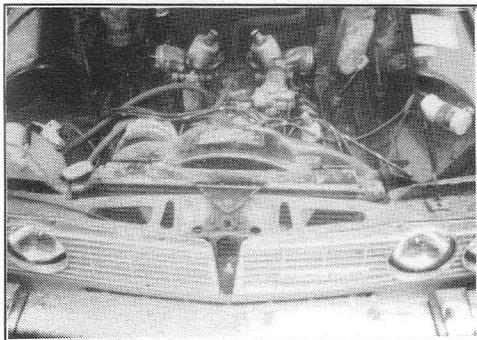


Estate Car Project

P6 Rover Owners Club

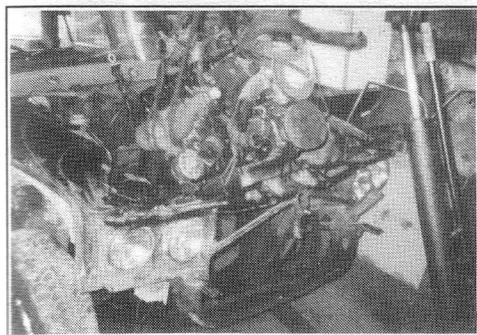
Darren Vassie brings us up to date...

Last year when the club requested a helping hand with HBF, I thought I would be able to kill two birds with one stone. After all even being in the motor trade as a P6 specialist its not very often a beast of this rarity rears its ugly head (sorry estate lovers). So I volunteered my services to get the Club's Estate on the road again after 18 months or so standing and to find out just how the thing is put together for myself.



What we started with: not a pretty sight.

It was a cold February Sunday when I met Rex Walters at the services on the M40 to take HBF down south. I thought Oh *****! What have I let myself in for? But after a brief look over the car I could see that once running properly it would not take much to get an MOT. Sills and D Posts are sound, although previously patched in one or two places they would hold out for a few more years (well maybe two if we're lucky).



Out she comes; the expired lump is removed.

Due to work pressures the car sat at my workshop for about two months without much at all happening apart from removal of rocker cover, inlet manifold, air intake elbows etc, for repainting ready for refitting to the newly installed engine.



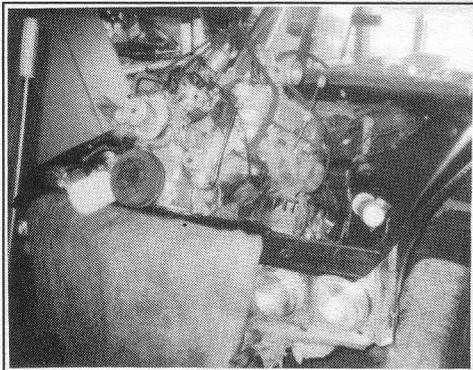
Inner wings and engine bay are prepped and ready for a coat of satin black.

The end of April came and the date was set for engine transplant and general front end tidy up and the fitting of the excellently restored front wings by Peter Weston and eventually an MOT.

The first May Bank Holiday weekend came and with the greatly appreciated help of Charles Seath, Nick Fosbery and Barry Bleasly the front end was stripped down to the base unit. What was left was degreased and cleaned. A small amount of welding was done to both 'hockey sticks' and inner wings, the front arches were wire brushed and scraped and re-undersealed. The engine bay was primed and satin blacked. The gearbox was degreased and mated with donor engine – a 9.25 to 1 C.R. unit from a 1975 Auto with 110K on it but still running fairly 'tappet tick' free. As the engine bay was put back together, attention to originality in colours and finish was adhered to as much as possible – with new underbonnet labels obtained etc.

The valance was in very good condition, and the front scuttle came up very nicely with a T-cut and polish. Unfortunately time ran away and the pressures of business and work loomed down again so the wings will have to be fitted and the car MOT'd in a week or two.

P6 Rover Owners Club



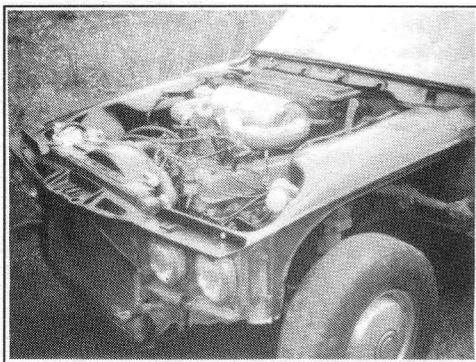
Gently does it! 1975 V8 engine is carefully lowered in.

Giving up our Bank Holiday to work on a P6 did pay off – she's a runner!

After fitting an intermediate exhaust box, (the original fell apart when the engine ran) the brakes were checked and bled, a short test drive took place on the Wednesday.

All being well HBF will have an MOT and be on the road by late May. Watch August P6 News for more on the 'Hearse' – what the MOT man says and photo call with new wings.

To book HBF for rallies phone Darren at 'SP6' on 01903 893111 or 0973 450213.



Job Done! HBF has had a heart transplant in a weekend.

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