



P6 ROVER OWNERS CLUB

front discs the problem persisted. I looked at the rubber hoses and noticed the tell tale bulging around the crimped end. We changed both front hoses and the fault was cured. What happened in this case was the bore had closed up but was sufficiently flexible to allow fluid to flow when the pedal was pressed, i.e. under high pressure, but under the lighter pressure from the caliper the fluid was not able to return when the pedal was released. I didn't know until fairly recently that the front brake pads return to their original position due to the elasticity of the rubber seals around the piston in the caliper. They only flex a fraction of an inch when operated, then the pressure to force the brake fluid back into the reservoir after operation is very low.

I always put some rust proofing wax compound around the ends of new flexi hoses when I fit them now. Beware if you do the same, you must be careful to choose a product that does not rot the rubber pipe.

Problems like these just don't happen on modern cars, as the pipes are relatively new. So if you're taking the P6 to a local garage for this type of problem, try to mention the rubber hoses to the young mechanic without appearing to be a smart Alec !

Steve Wyles

ORANGE PAINT ON YOUR 2000'S GEARBOX?

By 1964, the separation between the Rover and Land Rover sides of the business at Solihull was a well-established fact, and new apprentices could choose whether they wanted a career in cars or in 4x4s. One of the new apprentices in 1964 was Roger Crathorne, who later worked on the development of the original Range Rover and subsequently became Land Rover's off-road driving guru.

Roger is now the technical adviser in the Land Rover UK Press Office, and he told me recently about the one occasion in his career when he worked on Rover cars. In the early days of P6, there was a problem with the gearboxes. The new transmission assembly plant at Pengam in Wales clearly hadn't got the hang of what was required, and every new 2000 coming off the assembly lines had to have its gearbox changed before it left Solihull.

It was an all-hands-on-deck situation, and even the Land Rover people were called in to help. Roger remembers lying on his back for what seemed like weeks, when he must have changed 100 gearboxes or more. Each one took about two hours to do and he says he could still probably change a 2000 gearbox with his eyes closed today!

He also remembers that the engineers applied a splash of orange paint to the new gearbox as a means of confirming that the work had been done. So if your early 2000 has an orange paint mark on its gearbox, now you know why!

Incidentally, I have looked through all the Rover Service Newsletters of the period for some confirmation of this, but have not found any. As the Service Newsletters were sent out to dealers and distributors to assist their workshop staff, the lack of any mention of the orange paint procedure seems to confirm that all the rogue gearboxes were indeed caught and changed before the 2000s had left the factory gates.

James Taylor – Club Historian

