



The Ranch of the Rover Drover

A Story of Kent Kinard's Rover Ranch

Deep in the heart of the Texas Hill Country lies a haven for orphan Rovers. Kent Kinard (some call him the Rover Drover) has accumulated an interesting assortment of Rover cars and junk, both rare and ordinary.

Kent backed into Rovers by way of the Rover V8 engine. He built his first aluminum V8 in 1974 and owned both a '62 Buick Skylark and a '62 Olds Jetfire before turning to various other makes. "I



always loved the engine, “ says Kinard. “ When I was sixteen, my swimming coach bought a new '63 Jetfire four-speed and I was hooked.” The GM chassis was woefully lacking and Kinard tried stuffing the aluminum V8 into an Opel Manta but eventually bought a TR8. “The TR8 (he is currently on his fourth one) was great, but I had three kids and couldn't haul the family in one.”

In 1987 he spied an SD1 at the British Consulate in Hong Kong. “I didn't know what it was, at

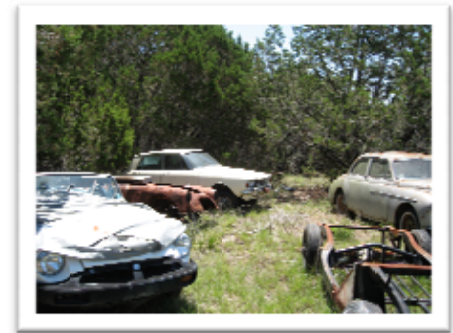


first. When I got home, I did the research and found some pictures of the NAS version. It didn't look nearly as clean with the fat bumpers and round headlamps.” He found one in Houston with a bad transmission and drug it home.

The trans from a TR7 got it running again but by the time it got a little tired, Kinard had found another. “It was cheaper to buy another one than to fix the old one.”

Twelve SD1's later, the last ones are in need of some work to get them going again. Along the way Kent joined Rovernet and gained an appreciation of other Rover models. “I rescued a Mk. III P5 from a dirt airstrip outside Boerne, TX. It had a Plymouth slant six at the time, but the body was real solid.”

And so it went, Rover after Rover, until Kent accumulated the largest pile of Rover stuff in Texas. In 2008, Kent bought the parts inventory of the late Ron Jones and has begun the long process of moving and sorting the contents of Jones' 12' x 40' storage building.



Along with Jones' parts, Kent acquired a very bizarre creation that Jones intended to become “the best of everything P6.”

The 1974 RHD export P6B was sold new in Singapore and was fitted by the dealer with a boot mounted, Hong Kong manufactured, air conditioner. Jones added a 3.9 litre engine and LT77 five-speed along with Zenith wire wheels. The car has NAS doors with power windows and front and rear headrests.

Jones added the Triplex glass roof from Robert Arnold's red TC (the 1969 New York Auto Show display car) and six extra instruments. He died before the car was finished.

Kent is still rounding up strays. When he moved back to San Antonio, he left six Rovers out in west Texas. After he gets the barn squared away, he plans to go round them up and return them to the Rover Ranch. YeeHaa!!

