ROVER STERLING

ROVER 827 Si

"The Rover 800 Series – It does everything with style"

Rover has always achieved its place in automotive history. Its undoubted style, its verve to be different, to be ahead of its time – all serve to make Rover one of the world's great automotive marques.

Dating back to 1861, the Viking emblem emblazoned on a shield is unmistakably proud. It is this Rover character and individuality that has been reflected in distinct automotive designs that have influenced trends rather than followed them.

Examples of Rover's originality are many. The safety bicycle of 1885, which dictated design for the next 100 years; the first Land Rover in 1948; the gas turbine T3 coupe of 1956; the Range Rover and the remarkable Rover 2000 and 3500. All have been marked by a flair and passion for style. Today, that flair lives on in the Rover 800 Series, creating a car representing the very best of Europe, a car that is unmistakably a Rover.

UNFOLDING THE VISION
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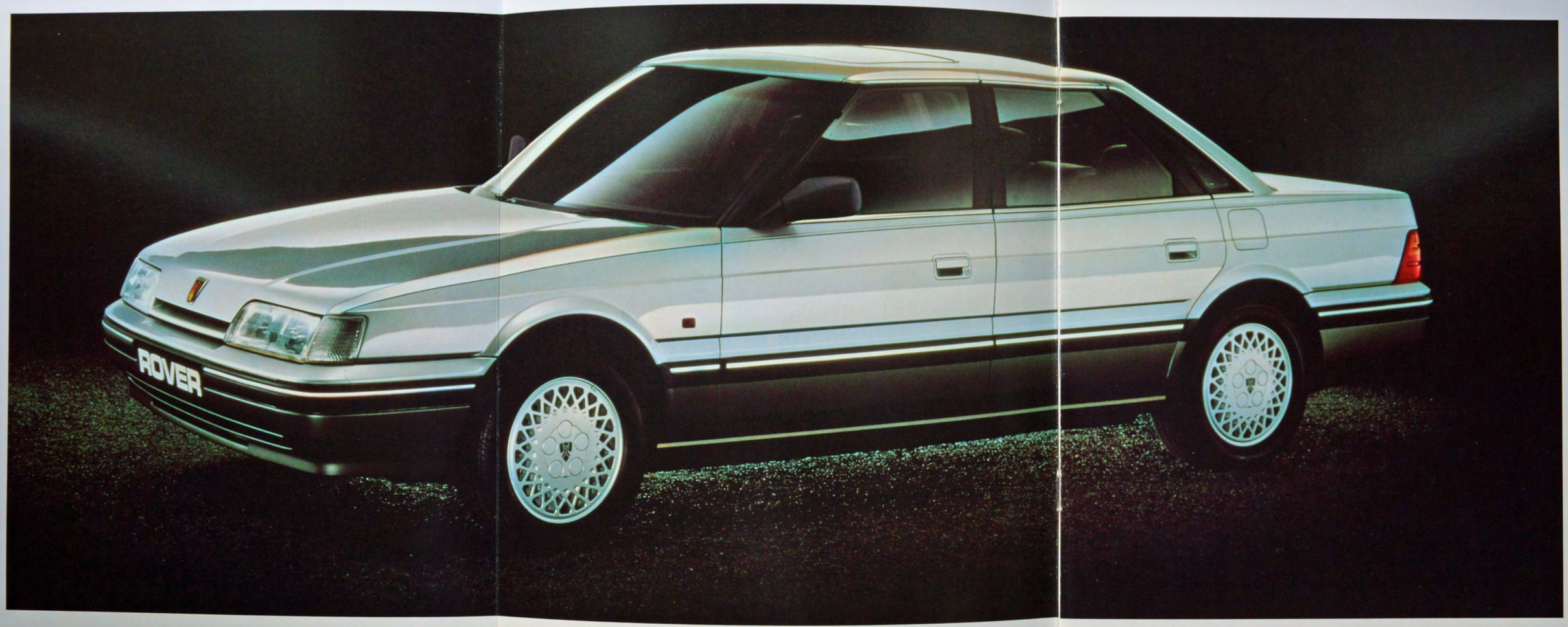
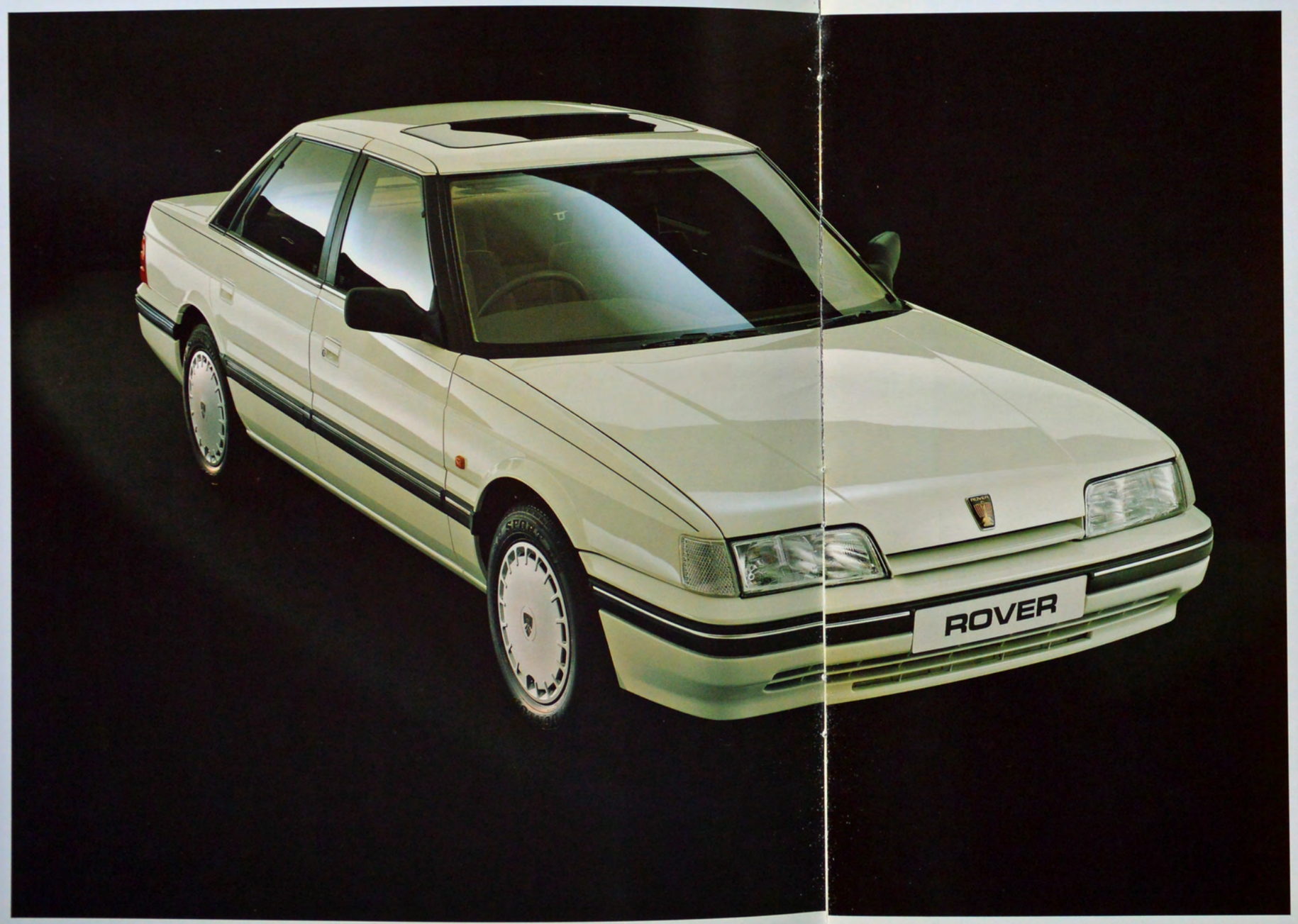




THE ROVER TRADITION

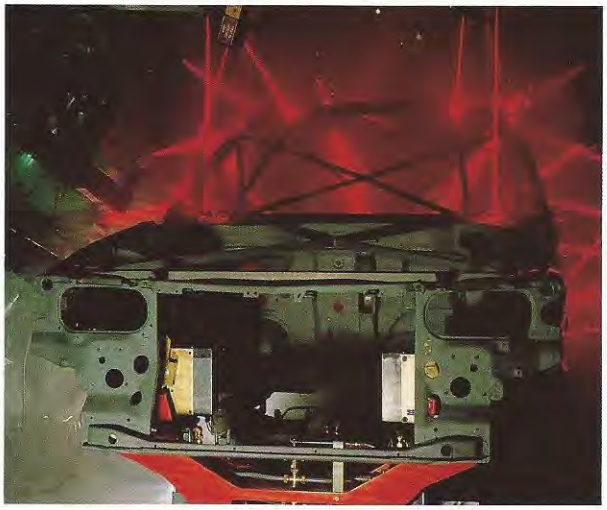
"An outstanding achievement"

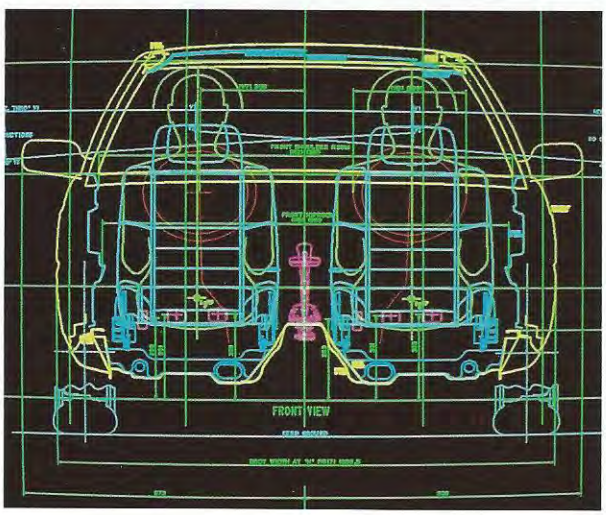
The Rover marque has a tradition for luxury and power in a highly distinctive form. It is these qualities which distinguish the latest Rover 827 as such a remarkable car. Both the spirited Rover 827 Si and the sumptuous Rover Sterling are the finest expressions yet of the Rover philosophy.

Classic body styling is understated, not flamboyant. Comfort is built-in, with quality materials and an obsessive attention to detail, not with electrical gadgetry. And although the engineering and electronics are at technology's leading edge, they are there to achieve efficiency and outstanding reliability.

Above all, the Rover 827 reflects the individuality, the style and the taste of its driver. Standing both as an inspiration and a challenge to the makers of other luxury cars, it is an open invitation to a motoring experience of a new and exhilarating kind.

"Quietness – perhaps the finest luxury in road travel – has always been a Rover hallmark"





From its very inception the Rover 800 Series has broken new ground with its total commitment to excellence in design, engineering and quality. Perfection – nothing less.

Before even a single prototype was built, the 800 Series was subjected to the most intensive scrutiny, and every detail of its design painstakingly analysed using the latest Computer-Aided Design (CAD) workstations. Rover's research and development facilities are the result of a vast financial investment. The diverse capabilities and versatility of its CAD resources, and its styling and engineering departments place Rover at the forefront of the European motor industry.

The Rover 827 Si and Sterling are built in Britain on the only production line in the world where computer-operated lasers check every bodyshell against the original design specifications. 62 laser beams and cameras in pairs instantly make 96 dimensional measurements, ensuring an accuracy of just 1mm – the most demanding of its type. If any alignment or clearance is found outside this tolerance, the production line automatically stops.

Testing is to the same unprecedented levels of precision. No less than 900 individual electrical system checks are made on each car during assembly, and all of them are repeated before the vehicle receives its final sign-off. Water tests use a fluorescent dye which shows up in ultra-violet light, ensuring that any leaks are found instantly. And during a sophisticated end-of-line rolling-road test, a driver works with a computer terminal to check a wide range of functions, including performance, steering, braking and suspension.

All this testing has one aim only – to produce the highest quality, most reliable Rover ever built. A Rover which reflects the full revival of British engineering skill, design ingenuity and craftsmanship at its very best.

Whilst Rover's style has traditionally been understated, there is no doubt about the latest 827's tremendous power and torque. The 2.7 litre, 24 valve V6 engine effortlessly produces 128 kW and can be matched to either a slick 5 speed manual gearbox or to a state-of-the-art electronic, dual-range automatic transmission. The result either way is quiet, effortless performance of the most satisfying kind.

The all-alloy engine breathes easily thanks to its cross-flow and four valves per cylinder design, producing more power for less fuel. Ignition timing and fuel supply are controlled by microprocessor-based combined fuel injection and programmed ignition systems.

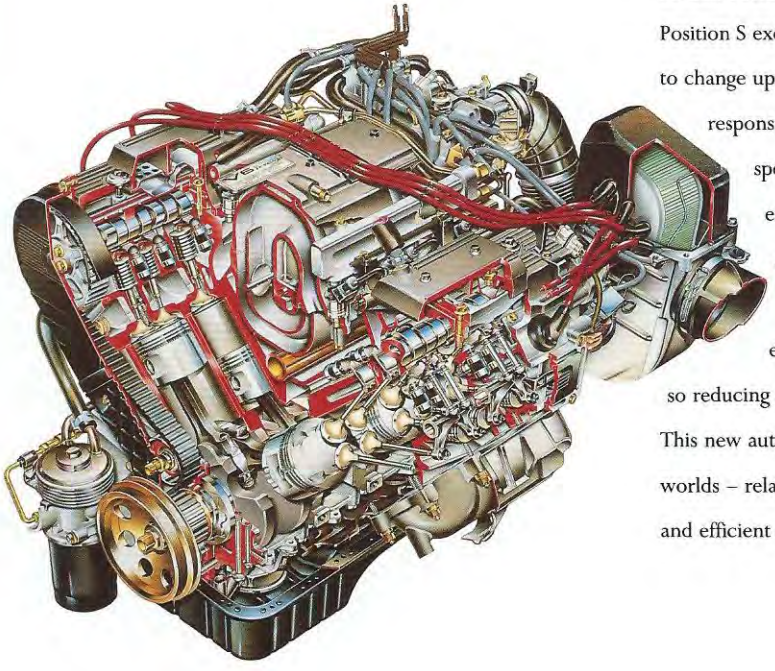
The impressive flexibility and pulling power of the 2.7 litre engine derives from a high torque delivery at low and medium engine speeds as well as at high rpm. This is due in part to the advanced design of the variable air intake system. It features

two induction tracts of different lengths and diameters for each cylinder.

At low engine speeds, air flows to the cylinders through the long, narrow tracts, giving high air velocity. This ram-feeding means good combustion efficiency, and so optimises torque at low rpm. At medium engine speeds, air is progressively directed through the shorter, wider tracts by butterfly valves, until above 3800 rpm, 80% of the airflow passes through these shorter passages for maximum volume and high-speed efficiency.

As a result, the engine produces a smooth, flexible response across the full range of engine speeds, delivering power and torque eagerly, even from low rpm. And the six cylinder layout, together with exceptionally rigid blocks, specially-tuned engine dampers and hydraulic mountings, produce an uncanny silence and freedom from vibration.

This sophisticated design may be matched perfectly to the very latest in 4 speed automatic transmission design. With electronic control of gear change points, the transmission has been developed to cater precisely for the style of individual drivers and to cope with a wide range of driving conditions.



The automatic gearbox offers a choice of Cruising and Sports modes. Position D is the normal Drive (or Cruising) mode but Position S excludes the high top gear and causes the gearbox to change up later and change down sooner, giving more responsive performance. A separate S4 switch retains the sporting gear change points but returns top gear for enthusiastic open road motoring.

Additionally, a mechanical lock-up automatically engages on top, third and second gears, eliminating wasteful torque converter slippage and so reducing engine speed and fuel consumption.

This new automatic gearbox therefore offers the best of both worlds – relaxed cruising or sporting driving, all with smooth and efficient operation.

"At speed, as in tight cornering, the Rover's sporting, positive road handling gives you an immense feeling of confidence and control . . ."

Above all, the Rover 827 is a driver's car. A car for people who enjoy driving, who like the feeling of power and acceleration, but also appreciate comfort, refinement and the need for control.

With a top speed of well over 200 kmh and the ability to reach 100 kmh in under 8.5 seconds, the Rover is fast, yet a drag co-efficient of only 0.32 means it is also whisper quiet.

All-independent, all-coil suspension is tuned specifically in the Rover to give a blend of sure response with supple comfort that only the best cars of Europe can provide.

Rack and pinion steering has proportional power assistance, giving finger-light response when parking but also provides a feeling of total control at speed. Large disc brakes all round, ventilated at the front, have diagonally-split dual circuits as an added safety precaution, so that front and rear braking balance is always retained even after a circuit failure.

Front wheel drive, as well as providing a larger and quieter passenger area, ensures that whatever the conditions, the Rover remains utterly predictable, responding exactly to the driver's needs.

Inside, the cockpit has a wrap-around feel, inviting the driver to take the small, thickly-padded wheel. The instrumentation, stalk controls and switches are all designed with complete logic and superb clarity. In fact, no important control is located more than a finger's span from the wheel.

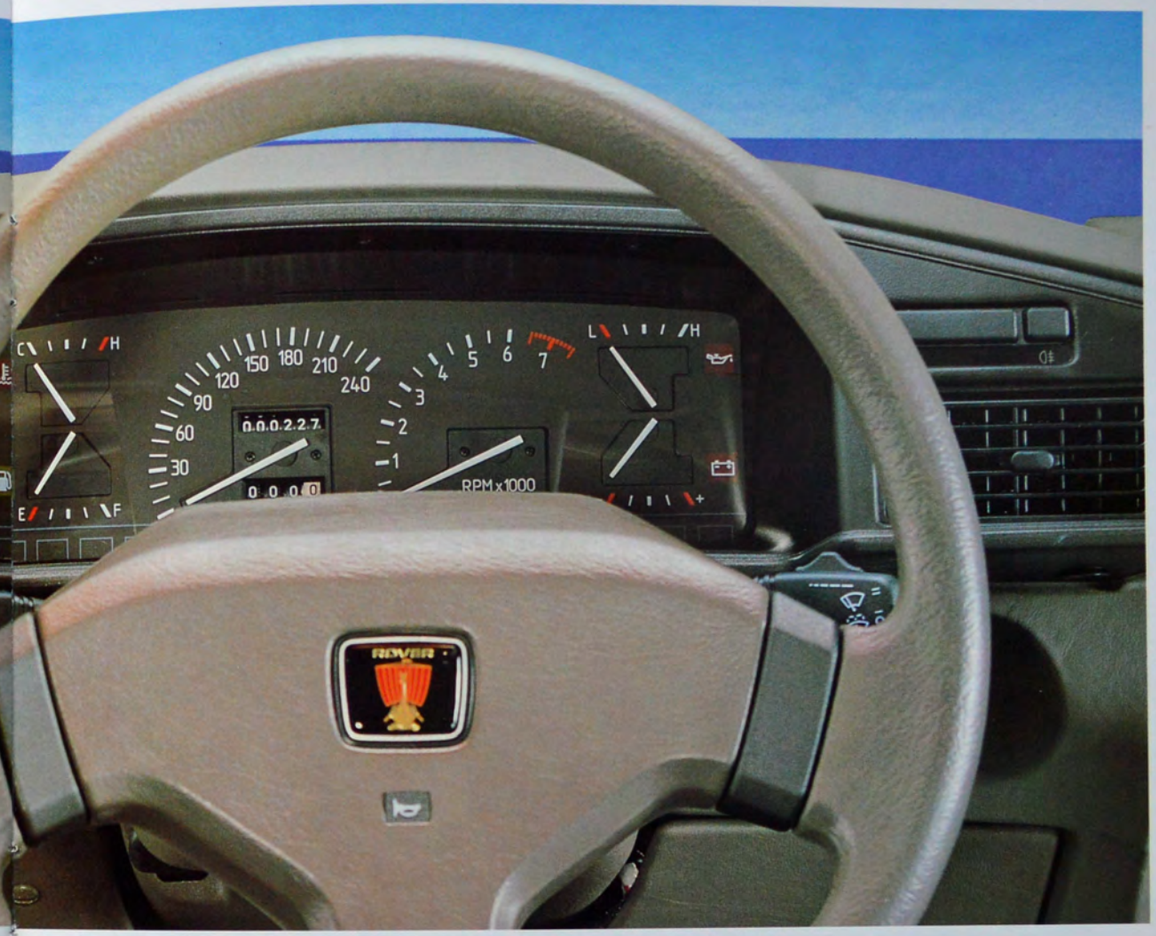
The superbly comfortable driver's seat offers support and comfort, with height and lumbar adjustment as well as an infinitely-variable recline control. Both the steering wheel and the upper seatbelt mountings are adjustable.

From stop-start driving to open-road motoring, the Rover 827 is a delight to drive. It has all the responsiveness and agility you desire, yet has a smoothness and refinement which seems to contradict the needle on the tachometer as it flashes to its 6500 rpm redline.

A perfect balance of performance with control.

PERFORMANCE WITH CONTROL

SOPHISTICATION WITH UNMATCHED STYLE



"Choosing the wood for the burled walnut trim is a job only for the most experienced craftsmen"

While the Rover 827 incorporates the latest in world technology, the rich warmth and tasteful style of the interior could only be British.

The doors, fascia and console contain inlays of burled walnut, individually selected and matched by craftsmen for their texture, colour and grain. Each side of the car exactly mirrors the other but no two cars will ever be the same.

This is British coachbuilding skill at its best – taking pride in achieving only the best results. These are painstaking, lengthy processes, but no machine, no modern substitute can match the atmosphere and ambience they create. It is reassuring to know that such traditional craftsmanship has not yet been lost.

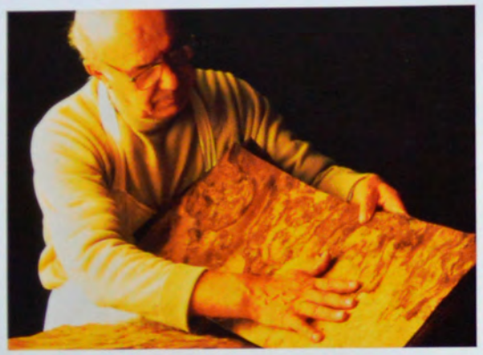
Within the car, outstanding spaciousness in all three dimensions contributes to the feeling of relaxed comfort and luxury. Thick cut-pile carpet covers the floor and the seats are richly upholstered in plush velvet. The roof too is lined in fabric and the dashboard has a unique reflection-free covering.

The electronic display, anti-theft stereo system has superb clarity and awesome capabilities. With eight speakers strategically placed for the best acoustics, it faithfully reproduces the intricacies of Chopin as well as the power of Dire Straits.

Infra-red central locking enables remote control of the shielded, eleven-tumbler door locks, providing high levels of security. The internal boot release can be isolated with a separate lock.

Windows and the four-way sunroof (with an internal shade) are all electrically-operated. In addition to electric adjustment, the door mirrors are also heated to eliminate condensation.

A powerful air conditioning, heating and ventilation system has straight-forward push-button controls and ducting for the rear passengers. Front and rear courtesy lamps and footwell-illumination with a timed delay and twin front map-reading lights are typical of the attention to detail found within the lavish interior, providing the driver and passengers alike with a level of comfort and style that is so unmistakably 'Rover'.



ROVER STERLING

"There is something unique about real leather that no other fabric can match"

When a car is already special, what can possibly add more? Only the luxury of genuine Connolly leather.

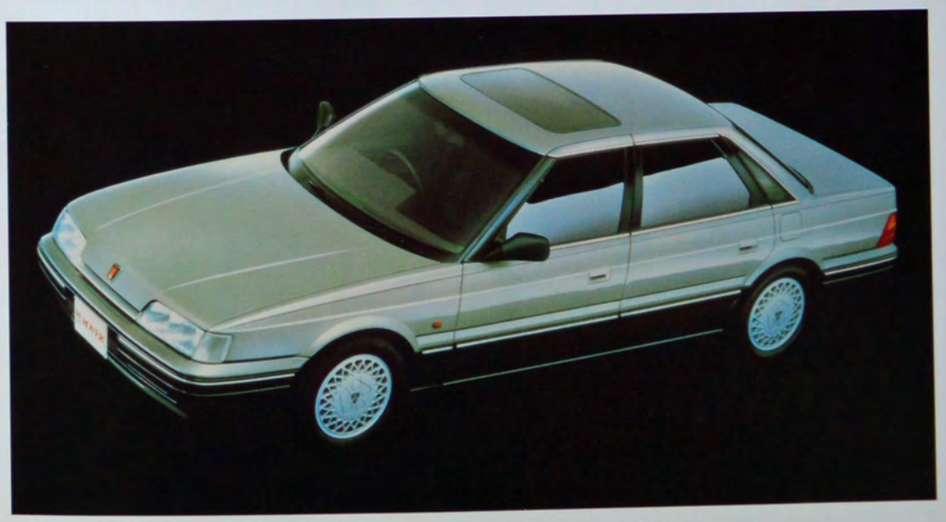
Manufactured by the same English family since 1878, Connolly's meticulous selection, preparation and craftsmanship transforms fine hides into the best leather in the world. The unique tanning process uses a perfected blend of mimosa bark, quebracho wood and the Indian myrobalan nut to produce the unmistakable and unforgettable Connolly aroma.

The warm, supple leather is carefully cut and hand-sewn to fit each seat, adding a richness and special elegance all its own. Even the steering wheel is covered in soft leather, and the adjustable headrests and map pockets for both rear seats complete the VIP treatment.

As an exterior touch of distinction, sports alloy wheels are fitted and the tasteful duo-tone coachwork has a gunmetal finish to the lower body.

This is the finest expression of Rover luxury; a car for those who desire excellence in everything.

The Rover Sterling. Ultimate luxury – the ultimate Rover.



Before being released for export markets, the Rover 800 Series has been carefully tailored to the local conditions and requirements of each area. And nowhere has this policy been more exhaustively applied than in Australia's unique and punishing environment.

Long before the European launch, prototype Rovers arrived in Australia to undergo a long and arduous test programme designed to detect and eliminate any faults that could arise from use far more extreme than any owner would contemplate.

The data collected was stored on computer tape and returned to Rover's research and development plant where it was precisely duplicated on special jigs designed to continue the testing programme night and day, week after week. Together with input from other extreme environments around the world, the Rover 800 Series has undergone incredible torture testing throughout its development.

The result is something unique in Australia – an imported luxury car with a specification and durability ideally suited to Australia's varied conditions. From uprated cooling systems and dust sealing to rear passenger sunblinds.

It is only logical therefore that the Rover 827 should also have outstanding warranty cover and service support. The warranty itself applies for two years with unlimited mileage and extends to paint and body corrosion for a further year.

Rover's investment and commitment to the future are aimed at ensuring that the Rover owner enjoys total satisfaction long after purchase.

ENGINE	
TYPE	V6, transversely mounted
MATERIAL	Alloy cylinder blocks and heads
CAPACITY	2675cc
BORE/STROKE	87/75mm
VALVES	4 valves per cylinder, single overhead camshafts
COMPRESSION RATIO	9.0 : 1
MAX. POWER	128kW @ 6000 rpm
MAX. TORQUE	221 Nm @ 4500 rpm
INDUCTION	Programmed electronic fuel injection, variable intake control system
IGNITION	Programmed electronic
TRANSMISSION	
TYPE	Front-wheel drive
MANUAL	5 speed
AUTOMATIC	Dual-range (sports and cruising), electronically-controlled four speed with lock-up on 2nd, 3rd and 4th.
STEERING	
TYPE	Road-speed proportional power-assisted rack and pinion
TURNS LOCK TO LOCK	3.45
TURNING CIRCLE	11.1 metres
SUSPENSION	
TYPE	Fully independent
FRONT	Double wishbones, coil springs and anti-roll bar
REAR	Struts with lower transverse arms, trailing links, coil springs and anti-roll bar
BRAKES	
TYPE	Power assisted, diagonally-split dual circuits with brake proportioning valve and brake wear sensors
FRONT	Ventilated discs
REAR	Discs
WHEELS, TYRES	
WHEELS	15 x 6J
TYRES	195/65 x 15 steel-belted low-profile radials
CAPACITIES, WEIGHTS	
FUEL	68 litres
KERB WEIGHT	1425-1465kg dependent on version
GROSS VEHICLE WEIGHT	1900kg
MAX. TOWING WEIGHT	1500kg (Trailer with brakes, subject to local regulations)
DIMENSIONS	
OVERALL LENGTH	4693mm
OVERALL WIDTH	1730mm (1908mm including mirrors)
OVERALL HEIGHT	1400mm
WHEELBASE	2760mm
FRONT TRACK	1490mm
REAR TRACK	1450mm
GROUND CLEARANCE	145mm (fully-laden)

	ROVER 827 Si	ROVER Sterling
EXTERIOR		
Full wraparound body-coloured bumpers	•	•
Front spoiler	•	•
Side protection moulding	•	•
Mudflaps front and rear	•	•
Coachline	•	•
Tinted band laminated windscreen	•	•
Bronze-tinted side and rear glass	•	•
Semi-flush glazing all-round	•	•
Electrically-operated glass sliding/tilt sunroof with internal shade	•	•
Electrically-demisting door mirrors	•	•
High-security, 11 tumbler, shielded door locks	•	•
Gas strut bonnet support	•	•
Rear fog warning lights	•	•
Alloy wheels		•
Duo-tone paintwork		•
INTERIOR		
Colour co-ordinated interior	•	•
Burled walnut door, dash and console inserts	•	•
Velvet/carpeted door panels	•	•
Cut-pile carpeting	•	•
Cloth headlining	•	•
Illuminated, lockable glovebox	•	•
Coin storage	•	•
Front map pockets	•	•
Timed front and rear courtesy lights and front footwell illumination with timed entry delay	•	•
Front directional map reading lights	•	•
Rear window sunblinds	•	•
Rear recessed grab handles	•	•
Cloth-trimmed rear parcel shelf	•	•
SEATING		
Driver's seat adjustable for height and lumbar support	•	•
Adjustable front head restraints	•	•
Height-adjustable front seatbelts	•	•
Rear centre armrest	•	•
Rear seat belt storage recesses	•	•
Ribbed velvet upholstery	•	
Connolly leather upholstery		•
Rear adjustable head restraints		•
Rear map pockets		•
CONTROLS, INSTRUMENTATION		
Adjustable steering wheel	•	•
Two-speed wipers with programmed wash/wipe	•	•
Variable intermittent wipe	•	•
4-jet windscreen wash	•	•
Electronic speedometer	•	•
Tachometer	•	•
Voltmeter and oil pressure gauges	•	•
Electrically-adjustable door mirrors	•	•
Heated rear window with timed switch-off	•	•
Interior releases for fuel filler and boot (with separate security key lock)	•	•
Leather-trimmed steering wheel		•
CLIMATE CONTROL, STEREO SYSTEM		
Air conditioning	•	•
Push-button air distribution controls	•	•
Ducted side window demisters	•	•
Rear compartment air ducts	•	•
Stereo AM/FM digital display radio with station seeking and autostore	•	•
Stereo autoreverse cassette player with music search and Dolby	•	•
Anti-theft radio/cassette protection	•	•
Eight speakers	•	•
Built-in rear screen aerial	•	•
Cassette storage compartment	•	•
WARRANTY		
2 year unlimited mileage	•	•
3 year paint and body corrosion	•	•
OPTIONS		
Automatic transmission	0	•
Metallic paint	0	*

• Standard equipment
0 Optional extra
* No-cost option

IMPORTANT NOTICE

JRA Limited offer this brochure as a general guide to product specifications of the Rover 827 Si and Rover Sterling. All data in this brochure is believed to be correct as at September 1988. However, as development is an ongoing process, changes may occur from time to time which will not necessarily be reflected in this brochure. Therefore, JRA Limited reserve the right to change specifications without notice. Accordingly, this brochure should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for sale of any particular vehicle. Dealers and Distributors are not agents of JRA Limited and have absolutely no authority to bind JRA Limited by any express or implied undertaking or representation. Rover cars are distributed by JRA Limited. (Incorporated in NSW.)

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ROVER STERLING
ROVER 827 Si

FROM THE JRA STABLE OF THOROUGHBREDS