



OUR SELECTION

The same gearbox in two vastly different cars makes for an interesting comparison. The results show there isn't much between a five-speed Rover and a TR7, both blue-printed to factory specifications, in acceleration times and in sporting appeal.

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HEN LEYLAND engineering supremo Spen King launched his big car for the seventies and eighties, the Rover 3500, he stressed the car offered refinement rather than innovation.

"Some men may well compare the new Rover with the old P6 series and say that it is not so 'technical' in its specification. This is absolutely true, and it is quite deliberate," he said. The man behind a string of Rover designs, including the gas turbine cars and the Range Rover, went on to say too many people set great store by impressive specification and engineers tended to enjoy themselves using complex solutions to achieve design requirements.

"On this one we had to use more subtlety and more intensive development to get equally impressive results from a simpler design which would offer easier servicing, better reliability and generally better cost-effectiveness," Spen King said.

Though the Rover five-speed gearbox wasn't standard equipment in the 3500 on its introduction in Australia it was a sig-



