



P6 ROVER OWNERS CLUB

The following describes a project inspired by the ongoing recovery of Will Tetley. He suffered a severe brain injury when bicycling on the South Downs in the summer of 2004, at the age of 18. For the first 2 months he remained in a coma. He was not expected to make any form of physical or mental recovery, however over the last two and a half years Will has continually made small but significant steps to recovery.



The original Rover P6 taking a break from testing at Goodwood in early 1970

In 1970 a Rover P6 V8 race car made its international race debut. The British company's Competitions Department decided on Germany's legendary Nurburgring Nordschleife as being the ultimate test for its totally unproven machine. The car led the race for sixteen hours, building a staggering fifty seven mile lead over the chasing pack, which included the BMW, Ford and the mighty Works Porsche teams. It was only a minor component failure that finally forced the retirement of the car.

Astonishingly, the Rover Competitions Department was closed only days afterwards, destroying an extraordinarily talented team of engineers.

The re-creation of this car by the competition department at WTR Sport is an opportunity for the Rover's obvious potential to be realised, within the current fiercely competitive historic motorsport scene.

2007 will be a development year, based around outings in the highly prestigious Heritage Grand Touring Car Challenge, which supports major events such as the British Touring Car Championship and the AI Grand Prix at Brands Hatch. This particular championship caters for cars such as Aston Martin, Chevrolet, Porsche, Jaguar, Lotus and Ford Mustang. To see this unique Rover on the grid will be a great spectacle. Later in the year the car will visit Spa in Belgium and the Nurburgring Nordschleife in Germany, where it will join a massive 250 car field in a German historic championship. All races that the car enters will be long distance races, as this enables both drivers to enter at each meeting.

The hope is that in 2008 a full assault will be made on the Heritage Grand Touring Car Challenge, again with a number of European outings throughout the season.

The two drivers of the car, David Tetley and Francis Butler, are both extremely experienced saloon car racers. Each holds a professional, international race licence. Francis began as a tarmac rally driver, although he is now a well-accomplished circuit racer. After competing in a modified production saloon car championship in the eighties, he has raced a number of Ford Capri's to success across Europe. David would certainly have won the 1991 Modified production Saloon Car Championship had he not pulled out late in the season. He won all but one of the races he entered in his powerful

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Rover SD1. An outing in the famous Thunder Saloon Championship followed, driving a 700+bhp Pontiac-engined Opel Manta, and this fuelled his desire to race yet another 'power of grip' car.

Since the early nineties both drivers have entered selected races in Britain and Europe, although both would now relish the opportunity to enter a competitive British championship once again.

SPECIFICATION:

- BODY TYPE:** Standard body type – modified to take wider wheels
Aerodynamic adjustments also made
- ENGINE:** 5000cc, 90 degree V8
Alloy block and heads, with four twin choke, down draft carburettors
Max power – 485bhp (endurance spec) or 530bhp (sprint spec) @ 7750rpm
Max torque – 400+ftlb @5250rpm
- TRANSMISSION:** Lightweight flywheel, race clutch, direct top 5 speed 'dog box'
Jaguar-type limited slip differential
- SUSPENSION:** Front – modified standard setup, with race springs and fully adjustable shock absorbers
Rear – modified standard unit, with De Dion setup retained
- BRAKES:** Front – race AP vented and grooved discs with 4 pot AP calipers
Rear – uprated inboard disc setup
6 point welded-in roll cage – to FIA historic standard
Fully plumbed in fire extinguisher system
- INTERIOR:** Sheet aluminium dash with race instrumentation
Race seat with 5 point harness, race steering wheel
- DIMENSIONS:** Length 4450 – Width 1830 – Height 1320 – Weight 1000kg
- PERFORMANCE:** Top speed 190mph approx, 0-60mph in 4 seconds, 0-100mph in 8 seconds

Team Willpower is a supporter of BIRT (the Brain Injury Research Trust). Supporting Team Willpower means that 50% of the money gained through sponsorship is donated to aid the ongoing recovery of William Tetley, who is

currently undergoing rehabilitative treatment for a severe brain injury sustained in 2004. This money will be used to buy William the best equipment, which in turn will be passed on to other patients at his particular rehabilitation clinic.

Companies offering significant sponsorship will be offered space on the car for their logo. All of those that do sponsor the car will be extremely welcome to join Team Willpower at any meeting, and any enquiries about sponsorship or dates can be made to:

WTR Sport, Bolney Grange Garage, 46 Bolney Grange Business Park, Stairbridge Lane, Bolney, West Sussex RH17 5PB. Tel: 01444 239922.



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