

THE DRIVER'S SEAT

VOL. 4

NOVEMBER ISSUE



ROVER P5 AND P6 OWNERS

A U S T R A L I A

OFFICIAL MAGAZINE OF ROVER P5 & P6
OWNERS AUSTRALIA

WELCOME

Welcome to the Fourth edition of the Rover P5 & P6 Owners Australia Newsletter!

The front cover photograph was taken by Stu Bennion of his beautiful P5b, he has written an article just for us to tell us a bit about his pride and joy!

Again, this month we have selected an Owner of the Month, Hugh Boulter shares his love and passion for Rovers, and discusses a rare medical condition, that others in this group may also have!

Going forward the magazine will be published every 3 months, making it that little bit easier on the regular contributors!

Please feel free to contact the P5 and P6 subject matter experts in regards to their articles or any other technical information required, as Ron and Mark are both very knowledgeable and happy to make themselves available.

Currently I'm taking orders for hats again and have 3 spaces left before the next order can be filled, so first in best dressed!

Happy Sunday afternoon reading, Happy Rovering!

Cheers,

Luke Thorneycroft

Wheels of the Century Automotive Show 2017



Sounding out all SE Queensland and Northern NSW members for interest in a meet up, drive and display at the Wheels of the Century Automotive Show in Redcliffe on

12th November.

Looking to meet at Nudgee Services to drive up to the event.

Contact Colin Moss for Details or see FB Event

MELBOURNE MEET & CRUISE



SATURDAY 18TH NOVEMBER 2017

We will take a leisurely cruise to Mornington with Late lunch/early dinner and a beer or wine at The Mornington Peninsula Brewery.

The event will conclude with a stop at Bp Peninsula Link, Southbound at 5pm to park up and show off our Rovers and check out other great classics at The Peninsula Chrome Bumpers Fundraiser Event, a gold coin donation is required and all funds raised go to a worthy cause being The Baxter CFA.

Meting Point and time to be confirmed

Contact Luke Thorneycroft for details or see FB Event.

The '73 P5B

I have been fascinated with cars since the age of two, but of course the memory is not my own. I have simply seen the photograph that proves it!

But from a very early age, I remember always being captivated with cars. I used to collect brochures with my best mate from all the local car dealers in North Wales, travelling between them on our bikes. In fact, I still have many of the brochures today!

I'd read all about each model from each manufacturer and remember all the performance figures, the comparison tests with models from other brands and even the standard features & the options lists. (Yes, a complete Anorak and not yet a teenager...!)

It was on one of these cycling expeditions that I first saw a Rover 3.5 Litre Coupe.

It was driving past a BMW dealership where I was attempting to extract brochures from a disinterested salesman on the BMW 5, 6 & 7 Series.

I had no idea what this amazing car was called and had to ask my mate, who took great pleasure in telling me something that I didn't already know! It was at that point, at the age of 13, that I made the statement, "I'm going to own one of those!"

So now, over 30 years later, I've finally got one!

My Rover 3.5 Litre Coupe came off the production line on 20th March 1973; three short months before production ceased.

Being one of the last cars produced, the ignition key is located on the left-hand side of the steering column instead of the more usual position of the right-hand side of the instrument binnacle.

And apart from the dashboard having only two warning lights for the alternator and oil pressure (older cars had three), there is really nothing else different compared to a 1967 P5B.



Three days after leaving the factory, it was at the Rover dealer 'Henley's Limited of London'.

This was where the guys from Webasto were 'let-loose' on the car to cut a hole in its roof, fit a timber frame under the remaining steel, fit aluminium runners and a new canvas hood on top.

The original headlining was re-used and is still fitted to the car today.



Eleven years after the car was originally sold in the UK, it was imported to Perth, Western Australia. Registered on 11th April 1984, it was used regularly until a restoration was started in 2001.

I believe this took approximately ten years, during which time it was re-painted in its original colours.

The car was not registered again until February 2011, when it was purchased by a fellow WA Rover Owners Club member.

This owner looked after the car well and treated it to an interior upgrade, replacing all the foam in the seats (a notorious problem now in these 'old' cars) and replacing the worn leather with a brand-new Connolly Hide equivalent, which also included upgrading all the original vinyl to leather.

The door cards and even the front and rear parcel shelves are now all leather.

Perhaps this is how it should have always been...?



I purchased the car in April 2014 after looking for one for over five years.

It took me a little while to find the one I wanted – perhaps I am too fussy...?

My wish list was;

- Silver Birch roof over Bordeaux Red

- Optional radio with central speaker (fitted from new)

- Optional rear speaker with separate volume control located between the front seats (this was only available when the optional radio had been installed)

- Front head rests with reading lights for the rear passengers

- Webasto sunroof (needed to be the original design and not a 1980s or later version)

- Matching numbers from factory – original engine manufactured in 1969

So, that relatively straight-forward list made me wait a long time. And even then, I had to eventually compromise and get a 1973 car! But seeing as it was one of the last P5Bs manufactured, I decided this was an acceptable compromise ☺

Since owning the car, I've been very conscious about keeping it as original as possible, whilst maintaining the obligatory air-conditioning that had already been sympathetically installed into the car prior to my purchasing it.

The air-conditioning unit itself is from a P6B, as the P5B did not have air-conditioning as an option on the UK market cars, such as mine.

With originality in mind, it is unreasonable to expect a car designed in the 1950s, with an engine released to a UK market in 1967, to be able to perform efficiently in the frequently high temperatures that are prevalent in WA for 8 months of the year.

So, I have made some slight modifications that allow the car to be driven as frequently as possible (except when it is raining, of course!).

The cooling system had to be improved. The problem with V8 engine in P5Bs is that there is nowhere for the heat from the engine to disperse.

Bonnet louvres were not an option on P5Bs, unlike E-Type Jaguars of the day, so I had to find an alternative solution of cooling.



The standard static fan of the original has now been replaced with twin electric fans located on the inside of the radiator, that 'suck' air through the radiator.

On the outside of the radiator and behind the grill is the condenser for the air conditioning, which also has a fan installed.

All three fans are now controlled by a manual switch that is located on the bottom right-hand side of the instrument binnacle, where I had a space because the ignition key is not there!

I used an original heater switch to control the fans and I can now utilise one fan or all three fans whenever I need to; such as when approaching traffic lights.

I also upgraded to electronic ignition; a must for driving in modern traffic.

All of this has allowed me to complete almost 20,000 trouble-free kilometres in the last three and a half years.



The next jobs to do are replacing all the rubbers underneath the car, bushes & boots etc, replace the shock absorbers and get the rear leaf springs reset without lifting the rear of the car any higher than it currently sits. That might be a challenge, though.

A couple of years after purchasing the car, I dropped my son off at the local Scout Hall and was approached by another father of a young Scout. After complimenting me on the look of the car, I was astonished when he told me that his Great Uncle was the guy who engineered the P5B.

His Great Uncle was none other than the late Gordon Bashford.

At times like these that you realise just how small the world really is...!

Stu Bennion



ROVER P5 & P6 OWNERS' AUSTRALIA PROUDLY SUPPORTED BY

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Owner of the Month

Hugh Boulter

THE CARS

I am probably a bit different from other members, as unfortunately I badly suffer from an incurable disease called BCCD, which is better known as British Car Collecting Disorder, because I own multiple Rover P5 and P6s.

My 4 'best' P6s are set out below, plus I have a 1969 2000TC and a 1970 2000 Automatic which will require extensive restorations at some point in the future.

These two cars would have gone to the crusher had I not stepped forward, and interestingly the 2000 automatic was originally owned by the wife of the Deputy Chief Justice of the Workers Compensation Commission in NSW, Alfred Rainbow, who was a friend of my father's.

HISTORY OF THE CAR

1973 3500 S - Arctic White with Ebony vinyl roof and sills and a grey interior

Through a fair amount of research, I have established that the Rover was bought new by Flying Officer Eric Thomas Doig who was born October 16th, 1908 in Mumbil, NSW. He lived in Gladesville when he bought the P6. It was purchased from Larke Hoskins, cnr Victoria Road and Day Street, Drummoyne. The ownership between Eric and Mike Shaddick is unknown at this stage.

I bought this car from ROC member Mike Shaddick in 2007, after it had sat in a paddock for about two years, and prior to that had been stored in a container.

Very sadly Mike had contracted MS, and while he acknowledged he could no longer drive, he was very reluctant to give up the dream and pride of ownership in his P6BS, and it took him some years to adjust.

Mike was very generous to me, as he sold me the car for a good price on the basis that I looked after it and cared for it the way he had. In acknowledgement of Mike's request, I hope that I have honoured his request, but I will leave it for others to judge.

When I collected the P6 it was running on seven cylinders, but nonetheless I was able to drive it onto the car trailer and to tow it from north-western Sydney, to Canberra.

Mike made a number of upgrades and changes to the car during his ownership including putting a 'Mk I' grille and badge on it, and late SD1 Rover alloys, both of which I chose to remove. The car had been repainted in its original colour of Arctic White and re-trimmed in predominantly grey colour with a very fine check, which sounds much worse than it is. In fact, while it would not be my first choice, it actually looks quite nice.

I bought the car in May 2007 and worked hard on it until the All British Day in August later that year.

Mike had also re-coloured the door cards to match, and installed 5 inertia reel seat belts and an under-dash air-conditioning unit which was all done very professionally. It is worth noting that P6 Rovers are only licenced to carry 4 passengers.

My first job was to get it running properly by obtaining a new Lumination "cutter" for the electronic ignition, carefully cut and polish the paintwork, swap-out the Moto Lita leather steering wheel and replace it with the correct original sports one, and put some 'Square 8' driving lights on the front. I acquired a series two grille and swapped the SD1 alloy wheels with the correct wheel rims and S hubcaps. I took the car to the All British Day and very much to my surprise and delight I won a certificate of commendation, of which only a small number were handed out on the day, with an attendance of about 1,200 cars.

At present the car is having the carburettors overhauled, the front and rear brakes reconditioned and the seven-wire ignition switch replaced. The mechanic is working on the car around other jobs and I hope to get it back before Christmas. Just like a number of our Rover colleagues, having the car away is quietly driving me bonkers.

The last task to be completed will be an overhaul of the manual gearbox, which can wait for the moment. I had waited all of my motoring life for a 3500S and was really pleased to be able to buy what was ultimately a really nice one.

1975 Rover 3500 Automatic - Almond with vinyl roof and Ebony interior

I also bought this car from a ROC member - Ann Lloyd-Owen - after her husband Chris had passed away in 1999. This car was a bit special for Australia as it was fully imported from the UK. The previous owner to Chris Lloyd-Owen was Chris Woods, also an ROC member, so it has a nice club history for over 30 years.

All I've had to do to this car is to regularly maintain it as it was in fine order when I bought it. Coming from the UK, it had factory-tinted Sundym windows, factory air-conditioning, Rover mud flaps and a continental boot lid kit.

It also has after-market, tailored sheepskin seat covers, which give it a nice 'air' of luxury. It is very original car, although it needs a bit of tidying up the bodywork, which is fair enough after all these years, given that it has been my everyday car for quite a number of years.



1972 2000 TC – Davos White with Mango interior

This car was a Dr Flynn car which I bought for \$180 at the auction in November 2016. It is a

bit hard to know what to say about this, because mechanically is very sound and the few things that bring it down are the tops of the back seats (typical of P6 Rovers exposed to the sun) and the driver's seat which appears to be disintegrating everytime I sit on it.

The dash top needs to be recovered and it has hail damage on the roof and boot lid. While this sounds like a potentially expensive car to fix, I figure I can spend quite a lot of money on it and still be something around the car's market value.

At this stage I have acquired a black interior which is in good condition, which I have to install and I'm currently looking at the proposition of paintless dent removal.

Not long after I bought this car, I was able to drive to Sydney and averaged 32 mpg, which I was absolutely delighted with.



1965 Rover 2000 - White with Toledo Red interior

I bought this P6 from Hans Spranggers, a former ROC member in March 2017. He bought the car online from the Dr Flynn auction in November 2016.

Some of you may remember this car from when it was driven through the auction - it was in the last handful of cars and was making a slow 'Ting Ting Ting' noise. I commented to John Graham at the time that all it was was the cooling fan touching something in the engine bay. Sure enough, Hans confirmed my diagnosis was correct.

He had specific plans for the car, but his son lost interest and he decided that he would onsell the car. In contrast I am delighted and love the white with red interior.

This car appears to be particularly original and really delightful to drive. Again, it has some hail damage and my preference would be to have it corrected by paintless dent removal rather than respray the car if I can

avoid it.



1969 Rover 3.5 Litre Coupe – Davos White with Sandalwood interior

This is a much cherished P5B Coupe. I have owned this car since 1998 and I am only the second owner.

It has had an extensive mechanical rebuild which was done for refinement and longevity.

It will tour at 160 kph with almost no wind or engine noise, even with the driver's window down.

The little girl who is in the photo below, appears later in the photograph of the Range Rover!



1967 Rover 3 litre Automatic Saloon – Admiralty Blue with Buckskin trim

I bought this car sight unseen on e-bay in 2012. It took me many months to get it to this condition.



The former owner lived in Mandurama, near Bathurst, NSW and it had red soil in places you could not imagine.

It was very original, but had some horrible fog lights on the number plate plinth, which I removed and replaced with an English RAC badge.

I also replaced the original wheels with P5B Rostyles, and obtained a pair of reproduction Lucas driving lights.

It also has the optional bench seat in contrast to my Coupe which had the twin bucket seats in the back.

It provides an interesting counterpoint to the V8 Coupe and is very smooth in operation.

WHAT ROVERS HAVE YOU PREVIOUSLY OWNED?

Rover 1960 P4 100 - Grey with a biscuit interior



I bought this car in 2002 and sold in 2005. It is a really beautiful P4 and probably one of the best in the world. It has had a full nut and bolt restoration of the highest possible standard and certainly well beyond what the factory would have originally delivered.

The original owner was Sir Vernon Treat who was a leading barrister and politician through the 1950s and 1960s and was a close friend of my father's as well.

My father took over as Head of Denman Chambers from Vernon when he stepped down, so it too had a special place in my Rover ownership.

In addition to the above Rovers, I have also previously owned:

- 1975 3500 Automatic which was Arctic White with Ebony cloth trim, and was my first P6 which I bought in 1995. I replaced it with the P5B Coupe in 1998.
- 1985 VDP SD1 which my wife used. It had extractors and made the most wonderful noise.
- 1985 VDP SD1 which I owned for 1 day, but gave to my best friend.
- 1991 3 door manual Discovery
- 1995 5 door automatic Discovery
- 1981 SWB Land Rover

I also have in the fleet at present:

- 2003 Land Rover Discovery 4.0 Automatic
- 2001 Land Rover Range Rover 4.0S
- 2005 Rover R40-75 CDTi



DREAM CAR: P5 or P6?

Well, it is actually my old P4 100 above. It was really a very special car and I was very sad to sell it. I guess it is the best car I have ever owned.

FAVOURITE COLOUR AND TRIM OF THE P5 & P6 RANGE?

I love the series 1 P6 with white paint and red trim which is stunning, and it is a draw between an Admiralty Blue and Bordeaux with Buckskin in the P5s.

MOST DESIRED PERIOD ACCESSORY?

A Webasto sunroof for the 3 Litre would be wonderful.

A BIT ABOUT THE OWNER

I was one of the first members on the site. I try to share my experience and knowledge to the best of my ability.

I am pretty lucky to have the cars that I have, but it has taken me a long time and effort to get where I am today.

Out of my P5 and P6s only my Coupe cost me a large sum at the time - \$15,000. But the others have been really good value.

I currently have a soft spot for the 4-cylinder cars, which are really undervalued for what they offer. All I can say is any V8 owner that drove a 2000TC would be very surprised.

There is something quite pure about the design of the Series One cars that really appeals to me, despite my long standing preference of the Series 2.

WHERE WERE YOU WHEN YOUR CURRENT CAR WAS FIRST REGISTERED?

If I took the 3500S as the benchmark, I was 10 years old, living in Roseville in the middle of Sydney's North Shore, going to East

Lindfield Primary School.

I had a large model car collection which I found more interesting than girls and marginally more so than Lego.



WHAT CAR DID YOU OR YOUR PARENTS OWN WHEN YOUR CURRENT CAR WAS FIRST REGISTERED?

We were pretty fortunate that we owned two cars from about 1963. In 1974 we had a 1968 HK Holden Kingswood 186 manual and a 1966 Vauxhall Viva.



WHAT WAS YOUR FIRST ROVER P5 or P6 MEMORY?

Our neighbours had several P6 Rovers: a grey 4-cylinder followed by a red V8. I really enjoyed travelling in these as a young boy. Around the corner, was a P5 3 litre, which parked outside, as the owners lived in a block of flats. These cars are the ones that shaped my thoughts.

One day, my friend Nicholas, whose parents owned the P6, waved me off with his new chequered flag, at the top of the driveway of the block of flats. I was 4 years old and very proud of my blue and chrome dinky. My intention was to speed down what was quite a steep driveway and turn at the bottom to slow down and stop.

Having somewhat less than a rudimentary understanding of physics, I obtained a very exhilarating speed alarmingly quickly and I realised (having only 3 wheels) that if I tried to turn, I would have rolled over.

So with little or no choice I drove into the back of the P5 Rover. To this day I carry 5 stitches and probably some form of brain damage (hence the BCCD). So, it is fair to say I suffered my first traffic accident, a write-off at age 4 and the P5 Rover left an enduring mark.

WHY DID YOU CHOOSE YOUR PARTICULAR ROVER?

I love the high quality and very beautiful engineering that went into the P5 and P6 range of cars.

A Rover motorcar epitomised all that the British stood for. These were very expensive cars in their day and something to aspire to as a professional person. Nothing about these cars comes into the realm as disposable, and represents the values I was brought up with, which was buy the best you could afford, and look after it.

There is something that is stoic and reliable about Rovers built by the 'old' Rover Company managed by the Wilks family. Rovers are used in films today to create an instant narrative as does a Rolls-Royce, however not many cars do.



AROUND TOWN



Installed during 2007, Ron's P6B features a 4.6 litre Thor block with 10 bolt heads with K-Lined valve guides. Behind the SD1 timing cover runs a J & P Performance double row roller timing chain and a custom ground Wayne Jones high torque camshaft. A re-graphed Lucas 35D8 distributor plus polished needles for the SU carburetors, all configured on a rolling road so as to suit the specification.

KEN WATTS

Took the P6B for a day out today to the Westbury Car Show



STEVE WILLIAMS

Photo by Tony Fagen, at the NSW/ACT Rover Club Event! A great looking 2-tone P5.



MARK CAIRNEY

Tenterfield traveller - on track for 10hrs Brisbane to Sydney- 10.8L/100km - so far so good! Loving the new addition to the family!

RON'S ROVER CORNER

Lucas 18ACR Overhaul

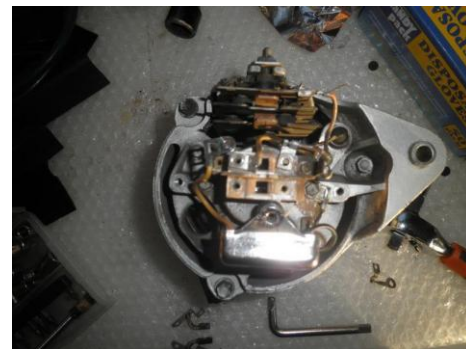
If you are planning to overhaul your alternator, the following guide may be of help to you.

With the drive belt removed, the bearings can be checked for both radial and axial play. Mine had some of the former, which when new you won't notice any.

It is a good idea to loosen the nut securing the pulley before removing it from the engine, so the belt is temporarily refitted. All the bolts on this 1973 18ACR are metric, so a 22mm socket is used for this task.

With the alternator now removed from the engine, I checked the brushes to start with.

When new, brushes are 13.0mm in length with the typical minimum working length being 8.0mm. The inner brush measured 12.5mm whilst the outer was down to 8.5mm, so an ideal time to change it.



The brushes removed from the brush box can be seen at the bottom of the photo.

Next, I decided to replace the bearings, as the free play will only worsen - which given the miniscule air gap between the rotor and the stator - could lead to contact between the two destroying both in the process.

In order to remove the bearings, the rotor needs to come out, so the pulley and fan are removed initially.



I use a 3" (75mm) puller for this task. Next the two halves of the alternator need to be separated.

There are three long bolts that retain the slip ring end (SLE) bracket to the drive end (DE) bracket. With these out, tap the DE bracket gently downwards so as to release.

It is important to remember that the stator is only held within the SLE bracket by the phase wires, of which there are three. Keeping hold of both will prevent any unnecessary movement.



The rotor is retained to the DE bracket by the bearing, while the SLE bearing and slip ring can be seen.

I used the same puller to withdraw the rotor from the DE bearing, which is held within the bracket.



Rotor now free of the DE bracket.

To remove the bearing from the DE bracket, the circlip is released followed by the retainer plate.

The bearing can now be tapped out of the bracket, which will be followed by the pressure ring, the striker plate for

the oiler and finally the oiler, which is just a felt ring.

Fitting the new bearing is just a reversal. The slip ring was noticeably worn when compared to a new one. In addition, when viewed in strong sunlight, cracks could be seen in the plastic, both on the top surface and on the side.

I had fitted it at the same time as the bearings back in 2008, so very opportune to replace.



The new slip ring alongside the old one.

Before fitting the new slip ring, the old bearing is removed. As I don't possess a puller small enough at this stage for the task, I held the rotor gently in a vice and tapped the bearing from behind with a cold chisel, alternating from side to side until it was off.

It only took a few minutes and this method also prevents any damage occurring to the rotor shaft, which is not case hardened.

The new bearing is fitted by using a tube to rest on the inner shoulder and then with a hammer, tapped down into place. It does not need to make contact with the nylon pressure ring beneath, indeed there should be a small gap left between the two.

The new slip ring is fitted along with a new spring clip and then the wires soldered on.

The solder needs to be a high temperature type possessing high electrical conductivity, so I purchased a length from an auto electrical business

that overhaul alternators and starter motors etc on trucks.

The rotor can now be refitted into the DE bracket bearing using a suitable tube such as a socket and the use of a hammer.

With the rotor resting within the jaws of a vice and the narrower distance piece in position, the DE bracket is positioned over the rotor shaft and then driven into place.



The rotor refitted to the DE bracket. The wider distance is positioned prior to fitting the key.

The two halves of the alternator can now be reacquainted, tightening the three long bolts gently and evenly until all are fully home.

The fan fits over and behind the key while the pulley locates on the key where it will capture the fan against the distance piece.



All back together.

The nut securing the pulley can be tightened fully once the belt is refitted.

Ron Lake - P6 Subject Expert

No Womb for Me: The Pre-Natal P6

For many motoring enthusiasts, I suspect their choice of classic car in later life comes down to models they had a connection with when they were younger.

Perhaps a better example of their first car that they remember fondly, maybe a new performance car they couldn't afford back then or a car they were forbidden from buying (or forced to sell!)

When it comes to most of us Rover fans/tragics/masochists (insert where appropriate) I expect, like me, your exposure to the marque began in the family. Your father had one, or maybe an uncle or an aunt. My family ticked all of the boxes.

Long before I arrived, my father had begun his Rover affair with a P4, then a P5. His brother had owned a P5, my Mum's uncles had progressed from P4 to P5 to P6 and at the suggestion of my Dad, my Mum's brother had bought a new P6 as a young doctor about town.

So as you can see, I was indoctrinated/blessed/cursed right from the start. And in a Rover case of 'it's a small world', Dad's 1962 3 Litre Mk IA was previously owned by my Mum's uncle, long before they had met.

Dad had been enjoying the P5 for four days short of three years (and 48,000 miles) when somebody ran into him from a side street, resulting in the front left side being damaged on Sunday, 16th May, 1969.



Almost in the picture! At my grandparents'...

circa March 1970 (slide reproduction)

Mum and Dad had been up in Perth visiting my Mum's parents with my 10-week-old sister and had only just embarked on the five-hour trip back to Albany on the south coast of WA where Dad was teaching.

While the P5 was not too badly damaged (my sister slept through oblivious), because Dad was keen to get back home, he decided to trade it in on a different car at WA distributor Faulls, rather than wait around in Perth for the repair to be finished.

In retrospect he probably should have just hired a car for a week or two until the repair was completed and he could get back up to the city, but since they were towing trailer and also had the pet dog, this might have been good time to get into the more modern P6.

John Julian was the sales manager at Faulls and kept many Rover owners in the fold by always giving generous trade-ins when it was time to move into your next one.

They had recently acquired something quite unusual that caught both my parents' eyes on the showroom floor - a 2000 TC 'Special Features'.

I'd never seen these mentioned anywhere in an Australian publication until quite recently. I found a price for them included in a 1967 newspaper advert for the 2000 Automatic.

Of the Rover 2000 Automatic, U.S. ROAD TEST magazine says "Our consensus that the Rover 2000 is amongst the finest cars in the world is enhanced by the addition of the Automatic"

Legendary luxury. Supreme safety. Rover 2000 Automatic is the symbol of distinction, with a performance and comfort that immediately gains your esteem.

AUTO \$5040/TC-SF \$5284/TC \$4917/SC \$4695

GRENVILLE MOTORS LNC

183 William Street, City. 31-7001
USED VEHICLE DIVISION, 185 William St., City. 31-5762

The 'Special Features' commanded a premium of \$367 over the regular 2000 TC

There's probably quite a few Australian Rover enthusiasts who have never heard of one of these, let alone laid eyes on one.

In reality it was a mechanically-standard TC fitted with a number of desirable factory options.

The most obvious of these were the wire wheels, but the cars also received a faux-wood rimmed steering wheel with stainless-spokes, a wooden gear lever knob and the thin stainless-steel side trim, common to the North American Dollar Area (NADA) and Swiss-market cars.

In common to the white NADA TCs, the D-pillar of Dad's car was painted in 'Solent Blue', with a square flash of the same colour used as a background for the TC badges and a painted coachline parallel to the side trim.

It featured 'Buffalo' leather upholstery, which was a very dark brown and I believe quite rare today as it was only offered on P6s from June 1966 to September 1967 according to James Taylor's book.

This TC was 41600289B and one of the first 30 built for Australia according to my research in the despatch records at Gaydon. It entered the Despatch Dept on 14th March, 1967 and left Solihull on the 24th March.

It was originally sold to Smith Allan Pty Ltd of Perth and registered as UXB-271 in May 1967.

Julian told my father that there were only 3 in WA which I reckon was accurate, based on the fact that I later identified four separate sets of wire-wheeled cars here, long before the internet age (and two of these sets ended up on 3500s! But I digress...)

When my father purchased it, UXB had accrued 33,000 miles and was offered at \$3750. They agreed on \$1700 for the damaged P5 as a trade in and by the Wednesday after the accident it was all his and fitted with a tow bar.

He quickly got used to the very different driving style offered by the newer, more responsive TC and enjoyed it very much as a long-distance touring car on those long trips back up to Perth.

During 1969, WA made the change from white-on-black to black-on-white (reflective) number plates. The public was notified of the changeover dates of certain plate prefixes by newspaper advertisements and on the first trip back up to Perth in June 1969 this was done on UXB for the princely sum of \$1.50!

However, not long after this a 'problem' with the TC began to develop, which would not become apparent for several months.

After a few road trips to Perth and return with my sister on the back seat in her bassinet, Mum discovered she was pregnant with me. It steadily became obvious that two bassinets were not going to fit in the back of a P6 (who'd heard of baby capsules!) so as the date drew closer, a decision was made to return to a P5.

So on the 14th March, 1970 (and after only 10,000 miles) the TC was traded back at Faulls for \$3600, with Dad adding a further \$150 to purchase a white, 46,000 mile 1964 3 Litre Mk II Coupé - UNT-731.

Below: A US-spec 2000 TC in the same colour scheme as my father's

So a P5 once again became the Rover for the Egginton family, who were

now back resident in Perth.

On the 19th April, 1970 I came along and the P5 safely carried me home to Morley.

We dropped in to Faulls from time to time over the years and John told Dad that the TC had gone up to Geraldton to a man named Mike Batchelor. It then wore the plates GN-2332, but sadly, on a later visit he told us that the car was badly damaged in an accident and was subsequently written off.

In the late 1980s however, a garden variety 2000 was restored into a 2000 TC with wire wheels and painted a dark green. It had Buffalo upholstery too, so I always wondered if they came from 'our' TC.

However, the young owner didn't know any history of the car or the details of the previous owner. I'm not sure what happened to the car after he sold it and tragically he died in his early 30s over in Victoria about 10 years ago, but maybe one day it will turn up...



Looking After Your Borg Warner Automatic Gearbox

Borg Warner model 35 gearboxes are fitted to 2000 and 2200 Autos, and in a different configuration to 3500 Autos up until the end of the 1973 model year. From the start of the 1974 model year in October 1973, Borg Warner 65 gearboxes are fitted to V8s.

The 65 is easily identified by having the dip stick and filler tube on the left hand, near side of the engine bay instead of on the right hand, off side for the 35, as well as having a rod linkage to the gear selector instead of cable.

These gearboxes have some unexpected characteristics liable to catch out the unprepared home mechanic. This article attempts to talk you through some of them.

To start with, the fluid level checking procedure is stated incorrectly in several places in the Rover Factory manual and the workshop manuals. The correct level check is as set out here, drawn from the experience of experts and from the Borg Warner manuals.

First drive the car sufficiently for the transmission fluid to be hot, say 15 minutes. Make sure the gearbox has spent time in all three forward gears and in reverse immediately prior to halting the car, and also run the selector through all gear positions immediately after bringing the car to a stand with the engine still running.

This is to make sure that the torque converter and all passages in the valve block, along with the clutch servos are full of transmission fluid.

They otherwise drain back into the gearbox sump and give a false reading. Do not switch the engine off. You should then dip the gearbox immediately with the engine running at idle, and top it up to the "hot" level on the dip stick.

The correct fluid level is crucial to gearbox behaviour, having a high or low fluid level will cause harsh, late or early changes and a harsh drive take up.

When topping up the gearbox fluid, you **MUST** use the correct fluid – **ATF-G or Ford spec M2C-33G**. Other fluids sold for modern automatics are normally Dextron based and destroy the integrity of the clutch and band friction linings. The gearbox will almost certainly fail after only a couple of thousand miles with Dextron instead of the correct fluid.

If you have reason to believe that the fluid may have been previously topped up or changed with a Dextron fluid, change the fluid for the correct specification immediately. This is likely to take at least four complete drain and change sequences to replace all of the fluid retained in the torque converter and valve block.

Taking this a little further, a high mileage 'box may well have particles of friction material suspended in the fluid. These greatly assist the clutches and bands to grip.

So changing the transmission fluid may well bring on almost immediate failure. Certain symptoms might cause you to drop the gearbox sump to change or clean the fluid filter immediately within.

But in that case you should take the steps outlined above to try and keep as much fluid as possible contained within the torque converter and valve block so that you lose and have to replace the minimum amount of fluid.

The smell of the fluid is the best guide to what is happening within – a burnt smell is an indication that clutch plates and brake bands are in the process of failing.

In this scenario, changing the fluid is likely to accelerate the failure, so best not to, but be prepared for a transmission rebuild in the near future!

Water in the fluid indicates a failed cooling element in the cold side tank of the radiator. The first thing to do is get the radiator reconditioned with special emphasis on the transmission cooler in the cold side tank.

It may then be worth doing a fluid change – a minimum of four times to get everything out of the converter – but a complete failure is still the most likely outcome.

A harsh drive take up – a clonk from the rear of the car as the gear (particularly reverse) engages – can also be due to an incorrectly set engine idle speed.

The factory figure is 650rpm, but if your engine can be persuaded to idle slower than this, anything down to 500rpm is advantageous. It will certainly help the life of the differential output drive shaft flanges – a known weak point.

The kick-down cable attached to the throttle linkage close to the carburettors is much misunderstood. It is much, much more than just a

kick-down cable!

The hydraulic “brain”, or valve block, of the transmission relies on three inputs to determine which bands and clutches engage to give the required gear. The first is the gear selector.

This very rarely requires adjustment and then only if either neutral, park or reverse are unobtainable because the lever is in the wrong place relative to the detents in the gearbox.

This should be obvious. Next the valve block detects road speed through a hydraulic pump at the back of the box attached to the output shaft. Finally, the pump at the front of the gearbox feeds to the valve block a pressure that is proportional to engine revs and is modulated to give a measure of throttle position by the kick-down cable position.

The kick-down cable therefore has a major influence on the gearbox behaviour under ALL conditions, not just when you want full performance.

There is an intimidating series of pressure measurements specified in the workshop manual to set it up. For most purposes these can be distilled to a simple practical test of the road speed at which the box changes into third (top) gear under light throttle conditions. It should be between 40 and 45 mph – ideally 43 mph.

The kick-down cable should be adjusted to achieve this. You might find then that the car won't “kick down”!

The likely cause of this is free play in the throttle linkage preventing you achieving full throttle at the carbs, such as a missing rubber bush at the bulkhead where the throttle linkage

passes across the space between car and engine. These comments apply to all four-cylinder and both varieties of V8 installation.

Failure of a ‘box is usually down to worn out friction material, but can also be due to problems with clutch servos and front or back pumps. Oil seals are also known to leak after long periods standing, but these often reseal after a few thousand miles of regular use.

Another cause of leaks is fluid draining back from the torque converter after periods standing. Again, regular use is the answer.

Another troublesome component is the start inhibitor switch on the outside of the gearbox. Quality replacements are difficult to source and the adjustable type can be awkward to set up.

Symptoms of this problem are erratic operation of the reversing lights (they use the same switch) and having to jiggle the gear selector to get the right position for the car to start.

If your gearbox appears not to be performing correctly, we would strongly recommend you signing up to the Classic Rover Forum where free advice is readily available.

“Harvey P6” is a regular contributor to the forum and recognised as sufficient of an expert on these gearboxes to advise the Americans on their own gearbox!

We'd recommend having an online chat to guide you through fault-finding before committing to expensive repairs.

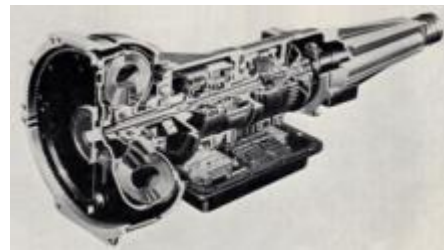
In all fault finding, make one change only at a time, road test the car

afterwards and record the change and its effect on how the car drives.

With the exception of the fluid level checking procedure, the workshop manual is pretty good, and you should follow its instructions as you fault-find or repair.

There are very few genuine experts out there for these boxes, so if you plan to do any work yourself, stick rigidly to the Workshop manual and Harvey's online advice.

Ignore other so-called experts including specialist transmission firms – ask them how long it is since they saw a Borg Warner of this period.



Should you need to rebuild a ‘box – some adjustments can be made externally to clutches and bands – the reality inside the box is nowhere near as daunting as the diagrams in the workshop manual suggest.

Whether doing it yourself or employing a professional, the absolute bare minimum action is renewing all of the bands and clutch plates, renewing the seals on the servo pistons (they'll be operating in a previously unused part of the servo bore) and renewing both front and back pumps. Other repairs can be undertaken on condition.

*Courtesy of The Rover P6 Club UK
Written for Driving Force Magazine by
Chris York*



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