



DRIVING FORCE

THE MAGAZINE OF

www.p6club.com

THE ROVER P6 CLUB

THIS ISSUE



THE FATE OF 125 FLK



GETTING YOUR
P6 HEATER GOING



PROMOTING THE P6.
A LOOK AT P6 ADVERTISING

VOL 23, ISSUE 1
FEBRUARY 2015

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FROM THE EDITORS



Welcome to the first issue of Driving Force for the 2015 volume. This year promises to be a big year for the club and the car. After ‘relaunching’ the P6 in the mock 1960s/70s launch ceremony at the NEC Classic Motor Show in November, we have had unprecedented levels of coverage in the glossy classic car magazines, centering on both the car and Club.

We are now looking forward to celebrating the P6 as we continue to promote the car as the defining sports saloon of the 60s and 70s. These efforts are intended to raise the profile of the car which has remained a relatively understated choice of performance classic saloon for many years. As a one-model classic car club, we feel it is our duty to actively promote the car and interest in it, as this is the only way to generate owners and enthusiasts in the next generation, and help enable the remanufacturing of hard-to-get or obsolete parts, to keep as many of these cars on the road as possible. Our ‘Census’ survey in 2011 revealed that of the 327,000 or so P6s built, only around 2000 survive in a roadworthy condition in Britain - a survival rate of less than 1%.

While we continue our relentless push for publicity of the car to ensure its longevity with newer generations, we must not lose sight of the services that we provide to members. We have taken onboard your comments that you provide on your renewal forms where you have asked for more technical articles in the magazine and increased activity in the Areas, but we would like

to hear from you about what you think is working well, what areas need improvement and if there is anything that you would like us to do in the future. We are a members’ Club and while we try to second guess, we know that we won’t always get it right. You can contact us by phone, email, or the contact-us section of the website.

To that end, this issue contains two full-length technical articles, as well as the usual array of historical articles and members’ cars.

Our various editors are already contacting members, ex-Rover employees and technical specialists to scope out the articles for the next issue. If you would like to have your car featured, or have an interesting article to contribute, we’d love to hear from you.

The Driving Force Editorial Team

Ian Adamson
Michael Allen
Neil Castle
Nick Dunning
Brian Humphreys
Chris York

Front Cover

Tessa Pollard, wife of Jamie, poses next to their much-modified 3500S. The full story begins on page 4.

Rear Cover

‘The Pirate’ (aka. AAR...!) is a timewarp original 2000 SC in Mexico Brown owned by Neil Castle, compilation editor for Driving Force. After compiling pictures for so many members’ cars, we thought it was about time we showcased his own pride and joy!

MEMBERSHIP RENEWAL RATES

UK	£25
Europe	£28
Rest of World	£31

Add £1 for each additional Family member that would like to have voting rights at an AGM/EGM. Pay on line at www.p6club.com or cheques payable to “RP6C” posted to Brian Humphreys’ address in the Contacts Information.

WHEN THERE ISN'T ENOUGH HEADROOM FOR A LAND-ROVER...

This Issue, member Jamie Pollard tells us of his adventures with the Products of Solihull.



My name is James Pollard, although you may know me as "Quagmire" from classicroverforum.net, v8forum.co.uk and LR4x4.com. I am 32, live in Hampshire and work in the oil and gas industry as a Planning Engineer. I grew up in a family obsessed with Land Rovers and all things that move, so am (luckily) fairly handy with the spanners. This is mainly thanks to my Dad's boundless patience with myself and my two younger brothers showing us what to do and how to do it....

It all started with my Uncle having an Air-Portable aka "Lightweight" Land Rover when I was younger. I have great memories of riding around in it, the smell of oil and musty canvas and the hum of the tyres – every boy's dream! When I passed my driving test numerous years later it became obvious that my first car would have to be a Land Rover, and it was. Thanks to the generosity of my parents I became the keeper of a 1959 Series 2 88" which we called "The Beast". It was ex-military, and with the

exception of some rust seemed like it had been very well maintained during its life. This was my daily drive for many years, until my (now) wife Tessa and I bought our first house and my commute was set to increase. I needed something with longer legs, and better levels of comfort for my new journey. This first purchase of "The Beast" however, was enough to set my family down the path of Land Rover addiction forever and between myself, my brothers and father we now have 7 of them.

My second vehicle (a 1984 Land Rover 90 V8) was bought by chance. It had been parked outside my local pub for a while when one day a note stating "FOR SALE" appeared in the window. It needed a new rear cross-member and fuel tank to get it on the road, which like everything else was done on my parents' driveway. Over the years it has been a bit like "Triggers Broom" and almost every part has been replaced or upgraded with the exception of the chassis, bodywork and interior. The 90 received distributor-less ignition courtesy of Megajolt, which was later replaced with Megasquirt whilst at the same time gaining fuel injection. We covered many thousands of miles together, and still do – I have never

sold any of my cars, I get too attached!

In 2013 my office moved location to the centre of Kingston-upon-Thames. The new car park didn't have enough headroom for the 90, so another vehicle purchase was on the cards. Modern cars hold no interest for me, as they have limited tinkering potential, so this meant that I was on the lookout for a British classic of some kind...

After initially being interested in MGB's (my lovely wife even hired one for a birthday treat) I came across the P6. What stood out to me about them was that they were unusual, comfortable **and** quick, looked great and seemed highly practical. After reading as much as I could, my mind was made up and I started looking for one of my own. With three V8 powered Land Rovers in the family it made logical sense that the P6 should be too.

After some eBaying I became the proud owner of a 3500S for the princely sum of £750. The car had been garaged after the previous owner passed away and hadn't turned a wheel for 10 years. His children were reluctantly selling the car, and I promised them it was going to a good home.





On viewing the car she was a non-runner. The carbs had dried out and leaked, and the clutch pedal was totally solid. There was some water in the passenger footwell from being rolled outside for a while, but no apparent major rust that I could see. The engine was coaxed back into life by swapping on some spare SU's I had, changing the points, and filling the tank with a healthy slug of fresh fuel. We recovered the car from the drive with the 110 and trailered it back to my parents' house where it sat for the next couple of months while I dropped in whenever I could to do some spannering.

The clutch slave was unseized using my Dad's 10T press, and rebuilt with new seals. Hoses were replaced, the rad was removed, descaled and fitted with a new cap, the fluids and filters were changed. My youngest brother had the gearstick come off in his hand rather comically when the Nylon spherical bush failed, and this was replaced too.

By July she had passed her first MOT in a decade and became my daily drive, with the Land Rover demoted to weekend duties. It was everything I thought it would be and I loved it. Funnily enough so did everyone else; I have never had so much praise for any of my cars, an unexpected and pleasant bonus of P6 ownership.

SD1 alloys were the first change so that I had a wider choice of tyres, and were a bargain at £89 (eBay). These were fitted using Ford studs as others before me have done. After a few months of commuting the rear calipers began to weep, and so were replaced with reconditioned items from MGBD. I consider their replacement my first true baptism into P6 ownership!

The car ran flawlessly apart from summer vaporisation issues, which were totally solved by fitting a Facet electric pump to the rear of the car. To aid cooling an electric fan from a Discovery was shoehorned in behind the radiator in place of the mechanical one with millimetres to spare.

For maintenance and economy reasons, I had decided that the P6 should follow the 90 and go distributor-less and fuel-injected, and so started making steps towards that goal. The first job was replacing the heads with later ten bolt ones. Like most later heads these have cut-outs in the inlet ports for the injector spray to hit the back of the valve unimpeded.

Stage two was fitting distributor-less ignition, using Megajolt and Ford EDIS coilpacks initially and then later, Megasquirt, in place of the Megajolt. This gave much improved running and better starting, and over the last 23,000 miles I have averaged 24 mpg, not bad for a 40 year old V8 on carbs!

Shortly before Christmas the radiator went and was replaced with a reconditioned unit from Wadhams, and things were running extremely well until a couple of weeks ago when the front left developed a suspension clonk and the clutch master cylinder started leaking.

As I type this the car is on axle stands looking rather sorry for herself whilst I slowly refurb the front end and perform a bit of welding where needed. With the current weather this may take some time.... Oh well, at least she's safe from the road salt for a while. That's what I keep telling myself anyway.

Jamie Pollard

Editor's note: We will be covering Jamie's distributor-less ignition and electronic fuel injection conversions in full detail in a forthcoming series of articles in the Technical section.

ROVERING CAMERAMEN

With December and January being typically quiet on the show scene, we have used this space to show a selection of unpublished pictures from Carter's Steam Fair, Enfield Pageant of Motoring and Uxbridge Show





PARTS NEWS

JRWadhams has been in touch to tell us about his recently introduced TC exhaust manifold in mild steel @ £200+VAT.

Jon is also offering a suite of throttle/accelerator shaft components which are worn or missing entirely on many P6's:

These represent just a small fraction of JRWadhams' re-manufacturing programme. JRWadhams also have a brand new website complete with photographs of parts, they can be found at jrwadhams.co.uk



Throttle coupling kit (553857) £9.50+VAT, throttle shaft bearing (553851) £3.75+VAT (which has been produced in a more pliable material for ease of fitting) and finally the throttle shaft grommet on the bulkhead (557219) £16+VAT.



HELP! IT'S COLD INSIDE!

Memories of new P6's were reinforced the other day by a member who posted on the Club's Facebook page that the heater in his P6 was "volcanic". This may be met with incredulity by most owners, but it's true, a P6 heater in good order is extremely effective.

The P6 is fitted with one of the very first air blend heaters. That is, the heater matrix is hot all the time and the heater does its thing by mixing and distributing cold and hot air with lots of flaps and chambers. It was designed for Rover by the aerospace part of Smiths Industries and Smiths were rather economical with the amount and grade of steel and especially the amount of paint used.

This is the first clue as to why the heater in your car isn't "volcanic". The casings rust out and all that hot air gets delivered to...the engine bay. Plus Rover installed it using the latest in



compressible foams, unfortunately open cell so that it absorbs and holds water. Those distribution flaps seal against their housings with open cell foam too and the heating and ventilating pipes inside the car are assembled with it. If you've seen flecks of grey foam expelled from the face vents you'll also know that it decays to dust with time. In summary, the hot air is going where it isn't needed and cold air is getting where it isn't wanted.

Extracting the heater box from the engine bay is much easier if you take the bonnet off. Then you'll need to take the front decker panel off. Releasing its securing bolts is easy, less easy may be getting the wiper arms off their spline drives. They were a push fit when they went on.

The next stage requires that you lay across the sills of the front door openings so a nice soft quilt over them is a must. Remove both glove boxes and then you can "access" the clamps which link the heater levers on the centre console to the heater box itself. A pair of 1/4" square drive ratchets and a selection of extensions are near essential here and a boy with small fingers to reach from the other side a great help. Don't be tempted to force anything as the links are made of mazak and will snap or strip threads very easily. If you are going to have the dashboard out to do the distribution duct seals at the same time, you may find it easier to access these link clamps after the dash is out.

That done, you can lift off the engine air filter assembly (check the small breather pipe underneath to the back of the engine is still present).

Undo the heater securing nuts and lift out the heater. Uncouple the wiring to the fan as it comes out. If you plan on using the car whilst the heater box is under repair, make up a link pipe to couple the heater coolant input pipe to the return pipe.

With the heater out you can remove the remains of the foam rubber pads from beneath the heater and from behind forming the seal to the bulkhead ducting. Copy and replace these in 3mm *closed cell* foam. You'll use a fair bit of this, so order some from eBay or perhaps buy at an old fashioned indoor market. Closed cell foam won't decay or absorb and trap water.

The casing of the heater box is assembled with a curious mixture of bolts, pop rivets and spot welds. Depending on the state of decay you find, disassemble the heater as far as you need, if necessary drilling out the pop rivets and spot welds. Then you can renew plate work as required and reassemble using pop rivets and seam sealer (not bathroom silicone sealer – that rots steel).

Before you start, be careful to mark the position of the (mazak again) operating levers relative to their rods and take lots of photos! Again, don't force anything as the mazak is very fragile. The operating levers simply push onto splines on the shafts, so should come off the same way with gentle levering.

If you haven't already flushed the heater matrix in situ, perhaps with an aggressive descaler such as kettle cleaner or dishwasher (not cutlery) cleaner (follow the safety instructions on the packaging), you now have a choice. You could simply leave the matrix to soak in the descaler of your choice whilst you get on with the rest of the work. Or you could take it to a radiator repair specialist – lots around, check your Yellow Pages – for recoring. We would recommend the latter, you don't want to have to repeat all this!

Now to ensure the drains built into the heater to let rain water out are in good order. The external rubber drain hoses are obvious and available from the usual suspects as reproductions. However, these external pipes are fixed to flanges on the outside of the heater body which are part of internal drains. These are not available but can be replaced by making up suitable angles from rigid plastic domestic heating and water pipe.

The flaps can now have whatever remains of the original sealing foam removed and replaced with that 3mm closed cell foam you bought. Then it's time to reassemble the heater. Trial fit it back in position and couple up the operating levers under the dashboard. You can now assemble and adjust the mechanism on the passenger side of the heater box.

At this point it becomes important to understand how the flap system works. The sectional diagram reproduced here from the workshop manual is crucial. The most difficult bit to understand is the top flap "D". This is linked to

a cross shaft that connects to the right hand slider control on the centre console. Starting with the operating lever at the top of its travel, the flap is shut. As the lever moves down a little the flap opens. The lever then needs to travel a lot further down to operate the heater fan switches. There's no further movement available for the top flap, so the linkage has an "over centre" link half way along the operating rod on the side of the heater between "1" and "3" on the adjustment diagram. This link allows the operating lever to carry on moving downwards to engage with the fan switches without putting further strain on the top flap "D". With this knowledge and a little experimentation it should be possible to assemble the top flap linkage and set it as described in the set up section 80.10.03 of workshop manual reproduced here.

The operating lever that determines air distribution between the screen and footwells only has one flap to control – flap "J" on the sectional diagram, so that's nice and easy to set up.

The operating lever that controls temperature operates two flaps, both labelled "E" on the sectional diagram. The left hand flap controls access of air to the heater radiator chamber and moves from fully closed to fully open immediately on moving the lever away from the cold position. It then stays in the same position as the right hand flap moves gradually from fully closed as shown (cold air only) to fully open (hot air only). So another of those over centre links is necessary to avoid straining the left hand flap. That should make sense of the instructions in items 10 11 and 12 of the set up section.

The new foam already fitted should ensure that the right temperature air is being delivered to the screen and footwells. But there is still one uncontrolled source of cold air into the interior. The face vents in the dashboard are supplied with cold air – fan assisted – at all times. You can close the vents when required, but there are supply ducts between the bulkhead and the vents that are a simple push fit during assembly. These push fit joints are sealed with a wrapping of the infamous open cell foam and it is likely that this will have decayed and been blown out over the life of the car. So these joints will be leaking cold air to the interior. By far the easiest way of resealing these is to remove the dashboard.

Step one of this process is to remove the windscreen, which you probably need to do anyway to renew the lower seal and drain channels we mentioned. It's an easy job. Simply release the clamps at the bottom of the screen and the whole screen slides downwards in the channels of the main seal. This is almost certainly a two person job, one inside the car pressing the screen gently outwards and one in the engine bay applying downwards force and helping to lift the screen away once it is far enough down to be clear of the channels in the main seal.

With the screen out it is reasonably easy to



Back Face



Component parts



End-cover flaps



End linkage



Finished



Replacement Drain



Resealed flaps

With the screen out it is reasonably easy to remove the interior screen side trims, the top shroud and the instrument panel so that you can get at the main dashboard tray. You'll also need to remove the switch panels below the dash tray front rail. The workshop manual is excellent in describing where all the securing bolts and clips are, but it's reasonably obvious anyway.

With the dash tray lifted forwards, up, and away you can then easily access all the ducting for the ventilation system. Ease these ducts apart and apply new 3mm closed cell foam to all the joints along with suitable seam sealant. Be very careful with the long "cheese grater" grille that sits at the base of the screen. These deteriorate with exposure to ultraviolet from sunlight on the screen and can be very fragile indeed.

Whilst everything is apart, it's a good opportunity to lubricate your speedo cable with light machine oil (3 in 1), lubricate the speedo right angle drive with light graphite grease and renew all the instrument panel and switch lighting bulbs. For round dial instrument clusters also push the separate instruments firmly home onto the printed circuit board, they work loose over time and this causes erratic readings, particularly of the rev counter.

Reassembly of the dash is a reverse of removal (!) and well covered in the workshop manual. Fitting the screen back deserves a couple of comments. Always use a new main screen seal (up both sides and across the top of the screen) unless yours is very recent. Historically the best were from Scott's Old Auto Rubber in Australia, but it's believed that the reproductions from Wins, MGBD and JR Wadhams are now also of good quality. The seal under the base of the screen against the screen apron has

never been available as a reproduction but some more of that 3mm closed cell foam you bought is entirely adequate. The crucial seal is the extruded rubber one that lies in the steel channel across the base of the screen - 367259. This should project forward of the steel channel with a channel lip to catch water that runs down the outside of the screen and direct it to the sides of the car. Without that channel water will run down over your newly refurbished heater. Reproductions of this seal are intermittently available. Check the four suppliers mentioned for availability, otherwise see what you can make up from generic rubber channel.

When inserting the screen, it's now recommended that you apply a light smear of screen sealer into the channel of the seal that seals against the base unit and into the channel that the glass lies in. Don't overdo it, otherwise the seal won't sit flat and wipe off any surplus after fitting. Use a good quality screen sealer and the original and best - Dum Dum - is still available from body shop paint suppliers and is usually listed on eBay. This sealer would also be suitable to use for sealing all the seams on the heater box and ventilation ducts. Don't use silicone bathroom sealer anywhere - it rots any steel it's in contact with and shrinks with time. With the screen in place, leave the car in direct sunshine for a few days, this will settle down the corners of the seal and help it to lie flat.

Now you can final fit the heater box. But there is one worthwhile upgrade you can do first. With everything in the heater box and inside the car properly sealed up, you should find that screen demisting with the help of the blower fan is much improved. But it still won't be as good as a modern car. You can increase the effectiveness of the blower motor by replacing it, complete with fan, with one from a more modern car. That from Austin / Rover Metros

fits with minimal trimming of the fan aperture in the heater box and gives a very worthwhile improvement. Or see what else you can find to fit, all Smiths motors from late BMC Austin / Rover and elsewhere seem to have the same fixings, so that's a good start point. eBay lists literally thousands at very moderate prices.

The final seal to renew is the circular section one that you should have found fitted to the leading edge of the decker ahead of the heater air intake. This seals against the bonnet when shut and stops fumes from the engine bay being sucked into the heater. If you can't source NOS or repro replacements, domestic water pipe insulation should do the job.

So what are the hazards in all this? Principle must be damage to the mazak operating levers either in the course of your work or by a previous owner. There are few standard solutions to this other than robbing a terminally rusty donor heater. Ingenuity must suffice beyond this. The other major hazard is that you uncover serious corrosion in the base unit, either under the heater, around the windscreen under the stainless trims or where the lower foam rubber screen seal has sat against the lower screen apron (from water that has run down the inside of the screen and been absorbed into the seal). Luckily, the other technical article in this issue shows you welding repairs to these areas!

Here's looking to a warm and condensation-free P6!

Text by Chris York, with thanks for photos and info posted on the Classic Rover Forum to Richard Cleal, Simon Owen and Demetris Bouras

HEATING AND VENTILATION

HEATER CONTROLS

—Adjust

80.10.03

NOTE: If the heater control linkage has been disturbed, or if the heater should fail to function correctly, the controls should be checked, and if necessary adjusted, in the following sequence. All adjustments are made to the linkage outside the heater unit.

Procedure

Main control

1. Slacken the locking screw on the upper lever.
2. Set the main control lever on the console approximately 6,3 mm (0.250 in) below the upper detent position.
3. Apply sufficient pressure to the upper link on the heater unit, in a clockwise direction, to ensure that the main flap valve is sealed, then maintaining this pressure, tighten the locking screw.
4. Move the control knob to 'ram air only' detent (about halfway down) and look through the intake grille to see whether the metal back of the inlet valve is touching or almost touching the small piece of sponge pad which acts as a stop.
5. If this valve position is not correct, slacken the adjusting screw and slide the end of the spring link into the strunion so as to increase the effective length of the link by about 1,5 to 3,0 mm (0.062 to 0.125 in). Retighten the adjusting screw firmly.
6. Repeat items 1 to 4. Care must be taken not to increase the length of the spring link more than necessary, otherwise there will be insufficient adjustment at the upper lever locking screw to ensure that the flap can be shut when control is 'off'.



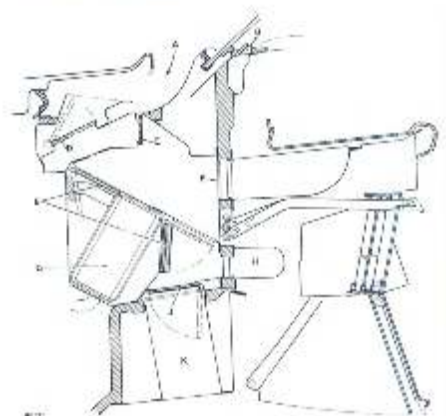
Distribution control

7. Slacken the locking screw on the lower control lever.
8. Set the distribution lever on the console approximately 6,3 mm (0.250 in) below the upper detent position.
9. Apply sufficient pressure to the lower link on the heater unit, in a clockwise direction, to ensure that the distribution flap valve is sealed, then maintaining this pressure, tighten the locking screw.

Temperature control

10. Slacken the locking screw on the centre control lever.
11. Set the temperature control lever on the console approximately 6,3 mm (0.250 in) below the upper detent position.
12. Apply sufficient pressure to the centre link on the heater unit, in a clockwise direction, to seal the temperature flap valves, then maintaining this pressure, tighten the locking screw.

HEATING AND VENTILATION



Cross-section of heater

- | | |
|------------------------|------------------------|
| A. Air filter | F. Inlet to back panel |
| B. Inlet to back panel | G. Flap valve |
| C. Air filter | H. Inlet to back panel |
| D. Flap valve | I. Inlet to back panel |
| E. Flap valve | J. Inlet to back panel |

80.10.03 of 80.10.03.001 V02.001

UNORTHODOX CRASH TESTING



Often when talking to Rover employees from the early 1960s one spectacular incident seems to come up, one which certainly passed into company folklore.

The location involved was the A441 Hopwood Road canal bridge – just a mile or two north of where the M42 now crosses, at Hopwood in Worcestershire, south of Birmingham. In 1963 it was still an old humpbacked road bridge.

Not long after this celebrated incident the original bridge was demolished and replaced by the much more car friendly example there now.

The car was 125 FLK, one of the first Rover 2000s and an Engineering hack of magnitude. The car was chassis number 25 – 40000025A, and in the records is shown leaving despatch for the Engineering Department on 24 April 1963.

When new she was Cobalt Blue, although appears to have been in grey panels by the time she did endurance running in Europe in summer 1963. In the testing she towed a heavy trailer and was thus fitted with a very solid non-standard two-bar assembly (very visible in the photos). Peter Willmer remembers that she had an automatic gear-

box, at least when they took her to Europe in 1963.

We don't have the name of the member of staff responsible for this debacle, and if any of the engineers I've spoken to know, they're not letting on!

The accident was probably in June 1964, the car is shown (not surprisingly) as being scrapped in August that year.

Rover did get some column inches out of the affair though, this amusingly worded article appeared in the American 'Road and Track' magazine in early 1966:

"Unorthodox P6 road test"

"A test driver from the Rover Company Experimental Department had been driven around the English countryside all day in a Rover 2000 'mileage' car.

This is a test car on which the greatest possible amount of road mileage is put up on, in the shortest possible time. This kind of testing on public roads simulates normal use and occupies a considerable part of the Department's time, being fundamental in the search for any weak points in the design. To add to the realism of the tests, the passenger compartment is loaded with sand bags to represent the weight of

3 passengers and the boot is weighted to simulate the luggage of 4 persons.

The driver's stint that day had included further test work at the MIRA (Motor Institute Research Association) proving ground, and since this carried him well past his normal finishing time, he drove straight home in the test car, which he was quite entitled to do.

However, it seems that even after a full day's driving in the 2000, he had energy to spare, for after a meal he collected a friend and together they set off for a drive in the countryside, an event not quite so fully covered by his job description.

Later happenings make it difficult to assess the true object of this latter journey, maybe he saw his friend as a prospective buyer of one of his company's cars, maybe they had some place to go.





In any case, 10.05 p.m. on a pleasant June evening saw them approaching a small town called Redditch, which lies a few miles to the west of Birmingham, on a well surfaced though relatively narrow road. The driver knew the road intimately and one feels some surprise at the fact that he seems to have forgotten about a narrow 'humpbacked' bridge, more resembling a ski jump, straddling a local canal immediately ahead.

Later our test driver estimated his speed at this point as approximately 50 mph (80 km/h) but since we have never offered vertical take-off equipment as an option on this model, it is thought that he erred on the side of modesty and that the true figure was more nearly twice his estimate.

It may be of course that, despite his undoubted experience as a test driver, he was deceived by the excellence of the 2000's ride and thus made this error of judgement.

Be that as it may, when the car ascended the approach to the bridge, it just went on ascending and it did not touch the ground again for 164 ft. (50 meters).

Not surprisingly, some loss of directional stability was experienced in the course of this manoeuvre, a condition not much improved by the pronounced nose down attitude developed during flight.

The landing must have been somewhat tricky, in that it left a couple of tyre scrub marks on the road way equivalent to the track width of the vehicle and also a light, though sharply defined groove, indicating that one tyre had flattened sufficiently to allow the wheeltrim to contact the road as well.

A few feet further along, problems of control were heightened by the fact that the lefthand front wheel dropped into a short deep gully at the margin of the road. It is difficult to assess the degree to which our test driver was dictating the course of events at this juncture but the tyre skid marks clearly indicated that the car executed a somewhat lurid swerve across to the opposite side of the road and back again the course of covering the next 323 ft (98,45 meters), at the end of which it struck and partially disintegrated an unusually high standing kerbstone at the corner of an entry to a garage. This particular corner was also obstructed by a concrete post marking a public bus stop, and an intending lady passenger waiting beside it.

Fortunately both were avoided, though the narrowness of the margin may be judged by the fact that the lady, obviously recognising several features of the approaching vehicle that distinguished it from her bus, took refuge in the ditch behind her, the evidence which she subsequently gave in court could well have been coloured by the fact that although quite unharmed, two weeks were to elapse before she could utter a word.

Some 100 ft. (30,48 meters) further on, our 2000, still intact and containing two mounting apprehensive occupants and still possessed of considerable momentum, encountered a wooden post. This time however there was no margin at all and the post hit by the left rear side of the car was ripped clean out of the ground and flung 60 ft. into an adjoining field.

Bouncing back into the roadway, the car travelled a further 70 ft. (21,3 meters) before it came upon another and more substantial

object – a tree. Again the impact was taken on the left side, this time just in front of the rear wheel, indenting the structure deeply and ripping off both doors. This was the first time the vehicle had shed any of its component parts. It also turned end over end, detaching the complete left front suspension unit in the process.

Shortly afterwards it came to rest on its roof in the middle of the road, having travelled the hard way a distance of 748 ft. (228 meters) from the point of take-off at the bridge.

The test driver and his erstwhile friend stayed at their respective post to the end, however they managed to stagger forth shaken but intact.

They found that they had fortuitously chosen for their landing point the piece of roadway immediately in front of the Redditch Police Station. So the least possible time was wasted in recording the official details of this unscheduled if somewhat spectacular test.

The test driver is still a valued employee of the Rover Car Company, he has however been transferred from Experimental Testing to Inspection.

Road & Track (1966)

These (superb) Rover Company photos are from the collections of Denis Chick and Peter Willmer.

'Road & Track' article copied out by Chris York.



PROMOTING

We've been saying a lot about promoting the P6. Our aim is to raise awareness of the phenomenon of Project P6 represented, and the class-leading last true 1960s British sports saloon that it was.

But there is nothing new under the sun. The same challenges faced by the Rover sales department. The P6 was completely unlike any product that it was aimed at an entirely new market and a new way of life.

Let's take a look at the various approaches to its lifespan.

Selling Safety

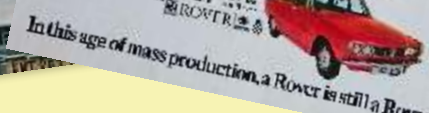
In the first years of production, selling a message of safety was the obvious option for the sales department. The pioneering crash testing development work and unique construction of the car with designed-in crumple zones set the Rover 2000 squarely apart from the competition. In his seminal work 'Cars of the 50s and 60s', Michael Sedgwick records that 'by 1967, safety outranked convertibles, sex or even euphoria' as a desirable quality for a motorcar. Rover were in an extremely strong position for this.

Whereas earlier adverts were predominantly technical in nature to educate the market, later campaigns could be more comfortable that the P6's reputation for safety preceded it, and instead opted for evocative images of the car against iconic backdrops, in some sense making safety feel sexy and exclusive.

Selling by Merit

The 60s brought about a change in the way motorcars were promoted and advertised. According to Sedgwick, where before customers had personal affection for certain marques, in the 60s, 'the public started to read appraisals and even comprehend them.' Buyers became more selective and would weigh up the advantages of a particular car against a number of factors. Rover's campaigns reflected this through the 60s and early 70s. One focused on obsolescence, pointing out that other manufacturers deliberately designed a car to become obsolete in order to get a repeat sale in a few years' time. Ford were the masters of this. Whereas the Rover, said the text-heavy adverts, offered far greater longevity and relevance from its pioneering sophistication that was years ahead of the competition.

Another focused on the technical details that gave the P6 its safety advantage as justification for its high sales price. Another talks up the second hand value and low levels of depreciation compared to other saloons, attempting to convince the market that the most expensive 2-litre saloon in Britain nevertheless represented a sound investment and good value for money.

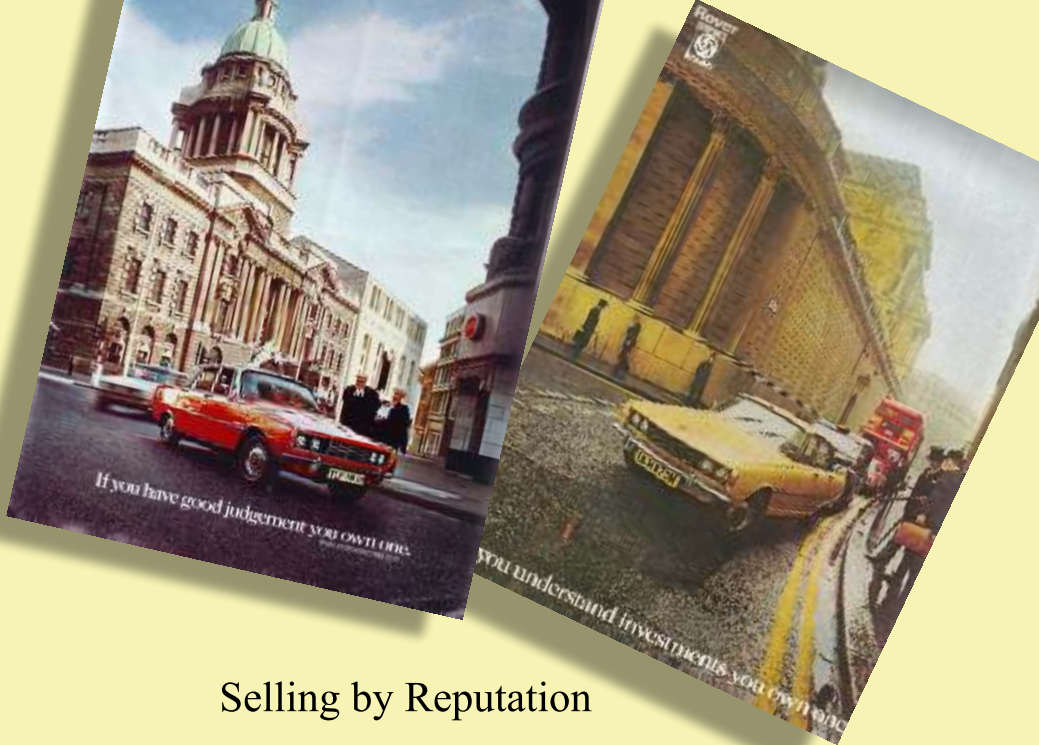


ING THE P6

ing the P6 during the course of 2015. Our
nominal engineering achievement that
leading car it yielded that is perhaps the
t remains genuinely affordable.

Our aims for this year represent just the
es department in the 1960s and 70s. The
he Rover Company had sold before, and
d type of buyer.

nes Rover used to promote the P6 during



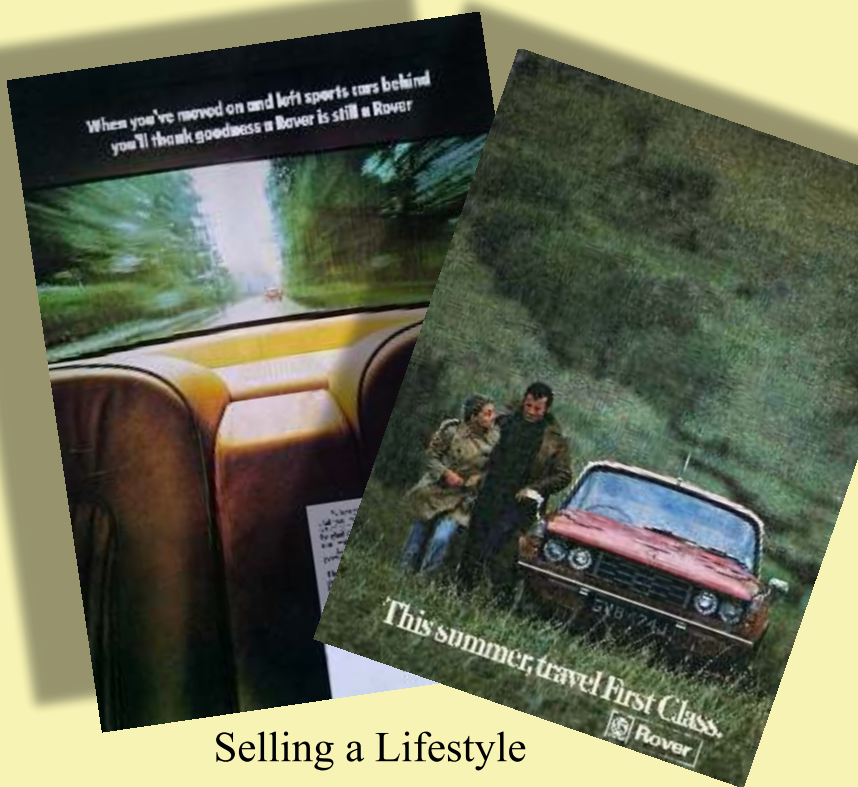
Selling by Reputation

As the seventies drew on, the 2200 models had brought a welcome boost to the appeal of the 4-cylinder range. But the P6 was by now a very familiar sight on Britain's roads, and there were many other less expensive cars offering similar levels of performance and refinement in the market. Over a decade after its launch, the industry had started to catch up with the P6's pioneering engineering. Around this time, advert campaigns shifted their messaging to focus on the prudence of buying a car that was still an exceptionally sophisticated and competitive package, but above all was a tried and tested recipe. 'If you understand investments, have good judgement, are enlightened' went the straplines, 'you own one.'

Selling Modernity

The early 60s through early 70s was a period of radical progressive change as the biggest civic architecture building programme since the Victorian period created a seismic wave that fundamentally redefined Britain as the modern state we live in today. A comprehensive 'junctionless' motorway network that was 30 or 40 years behind the Continent reached its fingers out linking the whole country in little more than a decade, natural barriers were broken with hugely ambitious bridge and tunnel developments, and town-planning became a science as new towns and suburbs sprung to alleviate a housing crisis and lift people out of dilapidated Victorian housing. Postwar austerity gave way and massive state investments helped enable a new, modern, upwardly mobile society to flourish. As perhaps the most modern, progressive and accomplished saloon car on the roads at the time, the Rover P6 was the perfect ambassador to showcase some of these incredible feats of thoroughly modern engineering, and BL's publicity department in the early 70s were quick to capitalise on this.

The caption on the picture on the right reads 'Sewern Bridge by Associated Bridge Builders. Rover by British Leyland.' The others show the M62 Pennine Section and the 'Kingsway' Mersey Tunnel.



Selling a Lifestyle

Building a 2-litre saloon with sporting characteristics and traditional levels of refinement gave Rover access to a wholly new market sector that perfectly timed with the social changes of the late 1960s. Where their traditional clientele had been almost exclusively middle-class established professionals, the 2000 appealed to the youthful thirty-somethings who were prospering in a society that was far more economically and socially liberated than their parents'. This campaign appeals directly to this new type of buyer. 'When you've left the sports car behind,' proclaims one, suggesting that the sports drive needn't be lost, but with more than two-thirds of the image occupied with luxury leather buckets seats. The other appeared in Town & Country magazine in April 1971 and shows a youthful, fashion-conscious couple 'weekending' somewhere in the wilds of Britain. Knowing that the reader of the magazine would likely identify with the couple in the image, it appeals directly to their aspirations and vanity in a very understated way: 'This Summer,' it whispers, 'travel first class'.

Text by Michael Allen. Pictures with thanks to the British Motor Industry Heritage Trust.
Further reading: Cars of the 50s and 60s, Michael Sedgwick, ISBN 0517375575



In the last article we looked at the tools needed for metal work repairs to your P6 base unit. This time we'll start by looking at places that water gets in to the interior of the car and into the front bulkhead (and thence, unobserved, into the sills) These areas are usually hidden away from view but there's no point repairing obviously rusty floor pans or sills until you know how the water got there and that they've been dealt with.

Don't forget to think about safety when carrying out repairs to your car. You won't be able to enjoy your car and its lovely rust free base unit if you've lost a finger in the angle grinder or blinded yourself with the welder. Looking directly at the arc brings on a condition known as arc eye. It's desperately painful and at minimum will stop you sleeping. So you'll need some gloves, goggles/welding mask, dust mask etc that I showed you in the last issue. Always remove interior trim, insulation and wiring away from a considerable distance around your worksite, there's going to be lots of sparks. Keep a fire extinguisher handy too.

The usual prompt for investigating this area is for heater box renovation or windscreen seal replacement as you have to remove the wiper arms, front decker panel and wipers, it's only then that you spot the tell tale orange streaks.

In this photo you can see the heater box, wiper mechanism and windscreen are out and I've also removed the bonnet for ease of access and the dash top and demister seal as well. The lower edge of the windscreen sits in a channel and rests on a foam seal which is stuck

to the base unit. Water collects here and soaks into the foam seal resulting in the corrosion you see. These holes allow water directly into the interior and also into the bulkhead.

The first thing to do with any job like this is to protect the surrounding area from dust and sparks with sheets and old blankets. Then clean up the whole area using the wire cup brush on the angle grinder. This will take off the paint, all the loose rust and any thin metal so you can assess the task properly. Now it doesn't look so bad does it?



With the area cleaned up we need to start cutting back to solid metal with the 1mm cutting disc on the angle grinder. It always pays to cut out a little bit more than you first think as bigger patches are usually easier to hold in place whilst welding.

Once you're happy that the surrounding



metal is solid, the first repair is on the bulkhead itself. Make a cereal packet cardboard

template of the hole and cut it out of a piece of suitable thickness steel. For this bulkhead repair you'll need to fold the top edge, over which the upper section will attach to later on. Mark out the fold line then clamp it in the vice and gradually knock the edge over with a hammer. You'll need to keep testing the fit until you get the angle right.

Here I overlapped it on the inside to make it easier to weld in, with a bit more welding practice a butt welded patch would work better here. Dress the welds off with the grinder and flap disc as it needs to create a neat flange for the windscreen apron to be plug welded on to it, then cover with weld through primer ready for the next stage.



With the bulkhead and heater duct repaired it's time for the windscreen apron to be closed in. As before, make your cardboard template, fold the top edge over, trial fit, weld in. As this is a bigger hole and the apron itself is curved I'd suggest making it in shorter sections, maybe 4-6" at a time. Note the plug welds (the circular blobs in the middle) which tie the apron to the bulkhead where originally there would have been spot welds. Dress the welds off and paint – don't forget to paint the underside of the apron and inside the demister duct!



The stainless trim is close fitting behind the pillar and holds water, eventually leading to rust like this which then allows water from the roof to flow directly into the sills. Note the cable inside – this is the wire to the interior light which needs to be removed before any repairs can take place. You'll also need to remove the door seal.

Before you refit the windscreen though there is another common P6 rust spot to tackle on the A pillar either side of the windscreen, hidden behind the stainless trim. Water runs off the roof and is supposed to run down the front of the pillar trim but it can become blocked with leaves and dirt which causes the water to run down behind the trim instead.

Like before, the area needs clean-



ing with the wire cup brush, cutting out and replacing with fresh steel. It's a simple rectangle with just a slight curve which can be shaped by hand. Paint the back of the patch with weld through primer and it's ready to be welded in. Here it is welded in place, dressed off and ready for paint.

That's covered the main two causes of water ingress, but rust can turn



up anywhere and you might find holes higher up the windscreen pillars or lower down by the bonnet hinges, even the roof panel itself especially if fitted with an aerial. Whilst the heater box is out you may also find rust lower down the bulkhead. So keep an eye out and deal with these areas in the same way.

Next time we'll look at the rear screen area with some similar looking, but more complex repairs.

Text by Paul Dexter.

Thanks to Mike Parkes for the A pillar pictures.



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Whilst every effort has been made to make our technical advice and guides as helpful and informative as possible, DRIVING FORCE and its contributors cannot accept liability for any loss, damage or injury caused by reliance on any errors in, or omissions from, the information given.

The names and contact details of those listed under 'Technical Team' are club members who have demonstrated a particularly useful level of knowledge, skill or aptitude in some of the technical aspects of maintaining a P6, which may benefit other members. However, we are all volunteers, enthusiasts, amateurs. As such, advice given in writing, person or by telephone cannot be independently verified, and under no circumstances should any such advice be relied upon as the sole, principle or overriding source of guidance when undertaking a task.

EVENTS

<u>Date</u>	<u>Location and Description</u>
Sat 14 Feb - Sun 15 Feb	Footman James Great Western Autojumble and Classic Car Show at Shepton Mallet, Somerset. Contact Dave Pilkington on 01454 881186 or pilkie@live.co.uk
Sun 22 Feb	Icebreaker Rover Day at Whitewebbs Museum. (10am -4pm). 10 mins from M25 and A1M. Let Tony Bunting (tonyp6@jbserver.com 07906 339917) know if you are going
Sat 28 Mar - Sun 29 Mar	Practical Classics Restoration Show NEC. Practical Classics are once again hosting the Restoration Show at the NEC following a successful launch show in 2014. Expect to see the Rover P6 Club there promoting the car and the Club.
Sun 05 Apr - Mon 06 Apr	Weston Park Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Sun 26 Apr	Drive it Day Outing to the Royal Air Force Museum, Hendon, North London where have an area to line up P6s. Places limited. Contact Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sat 02 May - Mon 04 May	Donnington Historic Racing Festival. To go to this for one, two or three days please contact Tony Bunting for special price tickets and access to an area for our P6s. (tonyp6@jbserver.com 07906 339917)
Sun 03 May	Catton Hall Classic Car & Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Sat 16 May - Sun 17 May	Northern National Rally - The Club Northern National Rally will once again be held at the Bowes Museum, Barnard Castle, County Durham. Contact Barry Gill on 07508 543861.
Sat 23 May - Mon 25 May	Enfield Pageant of Motoring in North London. Not far from the M25 and A1M. Places are free but limited for each day. Contact Tony Bunting if you want one (tonyp6@jbserver.com 07906 339917).
Sun 24 May - Mon 25 May	Ragley Hall Classic Car & Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Sun 07 Jun	Classics at Metropolitan Police Sports Club, Bushey, Herts near M1 and M25. 10am - 5pm. Contact - Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sat 13 Jun - Sun 14 Jun	The Footman James 36th Bristol Classic Car Show. The longest running and friendliest classic car show in the UK. Featuring stunning club displays an autojumble, auction and a wide range of specialist traders. Contact Dave Pilkington (pilkie@live.co.uk)
Sat 13 Jun - Sun 14 Jun	Le Mans Classic. One P6 from the Case is Altered going to France for this event. If you are going and want to be put in touch with others going please contact Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sun 14 Jun	Luton Festival of Transport - We are aiming at 30-50 cars in the Club's shared display area for P6s, SD1s and older Rovers. It may be possible to include a visit by historic bus to the nearby Vauxhall Motor Museum. I have 30 free tickets for P6s on a first come basis Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sun 21 Jun	Trentham Classic Car & Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Sun 19 Jul	Walsall Classic Car & Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Sun 19 Jul	Uxbridge Auto Show. We will have our own display area. 18 places available for P6s only. Contact Tony Bunting (tonyp6@jbserver.com 07906 339917)
Fri 24 Jul - Sun 26 Jul	Silverstone Classic The Club has arranged its own area in the infield. There is a unique discount code for you to book your P6 into the event for 1, 2 or 3 days at very special prices available until 31 March - contact Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sun 26 Jul	Beaumanor Hall Classic Car & Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Wed 05 Aug	Classics on the Green at Croxley Green, Rickmansworth near M25, M40 AND M1. This large and popular show goes on all afternoon and evening. Optional lunch at the Coach & Horses before we meet outside the pub at 2.25 sharp for the 1 minute drive to the show. Contact - Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sun 09 Aug	Shugborough Hall Classic Car & Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Sun 09 Aug	Classics on the Common at Ley Hill, Buckinghamshire from midday to about 4.30pm. A gem of a show. Contact - Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sun 23 Aug	Rover Car Rally at the Buckingham Railway Centre at Quanton, Buckinghamshire including rides on all the trains, a museum, and catering 10am - 5pm. Contact - Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sun 06 Sep	Dudley Classic Car & Transport Show - Book your entry tickets directly with Transtar Promotions at http://www.transtar-promotions.co.uk/booking-forms . Please contact Beth Sawicki on 07900 012219 or cheekyarcher@gmail.com to reserve your place on the Club stand.
Sun 13 Sep	Carters Steam Fair and Classics on the Green at Croxley Green. Meet at the Case is Altered or be outside the Coach and Horses on the Green at Croxley Green in your P6 at 10am. I will book a large table for lunch if there is demand. Contact: Tony Bunting (tonyp6@jbserver.com 07906 339917)
Sat 19 Sep - Sun 20 Sep	FJ Classic Car Show, Manchester.
Sun 25 Oct	Stoneleigh Restoration Show

EVENTS DIARY

Welcome to 2015! Our Club event calendar is rapidly filling up as the organisers of the major shows of the year issue their dates, and our Area Organisers start to fill up our calendar and also emailing you all to let you know of your local shows.

On 28/29 March we are again at the Practical Classics Restoration Show at the NEC undertaking work on members' cars to showcase the P6 and promote it as an extremely usable and practical classic that can be easily maintained by the home mechanic.

As regular followers of our website and Facebook will know, Mick Burke our Chairman, is taking the Club to Ireland's major classic car show in Dublin at the beginning of July. Follow the updates on our website and make sure you're booked in with Mick (07702 193243) to get your reduced price on the ferry crossing as soon as possible.

2015 is the year that the Club is expanding its presence at the major indoor classic car shows to showcase the Rover P6. Promotion of the car is vitally important to ensure that visitors appreciate the Rover P6 for the technologically advanced luxurious sports saloon that we all know it to be. Bringing the car to the public helps to ensure the survival of the Rover P6 and consequently the demand for remanufactured spare parts.

This year, we are as always attending the Practical Classics Restoration Show, Event City Classic Car Show in Manchester, the Stoneleigh Restoration Show and the Classic Motor Show at the NEC. In addition, with Dave Pilkington taking the reins in the West Country, we are covering an additional three major shows at Shepton Mallet; the Classic Car Show & Autojumble in February, the Footman James Classic Car Show in June, and the Restoration Show in

November. With these SEVEN major shows there are very few left in the UK where the P6 Club isn't representing you and the car.

At the NEC Classic Motor Show last November, we re-launched the Rover P6 in a mock launch ceremony with Practical Classics. This year we will be continuing with the theme of "The Year of the Rover P6" and will be using many of these events to ensure that the car and the club are noticed. Keep a look out for information being broadcast on the website and facebook.

Transtar Promotions have released their calendar of shows for the West Midlands, and Beth Sawicki is organising the Club's attendance. If you would like to attend, please book directly with Transtar (details in the events diary) and contact Beth to ensure that you are allocated a place on the Club stand.



The Classic Rover Forum

For all classic Rover enthusiasts

www.classicroverforum.com

ROVER P6 CLUB COMMITTEE OFFICERS AND CLUB ROLES

Chairman	Mick Burke	0161 291 8267 or 07702 193243 mick.burke@p6club.com	14 Newville Drive Manchester, M20 4TE
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Club Secretary	Michael Allen	07590 841686 michael.allen@p6club.com	2, Grosvenor Avenue Great Crosby Liverpool L23 0SB
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Spares & Advertising	Michael Allen	as above	as above
Facebook	Fraser Kinghorn	07785 235079	

COMMITTEE MEMBERS

Steve Benyon	Janice Sheppard	Beth Sawicki	Andy King
Brian Barker	Pat McWiggin	Dixon Sheppard	Barry Gill

firstname.lastname@p6club.com

TECHNICAL TEAM

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Michael Allen 2000/2200 Engine
07590 841 686 michael.allen@p6club.com Merseyside

Chris York 3500 engine, Transmission and Suspension
0117 370 6457 Chris.york@p6club.com Thailand
(Internet Phone)

Kevin Watkiss All Engines, Body Structure and Trim
0118 934 2483 Afternoon & Evenings only Reading

John Windwood General
01922 648 133 John.windwood@p6club.com Birmingham

Rob Pinner General
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COMMITTEE NOTES

There have been several positive developments for the Club's operations since the AGM in November. Firstly, we were pleased to appoint Matt Richardson as Area Organiser for the South East (Maidstone & Kent). Matt takes over the region from Andrew Dunne who had led the area until now, and we would like to extend our thanks to Andrew for all of his efforts. Matt's work may be known to many of you, he is a professional photographer specialising in car shoots and is behind some of the stunning pieces you see in many of the glossy classic car magazines. Matt also shot the 'famous five' photoshoot we organised in 2013 which reassembled 5 early (and some significant) Sharkstooth 2000s in the 5 original launch colours. Matt is planning to hold his inaugural meeting in the Maidstone area on Saturday 7th March from 08:30. Matt has been in touch with all of you in the Area by email and we hope that you will support Matt and join him. If you can't, please keep in touch with him and join him on outings and shows.

The Area Organisers are a key part of the Club's service to membership, and are actively contributing the Club's rapid growth. A volunteer club cannot be run centrally in its entirety, and having a local representative to organise pub meets, driving days, track events and give local support to each other is one of the key ways to offer a service to our members on a local level as well as at a national level through the magazines and major shows.

We are pleased to report that help and assistance has been forthcoming in response to our appeal in the last two eNewsletters. Ian Adamson, who had previously edited the magazine for a VW Beetle club, now joins the Driving Force editorial team as Members' Articles' editor, and has already been hard at work contacting several members for stories about their cars.

Paul Dagen from Dundee has also taken up the role of Webmaster. After developing the new website in the evenings for many months in 2014, we have been in need of

somebody to run the site day-to-day since its launch and further develop it to better suit our needs. Paul's first job is to further developing the members' only area which has been lacking services up until now as we focused on the main pages aimed at publishing news stories and attracting new enthusiasts and members. We are also intending to bring a 'shopping cart' facility to enable online purchases of regalia and rally entry fees, etc. We welcome both Ian and Paul with open arms and wish them every success with their endeavours.

Finally, a thank you to all those who responded to the email sent out appealing for people interesting contributing to the Classic Cars magazine article 'Lifecycle of a Car'. We had a great response and have sent them all onto editor Phil Bell for consideration for the forthcoming article.

BRANCH MEETINGS

Region	Organising Club	When	Where	Contact
Manchester	RP6C	2nd Friday	The Farmers Arms 209 Stockport Road Stockport, SK3 0LX	Mick Burke
East Midlands	RP6C	1st Tuesday 20:00	The Lilacs Isham, Kettering	Philip Copperwheat
Worcester		3rd Tuesday	The Fruiters Arms Uphampton Lane, Ombersley Droitwich, WR9 0JW	Dixon Sheppard
West London	RP6C	3rd Tuesday	The General Roy, Poplar Way Feltham, TW13 7AB	Dave Griffin
Meldreth, Cambs	SD1 Club	1st Saturday 14:00	The British Queen, 94 High Street Meldreth, Cambs, SG8 6LB	Kev Clark
Newcastle & North East	RP6C	To be arranged	To be advised	Andy King Barry Gill
North/West London	RP6C	2nd Tuesday of odd months 20:00	The Case is Altered, Pinner HA5 2EQ	Tony Bunting

CLUB REGALIA

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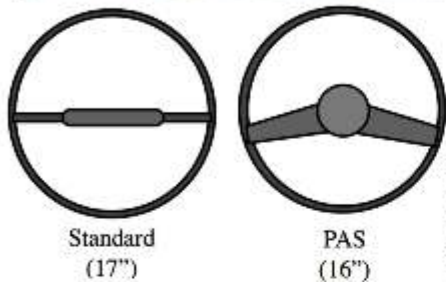
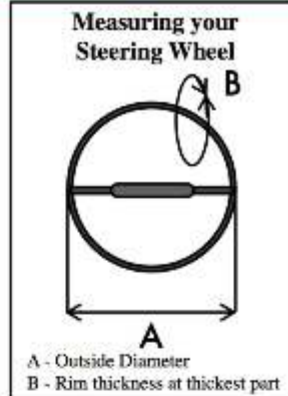
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WANTED

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MAGAZINE CONTRIBUTIONS If you have been to an event, done something to your car or have any other P6 news you want to share, please email your copy to drivingforce@p6club.com

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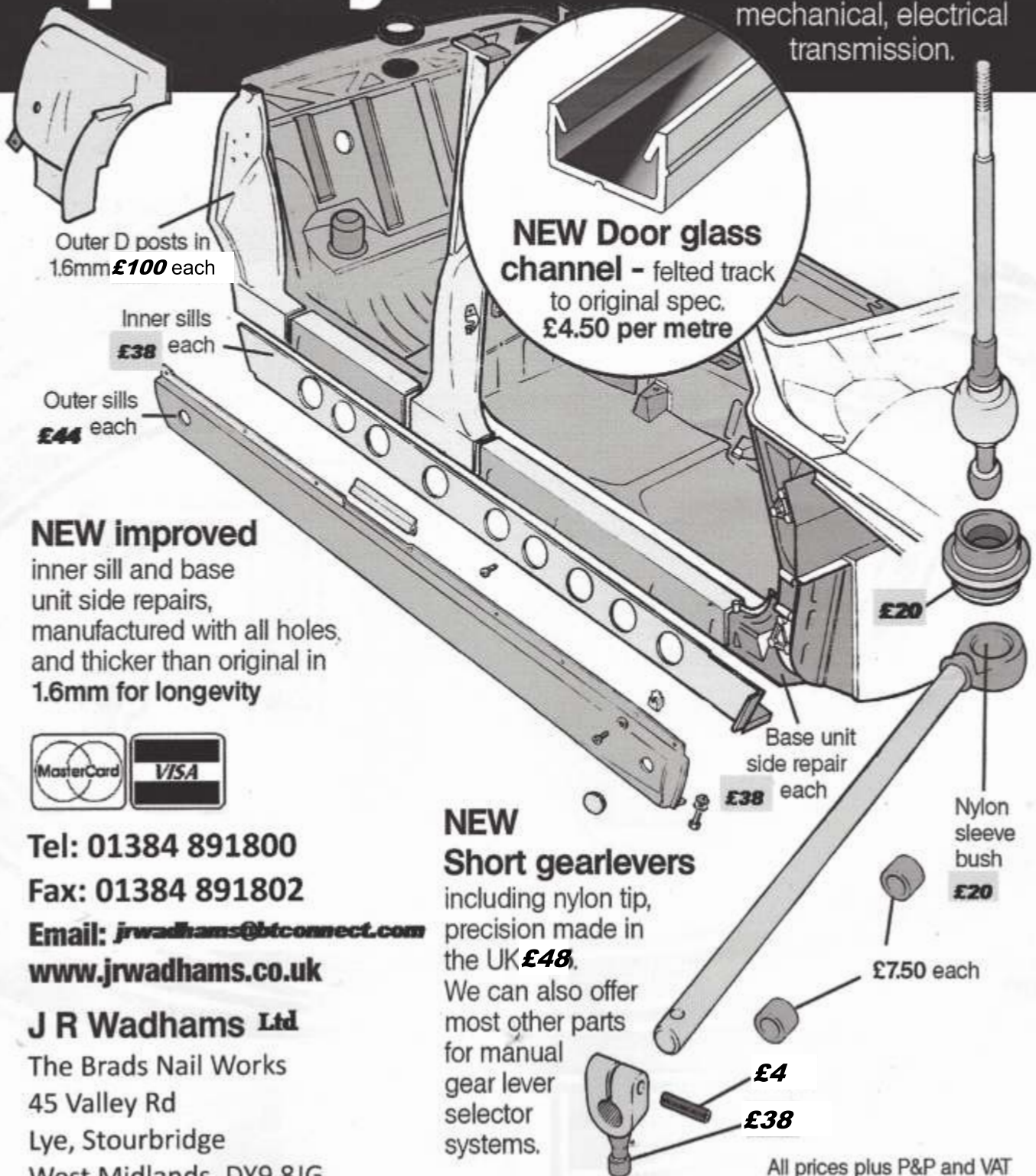
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