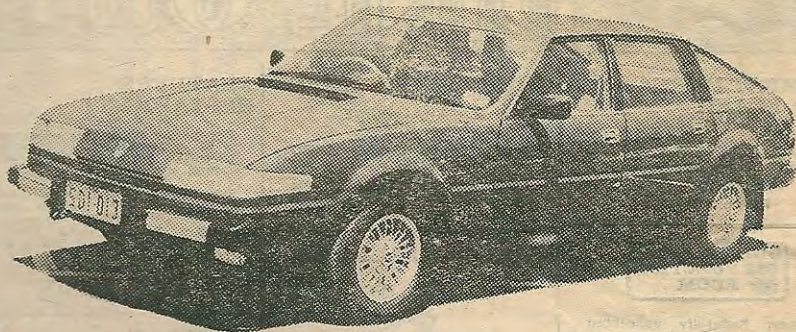


# News Test

By Rod Easdown



## Car

ROVER 3500 V8

### Price

\$19,995 basic price, as tested.

(Standard equipment includes air-conditioning, triple-layer laminated windscreen, power steering, power windows, central locking system, AM/FM radio/cassette, halogen lights, adjustable steering wheel).

The new Rover is a fine motor car. But like so many products coming off British production lines, it is marred somewhat by niggling quality control problems. Like a windscreen washer not working, a courtesy light which wouldn't turn off, a retaining clip which broke because it was too tight, and a couple of glue patches that hadn't been cleaned up.

The fastidious Rover owner will have to persist diligently in getting these things ironed out during the warranty period. At the end of it he'll have a car that's 100 per cent.

Otherwise the Rover is quite brilliant. Though not overly quick accelerating from rest, the car gets very spirited in the high rev range where the engine, and the beautiful aerodynamics, come into their own. Dropping it back to second gear at 100kmh to overtake is a delightful experience.

And the handling is uncannily neutral. I hurled it at corners on the Wanneroo race track and couldn't get any oversteer or understeer, just solid, controllable and predictable stability. It's just as good while cruising.

My only real complaint was rearward visibility. But that big rear hatch makes up for it in the tremendous amount of luggage space—and the rear seat folds down to give still more.

Over gravel the car was again very stable, and no dust found its way in under very extreme conditions.

The interior is attractive, but the minor instruments tend to hide behind the steering wheel. The seats are good—I drove for five hours non stop at one stage and got out completely fresh. Speaking about long drives, the Rover needs a bigger fuel tank for Australia.

The Rover will compete against cars like the Audi 5E and the Peugeot 604, so it's in tough company. But I think it will do well. It's very much an individual's car and offers sportiness as well as luxury.

try driving 14.48 litres per 100 km (19.5 mpg). Test was moderately driven with airconditioning in constant use. Fuel tank capacity 65.9 litres, range 455 km. Length of test 1400 km.

### Brakes

Discs front, self-adjusting drums rear with pressure limiting valve. Best 100 kmh to 0 time 3.4 seconds, worst 3.7 seconds, average of five 3.52 seconds.

### Service

1600 km free labour, then 5000 km and intervals of 5000 km. Service labour times: 5000 km 1.9 hours, 10,000 4.1, 15,000 1.9, 20,000 4.4, 25,000 1.9, 30,000 4.1, 35,000 1.9, 40,000 4.4. Warranty 12/20.

### Spares

Main muffler \$94.62, front pads \$54.96, windscreen (triple layer laminated) \$155.00, front bumper \$113.46 mid section, \$37.23 each end section. Prices include sales tax.

### Will it fit your garage?

Length 4698mm, width 1768, height 1354, clearance 155, wheelbase 2815, track front 1500, rear 1500, weight 1428 kg, turning circle 10.4 m, turns of steering wheel lock to lock 2.75.

### Engine

Eight cylinders, Vee-slanted at 90 degrees. 3.528 litres, twin carburettors with automatic choke. Maximum power 120 kw at 5000 rpm, maximum torque 245 nm at 3000 rpm.

### Transmission

Three-speed automatic transmission, with floor-mounted selector, driving through the rear wheels. Ratios: First 2.39, second 1.45, third 1.00. Axle ratio: 3.08. Manual transmission not available.

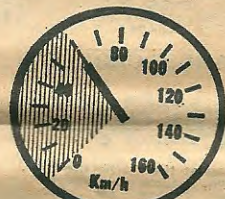
### Suspension

Front: Independent MacPherson struts, anti-roll bar. Rear: Live axle, coil springs, radius rods, transverse location by watts linkage. Self levelling device.

### Consumption

During time trials, Wanneroo race track: 23.16 litres per 100 km (12.2 mpg). City driving 16.59 litres per 100 km (17.03 mpg). Coun-

### Acceleration



0-60 . . . . . 5.68 seconds



80-110 . . . . . 6.18 seconds  
Times average of five runs.

## Score Chart 0 2 4 6 8 10

Category	0	2	4	6	8	10
Open road handling						10
Winding road handling						10
City driving					8	
Parking				6		
Brake stopping ability				8		
Braking stability					8	
Outside finish					8	
Inside finish					8	
Driver comfort						10
Backseat legroom					8	
Instruments					8	
Rearward vision		2				
Gear change					8	
Clutch accessibility					8	
Battery accessibility						10
Boot space						10
Access to spare tyre			2			
Road noise						8
Value for money				6		

• Test vehicle supplied by Leyland Australia, 535 Great Eastern Highway, Redcliffe.