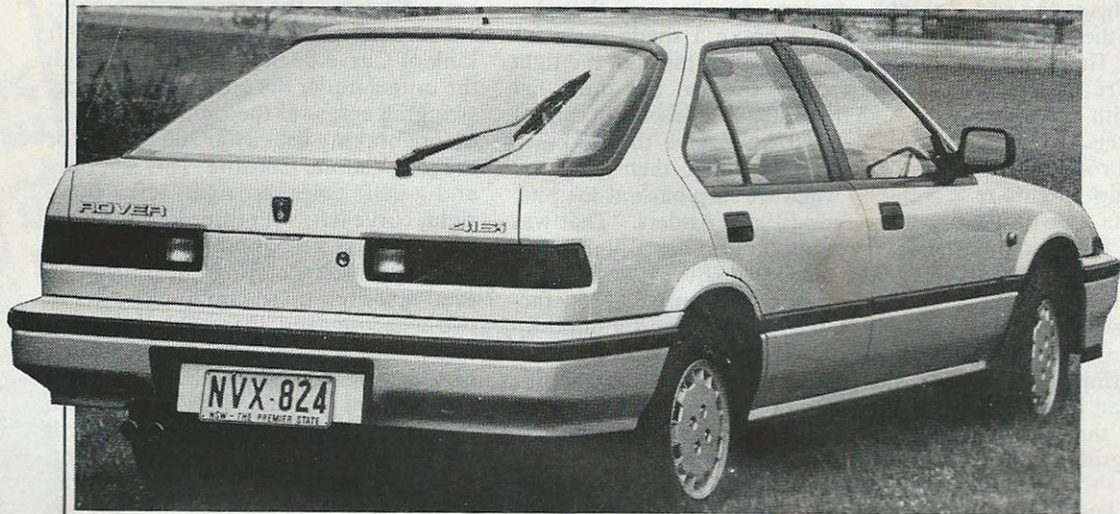


Australia's new small Rover

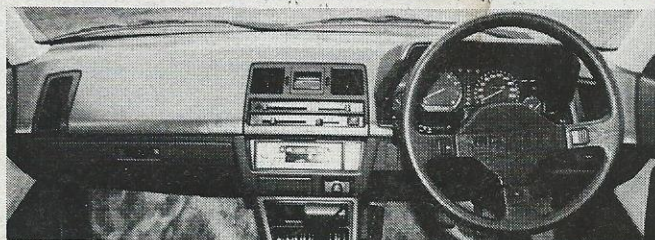
The best of British . . . And it's from Japan



DEBUTANTE OF THE month on the Australian market is Rover's new small (by Rover standards) car, the 416i, built for Jaguar Rover Australia by Honda in Japan. Powered by a 1.6 litre, twin overhead camshaft, fuel injected engine, the Rover 416i develops 90 kW and 142 Nm which, allied to its low weight of 1050 kg and an aerodynamic shape, make for claims of excellent performance and economy.

The flush-glass, faired bumpers and wedge profile produce a low drag coefficient of 0.34. Power is transmitted via the front wheels and there is a choice of five speed manual transmission or four speed automatic with a lock-up facility on fourth gear. Gearing is quite low to make maximum use of the free-revving engine (the red line is at 7000 rpm and maximum power is produced at 6500 rpm).

Steering is speed-sensitive power assisted rack and pinion while suspension is independent by struts with torsion bars up front and trailing links with coil springs at rear. Gas pressure shock absorbers are



used all round. Brakes are disc front, drum rear with power assistance. Light alloy wheels with Michelin MXV 195/60 R14 tyres are standard.

Electric windows, electric mirrors, central locking, remote hatch and fuel filler releases, adjustable steering column, AM/FM stereo radio/cassette, and the already men-

tioned power assisted steering and alloy wheels are also standard equipment.

The Rover 416i was first shown to the public on JRA's stand at the recent Melbourne Motor Show and went on sale just as this issue of Modern MOTOR appeared on the news stands.

Barry Lake

