



SOUND PROOFING

With the weather in the U.K. taking a turn for the worse, seemingly as soon as August finished, now is probably a good time as any to run an article on sound proofing your P6. I researched back to find any information I could and have produced the following compilation of potential sources of noise you can investigate and hopefully eradicate on your P6.

WIND NOISE

The doors as most people have probably discovered on a P6 are a lesson all to themselves in fitting to obtain correct panel alignment. With doors inevitably being replaced on most cars by now and the use of various shims to fit them means a lot of frustration to get it right. However, if the door and the frame is not compressing the door aperture seal slightly all the way round then the wind will come howling into the car either way. This is also compounded by the fact that where the leading edge of the front door meets the window frame there is a sharp bend in the aperture seal. Over time the seals tend to become very compressed and removing and reviving them in boiling water may assist. Although I have noticed that sometimes seals that have been fitted for 30+ years are quite damaged and just fall to pieces in your hands when you remove them. The door frames can also be made to seal better to the window glass by very gentle use of a small vice to compress each side evenly so the rubber insert is not loose and sits against the glass evenly.

The front screens can often let in water at the top of the screen, usually because the screen is not fully jacked into position. Also the screen rubbers can crack badly. If water can get in then air and noise can get in.

At the base of the screen, you will need to remove the valance to see this; especially in the corners the foam can have quite large gaps that you can easily slide a screwdriver into. You may also notice insects trapped in the foam under the screen as well. A line of mastic here will seal this.

The roof can also take air in and can be seen by all the dirt that is on the top side of the headlining as well as on the underside of the roof. It is worth liberally applying mastic round the roof lips, especially at the top of the A-posts as air rushes up these channels when the car is in motion and can get under the lip of the roof and into the car through the sun visor hinge holes. It is worth drilling out the rivets and removing the A-post finishers to check this and also for any rust as well.



PG ROVER OWNERS CLUB

ENGINE NOISE

Later cars, post 1973, have extra sound damping on the floor and front bulkhead and it is worth putting extra damping into earlier cars. However, there are a number of grommets in the bulkhead, for example to accommodate the choke cable and it is also imperative that these are all sealing properly along with the grommets that have to accommodate movement like the rubber boots around the clutch and brake pedal shafts. A lot of noise can come in through these holes and also let water into the foot-well.

The bulkhead insulation only works effectively if it is in firm contact with the metal. Extra loft insulation fibreglass can be put behind this and clamped into place with some simple homemade clips. Particular areas to concentrate on are the single skinned area of bulkhead to the right and left of the heater box.

The base of the windscreen communicates directly with the engine compartment and an amazing amount of engine noise can come through the leak mentioned earlier.

GEARBOX NOISE

A whining gearbox may not be a sign of wear it could be the noise is accentuated by a split gaitor. On some cars the gear lever chafes the gaitor when put into reverse. If the gaitor is not too badly split you should be able to glue it back together again. Later cars also have extra gaitors on the underside for gear lever and handbrake. Gearbox noise can also result from split grommets where the speedo drive and reversing light switch wires enter the car and can be reached by removing the speaker grille.

EXHAUST NOISE

This can enter the car via the rear parcel shelf if the boot lid does not seal properly, or the rear exhaust mounting is faulty. Fibreglass insulation can be used to good effect all round the fuel tank behind the fibreboard panel. Stating the obvious but ensure that the exhaust is fitted correctly i.e. olives between sections are fitted properly and the exhaust is not touching the chassis.

UNDER BONNET RATTLES

Most of the obvious ones can be seen by investigating under the bonnet, however, the following cannot.

The curl on the end of the bonnet prop can touch the leading edge of the radiator. Look for a bright mark.



One of the retaining rods for the bonnet fibreglass can touch the top of the brake servo (2200). Dust the top of the servo with talcum powder, close the bonnet and then give it a thump. Try to move the servo or the rod. If you simply pad them firmly this can transmit engine boom into the bonnet panel and into the car.

The brass coloured clip holding the windscreen washer hose to the windscreen valance can touch the bonnet and is temperature dependent. Reverse the clip to clamp it under the valance.

SOUND DAMPING OF PANELS

The fibreglass insulation panels under the bonnet and roof are both a very loose fit and therefore pretty ineffective at damping the panels. Epoxy resin half inch felt to the underside of each to supplement the fibreglass (there is sufficient room). The bonnet and roof will now be acoustically dead. As well as a general reduction in noise this should help with tyre thump.

Steve Dent



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