



Stainless Exhausts By Steve Manwell

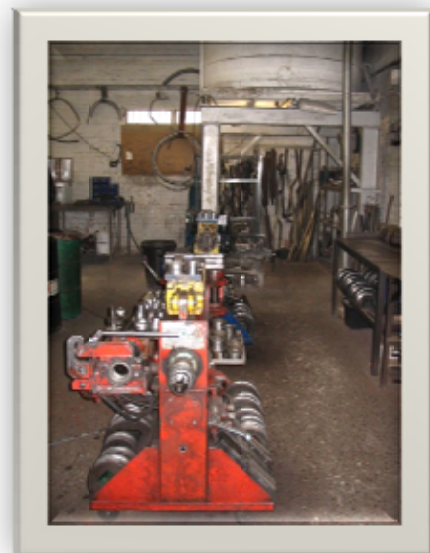


When I was a kid helping Dad maintain my grandfather's Rover 2000 TC's, I learned that some part of the exhaust needed to be replaced every couple years with all the salt put on the snowy roads during Syracuse, New York winters. Exhausts were one of the few things that needed re-doing regularly, along with replacing parts of the gear lever linkage, lubricating the sticky starter gear spline, and a couple other things, but mostly the cars were reliable. On the other hand, Grandpa did always have two Rovers in case one needed work, or we were waiting for parts, etc.

Now that we maintain Rovers more as classic cars that get sporadic use, it's more fun to take on new projects on a car than to periodically replace exhaust systems as they rust away. This is especially true when the components often must be

imported from England with the shipping expense that's involved. Fortunately unleaded fuel seems to be less corrosive than leaded fuels were. The first exhaust section after the manifold will last pretty well in mild steel, especially if it is painted with high temperature paint, but mufflers are another matter.

All of that makes me a fan of stainless exhausts – they are not cheap, but you don't have to worry about pulling your car out of winter storage and listening to your exhaust sounding noisier than it was last year because of a rusty hole in the muffler. Stainless exhausts can sound a little tinny at first, but they improve with age as they get a coating of soot inside.





With the favorable dollar to British pound exchange rate, Dirk Burrowes and I have been investigating purchase of a batch of stainless exhausts from P. D. Gough which is a manufacturer in Nottingham, England. They get uniformly good reviews from people in the UK Rover clubs, and they supply at least one of the Rover parts suppliers as well as a well known Morgan car parts supplier. See <http://www.pdgough.com/>

I visited P. D. Gough earlier this year, and got an hour-long grand tour of their facility. They maintain a physical “library” of samples of original Rover exhausts covering most models from the 1930’s through at least the 1980’s – this is part of a large two-level room at the back of their shop with exhausts for all sorts of cars hanging in racks. Each muffler is cut open so that they can see the correct internal construction. Sample exhausts that I saw on my visit, including one for a Rover P6 V8, looked to be very well made.

Each exhaust component is entirely fabricated in-house starting with pre-cut flanges, lengths of pipe and flat sheet metal. From these raw materials, pipes are bent to match the patterns using sand packed in the pipe to minimize reduction of the pipe cross section at each bend. Each muffler (silencer in UK English) is fabricated to match the shape, dimensions and internal construction of the original Rover part. Each exhaust section also has the correct three-bolt connecting flanges that Rover used in most applications.

Our contact at P. D. Gough has offered the following pricing in pounds Sterling for an order combining multiple exhausts, though he as also said that a further discount may be negotiable depending on the specific order.

These prices exclude shipping. Other Rover systems are available too, as well as systems for other cars.

P2: 1947 "12" £295.

P3: 1948 "75" Saloon (6-light) £275

P4: 1960 "100" £315

P4: 1964 "110" £325

P5: 1964 3-litre £305

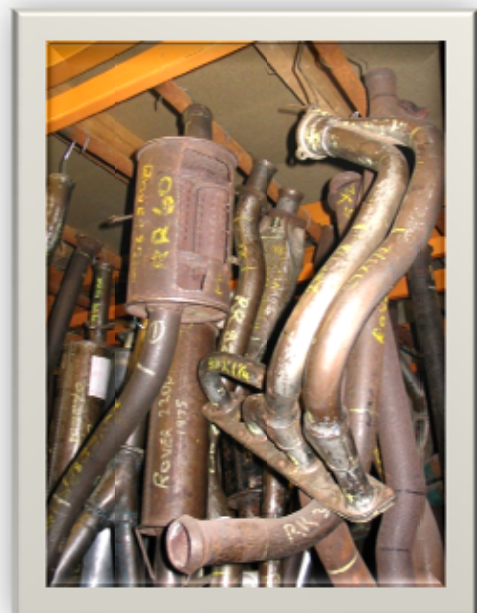
P6B: 1970 3500S V8 £340

P6: 1968 2000 TC £340

(2-can system, excluding 4-branchmanifold)

P6: 1968 2000 TC £295

(2-can system, excluding both manifold and center pipe)



These prices range from approximately **\$400** to **\$500** US Dollars at an exchange rate of \$1.45 per pound, plus shipping. The most likely shipping method would be to have P D Gough ship in a crate at an estimated cost of 1000 GBP for a crate containing 15 to 20 exhaust systems. The goal would be to have shipping add \$100.00 or less to the cost of each system. It may be possible to complete an order in time to have a delivery of exhausts to Fitchburg, MA in time for the RoveAmerica event, depending on the level of response from US Rover fans.

Go to <http://www.roveramerica.com/partsform.html> to order your own exhaust.