

# THE MONTH

## DRESSED TO SELL

If you're out to buy a Rover 827, get a manual. We've always preferred the self-shifter and the way it complements the Rover's revvy, 2.7 litre V6 engine. The automatic's all right, it's just that the engine is the best feature of the car and can only be fully exploited with the manual transmission.

Now there's an even better reason to get the manual. Rover distributors JRA, in a move to sell the last of its 827 Si stocks, have fitted the cars with a special body styling kit. And the best news is that the kit doesn't cost a thing.

Based on a design by Rover's UK studio, the body add-ons are manufactured locally by Sydney firm USC. It won't however, be sold separately to current Rover owners — if you want the body kit you have to buy the car.

There is a new front fibreglass bumper incorporating a deep front air dam, mesh grille and twin driving lamps. A new rear bumper, also of fibreglass, has a lowered apron incorporating holes for the twin exhaust pipes.

Along the Rover's flanks are full-length side-skirts, while the boot lid is extended by a spoiler incorporating a high-mounted stop-light.

Steel wheels are replaced by the Rover Sterling's alloy rims, which are shod with Michelin MXV tyres. Topping off the package is a dashboard plaque with the limited edition Rover's build number.

The whole show is covered by Rover's normal two-year unlimited mileage warranty with three-year cover for paintwork.

The normal Si specification is retained, and includes air condition, remote central locking, electric sunroof, power windows and mirrors, eight-speaker stereo and velour trim.



**A body kit for the Rover 827i.**