



DRIVING FORCE

THE MAGAZINE OF

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THE ROVER P6 CLUB



AGM DETAILS
HAVE YOUR SAY



HWP 700C
RESTO UPDATE



ROAD TO HANNOI
SPECIAL REPORT



RIP COLIN GOULD

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SUNDAY 20TH OCTOBER 2024
ROVER P6 CLUB AGM
HAVE YOUR SAY!



I thought you'd like to see some pictures of my car as it nears completion of a full restoration.



I had intended it to be ready for the National Rally on August 4th but some unanticipated problems meant it's completion was delayed.



Next, I got the engine running sweet and then discovered that the rev counter was jumping around. I'd like to thank Clive, who said the early series 2 rev counters can't cope with electronic ignition! Who knew? Thankfully I had a later rev counter from a donor car so swapped them over, made a small change to the wiring at the back of the gauge, and it cured the problem immediately

The latest problem is the choke light switch behind the front speaker. It's broken and I need to order a correct replacement so this will delay putting the centre console, etc back in place.



I'm making good steady progress but sometimes it feels like one step forward and one step back! For example, I removed the rocker covers to get them sprayed in the correct shade of grey only to notice that one of the valve springs had a crack in it (Clive Osborn thinks the dyno room test of the newly rebuilt engine up to 5-6K revs put too much strain on it plus the springs were the originals).



I replaced the one broken spring as all the others were fine but we (ie my excellent mechanic friend Richard and I) took the opportunity to change the 2 rocker shafts and 16 rockers (all kosher Leyland/Unipart new old stock from Pierre Janusz, Rover Parts Service) and unfortunately lost 2 weeks as a result.



Once the interior is finished I can then start to focus on hanging the newly painted Zircon blue wings and doors.

However, as I have made a commitment to show my car at the NEC in November I will definitely be finished by mid September I hope.

Road To Hanoi



A Rover P6 wins The Road to Hanoi Marathon.. Outright! Possibly the car's first ever outright victory in a major Rally! And we will be showcasing the car — and Peter and Louise — on the Club Stand at the NEC in November! I was fortunate to meet Peter and Louise Morton during an overnight stop in Thailand. Two of the most friendly and engaging people it has ever been my pleasure to know, Louise's entrance bearing three beers, after 400 competitive kilometres navigating and after completing the stage check in, will stick with me for many years! Both the spec of their car and their stage results also bear witness to a very high level of competence.

The Road to Hanoi Marathon Rally was run over 8,500 km and 27 days in January and early February this year. Four major Southeast Asian countries were covered, Vietnam, Cambodia, Thailand and Laos. The Rally was run to strict Regularite rules over a mix of circuit time trials, ordinary roads (perhaps less ordinary in such far away places) and a lot of unsurfaced rural roads. Regularite rules act to level the playing field somewhat by penalising lack of precision in timing, rather than outright speed. Even

so, speed is up there with consistency in the driving and navigating.

An entry list of 26 cars ranged from an actual Works Escort through replica works Porsche 911 and Mercedes-Benz 350 and 450 SLC's all the way, via a 1927 LeMans Bentley and 1934 Aston-Martin 1 litre, to a completely standard 1953 Bentley R Type saloon.

Peter and Louise's Rover P6B had had a few European shakedown rallies prior to competing in the Badawi Trial across Saudi Arabia, finishing in the Gulf States. It was shipped direct to Vietnam, where it bore the scars of having bot-tomed out heavily at the front, leaving the tell tale dimples forced up into the inner wings.

So a full service and a change of front springs to a stiffer rating was carried out in Vietnam. That change made itself known later, with an uncharacteristic spin during a time trial on the Buri-Ram International circuit in Thailand. They brought with them to regularity rallying an advantage from their pre-retirement hobby of Admirals Cup racing — a clear focus on the importance of very precisely

calibrated navigation equipment. Club Chair Ranald and myself understand that fully from his and Karsten's exploits on the Monte Carlo Classique.

It's pointless to try to describe their exploits in detail — the photos tell a much better story! Highlights would certainly include the overnight stop at Angkor in Cambodia, where the temple ruins are a world heritage site and famous for their use in movies. French cuisine in Laos, high end hotels and riverside cafes in Thailand, but also tiny remote villages in the mountains, with kids agog to see the Rally cars and official welcomes in small towns way off any beaten track, roads winding through steeply terraced rice paddies and so much more. And of course, roads filled with small motorcycles instead of cars. What an adventure! As well as the car, Peter will be bringing his young grandson to the NEC in November. Always good to enthuse the kids when they're young! We would encourage you to come to the Club stand to meet and chat with them and help them celebrate!

OVERALL AGE CATEGORY RESULTS					
Category A - Pre War					
No.	Class	Year	Age	Time	Pos
1	1953 Rover P5B	1953	1913	1:08	1
2	1953 Rover P5B	1953	1913	1:08	2
3	1953 Rover P5B	1953	1913	1:08	3
4	1953 Rover P5B	1953	1913	1:08	4
5	1953 Rover P5B	1953	1913	1:08	5
6	1953 Rover P5B	1953	1913	1:08	6
7	1953 Rover P5B	1953	1913	1:08	7
8	1953 Rover P5B	1953	1913	1:08	8
9	1953 Rover P5B	1953	1913	1:08	9
10	1953 Rover P5B	1953	1913	1:08	10
11	1953 Rover P5B	1953	1913	1:08	11
12	1953 Rover P5B	1953	1913	1:08	12
13	1953 Rover P5B	1953	1913	1:08	13
14	1953 Rover P5B	1953	1913	1:08	14
15	1953 Rover P5B	1953	1913	1:08	15
16	1953 Rover P5B	1953	1913	1:08	16
17	1953 Rover P5B	1953	1913	1:08	17
18	1953 Rover P5B	1953	1913	1:08	18
19	1953 Rover P5B	1953	1913	1:08	19
20	1953 Rover P5B	1953	1913	1:08	20
21	1953 Rover P5B	1953	1913	1:08	21
22	1953 Rover P5B	1953	1913	1:08	22
23	1953 Rover P5B	1953	1913	1:08	23
24	1953 Rover P5B	1953	1913	1:08	24
25	1953 Rover P5B	1953	1913	1:08	25
26	1953 Rover P5B	1953	1913	1:08	26



ABOUT THE CAR



The car looks deceptively standard externally and in the engine bay to even a careful look. It isn't. They built it to compete in the Paris to Peking Marathon intended to be run in 2020, which was subsequently cancelled due to COVID.

Such long distance rallies impose very particular requirements because they take place far from service support and over rough and unsurfaced roads. Reliability and robustness are key. Some very intelligent analysis of the P6's weak points in these circumstances has been done to arrive at the car you see. Probably the most important change is the roll cage.



It is fairly conventional to link the cage to the firewall in the area of the suspension top pivot arm mounts, and this has been done. That improves the articulation between firewall and sills, a known weak point. Less conventional are the pickups for the cage at the rear. The boot structure on a standard car is cantilevered off the sill ends via the D posts, with little or no support from the roof structure or floor pan and the D posts are a weak point. So the cage acts as an up-



per beam support down to the extreme ends of the parcel shelf, hanging the boot structure from the cage, instead of sup-

port via the D posts, and also strengthening the parcel shelf area. The result is a much more rigid car, always good news!

The cage is important because of the rear suspension chosen. Even with a Jaguar diff replacing the weak point of the output shafts of the Rover diff, inboard brake discs remain. Other rallying experience highlights that the discs are the first area at the back to ground out over extreme bumps, smashing the discs. So outboard brakes were an essential. The solution chosen has factory precedent. P6 experimental cars ran with a Vauxhall Ventora axle during development work for SD1. Hence the natural choice of a suitably modified Atlas axle with LSD, as used widely in Group 2 and 4 rally cars, not just Ford but many others too. In consequence, springs and dampers have changed to coil-overs located to the rear parcel shelf. Hence the strengthening! Also hence one of the few external clues, four stud wheels and hubs have replaced the standard five stud.

And then there's the driveline. More power is useful, but reliability is essential. The engine is therefore a brand new 4.6, built up from an unused Cosco block casting. Cosco re-tooled the blocks for Land-Rover just before end of production of the engines and their blocks eliminate the poor registration of outer envelope and water space that is the root cause of slipped liners on later engines. From above, there's not much to see. SU carbs are retained because they are much easier to deal with in the event of dirty local fuels in the middle of 3rd world rural stages. Only the radiator is a give away.



It clearly needed to be as big as practicable, but UK owners will also be familiar with fuel vaporisation caused by poor venting of the coolant spaces in the heads. So this radiator is a lot taller, projecting

up through a cut away of the front slam panel. Even that looks normal at a first glance.

Finally, the gearbox is the strongest available, a Tremec manual box, built up with bespoke intermediate gear ratios.

A very special car!

