



P6 ROVER OWNERS CLUB

Dear Editorial Team,

I'm not often mystified, but after several re-readings of ALTO's April 2002 item - what so offended Stephen Swingwood (June issue)? Surely not the humorous mention of smoking smells?

During my years of voluntary work, the only wards I had to force myself to visit, for Hospital radio, were Male Surgical, where so many patients, who innocently smoked Duty-Frees on Active Service, sadly said that, if only they could have their time agin they would never touch a cigarette.

That is simply factual, not political, and I totally respect the Editor's right to omit it. May the day never come when a P6 News Editor says he/she has to yield to pressure to include or exclude ANYTHING for ANYONE'S perceived Political considerations.

INSURANCE: Regarding Mr. Swingwood's recommendation of SAGA insurance, as I have said previously in the magazine, their computer refused to accept an 'S' despite my forty year clean record - currently 75% protected no claims bonus. Letters to the Chairman and M.D. of SAGA did not change this; no explanation was given. (Just for fun, will someone please seek SAGA insurance cover on a Ford Edsel as featured in their current television advertising and report back? "HOW MANY CUBIC CENTIMETRES, SIR???"

SURVIVAL: On a more constructive topic; Great credit is due to our Committee for their courageous initiative in seeking additional opportunities to display P6's at specialist venues, not to mention all the extra hard work they thus wish upon themselves.

Since I can not help with the latter, may I propose to fellow members that next year's renewal form contain an additional fighting fund contribution, specifically to help finance public relations, displays and resultant expenses. We either keep a united high profile for Classic cars, or risk losing the right to own and drive them. Whether the ban were 'political' or 'bureaucratic' would not matter - the effect would be the same.

TYRES: Two Firestones recently fitted, front wheels, on my 'S' are excellent. I was offered several options, both well known and unadvertised brands. Firestone was recommended when I specified hard-wearing compound. Perhaps smaller suppliers just try harder?

Derek J. Weston (Liverpool)

Dear Peter,

With reference to the article by Alto - "Living with a P6" in the April 2002 issue of P6 News, I encountered a similar problem with my 1969 2000SC.

A few months after acquiring the car I noticed that the windows kept on misting up in when I turned on the heating. Investigation revealed that the rear drivers side carpet was wet through. After a few hours of watering the car, with me on the inside and my Dad on the outside with a hose pipe, I found that the water was not coming in through the door seal, instead it was running from the parcel shelf, under the back seats, and into the foot well where it was mopped up by the carpet. Another few hours of watering got to the bottom of the problem (and a few thousand gallons of water later!!!). The water was running into the car from the roof, and through the fresh air flaps that are concealed by the rear quarter panels. The original sealant must have disappeared with time, allowing water to flow into the car. A liberal quantity of seam sealer around the edge of the flaps seemed to stop the leak - which has kept the car dry ever since. I found that removing both the internal and external quarter panels gave excellent access to the problem area, and made the job much more easy than just removing one.

I hope this may be of some use in fixing the leak. Happy Rovering.

Regards, David Greenwell (Shrewsbury)

CAPTAIN SCOTT AND HIS HUSKY ROVER.

The last post before I set off for the South Pole included my June P6 News. It is dark, blowing a gale and - 50 outside. The huskies have settled down with their seal steaks outside and I have just pumped up the Primus to cook up a whale steak for tea (not dog as they have to carry me and my P6 mag to the bottom of the Earth). The fat will give me light to write this letter to you - who knows it may be my last.

At moments like this your past life passes before your eyes and I think back to driving my father's P6 all those years ago. He, like me, was a poor sod in manufacturing industry and did 100,000 miles in three years in each of his Rovers - and British Leyland built those, not J P Restoration modernised cars. Thinking about it he probably wove this tent I am in now. As I mentioned previously my other interest, besides dog power is Jaguars.

