills, taps dies etc.)	Kirjeng M.E. Services 17 Gables Lea Sutton Bonington Loughborough LE12 5NW Tel: 01509 672025
1,3,11,18,19, 26, 27	John Wearing Oxford Mill Garage Victoria Street Clayton-Le-Moors Accrington Lancs Tel: 01254 386935	1, 3, 4, 10, 15, 19, 26, 27	RoverEng Ltd. 43a Whitebridge Industrial Estate Stone ST15 8LQ Tel: 01785 818673	1, 3	Peter Kent 6 Becher Close Renhold Beds MK4 1OP Tel: 01234 871826/07730 366831
REGION 6 - YORKSHIRE					
1, 3, 4, 5, 8, 15, 22	Hinchcliffe & Haley 79 Clarence Road Leeds LS10 1LW Tel: 01132 468557	1, 3, 4, 19	Station Road Garage Station Road Broadway Worcs WR12 7DE Telephone: 01386 852222	1, 15, 27, 28	Sam Furniss The Cliff Tansley Matlock DE4 5FY Tel: 01629 55237
1, 3, 19, 22, 26, 27, 28	Boston Spa Garage Moor End Boston Spa Wetherby LS23 6ER Tel: 01937 844400	3, 26, 27	Stan Reynolds Garage Ltd Mill Street Walsall West Midlands WS2 8AN Tel: 01922 623545/637731		



RECOMMENDED SUPPLIERS

REGION 11 – CAMBRIDGESHIRE, LINCOLNSHIRE, NORFOLK, SUFFOLK & SOUTH HUMBERSIDE					REGION 15 – MIDDLESEX, HERTFORDSHIRE & ESSEX
1, 2, 3, 4, 8, 10, 15, 18, 19, 21, 22, 26, 27	Bridge Classic Cars The Nursery Main Road Pettistree Woodbridge Suffolk IP13 0HH Tel: 01473 742038	8	SIMTRIM The Hunters Lodge Roman Road Moulton Chapel Spalding Lincs PE12 0XA Tel: 01406 381205	1, 8	
1, 3, 4, 10, 19, 22, 26, 27	Brook House Garage Mill Lane Hasketon Woodbridge Suffolk Tel: 01473 7355588	7	Derby Plating Services 148 Abbey Street Derby DE22 3SS Tel: 01332 382408	1, 3, 4, 10, 14, 15, 17, 18, 19, 21, 22, 26, 27, 29	Spectre Auto Services Rear of 216 London Road Hadleigh Essex SS7 2PD Tel: 07908 424401
11	Richard's Rovers Richard Hedger The Old Stables Marsh Lane Algakirk PE20 2AY Tel: 07725 673250	1, 2, 3, 11, 15, 19, 20, 22, 26, 27, 28	Dunkley Motor Services Walnut Tree House The Street Rickinghall Suffolk IP22 1BN Tel: 01379 898249	26	G. B. Motors Village Way Rear of 439 Rayners Lane Pinner Middlesex Tel: 020 8866 2653/07802 507030
		REGION 13 – AVON, GLOUCESTERSHIRE, SOMERSET & WILTSHIRE		REGION 16 – CORNWALL&DEVON	
3, 11, 18, 21, 26, 27, 28	Ramsey Motors (Hunts) Ltd. 110-112 Great Whyte Ramsey Cambs PE26 1HS Tel: 01487 813518	1, 3, 15, 18, 26, 27, 28	Bridge Garage Bridgewater Road Bleadon Weston-Super-Mare BS24 0BA Tel: 01934 812206	1, 3, 10, 15, 18, 19, 21, 22, 26, 27, 28, 29	Mid Devon Motors Winkleigh Devon EX19 8JJ Tel: 01837 83334
3, 15, 19, 21, 22	Penguin Motors Unit 16B Lancaster Way Ely Cambs CB6 3NW Tel: 01353 669345	7	S&T Electroplate 15/16 Armstrong Way Yale BS37 5NG Tel: 01454 313162	Electric power steering installation	EZ Power Steering UK Unit 12 Manning's Yard Dawlish Exeter EX7 0LX Tel: 07967 439596
4, 10, 11, 26, 28	Ely Services Unit 17A Lancaster Way Ely Cambs CB6 3NW Tel: 01353 662981	28	Larkhall MOT Centre 6 Beaufort Mews Bath Somerset BA1 6QF Tel: 01225 442135	REGION 17 – DORSET, HAMPSHIRE & ISLE OF WIGHT	
1, 3, 4, 5, 6, 9, 10, 15, 17, 18, 19, 20, 21, 22, 24, 26, 27, 28, 29	H Curtis and Son Ltd. Overstrand Cromer Norfolk NR27 0NX Tel: 01263 579253	16	Sandhurst MOT & Service Centre Units 14 to 18 Vulcan Way Sandhurst Berks. GU47 9DB Tel: 01252 860510	26	Cook's Garage Burton Street Marnhull Dorset DT10 1LB Tel: 01258 820239
3, 22, 26		3, 22, 26	Forge Motor Company High Street Cookham Maidenhead SL6 9SL Tel: 01628 522984	1, 2, 3, 6, 10, 15, 17, 18, 19, 22, 26, 27, 28, 29	Bonchurch Garage Bonchurch Village Road Bonchurch Ventnor I.O.W. PO38 1RG Tel: 01983 854145
				4	A & J Auto Care 12 Newport Road Upper Ventnor I.O.W. Tel: 01983 856518



RECOMMENDED SUPPLIERS

REGION 18 –SURREY, SUSSEX & KENT		4, 28	Skinner's Of Rye Rye Harbour Road Rye East Sussex TN31 7TE Tel: 01797 223334	26	P. G. Kerkham Mobile Motor Engineer 35 Ravenswood Avenue Surbiton Surrey KT6 7NN
1, 2, 3, 4, 10, 13, 15, 16, 17, 18, 19, 20, 21, 22, 24, 26, 27, 28, 29	Oak Motors (Kent) Ltd. 49 The Street Boughton Under Blean Canterbury ME13 9BA Tel: 01227 751307	3, 19, 27	Ainsworth Engineering Unit D York Road St Leonards-on-Sea East Sussex TN37 6PU Tel: 01424 432671	REGION 22 - OVERSEAS	
14, 29	CMF Canterbury Ltd. 102 Wincheap Canterbury CT1 3RS Tel: 01227 464465	1, 3, 15, 19, 26, 27, 28	Robe & Hitchens Ltd. 127 Marlpit Lane Coulsdon Surrey CR5 2HH Tel: 01737 552327	7, 26, 28	Autohaus Starke GmbH Old and Young Timers Auf Der Koppel 58540 Meinerzhagen Germany Tel: 0049 23547086935

FORTHCOMING EVENTS

Other events may be listed on the Guild's website, and of course there are many general classic car events across the country each weekend

18TH APRIL

Pride of Longbridge, Cofton Park, Birmingham

Not just for Longbridge-built cars, but any British-built classic welcome.

26th APRIL

Drive It Day. Look for events near you

15TH – 17TH MAY

Rover Retro. Brecon. Enquiries to _____ at _____

17TH MAY

RSR Northern Rally. At Ribble Steam Railway in Preston. Venue has museum, workshops, shop and café and all day train rides. More information at www.ribblesteam.org.uk or contact _____

7th JUNE

Yorkshire Rover Club Classic Car Show, Oakwell Hall, Batley WF17 9LG. Open to all Rovers and other vehicles up to 1992. Limited space. Contact _____

14TH JUNE

South-East Rover Rally. At Leonardslee Lakes and Gardens, Horsham. Lovely 250 acre Grade 1 listed gardens on a 250 acre estate. Admission £10 per car. Details from _____

Book by 25th May

20TH JUNE

Devon Branch 10th Annual Classic Car Show

Details from _____ (details on Page 31)

7TH JULY

Mid-Lincs Rally, East Kirkby. Contact enquiries@midlincsroverclub.co.uk

7TH – 9TH AUGUST

Roverfest 2020. Sywell Aerodrome, Northants. See Page 3 for more information

13TH – 15TH NOVEMBER

Classic Motor Show, National Exhibition Centre, Birmingham. Discounted tickets for Guild members – watch this space for details

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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 by 15th day of the month
before issue of *Overdrive*. Please send details of adverts to

Email:- . 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

95 1963 A lot of money has been spent on this car.
RH registration. I love it but it's too heavy for me
£7,995



100 1961 Registration 37WPC. Garaged since new
in same street. 2 owners. MoT 2018 and insured until
April 2020. Car in good running order. Upholstery
and interior worn, one door needs repair. Open
to offers



PARTS MART

Engine – removed from a Rover 100 2.6 litre. Only
30,000 miles from new. One owner

Car, great runner £400.

**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
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Starter Motors & Dynamos repaired to a high
quality, advice given. Broadway Electrical Services
Ltd.

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

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

Holiday House To Rent In South West France.

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between Bordeaux and La Rochelle. It is an ideal
base for beaches and many cultural sites. There is
safe off-road parking in a quiet rural location. Owner
has free garage facilities complete with 4 ton vehicle
lift. Email j.bush@orange.fr or phone (I can call
you back for free) for details. Photos will appear in
the next issue. Contact

Overdrive Jan 1983 to Nov 1994, and Freewheel
Oct 1987 to Dec 1993. Free but collect from

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MOT If you prefer.

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& steering overhauls. Camshaft work.
Cylinder head renovations including
Surface grinding. Top end overhauls.
Carburettors rebuilt. Gearboxes
completely overhauled.*

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REGIONAL REPS

BEDFORDSHIRE:
CAMBRIDGESHIRE:
CHESHIRE AND NORTH WALES:
CLEVELAND:
CUMBRIA & WESTMORLAND:
DEVON:
DORSET :
DURHAM
EAST SUSSEX:
ESSEX:
GLOUCESTERSHIRE:
KENT:
LINCOLNSHIRE & RUTLAND.
MIDDLESEX (GREATER LONDON)
NORFOLK
NORTHAMPTON:
SCOTLAND: .
SOMERSET (WESSEX):
SOUTH YORKSHIRE(SHEFFIELD & DISTRICT):
SURREY
WEST MIDLANDS :
WEST SUSSEX:
WILTSHIRE (GREAT WESTERN)
YORKSHIRE (E, N & W):

AUSTRALIA.
AUSTRIA.
BARBADOS.
BELGIUM.
DENMARK.
GERMANY
REPUBLIC OF IRELAND.
SOUTH AFRICA.
USA.

Interested in starting a group in your area?
If so, contact 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 Fourth Wednesday of the month from 7.30pm at Chester Arms, Bedford Road, Chicheley, Newport, Pagnell MK16 9JF

CAMBRIDGESHIRE 7.30pm second Thursday of month at Mad Cat in Pidley near St. Ives.

CHESHIRE AND NORTH WALES Fourth Saturday of every month.
Carriers Inn, Hatchmere 2.00pm fourth Sat of month.

CLEVELAND

CUMBRIA & WESTMORLAND

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.

DORSET

DURHAM

EAST SUSSEX Second Tuesday of each month at The Squirrel, North Trade Road, Battle TN33 9LJ.

ESSEX First Tuesday of the month. The Dog and Partridge, on A128 nr Brentwood, Essex.

GLOUCESTERSHIRE Third Wednesday of each month at The Dumbleton Hall Hotel, Dumbleton, Nr Evesham

KENT Last Wednesday of each month at The Black Horse at Bean, High Street B255, near Bluewater Shopping Centre.

LINCOLNSHIRE & RUTLAND First Friday of each month at 7.00pm The Utterby Village Hall, Fotherby, Near Louth. Contact:

MIDDLESEX (GREATER LONDON)

NORFOLK & NORWICH Mangreen Country House, Swardeston, Norwich NR14 8DD. 8.00pm last Tuesday each month. Mar-Nov.

NORTHAMPTONSHIRE First Tuesday of each month at 7.45pm Lilacs Public House, Isham, just off A549 Kettering to Wellingborough

SCOTLAND

SOMERSET (WESSEX) Last Monday of the month at the New Queen, Ringwood Road, Avon. Near Ringwood. 8.00pm.

SOUTH YORKSHIRE (SHEFFIELD & DISTRICT) The Waverley, Brinsworth Road, Catcliffe, Rotherham S60 5RW 7.30pm onwards, second Wednesday of each month.

SURREY Regular meetings on second Monday of every month. See www.roverp4dgsurrey.org.uk for location of next meeting,

WEST MIDLANDS 1.30pm on first Sunday every month at The Borehole, Mount Industrial Estate, Stone ST15 8LL.

WEST SUSSEX Combined regional meeting with Southern Classics Society

WILTSHIRE (GREAT WESTERN) First Tuesday in month at The White Horse, Stourpaine, Near Blandford, Dorset. Situated on the A350. 8.00p.m.

YORKSHIRE (E, N & W) First Monday of each month. At 8.00pm onwards. Horbury WMC, Horbury, Wakefield.

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 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.

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