



*WESSEX VEHICLE
PRESERVATION CLUB*
FOUNDED 1971



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'WESSEX WAYS' APRIL 2020

VEHICLE OF THE MONTH

ROVER 2000 AND 3500 (SALOON AND ESTATE)

2000

The first P6 used a 2.0 L (1,978 cc or 120.7 cu in) engine designed specifically for the P6. Although it was announced towards the end of 1963, the car had been in "pilot production" since the beginning of the year, therefore deliveries were able to begin immediately. Original output was in the order of 104 bhp (78 kW). At the time the engine was unusual in having an [overhead camshaft](#) layout. The cylinder head had a perfectly flat surface, and the combustion chambers were cast into the piston crowns (sometimes known as a [Heron head](#)).

Cars that were built until 1966 are referred to as early cars. The Rover 2000 had many detailed differences that changed over the first 3 years of production. Items such as exhaust systems, gear linkages and most visibly the front valance. It had vertical slats and was curved with no extra bumps which gave the car the nick name "sharks tooth". Also on these cars the boot-shuts and the door-shuts of the base unit were painted body colour. The cars varied very slightly in appearance because radio aerials, a heated rear window and a locking fuel cap were optional extras. Early instrument panels were not made of plastic. The speedometer only went up to 110mph and the centre console and pedals were different on later cars.

Rover later developed a derivative of the engine by fitting twin [SU](#) carburettors and a redesigned top end and marketed the revised specification vehicles as the 2000 TC. The 2000 TC was launched in March 1966 for export markets in North America and continental Europe. Limited availability of the redesigned induction manifold needed for the twin-carburettor engine was given as one reason for restricting the 2000 TC to overseas sales. The manufacturers also stated pointedly that the UK's recently introduced blanket 70 mph (113 km/h) speed limit would make the extra speed of the new car superfluous on the domestic market. Fortunately for performance-oriented UK buyers, supplies of the redesigned inlet manifold must have improved and the company relented in time for the [London Motor Show](#) in October 1966 when the 2000 TC became available for the UK market. The 2000 TC prototypes had run in the Rally of Great Britain as part of their test programme. It featured a bigger starter motor and tachometer as standard and was identifiable by "TC" initials on the bodywork. The power output of the 2000 TC engine was around 124 bhp (92 kW). The standard specification engines continued in production in vehicles designated as 2000 SC models. These featured the original single [SU](#).



3500 SALOON AND ESTATE

Rover saw [Buick's compact 3.5 L \(3528 cc/215 in³\) V8](#) from the [Buick Special](#) as a way to differentiate the P6 from its chief rival, the [Triumph 2000](#). They purchased the rights to the innovative aluminium engine and once it was modified to allow its use by Rover, it became an instant hit. The [Rover V8 engine](#), as it became known, outlived its original host, the [P5B](#), by more than thirty years.

The 3500 was introduced in April 1968 (one year after the [Rover](#) company was purchased by Triumph's owner, [Leyland](#)) and continued to be offered until 1977. The manufacturer asserted that the light metal V8 engine weighed the same as the four-cylinder unit of the Rover 2000, and the more powerful car's maximum speed of 114 mph (183 km/h) as well as its 10.5-second acceleration time from 0–60 mph (97 km/h) were considered impressive, and usefully faster than most of the cars with which, on the UK market, the car competed on price and specifications. (The glaring exception was the [Jaguar 340](#), which was substantially quicker than the Rover 3500 and was advertised at a 15 per cent lower manufacturer's recommended price, the Jaguar representing exceptional value as a "run-out" model, to be replaced later in 1968 by the [Jaguar XJ6](#).)

In comparison, the Rover 3500 auto tested by [Motor](#) magazine in the issue published on 20 April 1968 achieved a maximum speed of 117 miles per hour (188 km/h) (mean), 0–60 mph in 9.5 seconds, with a standing quarter-mile in 17.6 seconds.

It was necessary to modify the under-bonnet space to squeeze the V8 engine into the P6 engine bay: the front suspension cross-member had to be relocated forward, while a more visible change was an extra air intake beneath the front bumper to accommodate the larger radiator. There was no longer space under the bonnet for the car's battery, which in the 3500 retreated to a position on the right side of the boot. Nevertheless, the overall length and width of the body were unchanged when compared with the smaller - engined original P6.

Having invested heavily in the car's engine and running gear, the manufacturer left most other aspects of the car unchanged. However, the new Rover 3500 could be readily distinguished from the 2000 thanks to various prominent V8 badges on the outside and beneath the radio. The 3500 was also delivered with a black vinyl covering on the C-pillar, although this decoration later appeared also on four-cylinder cars.

A 3-speed [Borg Warner 35 automatic](#) was the only transmission until the 1971 addition of a four-speed manual 3500S model, fitted with a modified version of the gearbox used in the 2000/2200. The letter "S" did not denote "Sport", it was chosen because it stood for something specific on those cars: "Synchromesh". However it is important to note that the 3500S was noticeably quicker than the automatic version of this car with a 0-60 mph time of 9 seconds, compared with 10.1 for the default, i.e. automatic, car. Moreover, due to the fuel-guzzling nature of automatic gearboxes of this era, the manual car's official cycle was 24 mpg compared to the automatic's 22 mpg.

The Rover 3500 was also assembled by Leykor in South Africa. A high compression version was added in 1971, with a high compression version of the V8 producing 184 hp (137 kW). The P6 continued in South African assembly until being phased out during 1975; the SD1 arrived in 1977.



ESTATES

While [Triumph](#) enjoyed considerable success with the estate version of their [2000 saloon](#), Rover seemed happy to leave that sector of the market entirely open to their old rival. However, [Battersea](#)-based coachbuilders [FLM Panelcraft](#) picked up Rover's dropped ball and produced their own estate conversion of the P6, called the **Estoura**. The name is presumably a contraction of the words 'estate' and 'tourer'. Although no actual figure for the production of the estate are known, due to a fire that destroyed the company records, amateur investigations by several Rover enthusiasts show a little over 200 cars were known to have been produced. The first estate was not an approved conversion, but from 1970 onwards the car was marketed (with the factory's blessing) by BL dealers HR Owen Limited and therefore factory [warranties](#) were carried forward.

The conversions were completed by [H.R. Owen](#) and [Crayford Engineering](#), with bodywork executed by [FLM Panelcraft](#). Crayford's involvement in the project was limited to the interior of the car, and the company had no bearing on the external design of the estate conversion. Nonetheless Crayford badged them as Crayfords for a while (implying that they built them) and only stopped after FLM threatened legal action. Conversions could be carried out at any time in the car's life. Most conversions appear to have been carried out when the cars were 12 months old or older because if a car was converted when new, the conversion would be liable for [Purchase Tax](#) like the car itself.

Due to the cost of the conversion (about [GB£800](#)) it would appear that most were carried out on the 3500 rather than on the 2000, with even fewer 2200s made. In comparison with the [Triumph 2000](#) estate, the Rover Estoura was of limited practicality. The quality of the conversion also left a great deal to be desired, with the estate conversion being pop-riveted on to the back end of the modified vehicle, with little rust-proofing or paint applied. As a result, the back end of the vehicles often rusted out, and several estate "pods" were subsequently transferred from one car to another.

CHAIRMANS CHATTER

Hi Everybody,

What has the world come to when a guy in China can go to a market buy a monkey eat it then proceed to infect the whole world with such a devastating virus, we can only hope that a flu like jab can be found to protect us sooner rather than later.

As you all know everything classic car wise has been postponed for the immediate future although you may here different rumblings coming from some club chairman that this will be over as quick as it started, I can assure you that this will not be the case, I myself think that we are all in this for the long haul although I hope that I am proved wrong.

All of our club events have been cancelled as in line with all the others, all local events have been postponed. All I can do is to ask you all to **STAY SAFE** and if we all abide by the rules then we will be quicker getting back to some form of normality, of course this could be the time to try a different hobby, why not learn to play an instrument or a new language although it makes no difference what you do it will help the time go by, I look forward to seeing you all again ASAP in the meantime I shall try to find a joke or two for next month also if you feel like a chat then most of you have my number so give me a call.

TAKE CARE, STAY SAFE,

Doug

CALENDAR OF FORTHCOMING EVENTS

ALL WVPC EVENTS CANCELLED UNTIL FURTHER NOTICE

E10 Fuels Consultation: FBHVC Position Statement

On Wednesday 4th March 2020, Her Majesty's Government published a consultation on proposals to introduce E10 petrol as the standard for fuel across the UK. The lead proposal would introduce a minimum ethanol content of 5.5% for standard 'premium' fuels in 2021, whilst - and this is important for historic vehicles - maintaining the current E5 blend in the 'protection' grade.

Typically, fuel companies currently blend petrol with up to 5% bioethanol and diesel with 7% biodiesel. The government have a target to ensure that 9.75% of all transport fuels must come from renewable sources by the end of this year under their "Renewable Transport Fuel Obligation". The government believe that a move to standardising E10 fuel will be equivalent to taking 350,000 cars off the road each year. The Department of Transport estimates that this may cut CO2 emissions for transport by 750,000 tonnes per year.

E10 is of concern to historic vehicle owners because it may cause some flexible fuel hoses, seals, gaskets, plastics and certain metals critical to the fuel system to corrode or degrade. This may cause damage to fuel pumps, carburettors, seals on injectors, pressure regulators and fuel tanks that are not resistant to ethanol. The bioethanol may also dislodge particles on older fuel systems causing blockages.

There are other challenges facing the roll-out of E10 fuel aside from compatibility. As published in Federation News, Issue 1 2020, we understand that the only UK refinery for the additive has closed and the environmental costs of shipping additives from other parts of the world negates any environmental benefit.

The Federation note that the government, in previous consultations on the matter, have recognised that historic and cherished vehicles are not advised to use fuel with these proposed levels of bioethanol. The Federation has also advised in previous consultations of the requirement to run an alternative 'protection grade' alongside E10 for historic vehicles and we will seek to reinforce that standpoint in this latest consultation. The Federation will also seek reassurance that historic vehicle owners will not be financially penalised at the pump when purchasing protection grade fuel and that its availability will not be time limited.

The following question was posed to the Secretary of State for Transport by Sir Greg Knight, Conservative MP for East Yorkshire: "To ask the Secretary of State for Transport, what assessment he has made of the potential effect of the use of E10 fuel on older vehicles?"

Which received the following response from Rachel Maclean, Parliamentary Under-Secretary (Department for Transport):

"Increasing the share of bioethanol in petrol by blending up to 10 per cent, known as E10, could provide significant carbon savings, helping us meet our climate change commitments. One of the main barriers to introducing E10 has been vehicle compatibility. Currently, around 95% of petrol cars used in the UK can use E10, but around 700,000 are not warranted by their manufacturers to use E10. This number is expected to decrease as vehicles come to the end of their life. However, some classic and cherished vehicles that are not advised to use E10 will remain in use.

The prolonged use of E10 fuel in those older and classic vehicles not under manufacturer warranty can cause corrosion of some rubbers and alloys used in the engine and fuel systems. For those vehicles, the Department remains committed to ensuring that E5 is retained as a protection grade, if E10 is introduced."

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A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who asked him for a couple of pounds for dinner.

The man took out his wallet, extracted ten pounds and asked, "If I give you this money, will you buy some beer with it instead of dinner?"

"No, I had to stop drinking years ago," the homeless man replied.

Will you spend this on old car parts" the man asked.

"Are you NUTS!" replied the homeless man. I haven't played with old cars in 20 years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a hot shower and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's okay. It's important for her to see what a man looks like after he has given up drinking and old cars."

