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CELEBRATIONS YEAR



THE MAGAZINE OF

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THIS ISSUE



THE TANGERINE SHED

RESOLVING LAY-UP ISSUES



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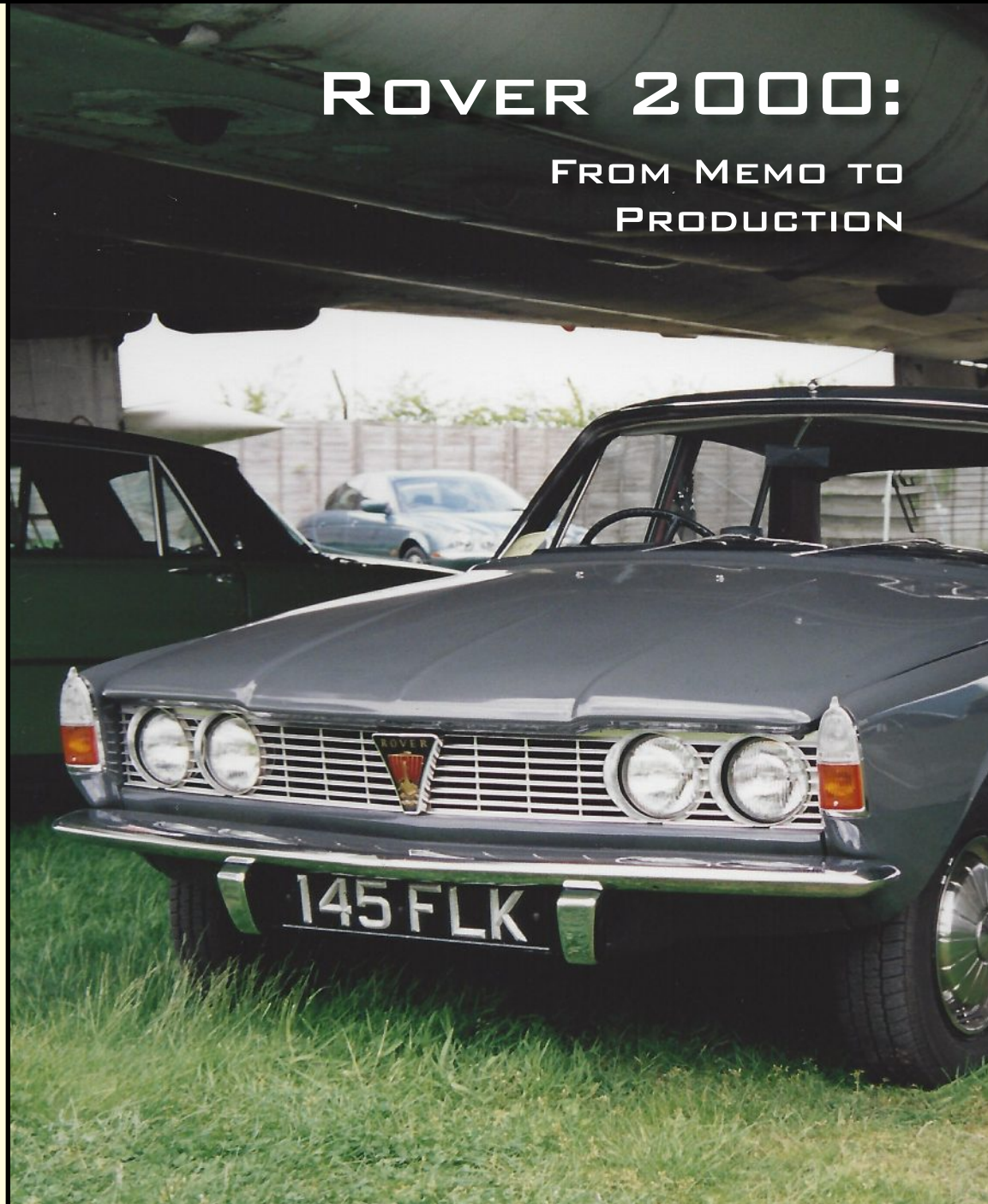
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COMMITTEE PROFILE

APRIL 2013
VOLUME 21, ISSUE 1

ROVER 2000:

FROM MEMO TO PRODUCTION



A delve into the archives unearths an article with rare photographs of the P6 in development. From genesis in 1957 to the pre-production FLK cars

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FROM THE EDITORS



Welcome to the first issue in a series of six special issues of Driving Force, celebrating the Fiftieth Anniversary of the launch of the Rover 2000, and the Twentieth Anniversary of the founding of the Club. Over the next six issues, we will be bringing you a raft of articles on historic P6's, period articles from the 1960s, plenty of 4-cylinder articles in recognition of the 2000's anniversary, and as many photographs and reports on the celebration events happening up and down the country as we can cram into these pages. So always take your camera, and send us your pics!

As you can see from the cover, we have been digging in the heritage archives and unearthed a mouthwatering historical article from *The Motor* magazine charting the development of the P6 from a few lines in a management meeting memo to full scale development and production. This article is crammed with rare and often unseen photographs from the early stages of P6 development, and is a staple article for anybody interested in the history of our cars.

As promised in December, this issue includes a very interesting look at how petrol grades and compositions have changed over the years, and the consequential impact on running our cars. We also have the story of Ron Lake's half-million-kilometer P6 from Down Under.

In the last issue, we were treated to Fraser Kinghorn's trip round the Lake District with his friends, and his election to the committee in the AGM report. In this issue, Fraser has introduced himself and shares his P6 and classic car interest with us. I'm sure you'll all agree that he will be a valuable member of the committee. Fraser along with Maria Gray means that we have plenty of young blood and enthusiasm helping in the management of our Club, which can only be a good thing.

Front Cover Photograph

This beautiful City Grey 2000 is one of the famous FLK series of pilot production P6's, which this Summer celebrates its 50th Birthday. The FLK's were some of the first cars to come off the completed production lines in August 1963. Most were released to the Press as demonstrators ahead of the official launch at Solihull on 8 October, and this example (which is owned by Paul Smith) is one of those. These had their badging removed when driven on public roads before the launch, and some may even have worn the codename 'Talago' badges for a period. Mostly, they were to full production specification, including the super early real wood trim, although pre-production quirks, such as the high-mounted quarter light catches, did remain. Most were later sold to the public, although some were used in pioneering scientific crash testing experiments and extreme weather endurance trials.



Rear Cover Photograph

This beautifully moody picture was taken by Fraser Kinghorn. His beautiful 2000 SC Auto featured in the Young Guns to the Lakes article in the last issue, and at 21 he is one of the youngest owners in the club. But it was Fraser's skill with a camera lens that really caught our eye!

If you have a picture of your car that you are particularly proud of, send it in to us with a brief description for a chance at having it printed on the cover!

A RELUCTANT RISER

THE TANGERINE SHED WAKES FROM ITS 25 YEAR SLUMBER

In the August issue Rich Moore told us about the resurrection of his '75 Rover 3500S (That's "S" for "Shed" you understand) after being laid up since 1989. We left the car with an MoT and about to start a new career as Rich's daily driver.

After near 25 years standing, teething problems were bound to be a major issue, so to start with I stuck to local trips.

First to make itself heard was the N/S/F bottom ball joint. Although the joints seemed fine at MoT time, a few miles on and the N/S/F started making a chattering noise. So it was off with the front upright and I discovered that what should have been grease in the joint was actually a rusty powder! Removing the bottom joint from the leg is normally traumatic, but my boss had just bought one of those new fangled inductance heater things, that will heat a seized nut to cherry red in seconds. He was keen to have a play with it so we wrapped the inductance loop round the bottom of the upright, pressed the button and Wow!! Ball joint out in under five minutes! A replacement ball joint we had at work was duly fitted, and a was well.

A slipping clutch was next. I found a few words of wisdom on how to set up the master and slave cylinder on the Classic Rover Forum, which left me feeling optimistic. A quick check revealed that the clutch pedal was indeed sitting lower than the brake pedal and if the clutch pedal was released sharply, you could hear the slave cylinder piston hitting home in the bottom of the cylinder, so adjustment was clearly the main problem. First of all, I adjusted the clutch pedal height via the adjuster below the master cylinder in the engine bay, then I adjusted the push rod from the slave cylinder to the release arm. Sure enough, the push rod had been over adjusted to compensate for incorrect pedal travel. A quick road test showed the biting point to now be in the correct place, and no more clutch slip. Yippee!!

Next along was a strange squeaking noise from the engine. The sound seemed to be coming from the right hand bank and sounded a bit like a squeaky fan belt, possibly the rocker shaft. I whipped off the right hand rocker cover and shaft for a look, and thankfully the shaft and rockers all seemed to be in good condition and reasonably well oiled. As I was in there anyway I carefully cleaned out the

oil galleries up to the cylinder head and through the front rocker pedestal by twisting a long drill bit in them to pull any muck out, cleaned the rocker shaft bolts up, checked the oil ways through the rocker shaft, and reassembled. Fired up the mighty V8, squeak, squeak, squeak, then silence... Hooray! The problem hasn't reoccurred, so I guess she was just throwing another tantrum!

By this time I was starting to have a little more confidence in the old beast. So I risked a trip around our neighbouring Derbyshire Peak District. This time a cracking noise had developed from somewhere on the N/S/F though. On the plus side, the engine was now running a lot smoother, and the tappets much quieter.

So the next evening's "tinker time" was reserved to finding the cracking noise and checking the front tracking. I went straight for the usual culprit of the cracking noise, and, you've guessed it, steering idler bolts had worked loose from their mounting bracket! Front tracking had a bit too much toe in for my liking too, and was duly adjusted.

That got rid of one noise, but another soon took its place. This time, a clattering sound from the O/S/R. Back out with the trolley jack and off with the wheel for a better look. All seemed to be well, but knowing what the rear shock bushes can be like, I removed the O/S/R shock for a closer look, and although the bushes were good, the inner nylon sleeve had worn completely through allowing the shaft to clatter against the lower mounting plate. A suitable sleeve was found and fitted, and problem solved.



With the more major issues now resolved, I decided it was time to have a look at the noisy, wobbly speedo. A chattering sound was coming from behind the clocks, and the speedo needle was wavering quite badly. I pulled the instrument cluster forward to get at the speedo right angle drive. It was completely dry, so light grease was forced into it, which made it much smoother in operation. Then I removed the speedo cable inner and cleaned and regreased it and the whole lot was reassembled. Now we had a silent speedo, with a nice steady needle.

By now I felt confident enough to pick up some Mk1 Escort parts from Sheffield. I had a wonderful run into the city centre, stopped by to see a friend first, and picked up the parts later. I eventually left Sheffield at around 11pm and hit the M1 for the run back to Chesterfield. After two miles on the M1, she lost all power, and started growling like a Rottweiler....Not good. I managed to limp to the Rotherham ring road, and had a look, well, a tinker as best I could in the dark! Checked a few things, and she started straight away, and drove off lovely. Another couple of miles, and GROWL! "Here we go again"..... By about 3am, and about 6 miles on back roads, I could coax her no more, and threw the towel in, and rang for a tow.

The next morning, with the luxury of daylight, I had a better look. Fuel filter still looked good, fuel up to it, so my next thoughts were towards a dodgy condenser, or something ignition related. A new condenser, and other bits and pieces were fitted, and turn the key...She's back!! Off for a top up of petrol, and have a bit of a run about, to see what's what. Pulled out of the petrol station, got about 200 yards....GROWL! Lady luck smiled this time though. A passing friend saw my plight and threw me a tow rope without even saying a word....His rather cheeky grin said it all though!

It turned out that the fuel filter was the problem! Although it looked great from the outside, internally it was full of a strange powdery substance. I had washed the tank out thoroughly during the resto, but something was obviously badly amiss. The tank was back out in about 10 minutes, and given a good swill. The muck that came out that tank was unbelievable. I can only assume that regular use and fresh petrol had started to melt whatever was stuck to the inside...of the tank! I even took the sender unit out this time, to make doubly sure I got it all. One bonus was finding why the fuel gauge wasn't working - the arm for the float was sticking, so an easy fix. With a new

filter in place, a quick run round after topping up with some fresh petrol, and home to bed, feeling happy to have got to the bottom of that one!

The next morning I found the O/S/F wheel sat in a puddle of petrol. Numerous Anglo-Saxon phrases were grumbled as I opened the bonnet. "Oh great, that'll be the fuel reserve tap then"... Luckily I had some fuel proof O-rings in the garage, and after jacking the front of the car as high as I could, a bit of fiddling, and out came the centre barrel of the reserve tap. New O-ring on, and back together. I worked the fuel reserve tap a few times, and no more leak.



The last couple of months have been great. It seems the worst of the problems are now behind us, and I have been enjoying the old Shed in full. This is no fair weather car - it lives outside, and in the last few weeks I have driven her in some truly foul conditions, and she has always risen to the challenge. The heater has proven to be a bit on the cool side, although a flush of the matrix has improved things a bit. The contacts for the intermittent wiper setting are a bit sticky too, so I will be looking at that one soon too. I do have some plans for the future, which hopefully will include an LPG and five speed gearbox conversion. I am very interested in using the Toyota Supra 'box, and am currently researching the way forward. For now, I'm just relishing getting out there, enjoying the open road, and the growl of that V8!



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ROVERING CAMERAMEN AND THEIR PICTURES

The P6ers from The Case is Altered had sunshine on Drive It Day for their trip to the DeHavilland Museum. 44 people and their cars made good use of a specially designated P6Club parking area at this picturesque place. The director of the museum gave a personal hour and a half tour of the exhibits. He was overjoyed to find that one member would do his best to locate the Standard Motor (AGCO Massey Ferguson) memorabilia concerning Banner Lane Mosquito assembly and subsequent transport to Ansty airfield (now Rolls-Royce) and get it to him. So a good day was had by all.

The next P6ers from the Case is Altered outing is to Enfield, North London for the wonderful 3 day Enfield Pageant of Motoring (Sat 25- Mon 27 May) where they have a ten P6 display area for each day. Places are filling up with only 4 left on the Saturday, 2 on the Sunday and 6 on the Bank Holiday Monday. If you want to come along please contact Tony Bunting (tonyp6@jbsserver.com / text: 07906 339 917).



Ron Lake lives near Sydney, Australia. His Saffron 3500 was bought by his father over 35 years ago, and has been in his family ever since. In that time, it's covered a monumental mileage begging the question...

IS THIS THE HIGHEST MILEAGE P6 IN THE WORLD?

During 1977, my father had been looking to buy another car. His good friend Kevin was a long time Rover man, having previously owned a 1961 P5 3-litre Mark 1A. They had been looking at cars together, so when Kevin arrived at our house with his newly purchased 1974 Rover 3500, it was only a matter of time before my father would purchase one as well. This was the first time that I can recall having seen a P6B, and Kevin's British Racing Green Rover became a frequent visitor to our house. He and I worked on the car together and took it for many enjoyable test runs

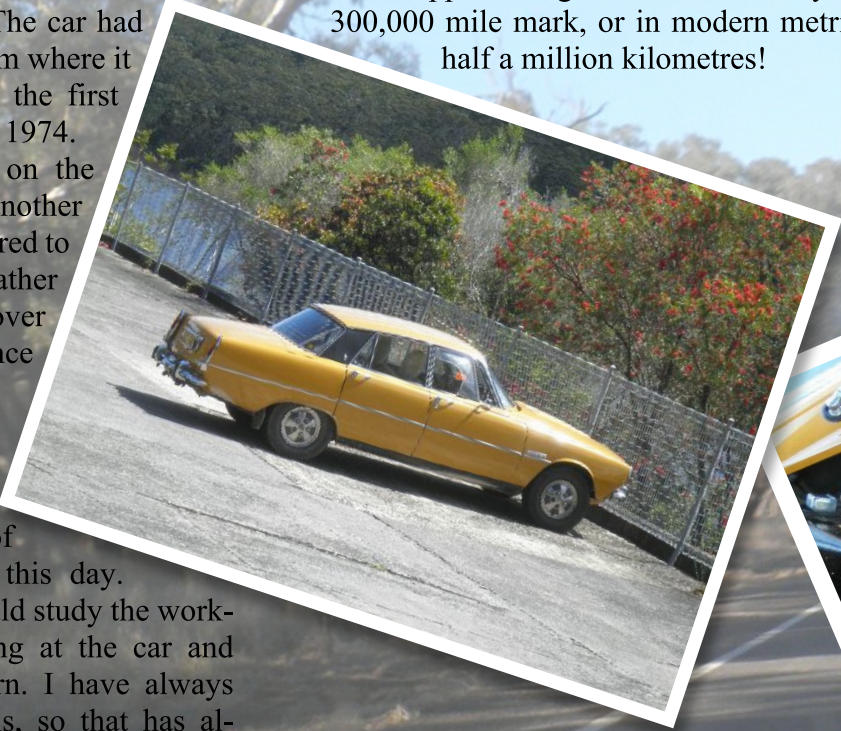
So in October 1978, while I was still at school, Dad purchased his first and only Rover off the showroom floor, a Saffron 1974 P6B. The car had returned to the same showroom from where it had been originally purchased by the first and only other owner in November 1974. With just short of 22,000 miles on the clock, my father would add only another 17,000 miles before the car was retired to the garage in late 1983. My father passed away during 1984, so the Rover would sit until I obtained my licence in late 1985.

I knew very little about cars and even less about the Rover, so this marked the beginning of a period of self-learning which continues to this day. Each day in those early years I would study the workshop manuals and then by looking at the car and comparing I would gradually learn. I have always been reasonably handy using tools, so that has allowed me to undertake almost all of the mechanical

work myself. Now 28 years later, pretty much the only mechanical tasks that I have yet to undertake on the Rover are dismantling the transmission and differential.

To help with the learning process, I joined the local New South Wales Rover Owner's Club in 1986, and in 1987 I was very proud when my Rover was their P6 class Concours d'Elegance joint winner. This was quite remarkable given that my Rover was a daily driver, which role it fulfils to this day.

So this year marks 28 years of my Rover as a daily driver with me, it being the only car that I have ever owned. The approaching milestone for this year is the 300,000 mile mark, or in modern metric units, half a million kilometres!



Along the way I have added numerous parts to enhance the Rover whilst maintaining its integrity. To name but a few, Koni shock absorbers during 1987 and Magnecor ignition leads during 1989. For 1990, Australian made K-Mac up-rated springs and an emergency electric fuel pump connected in series with the mechanical unit and the installation of driving lights connected through relays. A Lumenition ignition system replaced the points in 1991 whilst auxiliary gauges were fitted during 1992 for voltage and engine oil temperature. In all other instances whenever practical I always try and use genuine OEM parts.

I do remember my father impressing upon me the importance of regular and preventative maintenance, so to that end I have always changed the engine oil and filter every 2 to 2500 miles and the coolant annually when that was required. In the case of the oil, K&N oil filters, which have a much higher filtration performance, have also helped preserve the engine. All other items and areas are treated with equal dedication.

I retired the original engine during 2007 with just over 203,000 Miles covered and a 2002 4.6 litre Range Rover version of the V8 engine, rebuilt to my own spec, now resides in its place. I thought long and hard before coming to this decision. I consulted widely and read as much information as I could. My transmission has also been suitably upgraded so as to give it a much better chance of handling the 50% increase in torque. (Borg Warner transmissions continued to be developed in Australia for the local market Holdens and Fords, so parts and expertise are available here to improve substantially on the standard Rover offering). An engine oil cooler and dedicated transmission oil cooler also found a home, the latter replacing the auxiliary cooler that I had fitted 23 years earlier.

My Rover has been an integral part of my life; a part that I hope it will continue to play for many more years to come.

Ron Lake

Cental West, N.S.W, Australia.



This article was originally published in *MOTOR* magazine in January 1967. It was one of the first public insights into the development of P6, which had become a sensation by this point, with waiting lists for new cars running into many months. We will be publishing more of these significant historical articles over the course of this year as part of the fiftieth celebrations.

P6 *The Rover 2000 from memo to production*

THE first significant reference to the P6 in the Engineering Department files at Rover appears in "Some notes of a meeting in Mr. W. R. Boyle's office on September 21, 1956". Further search of the files shows that the basic conception was obviously in Mr. Boyle's mind long before that—in April 1953, in fact, only he was then laying down a design specification for a P5 and not a P6! But before going any further, let's clear up a few points which might puzzle the uninitiated.

The designation P4 was the factory designation for the series of Rover models which started in 1948 and included the 60, 75, 90, 105S, 105R, 110, 80 and 100 models—all fundamentally similar apart from engine variants. In all, 130,000 of them were made (a sizeable total for a quality car), which made the ultimate replacement all the more important.

It was when this replacement was being considered that Mr. W. R. Boyle, the chief engineer, laid down his "Design specification for 22 cwt. Rover P5" dated April 21, 1953. The new car was "... to be in all respects to Rover standards ... but substantially more economical in selling price and operating costs than the P4". Economy of fuel was given as "not less than 30 m.p.g." and steps to reach the target weight included reductions in height, length and wheelbase of 3 in., 7½ in. and 8 in. respectively without serious loss in passenger space.

Far more significant than all this, however,

was that the combined body and main structure was to be in the form of a "base unit" consisting of "the dash, the front suspension and engine support cantilever, the main frame, floor unit and tunnel, the rear door pillars and rear bulkhead, and the rear suspension cantilever system and boot floor—the whole structure designed as a single unit". To this unit were to be bolted skin panels "in such a way that assembly after painting can be used".

All this was strangely prophetic—not of the P5 when it came, but of the P6, which is the works name for the 2000. In contrast (and for a variety of reasons of no interest here) the P5 which did eventually emerge (the present 3-litre) represented a swing in the exact opposite direction and was even bigger and more powerful than the P4.

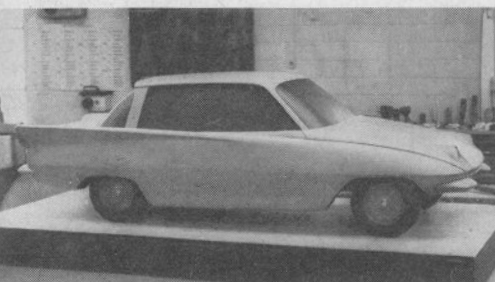
This did not mean that the idea of a more compact Rover of advanced design had been forgotten but over three years passed before the next significant document—the notes of the meeting in W. R. Boyle's office in September 1956 mentioned earlier. In this "Mr. Boyle outlined a procedure to be adopted whereby meetings would be held at regular intervals to formulate one or more detailed proposed specifications for P6". Among the suggestions put forward for consideration was a base unit type of construction with separate panels and de Dion rear suspension. The P6 project was under way.

From then on discussions went ahead and,

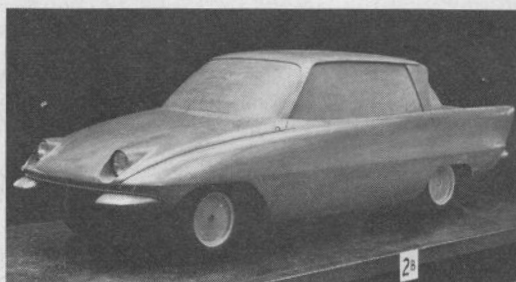
in March 1957, Boyle issued a "Suggested specification for P6" but many items were still very tentative indeed (air-oil suspension, and a two-speed-and-reverse hydraulically operated torque converter gearbox for example) and in a subsequent discussion (on April 25, 1957) even the question of engine position was still being debated. Mr. S. B. Wilks, for example, was wondering about a 2-litre flat-four engine for an occasional six-seater and his brother, the late Mr. Maurice Wilks, was querying the possibilities of an occasional four-seater powered by a 1½-litre flat four, about which the man who compiled the notes on this meeting commented in parentheses: "This vehicle would appear to be on the lines of the Karmann Ghia Volkswagen".

The debate (and the preliminary investigations that went with it) continued through the summer and autumn of 1957 until, by October, ideas were considered sufficiently crystalized for a dated-work programme to be issued, starting with "Completion of preliminary mock-up and layout work" by December 1957 and ending "Production of cars to sales" by October 1961. Bearing in mind that a firm specification was not issued until January 1, 1958, this programme was roughly in line with the 3-4-year period accepted as inevitable in Europe for putting a new model into production once the main lines of the specification have been laid down.

In the event, the P6 did not actually appear



The first quarter-scale clay model of the original concept. Note the unusual bumpers (later discarded).



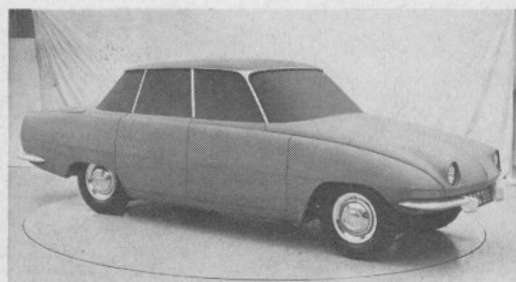
Second stage: the lines of the tail are less flamboyant and the rear of the roof has been modified.



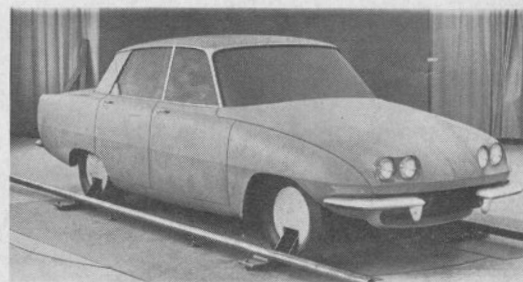
At work on a quarter-scale clay model of stage three. Alternative rear ends are being tried on the same clay model.



The first full-scale clay model. The more conventional roof line has been retained but the designer has reverted to the "droop snoot".



Not unlike the first full-size clay model but with a deep wrap-round rear window.



Back to conventional rear quarters and roof structure. Note also the twin headlamps and the split front bumper and air scoop.

By Harold Hastings

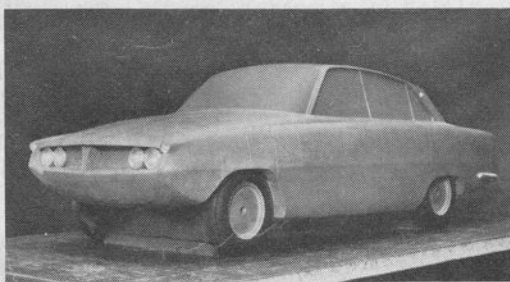
until October 1963—exactly two years late. What went wrong?

Only one thing actually went wrong, but a number of factors slowed the project down. To deal with the latter first, this new Rover was to be that comparatively rare bird, a *completely* new car. Plenty of so-called "new" cars actually inherit half or more of their features from previous types whereas post-war introductions which have been original throughout can be counted on the fingers of one hand.

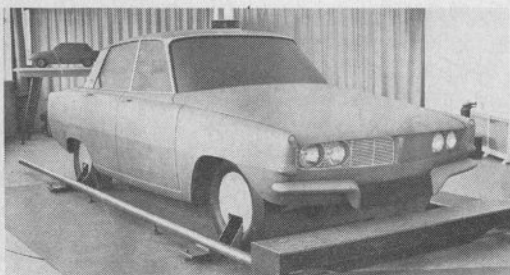
Not only did this involve a maximum of new tooling, but the base-unit construction demanded new methods of assembly. These factors plus the 500-a-week output regarded as necessary to make the P6 a sound commercial proposition, called for a new factory. All this was a monumental task without complications; but things "went wrong" when the Government brought the project to a complete standstill in 1960 by insisting that the company could not expand beyond a certain point at Solihull. Work on the project stopped completely for nine months whilst a solution was found and agreed—to shift certain component manufacturers to a factory in Wales to allow for P6 assembly within the overall limits permitted at Solihull. The resulting assembly arrangements are among the most modern in Europe—but that is a story in itself.

Before going on to deal with the various aspects of design and the reasons why the

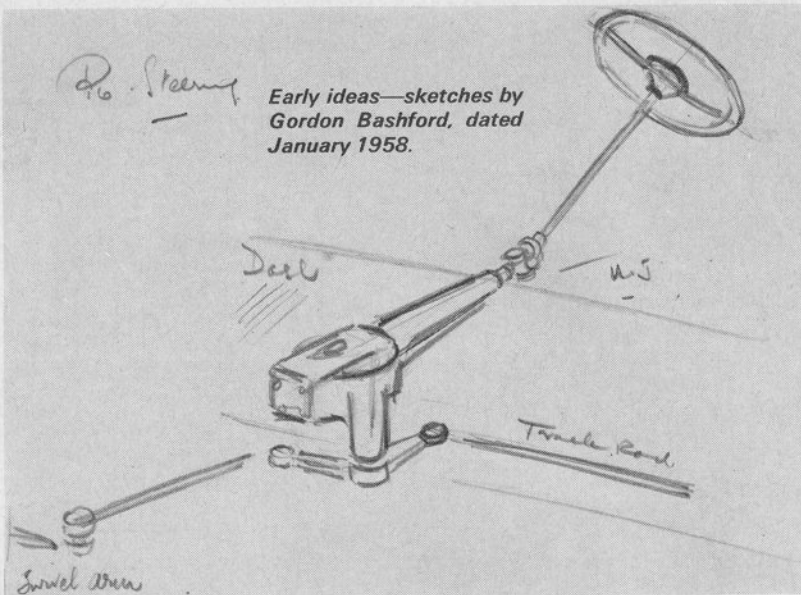
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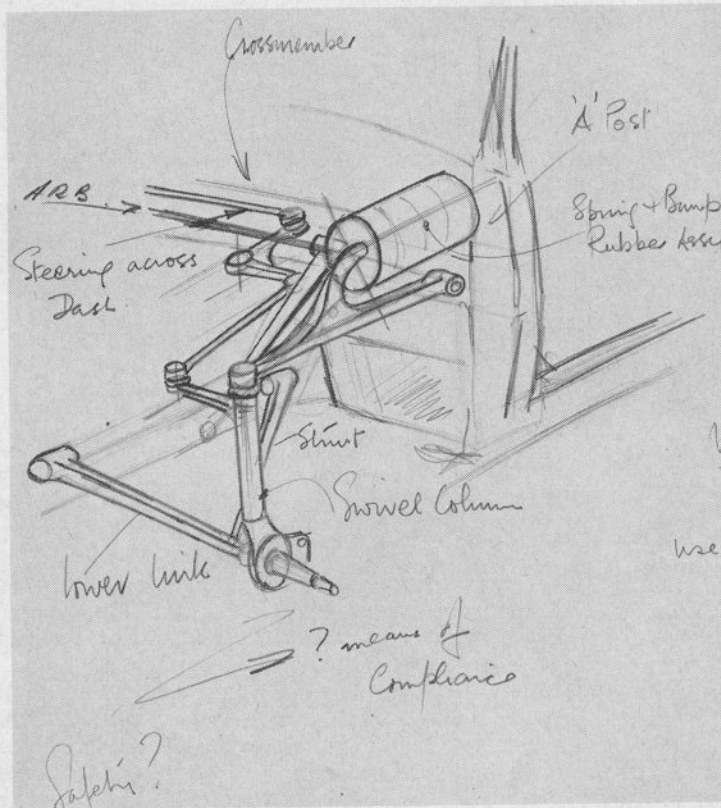
Concession to convention—a model made to try the effect of a front grille and a more normal roof.



Nearly there! The nose has been lifted to accommodate a grille incorporating twin headlamps and the other lines now seem definite.



Early ideas—sketches by Gordon Bashford, dated January 1958.



Shock Abs off top hubs reverse action

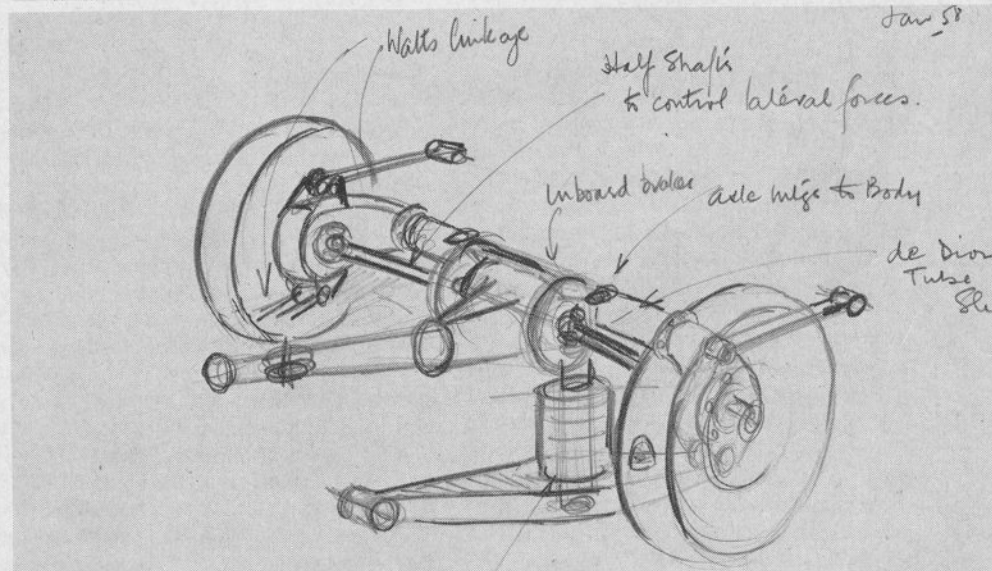
Wheel travels ± 4"

Wheel Caste ex bushes 6°

Use rear suspension springs? com

Static Def: 9.77

Safety?



Check roll steer geometry?

Spring 200 lbs/in Wheel Rate 200 = 9
Shock Abs this Spring
Static def

P6 *continued*

present specification was chosen, a word or so should be said about personalities. Long since gone are the days when one man could be said to design a car, and although it occasionally happens that one dominating personality takes all the major decisions, it is more usual for a new model to be frankly the work of a team—and so it was here. The cast was as given below:

The people involved

W. R. (Robert) Boyle

Chief engineer and executive director, engineering. Directed P6 design team throughout.

G. D. (Gordon) Bashford

In charge of engine team and responsible to Boyle.

T. L. (Ted) Gawronski

Project engineer for P6. Produced detailed programmes on all parts for prototype design, build and development. (Now with Rootes.)

V. S. (Spen) King

Then responsible for gas turbine and turbine car (T3 and T4) design, which had certain points in common with P6. Worked closely with Bashford, especially on de Dion rear-end design first used on Rover single-seater built by Peter Wilks, King and George Mackie in 1950/1.

J. (Jack) Swaine

In charge of engine design and development.

F. (Frank) Shaw

Transmission specialist.

D. (Dave) Bache

Chief styling engineer.

Other parts played by: F. R. Seale (Rover chief designer, who joined company in 1924); C. Nicholls (i/c prototype body build); A. S. Ostler (i/c main body drawing office); R. W. Oxley (now chief engineer, cars, who took over P6 at pre-production stage); and B. C. Silvester (until recently i/c Research Section, who headed work on noise and vibration).

It was this team which was responsible to the main board of Rover under its chairman, Mr. S. B. Wilks and his brother, the late M. F. C. (Maurice) Wilks who was technical director when the project started and later became managing director and chairman. Another member of the Wilks family who was closely associated with the project throughout was Peter Wilks who was appointed Robert Boyle's assistant, ostensibly to relieve the latter of non-P6 responsibilities. In practice, he was "in" on all P6 discussions and had considerable influence on policy decisions. The latter abounded. The engine is a case in point.

Choice of a power unit followed consideration of various types and sizes. In the early 'fifties, a good deal of work had been carried out on V-6 designs but for various reasons this layout was rejected almost from the start. A flat four (as mentioned earlier) was also given some thought but in the end the original ideas of the meeting of September 21, 1956, were followed "2-2½ litres . . . silence and smoothness are primary considerations but four-cylinder if possible".

As passed on to Jack Swaine for action, the requirements were four-cylinder, 90 b.h.p., 1,700-2,000 c.c. His first consideration was the bore/stroke ratio. Over-square dimensions were rejected on account of the difficulty of getting good low and middle-speed performance and an equal bore and stroke (3⅜ in. x 3⅜ in. giving 1,979 c.c.) was eventually settled on as a good compromise. In the interests of good breathing at the top end, a single o.h. camshaft was chosen, but there was some worry about valve periods because good top-end performance without loss at low speeds meant comparatively short opening periods; this, in turn, posed problems in tappet life. A solution was found in increasing the nose area of the cams.

A five-bearing crankshaft (before the type was common) was chosen without question but subsequently the idea of a four-bearing shaft was considered, with balance weights in the "vacant" space between Nos. 2 and 3 big ends. The idea had possibilities but by then the design was already committed to a five-bearing shaft.

Combustion-chamber shape was dominated by a desire for compactness, with the whole squish area within the bore. With one overhead camshaft and in-line valves, a conventional hemispherical head was out and bath-tub designs did not give the results desired; it was accordingly decided to put the whole of the combustion chamber within the piston. This fitted in well with production ideas because it involved a flat-faced head—"and we had a history of flat heads on the sloping-head engines", said Swaine.

There remained a lot of work to be done on chamber shape and piston design. All that (and a good deal of work on other aspects) was greatly speeded by building a single-cylinder engine for guinea-pig experiments. One trouble which showed up was that if the engine was over-revved, the valves hit the pistons, bending their stems and damaging the tappets. This is the reason for the cut-away shape finally adopted.

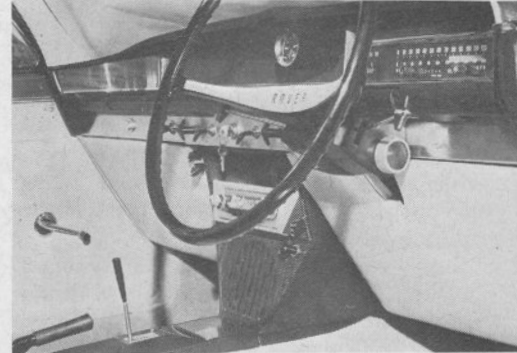
As with every other component, weight was being very carefully watched. This explains the design of the cast-iron cylinder block with its very big "windows" at the sides, blanked off with 16-gauge covers. The plan has the incidental advantage that the castings can be inspected more thoroughly. Also adopted to save weight was the idea of eliminating a separate timing case.

A deep aluminium sump was chosen, with the joint on the crankshaft centre line and a steel sandwich plate to seal off the rear of the block and sump from the clutch housing. To assist in providing the desired stiffness in bending of the whole engine-gearbox unit, the sump was bolted through to the base of the gearbox. A great deal of work, incidentally, was put in to eliminate vibrations, just one example of which is the mounting of the dynamo on rubber, with a Nylon adjusting arm to cut out secondary vibrations.

The history of the suspension system is interesting because at an early stage it was to be ". . . almost certainly air-oil. Every effort to be made to apply suspension stresses to the two main bulkheads". Later, a torsion rubber system was considered as an alternative although it was feared that this "might



In wood at last! The first full-scale "transparent" model built of wood, and with glazed screen and windows.



The circular instrument pods have given way to a strip speedometer unit and toggle and rotary switches are now alternated to avoid confusion. Thin central control lever was planned for an automatic transmission.

work out rather heavy when a mechanical leveliser is applied". At the same time, a swing-axle rear was considered.

In the final outcome, of course, the team got back to our old friend, the coil spring—in conjunction with a very effective de Dion layout as used on the T4 turbine car at the rear, and with a most unusual linkage at the front. In both cases the original requirement of applying the suspension stresses to the two main bulkheads was complied with.

While all this mechanical work was going on, a new look was being developed by Dave Bache behind the even-more-tightly closed doors of his styling studio. Instructions to start on designs in the late autumn of '57 produced an interesting memo dated December 12 of that year. It is too long to reproduce in full but some extracts are interesting.

For example: "In view of the very nature of the P6 specification, it lends itself ideally to be a simple classical form, devoid of all superfluous adornment", he wrote, adding with rather less idealism but perhaps a shrewd notion of how to get his way that "This, in turn, is most helpful for a future revision (face lift) policy". But the idealist immediately came through again in the next paragraph in which he called for "a clean elegant form with all character lines expressed by the medium of sculpture in the basic panels, with no external rubbing strips. The general form flows forward creating vivid movement with a new and unused character".

This last sentence can be read as a description of his original clay model illustrated here; and although the final outcome differs considerably, the Rover 2000 as we know it to-day still has an air of vivid movement found in few cars.

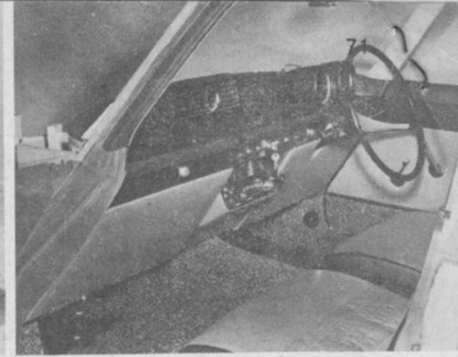
The rest of the memo is devoted to ways of eliminating all possible fittings and



The first full-scale mock-up—in clay and wood—for the interior. Centrally placed switches, gear lever and hand brake allow for easy adaptation to right or left-hand drive.



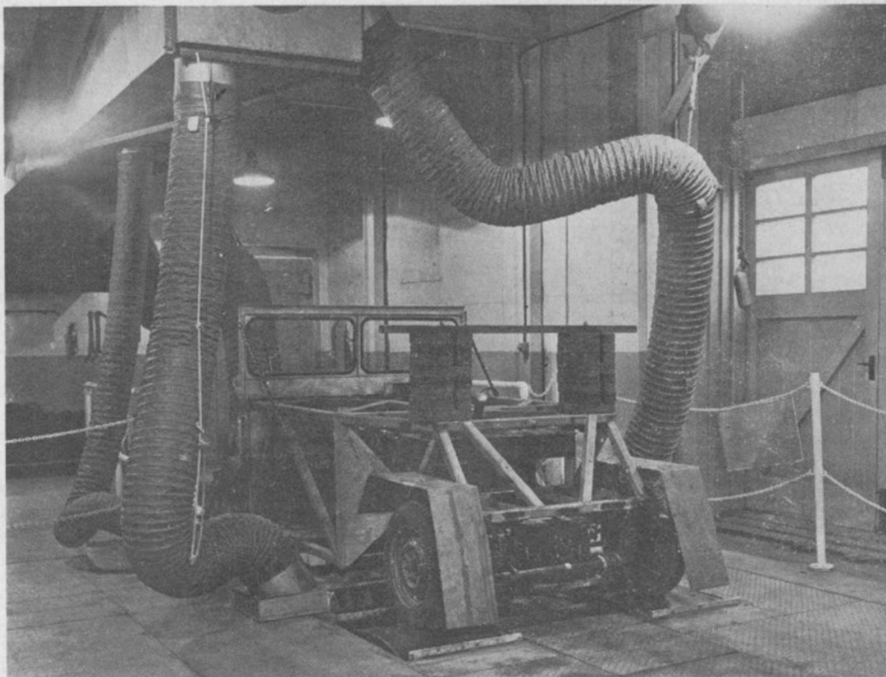
With lightweight seat (weighing only 18 lb.).



Layout much as before but with more sophisticated detail finish to give a better impression of how a production version might look.



And here is the final interior mock-up.



A special very rigid space frame was built to enable the mechanical components to be tested on a roller rig.

decoration with the triple object of giving a clean appearance and saving both weight and cost. In the outcome, the production 2000 fell below Bache's ideal of simplicity—but it remains one of the most uncluttered cars on the road to-day.

How the design progressed is shown in the photographs of clay and wooden models and the interesting thing is that in neither the original shape nor the subsequent modifications was market research involved, merely what Bache describes as "deep-down know-how"—of his own men and Peter Wilks, "Spen" King and Gordon Bashford who all took a specially close interest in this aspect of the car. So too did the late Maurice Wilks—but in a very critical frame of mind; in the early stages, in fact, there is no doubt that he viewed the P6 project with some caution and this continued until he tried the first prototype, when all his engineering instincts told him that here indeed the company had a winner.

After that, he became more and more enthusiastic, but still retained a critical eye for extremes. "Couldn't you," he would say to Bache, "raise this line half an inch," always avoiding the direct order. Bache would explain why the alteration would ruin everything—but compromise with a quarter of an inch; and so it went on, with the team being given their head and Maurice Wilks acting as a steadying influence. It is a tragedy that he died just before the car was announced and never lived to see its world-wide acclaim.

Once the main external lines had been decided, it was possible to finalise the base unit. This worked well from the start except for one crisis—when the rear end of the structure showed signs of parting company with the rear bulkhead after prolonged driving on pavé—a trouble eventually traced to applying the spare wheel and



The final prototype. To fox the curious, it carried the emblem "Talago", devised by T. L. Gawronski from his initials.

fuel-tank loads too far from the main structure. Investigation and correction were greatly assisted by models made of Durestos, a pliable resin-bonded fibre which sets when heated. For these experiments, the team bought a highly scientific piece of equipment—a second-hand domestic cooker, price £2 10s., from the local gas showrooms!

And so the development continued until, rather later than Peter Wilks would have liked, the responsibility for final development and pre-production testing was handed over to Richard Oxley (now chief engineer, cars) who had the difficult task of "trimming" the engineering of this com-

pletely new car with its unusual base-unit construction, to the point where it could be produced at a rate of over 500 a week.

It was mentioned earlier, incidentally, that this base-unit form of body construction was referred to by Boyle in 1953. At Solihull, the idea goes back even further and was first suggested (by Olaf Poppe) as long ago as 1951 thus finally disproving any idea that Rover copied Citroen. It was a pure case of parallel thought; and there is, oddly enough, a further parallel in the way each user of the idea incorporated it in one of his countries' most outstanding cars for years. Is this, too, a coincidence—or a pointer to open, enquiring minds? **M**

TUNING YOUR P6 TO COPE WITH MODERN FUELS

In the technical article in the August issue we had a brief item on ethanol in fuel. At least in theory, we should soon start to see E10 stickers appearing on some fuel pumps to indicate the presence of up to 10% ethanol. This is good for the environment as ethanol is generally manufactured from plants. The ethanol will have started life by sucking some carbon dioxide from the atmosphere. We then burn it and release it all back out again!

In relation to the P6, advice remains as before: only the diaphragm in the AED (automatic choke device) fitted to a very small number of very early V8's is known to be at risk of damage from ethanol. For the small number of cars with these devices still in working order, there are replacement diaphragms available.

There has also been some discussion that the sealing 'O' ring in the petrol main-to-reserve changeover tap may be at risk. Were it to fail, it is a very simple and extremely cheap repair as you can see from Rich Moore's article on the Tangerine Shed in this issue. The key thing is to only remove the centre of the tap, not the whole assembly. So it's not worth taking any action unless it fails.

However there are some more subtle effects of high ethanol fuel. The chemical make up of the fuel is now a very long way from the specification of fuel with which Rover set up the timing and carburetion of our engines. In particular the fuel is much more volatile giving a greater tendency for pre-ignition or 'pinking' irrespective of the grade of fuel or the additives and octane boosters used. Furthermore, the speed of propagation of the flame within the combustion chamber is very different. The engine therefore runs hotter and develops less power, as well as being vulnerable to internal damage. Our cars certainly won't run nearly as well as Rover intended.

To counter this, the most rigorous and effective action is to take your car to be set up on a rolling road. This will cost between £200 and £300 and your car should return with the timing set at a different value to factory standard, the distributor advance curve might well have been changed and there will be different needles in your carbs. This is a great deal more than a simple rolling road 'tune up', so make sure the operator knows what you are looking for. I took my car to Ralph and his team at The Pitstop in Brize Norton, OX18 3QQ (01993 850654). If anyone can recommend others, please send them in.

This might sound like overkill but it's quite possible that your car could be running at a power potential around 25% to 30% less than its original factory performance on the fuels of the day. This power loss can be restored and more by the rolling road session without any mods to the engine. In the case of my own 10.5:1 3500, it also allows it to run on 95 octane supermarket fuel with no trace of pinking or risk of internal damage – so it's goodbye to octane boosters as well!

Rolling road tuning may appear expensive and there are some alternatives that some P6 enthusiasts have found to be beneficial, but unfortunately only for the V8 engine. There is a reasonably cheap – currently £10 – computer program called WinSU that is available at www.winsu.co.uk. This application recommends SU carburettor needles for use with current fuels for a huge range of different configurations of the V8.

If you look in your workshop manual you'll see that needles and ignition timing values are being changed continuously throughout the production life of the car. It only takes the most minor change to the engine and transmission installation to bring with

it the need for a slightly different set up. On the V8, two of the most common changes today are to use K&N or similar conical air filters and an electric radiator fan in place of the mechanical one. And a lot of V8's in P6's will have had SD1 heads fitted



with the bigger valves. And if your car has had a cam change at any point in its life it is extremely unlikely that a P6 spec cam will have been used as the replacement – the standard replacement cam is now the one from the 3.9-litre engine. Each of these changes from the original spec of the car require a corresponding change in needle specification.

Club Member Richard Faulkner has been using the WinSU program for some time and has been advising users of the Classic Rover Forum on needle changes. Our original intent was to give you all a menu of engine specs and recommended needles in this article. But results have not always been straightforward when using this program. It seems to recommend needles that are a bit too rich – perhaps aimed more at racing engines. As a broad generalisation, the best needle seems to finish up being half-way between the factory needle and the recommended one. For that reason, Richard has offered that any Club members wishing to use his experience with this program can contact him via suneedles@richardfaulkner.me.uk.

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After fitting new needles as recommended for your engine set up, you will then need to establish the correct ignition timing. Start with the timing set at the standard figure. We would expect the new ideal setting to be advanced from the previous standard setting rather than retarded. So advance the timing in steps of 1 degree, each time doing a timed run over a known piece of road at full throttle to judge whether there is an improvement or not. So is it all worth it? I can certainly recommend it from experience with my own 10.5:1 HS6 carbbed S1 3500 Auto. When it arrived at the rolling road, peak power at the rear wheels was just 62BHP. When I left we were singing on 112BHP! And the steady speed fuel consumption is up by at least 3mpg to just on 30mpg. My car is slightly better than the standard trim having large conical air filters in place of the factory standard and having had the intake trumpet to the air cleaner opened up somewhat. But there are no other engine mods.

The graphs show the glorious flat power delivery of the V8 in fig 1. The rolling road crew tell me that a standard V8 auto would expect to produce between 95 and 105BHP so the needle change and my minor intake changes have made a big difference.

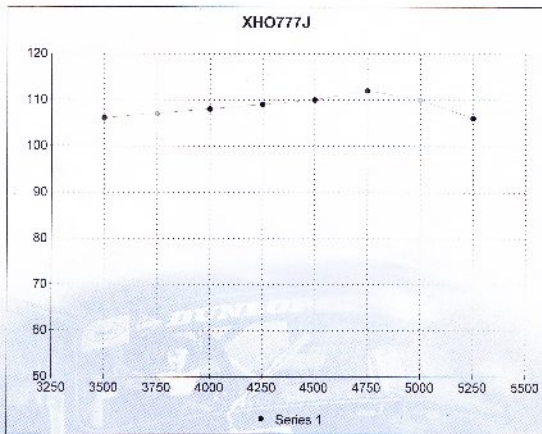
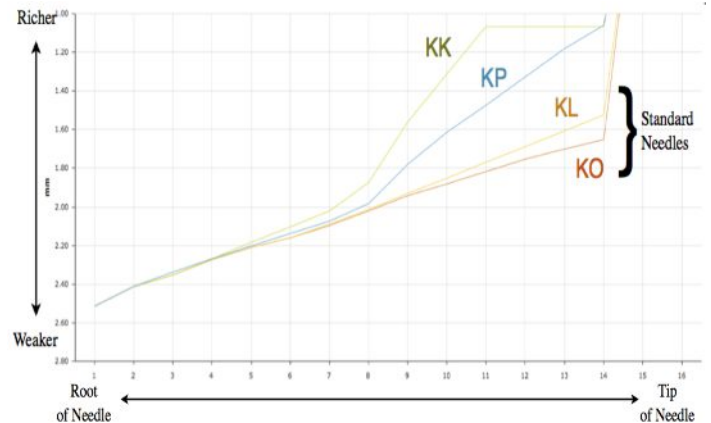


Figure 2 shows the original equipment KO and KL (depending on the exact year) needles compared to the KK I now have fitted. The KK is massively richer. This graph also shows the graph for the KP needle, which seems to best suit Richard's S1 3500. Note how different they are! The only apparent difference is that his has SD1 heads.



To say the performance is sparkling is an understatement, plus there is no pinking with 10.5:1 compression on standard super-market 95 octane fuel with no additives. And I get better fuel consumption. What's not to like about that!

Chris York and Richard Faulkner

A Bit of Common Sense...

Whilst every effort has been made to make our technical advice 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 of those listed under 'Technical Team' are club members who have demonstrated a useful level of knowledge, skill or aptitude in technical aspects of maintaining a P6, which may benefit other members. However, we are all volunteers, and as such, advice given in writing, person or by telephone cannot be independently verified, and under no circumstances should be relied upon as the sole, principle or overriding source of guidance when undertaking a task.

TOP TIPS

RUSTY ROOF CORNERS

We all know that the P6 is famous for rusting in the sills and other areas of the base unit. But there's another area you might not have spotted – the rear corners of the roof. If the stainless steel finishers to the gutter trims are pushed forwards too far they allow a puddle of water to collect at the very back corner of the gutter. This puddle then gradually works its way into the sealer between the roof panel and the base unit gutter and rust can start to get hold. This is particularly bad with cars that have a vinyl roof, where the puddle is also able to penetrate under the corner of the vinyl.



You can see that on my car the left hand corner has just started to rust, whilst the right hand corner has the finisher further out from the roof and all is well.

So don't push your finishers too tight up to the roof!

Chris York

TECHNICAL TEAM

**TECHNICAL HELP AND ADVICE IS JUST
A PHONE CALL OR EMAIL AWAY.**

2000/2200 engine		Michael Allen
07590 841 686	michael.allen@p6club.com	Merseyside
3500 engine, Transmission and Suspension		Chris York
0117 370 6457	Chris.york@p6club.com	Bristol
Body Structure		Kev Watkiss
0118 934 2483	Afternoon & Evenings only	Reading
General		John Windwood
01922 648 133	John.windwood@p6club.com	Birmingham
General		Rob Pinner
	rob.pinner@p6club.com	

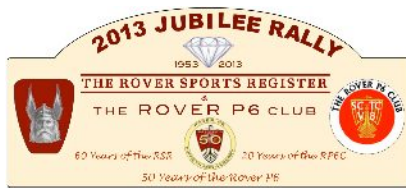
EVENTS DIARY

DATE	LOCATION AND DESCRIPTION
Sat 18th - Sun 19th May	Beaulieu Spring Autojumble. www.beaulieu.co.uk Tel: 01590 612345
Sunday 19th May	RP6C 2013 Beamish Rover Rally, Details from Janet Thompson 0191 3886872 or roverrally@hotmail.co.uk , Full details at www.rover-rally.co.uk Sponsored by MGBD Parts and Services.
Sat 25th - Mon 27th May	Outings to the 3 day Enfield Pageant of Motoring at Enfield Playing Fields, Enfield, North London with its rows and rows of autojumble and large numbers of classic cars. The P6ers from the Case is Altered have their own display stand with 10 cars on display on all three days. This is the big show in North London which is easily accessible from the A1M, M25, M1 and M40. Contact Tony Bunting 07906339917, email tonyp6@jbsserver.com Limited places. Contact Tony urgently only 4 places left on the Monday.
Sat 25th - Sun 26th May	"The Scottish All Rover Rally 2013, Lauriston Castle, Edinburgh, EH4 5QD. Full details to follow at http://www.sarr.co.uk/
Sunday 26th May	Bressingham Rover Rally, run by the Norfolk and Norwich Rover Owners Club. Entry a discounted £7 per person, inclusive of entry to the gardens and rides on the trains. Space limited so pre-booking advisable. Further information on Bressingham can be found at www.bressingham.co.uk and information on the NNROC, including entry forms and a report on last years event, can be found at www.norfolkandnorwichroveroc.org.uk . Contact Terry Reynolds on 01603 405280 for an entry form. E-mail Russell James rcjames38@o2.co.uk
Sunday 2nd June	Borders Vintage Auto Club Historic Motoring Extravaganza at Thirlestane Castle near Lauder. The organisers have an area set aside for the Rover P6 to mark its 50th anniversary. Contact Dave Forrester: dave.forrester@p6club.com or telephone 01896 830902
Saturday 8th June	Hale Village Classic Car Show and Carnival, near Warrington. Contact Mick Burke 07702 1932343, mad4golfing@yahoo.co.uk
Saturday 8th June	The Letchworth Garden City Classic & Vintage Car Club is inviting car clubs and individual classic car owners to join them for a quintessentially English afternoon in the glorious countryside at Halls Green, near Weston, in North Hertfordshire. The public will be welcome to come and view a superbly interesting display of vehicles. The Picnic takes place at Fairclough Hall Farm, Halls Green, Weston, Herts, SG4 7DP. £5 per vehicle on the gate. Pedestrians £2. Full details: www.lgcevcc.co.uk , email picnic@lgcevcc.co.uk or call 07831 805455.
Sunday 9th June	"Yorkshire Rover Club (under the auspices of the Rover P5 Club) Classic Car Rally, Oakwell Hall, Batley, WF17 9LG. Open to all classic cars. Contact Trevor Denton tel: 01484 519448 (eve) email mazey9@btinternet.com or visit www.roverrally.co.uk
Sunday 9th June	Outing to the all day Luton Festival of Transport at Stockwood Park, Luton, LU1 4LXS which is not far from Junction 10 of the M1. It is expected to have 3 adjacent areas (one for our P6s, one for SDIs, and one for the older Rovers) amongst the many classic cars on display at the show. I have applied for 30 tickets. The SDI club and the P4 Drivers Club have also applied for tickets and we hope to have 30-50 cars in our shared display area. Contact Tony Bunting 07906339917, email tonyp6@jbsserver.com
Fri 28th - Sunday 30th June	Rover P6 Club and Rover Sports Register 2013 Jubilee Rally. Based at Alcester, Warwickshire and celebrating the 50th Anniversary of the Rover P6, our Clubs 20th Anniversary and the RSR's 60th Anniversary. A huge event featuring driving tests, road runs and activities in the museum at Gaydon on the Saturday and a Rally at the National Trust Coughton Court on the Sunday with technical seminars, historical displays and of course the car judging. The biggets Rover Event in years and not to be missed. Entry form in this issue.
Saturday 6th July	SE Rover Rally - Petworth, Sussex. The 2013 Rally will be held at the Petworth Fete in the Park, Petworth House. Cost will be £3.00 per car the Rover Rally section. The general classic display with no judging is free. The Fete in the Park, organised by the Petworth & District Community Association and the National Trust, was first held in 2006, and over the years has grown in popularity. Held in the glorious setting of Petworth Park, the fete is a real community event. There is something for all the family including a fairground, hog roast, musical bands, street theatre and craft stalls. Since 2010, the day has ended with a free concert in the evening and it is hoped this will take place again this year. Contact Tony Bunting 07906339917, email tonyp6@jbsserver.com or Neil Castle (Petworth Fete Organiser) on 07974 932335
Sunday 14th July	Didsbury Classic Car Show, Manchester. Contact Mick Burke 07702 1932343, mad4golfing@yahoo.co.uk
Sunday 21st July	Uxbridge Auto Show. We have a display area for 17 cars. Just off Park Road, Uxbridge near where the A40 becomes the M40 with its large number of attendees, entertainment in the arena and splendid autojumble. The reserved area will be available for P6s on a first apply basis. A payment of £5 towards charity will be required per car at time of booking. This very popular event has limited places so early booking is essential. Contact Tony Bunting 07906339917, email tonyp6@jbsserver.com
Friday 26th to Sunday 28th July	Silverstone Classic - More details idc. Please contact Tony Bunting 07906339917, email tonyp6@jbsserver.com if interested in going.
Wednesday 7th August	Classics on the Green at Croxley Green - P6s ONLY. 9 cars in our group so far. Please contact Tony Bunting 07906339917, email tonyp6@jbsserver.com if interested in going.
Sunday 11th August	Classics on the Common at Ley Hill - A special area is arranged for our cars. P6s ONLY. 6 cars in our group so far. Please contact Tony Bunting 07906339917, email tonyp6@jbsserver.com if interested in going.
Tuesday 13th August	Ace Cafe, London NW10 <input type="checkbox"/> Classic Car evening <input type="checkbox"/> We have 8 (already booked) places together in a reserved area. These attendees must be there for 5.30pm. Anyone else can join us but not in our reserved area - come on foot or park outside if no places left inside. Suggest arrive 6.30 onwards and do let me know you are coming. You may have to park outside but last year everyone got in ok. Please contact Tony Bunting 07906339917, email tonyp6@jbsserver.com
Sat 17th and Sun 18th August	Tatton Park Cheshire. Contact Mick Burke 07702 1932343, mad4golfing@yahoo.co.uk
Sunday 25th August	(Bank Holiday weekend) there is a Rover Cars Rally at Buckingham Railway Centre at Quainton Road. Go to http://www.bucksrailcentre.org/index.php and http://www.bucksrailcentre.org/rallies.php . Please contact Tony Bunting 07906339917, email tonyp6@jbsserver.com

EVENTS DIARY

Beamish - Sunday 19th May

This is the last call for Beamish in two senses! You just have time to get your entry in and go along, plus this is the last year the North East Lads (and lasses) will be doing Beamish, so your last chance to enjoy the museum in a Rover context! Next year they have another super venue in mind. Beamish (www.beamish.org.uk) is a recreation of Victorian England complete with shops, houses, a railway, tram service, garage, colliery and farm and makes a very full day out. Don't forget that Mark Gray (MGBD Parts and Services) is sponsoring the show this year, so visit his website (www.roverp6cars.com), give him a ring, and pre-order your parts to collect at the show and save on postage. Brian (membership sec) will be at the show, so if you have a membership renewal form enclosed, he'll accept cheques or cash on the day. To apply for Beamish, contact Janet Thompson on 0191 3886872 or email roverrally@hotmail.co.uk



2013 Jubilee Rally June 2013 28th – 30th June 2013

With this issue as the launch of our year of P6 50th Anniversary Celebrations, a reminder the Rally at Coughton Court on Sunday 30th June is shaping up to be a major milestone in Rover enthusiast history. With 175 cars booked in already – with around 70 P6's – it looks as if we will exceed the record attendances of the Rover 100th Birthday in 2004. Bets are currently being taken on whether we manage to hit 400 cars.

The location at Coughton Court (www.coughtoncourt.co.uk) in the park facing the front of the house is exceptional too. As well as the more conventional rally parking we are having a large exhibition area, where we will be showing off a selection of significant early P6's – including the two surviving FLK's and

the factory convertible – as well as a display of the car's history. And the National Trust is on board to bring the tea and cakes tent and the "facilities" to us so that no traipsing up to the house is needed for a decent cuppa. Rumour has it that there is an alternative attraction of medieval war gaming (bows and arrows and that sort of thing) behind the house, so there will be lots to keep everyone busy.

Prizes are being combined with our partners the Rover Sports Register, with their Chairman awarding our Chairman's Choice Cup and vice versa. Not forgetting that the major prize of the day will be for the best Dunlop Braked P6 (ie pre '66).

Book with the flyer enclosed or do it on line at www.thersr.co.uk Joining packs will be sent out around three weeks before the event.

On the occasion of the Club's 20th Anniversary there is a relaxed pub meal on the Saturday night to celebrate. Application form included as a flyer. On Saturday the RSR are inviting all to partake in their superbly organised road runs, while many others will be at Gaydon (www.heritage-motor-centre.co.uk), where there is an untimed Driving Test (similar to an auto test, but intended to be less stressful for old machinery). A few of us are intending to demonstrate the agility of the P6 against the clock, though. The museum is also promising us a "Rover Trail" and Company and Newsreel films of the P6 being played.

Call for Marshals

Clearly we need lots of Marshals on both days for such a big event. Please give your Club a hand in the organisation of these events by putting aside a part of your day. There is a form included as a flyer to return to the Chief Marshal, our Steve Benyon.

Elsewhere

There are lots of other events going on around the country. Check the events list for details, but locations include Batley, Bressingham, Edinburgh, Hale, Lauder, Luton and Letchworth. And that's just those that fall before the Jubilee Rally!

Date	Organising Club	Branch Meeting
Every Month on the 2nd Friday	Rover P6 Club	Manchester Branch Meeting Premier Inn Ranger Lane, Wilmslow Road, Manchester Airport M90 5DL. Contact: Mike Burke 07702 193243 mad4golfing@yahoo.co.uk
Every Month on the 1st Thursday	Independent	Wolverhmppton Branch Meeting
First Tuesday of the Month	Rover P6 Club	East Midland Branch Meeting The Lilacs, Isham, Between Kettering and Wellingborouh Phil Copperwheat, Tel: 07766 636 652, email: philip.copperwheat@btinternet.com
Every Month on the 3rd Tuesday		Worcestershire Branch Meeting The Fruiterers Arms, Uphampton Lane, Ombersley, droitwich, WR9 0JW. Contact: Dixon Sheppard
Every Month on the 3rd Tuesday	Rover P6 Club	West London Branch (covering Surrey, Middlesex) The Goat, Shepperton, TW17 8RX Contact: Dave Griffin 01252 837454
Every month on the 1st Saturday	Rover SD1 Club	All Rover Dudley Branch Meet Rover SD1 Club All Rover Branch Meet The Crooked House, Gornal, DY34DA Contact: Sally 077794 68027 chairman@roverSd1Club.net
Date TBA	Rover P6 Club	Branch Meeting Newcastle and North East Contact: Andy King 07903 949820 aking68@hotmail.co.uk or Barry Gill 0191 3734806 gwendoline50@fsmail.net
2nd Tuesday of odd Months	Rover P6 Club	NW London, South Herts and Bucks Branch or the P6ers from the Cae is Altered The Case is Altered, Pinner, HA5 2EQ 8pm sharp! Contact: Tont Bunting, 07906 339917 tonyp6@jbsserver.com or via the Classic Rover Forum

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Area Organiser for Birmingham

Now that Angie has stood down as the Area Organiser for Wolverhampton, we are looking for someone who would like to take on the Area Organiser role for the West Midlands. Ideally they would be able to organise a monthly pub meet somewhere between Solihull and Coventry. If you are interested, please contact Chris York.

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COMMITTEE NOTES

INTRODUCING FRASER KINGHORN



Now, my cars.

At the age of 18, after much deliberation, I bought my first car (which I still own); a 1967 Rover 2000 Automatic, unseen, based on a report from a man I'd never met, from Essex, with the intention of going down, paying for it, and driving it home. Obviously, the car broke down just half a mile from the seller's house, and thus, ensued the beginning of classic car ownership! From this, my interest in Rover cars has grown hugely. Rovers had featured heavily in my family's car history, and thus, I had always liked the brand, and particularly its 60s models. My P6 is SGH 574F, a non-standard yellow Rover 2000 automatic, which had spent its entire life in Essex, latterly covering a tiny annual mileage. As such, being pressed into daily use presented me with many problems; the majority of which have been overcome. The most important thing about the 2000 is that I thoroughly enjoy driving it, I admire the technology employed, and the styling is fantastic.

Following my induction to the committee, it's time for me to make a short introduction regarding my background, and, most importantly, my interest in Rovers!

First of all, the boring stuff! I'm a 21 year-old Economics student, at the University of Strathclyde, and I'm nearing the end of my first year. I'm from a village just outside Castle Douglas, in Dumfries and Galloway, Scotland, and I use my P6 very regularly while at home, particularly during holidays, and throughout the summer.

My main interest is most certainly cars, with a particular focus on classics, and my other hobbies include photography, and music. I'm heavily involved in an informal classic car club for young people, and I hope that I can put my experiences from this to good use as a committee member of the Rover P6 club.

After a year of everyday use, a modern was purchased, and, naturally, it was a Rover, this time, a 75 2.0 V6. The next year, my interest started to get out of hand with the acquisition of a 1965 P5 3 litre Coupé, and, a month later, a 1972 P5B saloon. The P5s were short-term interests, as, working in a shop didn't quite fit with the costs associated with ownership and restoration.

I continue to own the 2000, and I have recently purchased a 1975 3500 automatic, in Monza Red, HUI 606N. My 1967 2000 is used on a very regular basis, and although far from perfect, looks acceptable, and drives well. Although it has needed a lot of work in the time I've had it, this mainly relates to the fact that it has covered a lot of miles, after a period of little use, and, as a result of continued work, has become a reliable, and fun car. It certainly attracts a lot of attention with its unique yellow paint finish, and the fact it's on the road so much.

ROVER P6 CLUB COMMITTEE OFFICERS

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Brian Barker	Steve Benyon	Fraser Kinghorn	Barry Gill
<u>firstname.lastname@p6club.com</u>			

CLUB REGALIA

DIGITAL WORKSHOP MANUALS NOW AVAILABLE FOR V8'S!

We are very pleased to announce that the digitisation process of the original Rover-issued workshop manuals and parts catalogues has been completed. We are now able to offer all 600 pages of both of these books on a single CD-ROM, covering all V8 model P6's from 1968-77. This is a huge leap forward in allowing everybody access to the full range of information for maintaining their cars, and is something the Club has worked hard to put in place for some months. Further manuals to cover the 4-cylinder models are going in for the digitisation process shortly.

SPECIAL LIMITED EDITION ROVER P6 50TH ANNIVERSARY GRILLE BADGE

The Club is very pleased to announce a special limited run of grille badges celebrating the Fiftieth Anniversary of the Rover P6.

These will be produced in a numbered run of just 50 examples, and would make a superb addition to your car in this very special anniversary year.

The design for the badge was finalised by the Committee at the Liverpool meeting in September, a copy of which is shown here for illustrative purposes.



The final badge is intended to be the same size and shape as the club logo badge (below).

As they will be produced in such small numbers, the manufacturing cost is considerably higher than the standard badge. As ever, the Club's Regalia is run on a not-for-profit basis, and our aim is to offer these special badges at the lowest possible price to members. As such, we anticipate a price in the region of **£45** to club members.

Please contact me immediately to pre-order yours today.

Badges will be numbered from 1-50 and allocated in numerical order unless you would like a particular number. #1 and #50 have been reserved by the Club.

ROVER P6 CAR ACCESSORIES

Our huge range of P6 themed accessories use high quality acrylic resin domed badges. These are scratch-resistant and waterproof with a high gloss finish. There are 9 designs available. State when ordering.

AVAILABLE DESIGNS



Samples pictures above. Available designs are:

2000	2200 TC	V8
2000 TC	3500 V8	Ship (silver outline)
2200SC	3500 S	Ship (gold outline)

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Genuine black leather. Teardrop or oblong. Any logo (please state). Cold enameled club logo available on teardrop key rings only. £6.00



TAX DISC HOLDERS
Gold or silver ship outline.
£5.00

CUFFLINKS
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Fits Series 2 and 3500S wheel trims and all Rostyle, Minilite, SD1 alloy, etc centre caps. Size 1 7/8" (48mm). Self-adhesive with strong bond. High gloss finish better than original. Gold or Silver ship outline. Set of 5. £15.00



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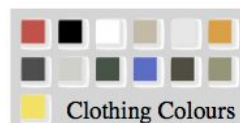
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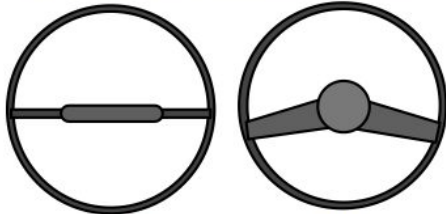
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- Standard wheels (17") **BLACK** or **BROWN**
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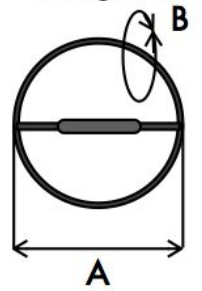


Standard
(17")

PAS
(16")

Please measure your steering wheel and supply dimensions 'A' & 'B' as shown in the diagram to ensure your cover is a perfect fit. Delivery times vary for bespoke covers, which are imported from American by our supplier. Please call/email Michael if you have any questions.

Measuring your Steering Wheel



A - Outside Diameter

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DIGITAL WORKSHOP MANUALS

NOW READY TO ORDER

We are very pleased to report that the digitisation process of the Workshop Manual and Parts Catalogues for the V8 models has been completed. I will be contacting those of you who have pre-ordered a disc in the next few weeks to arrange payment and delivery.

A comprehensive Workshop Manual and Parts Catalogue covered all of the P6 V8 models on a single CD-ROM disc. Full searchable and printable by page or sections. Quickly and easily find the full and proper information on the repair and overhaul of your car.

These original workshop manuals are widely regarded as the definitive handbooks for P6's and are vastly more detailed and accurate than the Haynes or Autobooks versions. In the Workshop Manual, every overhaul procedure is covered in detailed, step-by-step sections with a vast collection of diagrams. The Parts Catalogue contains an exploded diagram of every component in the car, showing you exactly how everything fits together.

Printed versions of each regularly change hands for around £20, with pristine examples commanding significantly more. Our digital versions are available to club members only at a substantially cheaper price.

3500/3500S Workshop Manual and Parts Catalogue - £7.50

ORDERING

All orders and enquiries for Spares and Regalia should be sent to RP6C Regalia c/o Michael Allen:

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CARS FOR SALE



1972 3500S. Red, substantial renovation 4 years ago, tested in August 2011 and has done 0.5 miles since, presently SORN. Kept in a dry garage and started on a regular basis but rear brakes are sticking slightly. Present commitments do not allow for its use so requires somebody to enjoy it. OIRO £2250. Peter, 01829 271834 W. Cheshire.



1970 3500 Estoura. Rare FLM Panelcraft Estoura Conversion. Zircon Blue, Series one, PAS, SS Exhaust, laminated screen, HR Owen plaque. Dry stored. Laid up for restoration. Owned by Humphrey for many years. £1995. 07907 792144. Essex.

1966 2000 SC. Two owners from new. For more info please contact Ian Dingle. 01822 870364. Tavistock.



1973 3500S. Part finished restoration. Good engine and gearbox. Needs seats. £800. Call Nigel or Lynn. 07796 984155. Sheffield.

WANTED

For Series 1 3500. 1x Lucas 'Square 8' fog light (chrome casing complete with block and nut), 1x side lens, 2x grille philips screw caps, 4x Rostyle wheel center caps, 2x 3-point fixed rear seat belts in GREY, 4x rubber buffers for bonnet sides, complete Icelert system, 2x SD1 expansion tanks with pressure cap and tube, 2x sheet metal Rocker covers, Series 1 3500 owners manual, 1970. Contact Jens by email at jens.valk@online.nl. Netherlands.

Doors & Interior. Good doors and interior for Rover P6. Call Shaun. 07758 463846. Wolverhampton.

Series 2 trim. Exterior door handles. Rear reflector housings. NSR stainless body side strip. Must all be good condition. Call Dave. 07779 201364. Herts.

3500/3500S. A nice 'looked after' series 2 low mileage P6 V8. Unmolested with few owners. preferably garaged. The right money is waiting for the right car. Brian 07785 795111. ambigraphsigns@btconnect.com. London.

For restoration of 4 cylinder car: Wanted 2 x front rubber bumper iron covers part no 578528 which are the longer ones for the front bumper. Ideally NOS but excellent used considered. Contact Tony by email at tonyp6@jbsserver.com or text 07906 339 917. NW London.

PARTS FOR SALE

Various. 3500 Steel front valance, rare in this condition £150.

3500 Fibreglass front valance, unused £65.

Pair of front door mechanisms complete with tinted glass. £40.

Centre 'Motif' badge for boot mount kit, unused. £40. Call Alan 01782 514625 or email a.gater@sky.com Stoke on Trent.

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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 michael.allen@p6club.com

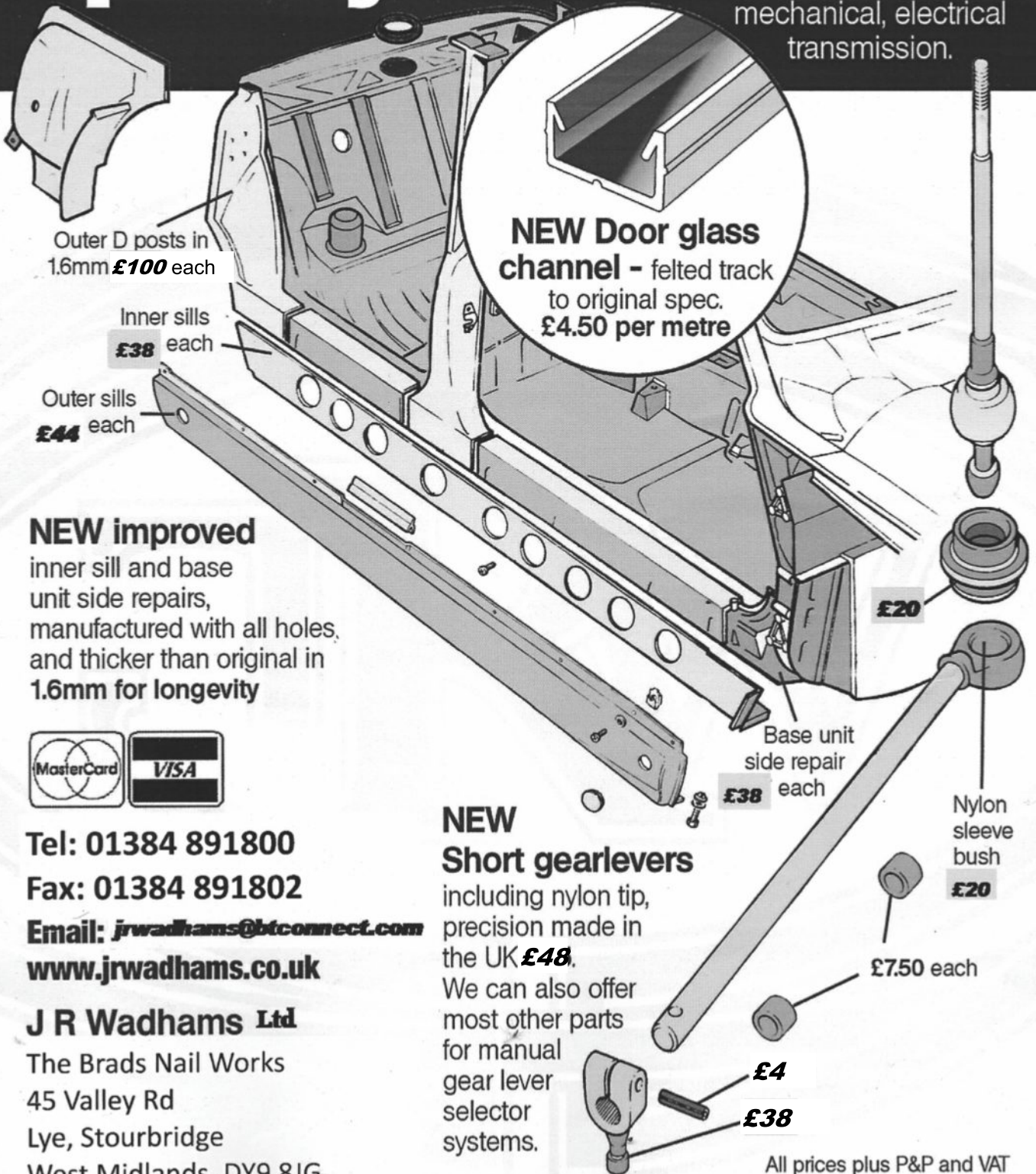
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