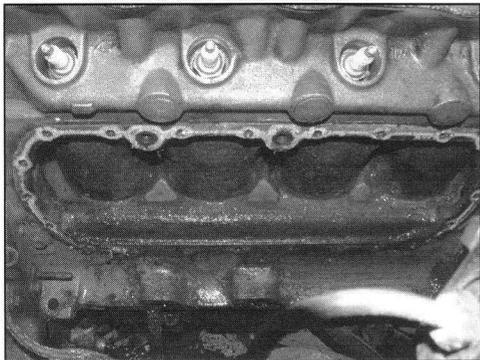




West of Scotland Region

I think that this year must be a record for our region; we have had not one P6 of any model turn up for the monthly



Engine with plate removed

meeting. I think that the excessive rain may have been the reason but it also appears that the regular attendees cars are all off the road for various reasons. One reason may well be the lack of competent mechanics prepared to undertake work on older cars and most importantly to the standard that you are happy with.

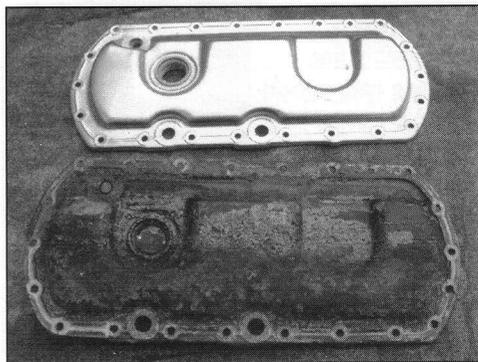
One pre-season MOT failure meant the owner didn't use his car for the whole season for the worry of poor workmanship. Hopefully in true club fashion a few fellow owners will undertake the minor work needed.

Talking of members helping each other out – my air compressor has been lent out to Chris so he can do his own re-spray in Cellulose paint. By the time this article goes to press the car should

be back on the road with a fresh paint job.

With all the P6 work going on in the area I have been shamed into rolling my sleeves up and getting dirty. I have been putting off the replacement of my side plates for about a year and a half.

The main reason for the delay is that I didn't want to remove the engine again and didn't relish the idea of leaning over the engine bay doing it. So I have now removed the side plate on the oil pump side of the block with the engine in place. To be honest it was much easier than I had expected. The thing that most surprised me was that the gaskets that I had replaced less than 3 years ago



Old and new plates

when the engine was out had begun to wear at the bottom leaving a nice rusty water mark. I didn't use a sealant then, though I will this time. The side plates are a set I bought from S&G Walker a while ago and appear to be anodised



so I hope that with the correct anti-freeze mixture they will last another 30 years. Once this small job is complete I will only have the bodywork to do. Maybe by the December issue the old girl may be on the road, that is unless the thought of removing the manifolds to do the other side gets too much for me.

Not a lot of people know, but the West of Scotland Region has an International reporter. Derek Watson (Scauto from the Club forum)

has been on a world tour for several months now. He has been going from continent to continent seeking out the P6 in unusual places. Failing miserably to spot any Rovers in India he had great success in Australia. Seeing several cars out and about he also visited the

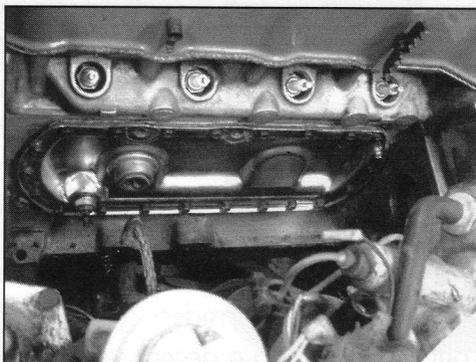
National Motor Museum in Bridwood about half an hour from Adelaide. It has some cracking cars including a 1976 V8 Auto in a fetching green which was kept company by a couple of Leyland P76's.

On to the USA and all he saw was a yellow rubber bumper midget, for Derek this was great as he has an MG fetish. He will be home soon but promises to do more travelling.

Finally, we were sad to hear that John

Glinn has retired from the Club. I would like to say thanks to John for his regular contributions to the Club magazine and website. We hope life without a Rover P6 isn't too dull for you John.

Colin McArthur



Re-fitted plate

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