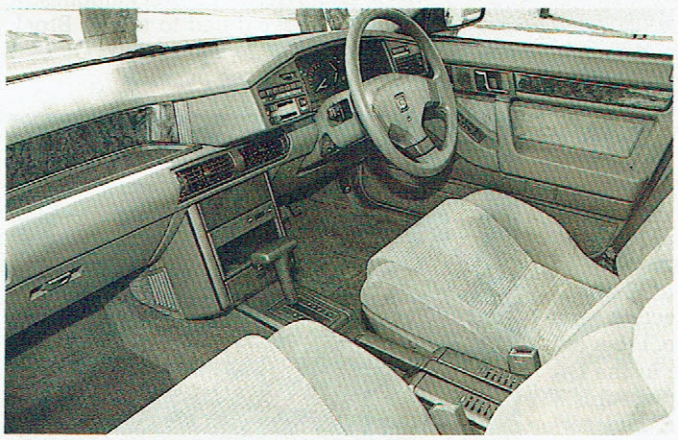
Big Rover reaches our shores at last

Fifteen months after the arrival of the Honda Legend, the Rover 825 sedan goes on sale in Australia. Bred from the partnership between Britain's Rover Group and Japan's Honda, the two cars can be built on the same assembly line, whether it be in England or Japan, and share the same basic mechanicals and inner skin. However the outer panels are unique to each car.

Rover's 825 will be sold in Australia initially as the Si and Si Special. Both cars are highly specified with air conditioning, power steering, electric windows, tilt and slide sunroof, six-speaker anti-theft sound system, central locking and electrically-operated and heated exterior rear vision mirrors as standard equipment. The $58,320 Special has leather upholstery, automatic transmission, adjustable head restraints, alloy wheels and additional map pockets and height adjustable front seats for an extra $4000 over the manual Si.



The 825 is sumptuously furnished

Next year hatchback versions will be introduced, along with the two-litre twin-cam four-cylinder Rover engine, which will also be offered in the 820 sedan. The 825 uses Honda's 2.5 litre V6 engine, although rumours of a 2.7 litre version — as used in the Legend Coupé — to overcome an apparent lack of low- to medium-speed torque have been confirmed, and the bigger engine will be released next year. While the Rover and Honda are supposed to share the same Honda-made engine, Rover quotes 110 kW at 5800 rpm and 207 Nm at 4500 for the V6 engine, where Honda claims 120 at 6000 rpm and 213 at 4500 rpm.

Australia's Rover 825 comes from Britain. Meanwhile the Legend, now $48,850, is looking attractive against the cheapest Rover 825 Si at $54,380.

Citroen to lift imports

Citroen's commitment to the Australian market is to be strengthened next year by the introduction of two new BX models, the 16-valve GTi and the wagon, and the small AX. The 16-valve has received rave reviews from the European motoring press and its performance is staggering. Citroen talks of a top speed of 218 km/h and a standing 400m time of just 15.6 seconds. The local importers, Franzcar, believe it could reach Australia around the middle of '88. The GTi will sell for around $50,000 and the wagon for $45,000, while the XA supermini, to be sold in 1.4 litre form, will cost at least $20,000.

Hot 16-valve BX