ROVER NEWS

NO. 1 — SEPTEMBER

AUSTRALIAN EDITION

AUSTRALIAN PREVIEW FOR NEW ROVER 2000

THE sleek new Rover 2000 — which leading British and Continental motoring authorities have called the car of the decade — has made its debut to the Australian motoring press and the Australian public.

Interest in the Rover 2000 has been running high throughout the world since the initial presentation of the radical new model at the London Motor Show.

Since then, applause of motoring enthusiasts has created a demand for the new model that has placed a heavy strain on the production capacity of the modern £11 million (stg.) factory built specifically for production of the Rover 2000.

The sleek new lines of the Rover 2000 are a radical departure from existing Rover models, as is shown in the photograph above.

Rover 2000 proved for Australia

resting over 7,000 miles, covering some of the worst outback roads in Australia.

The managing director of Rover (Australia) Pty. Ltd., Mr. J. A. Henderson, revealed this recently at a special press preview of the revolutionary new model.

"We deliberately set out to try to break these cars down by consistent hard and fast driving over rough tracks, with a view of finding out what modifications may be needed," said Mr. Henderson.

"After the full test, to the limit of human possibility, the only recommendation we can make is for stronger formula shock absorber rubbers to suit our road conditions here," he said.

The Rover 2000 is a revolutionary new model, a sporty 100 mph plus saloon, that carries on the company's reputation for fine craftsmanship and luxurious motoring.

"It has excited the motoring public in all countries where it has been released to date," said Mr. Henderson. "Stirling Moss named it the car of the year at its release and after our tests here we are just as enthusiastic."

"Now we have tested the Rover 2000 in Australia, we have placed orders on the factory," said Mr. Henderson.

Mr. J. A. Henderson

It is expected the new model will be available early in the New Year.

TRIAL

Before its introduction to the Australian market, Rover Australia subjected two of the models to a test many people think was a scandalous abuse of fine cars.

However, despite the roughest possible test handling, the cars came through with little to indicate the punishment to which they had been subjected.

The tests proved that under Australian conditions the new model would further enhance the Rover reputation for rugged strength and engineering excellence, combined with motoring refinement of the highest British tradition.

Although the design and concept of the new Rover 2000 is revolutionary, it maintains the Rover tradition of superb engineering and workmanship that guarantees long life, unexcelled performance and motoring satisfaction.

RESEARCH WORK

Backing the development of Rover products is one of the most outstanding automotive research teams in the world.

This team was, among other major developments, partly responsible for the development of the first jet engine to power an aircraft—the Whittle.

It also made motoring history with the production of jet turbine engines for automotive use.

While the Rover 2000 highlights the company's new standards in automotive design, all new qualities are also progressively incorporated in established ranges of Rover cars, Land Rovers and gas turbine engines.

Regular Bulletins

THIS first Australian edition of Rover News has been produced to mark a major development in Rover interest in Australia with the preview of the Rover 2000.

For some time the production of a regular bulletin has been under consideration by Rover (Australia) to provide an information service for those associated with the marketing and service of Rover products.

In association with its growth in Australia over the past 16 years Rover has accepted its responsibility to protect its investment by establishing a complete national network of skilled personnel and adequate supplies of parts and services.

INFORMATIVE

Rover News has been designed to assist those connected with the Rover organisation to increase their knowledge of Rover products—from car models and accessories to the many and varied forms of Land Rover units and operations.

In forthcoming issues all aspects of interest from the history of the Rover company, the development and success of jet car design, to dealer facilities, model features, accessories, changes in specifications and simple maintenance recommendations will be made.

SUBMIT MATERIAL

It is hoped the following editions of Rover News will be informative and interesting.

Those with items of interest about Rover in Australia are invited to submit material to the Rover Press Office, 42 Jolimont Tce., Jolimont, Victoria.

LAND ROVER SALES AT RECORD PEAK!

Quality control to ensure Land Rover standards of durability are major considerations on the production line at Pressed Metals.

PRODUCTION of the Australian manufactured Land Rover range of four-wheel-drive vehicles for the year to June 30 was an all-time record.

This announcement was made recently by the managing director of Rover (Australia) Pty. Ltd., Mr. J. A. Henderson.

"Well over 40,000 Land Rovers have been sold in Australia in the past 15 years," said Mr. Henderson.

"Even excepting the fulfilment of an order for more than 900 Land Rovers for the Australian Army, sales for the last financial year have been a record.

"An extensive programme to further increase Rover product sales and services in Australia has been initiated for the coming year."

LOCAL MANUFACTURE

These developments include manufacturing activity, model changes and continuing modification and extension to existing ranges.

Pressed Metal Corporation Limited, of Sydney, manufactures Land Rover units under contract to Rover (Australia).

NEW 100 m.p.h. ROVERS IN 700 MILE OUTBACK PROVING RUN

THE proof of the qualifications of any motor car is provided by its performance on the road. No factory, laboratory or test track can duplicate the extreme climatic ranges and the outback conditions of the Australian continent.

So, Rover (Australia) Pty. Ltd. sent three standard production models of the new 100 m.p.h.-plus 2000 saloons on a 7000-mile run from the south of Western Australia, through Melbourne to Innisfail in northern Queensland, and back to Melbourne through Brisbane and Sydney.

The object: to find out exactly how the cars would stand up to Australian motoring conditions, so any lessons learned could be embodied in production before the 2000 goes on sale.

The 2000 is a compact 4/5 seater with a four-cylinder 1980 c.c. engine that develops 90 b.h.p. at 5000 r.p.m. on a compression ratio of 9 to 1.

The engine is exactly square—bore equal to stroke—and the big piston area obtained by using four cylinders instead of the traditional Rover six gives the car smart acceleration and high top speed.

Engine efficiency is also uprated by the single overhead camshaft that operates the valves directly, instead of more common and cheaper side camshaft and pushrods. Pushrods drain engine power and limit r.p.m.: they also need more adjustment and maintenance than a direct overhead camshaft.

The 2000 again breaks Rover tradition by having independent suspension on all four wheels. Front suspension is a new Rover design: back is by the classical De Dion arrangement. Steering is fairly quick and very light.

These give the car handling and riding qualities that the English magazine Autocar commented on thus: "It is a true driver's car that one would itch to take out of the garage at the least excuse."

Disc brakes, with power assistance, are fitted to all four wheels. The four-speed, floor-change gearbox is synchronised on all forward ratios.

When the former great racing driver Stirling Moss drove the 2000 after its announcement at the 1963 London Motor Show, he said: "This is the car of the year."

TRADITION RETAINED

But one company tradition that this sporty Rover does not break is the tradition of luxury and fine craftsmanship. There are deeply-upholstered leather-faced seats, individual at the front and with a folding centre armrest at the back; pile carpet on the floor — and in the boot; fixed armrests on all doors; heavily padded dash and panels to protect the legs of driver and front passenger; padded rolls on the front seat squab protect back seat passengers if they are thrown forward.

Standard equipment includes fresh-air heater and demister, windscreen washers, a full range of instruments and warning lights for choke and handbrake, petrol reserve switch, clock, cigarette lighter, variable speed electric windscreen wipers, four headlights and reversing light.

The practical side of ownership hasn't been forgotten, either. Routine maintenance is confined to greasing one point on the propeller shaft every 5000 miles, when the engine oil is due to be changed. Transmission oil changes are specified at every 20,000 miles, which is more than two years driving for most owners.

HEAVY DEMAND

In the United States there is a year's waiting list for this new Rover. Factory expansion has been unable to keep up with demand in Britain and on the Continent. The new Rover image is winning many friends.

Here's a potted performance outline of the 2000 in outback Australia, officially reported to Rover England, by Ray Hancock, technical service engineer of Rover Australia, who led the proving run.

- **Test *distance*: 6605 miles.**
- **Overall fuel consumption: 29.5 m.p.g.**
- **Top speeds: Over 100 m.p.h. on good bitumen roads whenever safe.**
- **Average cruising speed on good roads: 70 m.p.h. returning an average of 24 m.p.g.**
- **Average cruising speed over outback sections: 50 m.p.h. returning an average of 36 m.p.g.**
- **Average distance travelled each day: 367 miles (for 18 days).**

Ray Hancock reports: "The tests made on our marathon proving run went far beyond what the normal buyer would expect.

"The bitumen road surface from Perth was excellent throughout the 377-mile run to Kalgoorlie.

"The second day took us from Kalgoorlie to Balladonia. On sections of the highway we were able to hold speeds of over 100 m.p.h. with no conscious awareness of holding the vehicle on a straight line.

"The stability and driving comfort at high speeds were most striking. Our confidence in the cars' ability to safely take bends at high speeds, without tyre squeal and noticeable body movement, increased as the miles flashed by.

FROST NO WORRY

"After lunch in Norseman we pressed on to Balladonia, and arrived at 3.30 p.m. Here it was decided to bed down after making close examination of our cars.

"We got up on the third morning to find frost.

"The cars started instantly. Four miles out we came upon the rough stuff of the Eyre Highway and our first experience on this trip of severe dust conditions and numerous potholes. Driving into these holes at speed is like driving into a pit filled with talcum powder.

"Along this stretch each driver took turns with his vehicle to wallow in the leading car's dust cloud, as close as safely possible.

"Now, the separate cold air grilles in the facia on both driver and passenger side came into their own. A flow of cold dust-free air could be controlled both in volume and direction to the occupants' faces. This was most refreshing, considering that all car windows were closed and the outside temperature was in the nineties.

"We continued on over the bumps and potholes to the John Eyre petrol station and motel, at Caiguna.

"We were behind schedule when we left Caiguna an hour before dawn next morning. It was decided to make Penong, South Australia, some 486 miles distant before dusk. We proceeded along the track, sections of which were badly corrugated, potholed and generally in very poor condition.

"A very high driving average of about 50 mph had to be maintained in these conditions. The noise of loose rocks being hurled from the wheels to the underside of the car was deafening.

"But the suspension took it all nonchalantly and to this percussion we pressed on mile after mile, making occasional stops for tea and sandwiches.

We crossed the border into South Australia at Eucla.

"After Eucla, the going toughened again. Rain turned the highway into a quagmire more suited to Land Rovers. But we maintained our driving average and pulled into the small township of Penong at 8 pm.

"Next morning was cold, wet and miserable as we set out on the 354 miles across the Eyre Peninsula to Port Augusta. The earth road surface was in bad shape with numerous water-filled potholes. There were extremely bad sections of corrugations, loose gravel and mud. Altogether, driving conditions were most unpleasant and hazardous. It would have been worse had we not been able to wash the mud from our windscreens with the cars' efficient electric windscreen washers.

ROCKY COUNTRY

"This stage of the journey was a real boneshaker. But as the miles were clocked up we became more and more impressed by the obvious strength and rigidity of the cars' structure. Clearly, if any part of the vehicle was going to break, this was the time. We hadn't a worry. Ten miles out of Port Augusta we came on to the sealed bitumen. Our car leapt forward and purred along to the overnight stop.

PERFECT CONDITION

"The next two days through to Adelaide and Melbourne were uneventful.

"It was seven days and 2275 miles since leaving Perth when we saw the lights of Melbourne.

"We were astounded. Apart from routine oil changes and a good wash down the cars were in perfect shape, ready for the road again. It was we who needed a rest.

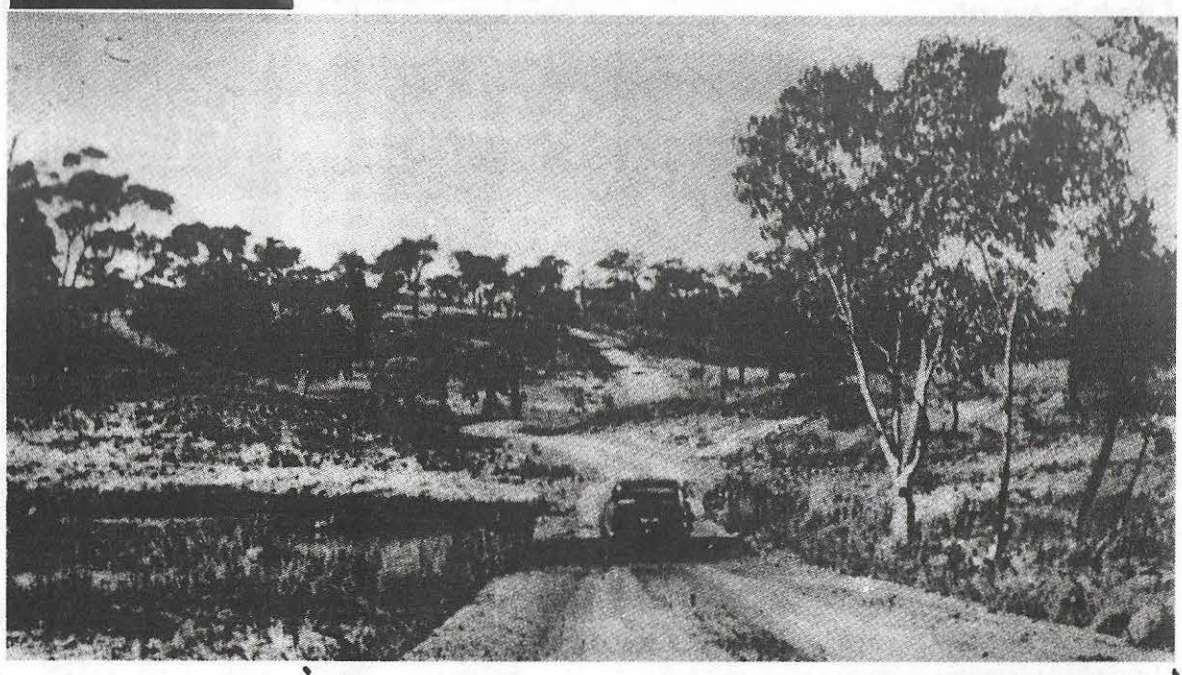
"Three days later we headed out of Melbourne to start the 4300 mile circuit through the western parts of New South Wales, Queensland across the tablelands to the coast in northern Queensland, then south down the coast road to Bega in New South Wales. Here we were to turn west through the Snowy Mountains and south again on the final leg to Melbourne.

"Heavy rain fell from the time we left Melbourne until we crossed the N.S.W. border. Then fine dry weather prevailed for the rest of the circuit, except for snow and rain on the way back through the Snowy.

"After Hay, road conditions varied between loose sand, rough gravel, potholes and corrugations. Patches of sealed road got shorter and less frequent. When we left the Cobb Highway at Booligal about 48 miles north of Hay, the road conditions deteriorated greatly and the potential of the Rovers was even more apparent.

"Speeds of between 60 and 70 mph were held mile after mile over tracks that normally are avoided altogether by vehicles other than Land Rovers and four - wheel - drive trucks.

Suspension Shocks!

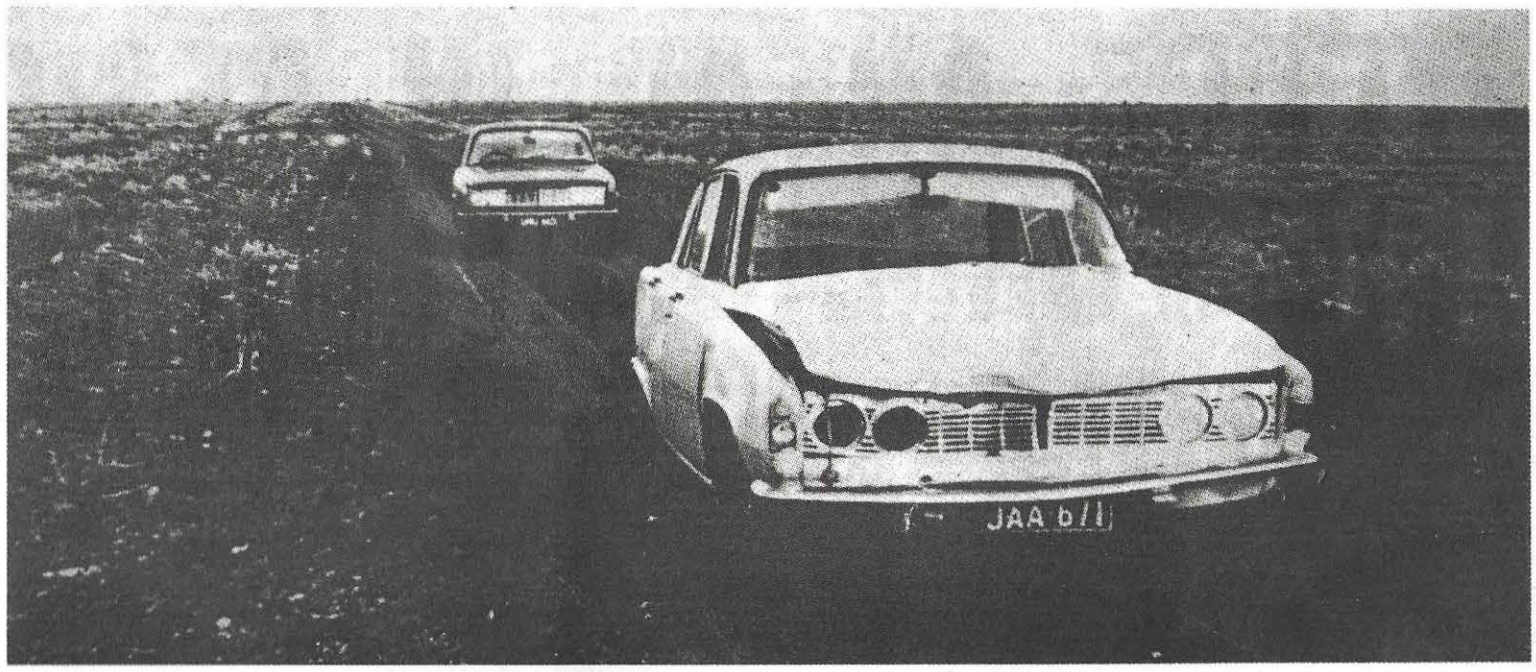


Disc brakes, suspension system and underbody all received a terrific pounding from large rocks and gibbers thrown up from sustained high speeds over rough country. Other than scars, no other damage was found.

00-MILE

TOUGH TREK

The route travelled by the two testing Rover 2000s gave some of the roughest treatment that could be given to any suspension system — particularly at the bone shaking pace deliberately set. After 18 days, the cars were as eager as ever, the drivers were the ones that had had enough!



Hitting a full grown kangaroo at 60 to 70 miles an hour caused some changes to the face and bodywork of one of the test cars. After minor repairs to the radiator and battery it was able to carry on the full test run through Queensland and back to Victoria.

RED DUST EVERYWHERE

"The undercarriage of the cars took severe punishment on the section to Bourke. Rocks, some big, were continually thrown from the wheels to the underside of the floor, suspension and disc brakes—but with no damage, as we found at Bourke.

"The 480-mile journey next day to Blackall, Queensland, was even worse so far as road conditions went. Red dust was everywhere. On the run, stretches of 50 miles and more were travelled with each car in turn following as close as possible to the leading car wallowing in its dust cloud, as we did across the Nullarbor. The contrast between the inside and outside of the cars told its own story. It was almost impossible to identify the original bodywork color, yet the inside still had its original showroom appearance.

CAR HIT KANGAROO

"On this section one of the test cars had a misunderstanding with a big kangaroo. It met the car head-on while motoring at about 60 mph. The impact killed the kangaroo and modified the panel work at the front of the Rover considerably. Luckily we were reasonably close to Blackall and were able to gently drive the car there to make a close survey of the damage.

"To our relief the damage cost us only half a day's delay. After running repairs to the radiator and battery we were able to continue on to our next overnight stop at Hughenden, Queensland.

"This day's drive was one of the toughest of them all. It was the real horror section of the route. Deep wheel ruts made by truck transports in the rocky black soil made the road almost impassable to cars. We had to straddle the ruts as much as possible for fear of ripping open the engine sump. For mile after mile the cars' undercarriages were literally dragged across the outback.

"Early morning light found us negotiating the northern inland highway, a rocky mountainous route which would take us up and over the Great Dividing Range on to the tablelands and the sugar cane country, and down to the coast at Innisfail. Here we would turn south on the return stage.

WEATHER VERY HOT

"As we climbed, steadily rocking our way through and over the rocks, so did the temperature climb. It was now very hot and sticky, but our vehicles took it all in their stride. For 300 miles the so called highway twisted and turned with numerous creeks that had to be crossed the hard way—down one side and up the other. Most of the crossings came into view so suddenly that we found ourselves diving down before we could brake.

"A few miles west of Innisfail we came on bitumen road again. We had a smooth, fast run down into the hospitable township. Here we had a day's break from driving in order to examine the cars.

"But apart from the normal routine of topping up oils, water and tyres the cars were in great mechanical condition and ready for the fast 2100-mile run down the coast. This was four days of relaxed, fatigue-free travel.

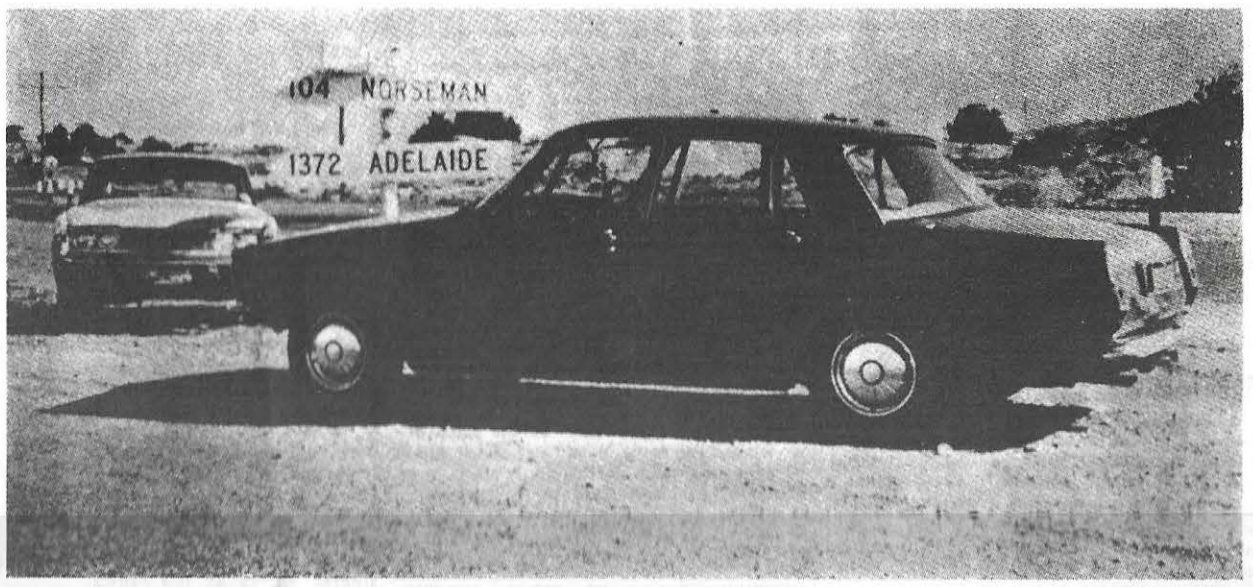
OUTSTANDING VEHICLE

"We drove through vast banana and sugar cane areas of northern Queensland across the border into northern New South Wales and through the pineappple plantations.

"As we moved on south through the many coastal cities, including Brisbane and Sydney, both climate and scenery became less tropical until we ran into the other extreme of snow and rain when climbing, through the Snowy Mountains, via the Alpine Way, into Victoria.

"At Melbourne we found we had logged 6605 practically trouble - free miles. Apart from accident nothing had gone wrong, except that we decided to recommend tougher shock absorber rubbers.

"I was reminded of what the Autocar said after testing the 2000: 'We rate it as one of the outstanding cars of the decade.' I can't but agree."



One of the most outstanding features of the Rover 2000 is the exceptionally well constructed bodywork. For miles the test cars took turns in wallowing in each other's dust clouds in Western Australia, with the windows up and cool air blowing on drivers through the facia vents. Even though the color of the car was unrecognisable under the dust layers, the interiors remained in showroom condition.

AUTOCAR TEST RUN RESULTS

WHEN the Rover 2000 was road tested by the well-known English magazine Autocar, the magazine reported extremely satisfactory performances.

The tests were carried out under the most arduous conditions. Autocar, in its summing up, described the Rover 2000 as a true driver's car, that all drivers would itch to take out of the garage at the least excuse.

* * *

Best speed: 104.5 *m.p.h.*

* * *

Flying $\frac{1}{4}$*-mile*: 102.5 *m.p.h.*

* * *

Standing $\frac{1}{4}$*-mile*: 19.9 *sec.*

* * *

Maximum in indirect gears: *First*, 32 *m.p.h.*; *second*, 54 *m.p.h.*; *third*, 83 *m.p.h.*

* * *

Acceleration from rest through gears: 0-30 *m.p.h.*, 4.2 *sec.*; 0-40, 7.2; 0-50, 10.0; 0-60, 15.1; 0-70, 20.9; 0-80, 29.4; 0-90, 43.6.

* * *

Acceleration in top gear (*third in bkts.*): 20-40 *m.p.h.*, 10.9 (7.6) *sec.*; 30-50, 10.9 (7.9); 40-60, 12.4 (8.7); 50-70, 13.6 (10.2); 60-80, 16.8 (14.3); 70-90, 23.0.

* * *

Weight on test: 28 *cwt.*

MOTORING PRESS TRIES CAR AFTER GRUELLING TRIP

Leading motoring writers in Melbourne and Sydney were invited to inspect the new Rover 2000 at special previews. In Melbourne, motoring writers drove Rover 2000 test car on Sandown Park Motor Race track. Only attention the car received after its testing run was a good wash! After this "taste" all writers were extremely anxious to conduct full testing runs when supplies become available.

YEARS AHEAD IN DESIGN AND PERFORMANCE!

Revolutionary changes in suspension system!

THE following briefly outlines detailed specifications of the Rover 2000 for the technically minded motorist:

ENGINE

Four cylinders. Bore 3.375 in. (85.7 mm.); stroke 3.375 in. (85.7 mm.); cubic capacity 120.8 cu. in. (1978 c.c.). Compression ratio 9:1; maximum B.H.P. 90.0 at 5000 r.p.m. (installed); maximum torque 113.5 lbs. ft. at 2750. Single overhead camshaft type, the camshaft being driven in two stages by Duplex chains, each stage having an hydraulically operated automatic tensioner. Valve actuation is via inverted bucket type tappets direct to the overhead valves, tappet adjustment being made by shimming. The camshaft is carried in a separate bearing block and runs in 6 white-metal bearings, each bearing being pressure lubricated; cam lubrication being by splash. The cylinder head is made of aluminium alloy with water-heated integral inlet manifold, which incorporates a small exhaust-heated hot spot to aid rapid warm up. The extremely efficient combustion chambers are fully machined in the piston crowns. The crankshaft runs in 5 overlay copper-lead lined steel shell bearings and is fitted with a torsional vibration damper. A large capacity oil pump delivers oil under pressure to crankshaft main and big-end bearings, camshaft bearings and timing chain tensioners. A full flow oil filter is fitted. The cylinder block is integral with the crankcase and is designed to keep weight to a minimum.

FUEL SYSTEM

A 12½ gallon (57 litres) tank is located behind the rear seat, sealed from the car interior by a steel bulkhead and from the boot by a trimmed partition. A 1¼ gallon (6 litres) reserve supply is controlled by a knob situated on the console. An A.C. mechanical petrol pump is fitted in conjunction with a single S.U. carburettor.

GEARBOX

Incorporates four forward speeds and reverse with synchromesh engagement on all forward gears. A central remote gear change lever is fitted.

GEARING

Overall gear ratios. Top 3.54:1; third 4.92:1; second 7.55:1; first 12.83:1; reverse 12.14:1.

CLUTCH

The latest diaphragm spring type is fitted and hydraulic control is by a pendant pedal. Clutch plate diameter, 8½ in. (0.216 mm.).

DRIVE

Propeller shaft. Hardy-Spicer one-piece propeller shaft of open type. The hypoid differential is rubber mounted on to the base unit. The final drive ratio is 3.54 to 1.

STEERING

Adamant Marles hour glass, worm and roller follower type is used to give high overall efficiency. Sealed ball joints. Steering wheel diameter 17 in. Steering box ratio 20.3:1. 3¾ turns lock to lock. Turning circle 31.5 ft. Steering column adjustable for rake.

SUSPENSION

Front: Basically a double wishbone system but the top links are pivoted on a common axis across the car and so angled to resist weight transfer due to braking. The vehicle weight is taken through the king pins to the top links, which apply it to the horizontally mounted coil springs. Sealed ball joints top and bottom. Square-section anti-roll torsion bar clamped to the top links. Control is by hydraulic telescopic shock absorbers, which give efficient damping under all road and load conditions.

Rear: De Dion sliding tube type with universally jointed, fixed length drive shafts. The De Dion assembly is located by a Watts type linkage with the coil suspension springs fitted between the forward link and the base unit. Rubber bushes on all suspension link pivots. Control is by hydraulic telescopic shock absorbers.

BRAKES

Dunlop disc brakes are fitted front and rear; mounted inboard at rear. Servo assistance is provided for easy pedal operation. Handbrake consists of separate clamps mounted on the footbrake calipers and operating on rear discs. The clamps are connected through a mechanical linkage to the pull-up lever, which is mounted on the transmission tunnel. A brake fluid level warning light is provided which also serves as a handbrake warning light.

WHEELS

Wheels and tyres. Easy clean wheel with attractive polished stainless steel trim covers. Tyres: Pirelli Cintura or Dunlop S.P. tubed, size 165 x 14 and 6.50 x 14 respectively.

LIGHTING

Quad Beam headlamps are mounted in the outer extremities of the radiator grille. Headlamp units are of the sealed beam type, the outer pair giving main and dipped beams, the inner pair main beam only. The combined dip and headlamp flash switch is mounted below the steering wheel on the steering column. Headlamps are switched on by a toggle switch on the switch panel, this switch, which is mastered by the side-lamp switch, has a third position for operation of a fog lamp (optional extra). Sidelamps and flasher lamps are mounted on the front wings. At the rear combined tail, stop and flasher lamps are fitted, this unit also incorporates reflectors. There is provision for extinguishing all lamps except the offside, side and tail lamps for parking purposes. Separate reversing, boot and number plate illumination lamps are also provided.

FRESH AIR

Heating and ventilating system. Fitted as standard equipment, this system provides fresh air at any desired volume or temperature all over the car interior. Air is fed to the heater from an opening below the windscreen where the intake of traffic fumes is minimized. Three slots at the base of the windscreen give good air distribution for demisting and defrosting. There are additional face level fresh air vents, which can be adjusted as required.

WIPERS

Windscreen wipers and washers. Variable speed windscreen wipers are fitted. Electrically-operated windscreen washers are also provided as standard equipment.

CONSTRUCTION

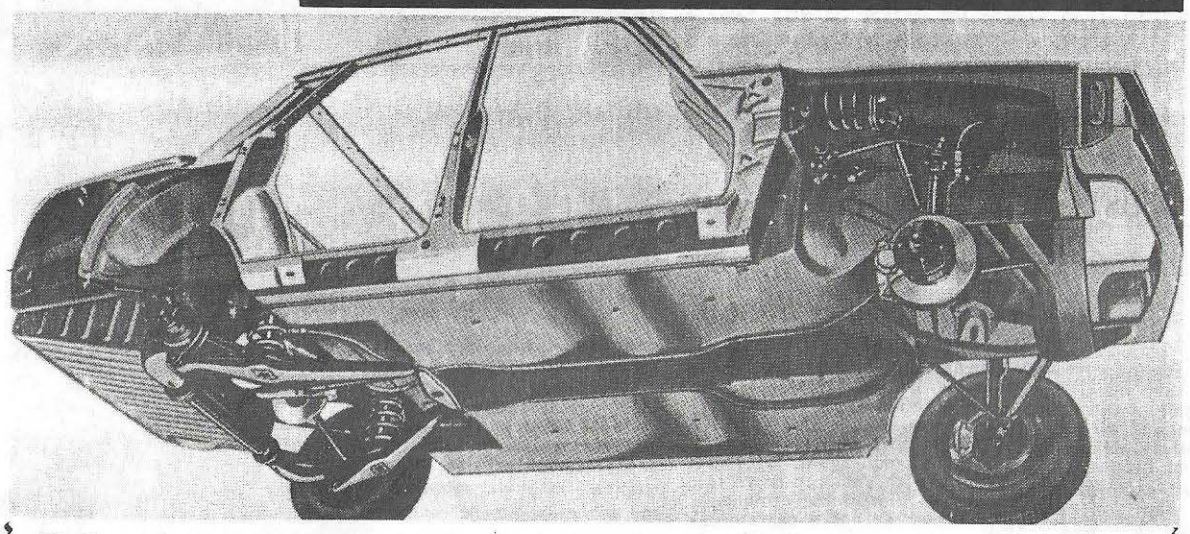
Basic construction. The body, excepting bonnet and boot lid, is of welded steel construction. The bonnet and boot lid are made in aluminium alloy. The construction is unusual in that it makes use of a base unit carrying all the mechanical parts and providing a chassis and body skeleton, to which all skin panels are applied as separate, painted units. The base unit and all exterior body panels are jig drilled and the latter are directly interchangeable in case of damage. The underside is painted in a slipper bath and then completely coated with an anti-corrosive sealing compound. In addition, all mating body panels up to a height of 15 inches are treated with zinc dust primer. All doors are hinged at their forward edge.

INTERIOR

Body interior. Upholstery is in prime quality hide. Individual, fully adjustable bucket seats are fitted as standard in front. The backrest can be adjusted to any angle between upright and fully reclining. Door pulls and armrests are mounted in doors. Provision is made for fitting optional extra headrests. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Walnut grain is used for the facia panel and for door garnishings. Interior equipment includes: front and rear courtesy lights, operated either by opening the doors or by independent switches; ashtrays on transmission tunnel; twin collapsible sun visors are fully adjustable and give coverage to front doors; electric clock with frontal hand-set; cigarette lighter; full-width parcel shelf, front and rear; two spacious glove boxes; provision for radio and rear extension speaker.

DIMENSIONS

Wheelbase 103.375 in. (2.63 m.); track, front 53.375 in. (1.35 m.); track, rear 52.5 in. (1.33 m.); overall length 178.5 in. (4.53 m.); overall width 66.5 in. (1.69 m.); overall height 54.75 ins. (1.39 m.); ground clearance 8.5 in. (0.216 m.).



The base unit construction of the 2000 combines light weight and great strength. The box section steel bulkhead between engine and passenger compartment is particularly robust and it is this rigid section that takes, through coil springs, the stresses and reaction of the independent front suspension units.

The suspension system itself is extremely effective in its ride and roadholding characteristics.

De Dion suspension with a sliding tube, developed by Rover engineers is used at the rear of the 2000. It shares with the beam axle the advantage that the rear wheels always remain parallel but not the disadvantage of excessive unsprung weight.

It also gives the smooth and stable ride of independent rear suspension without the disadvantage of wheel misalignment and consequent heavy tyre scrub.

The differential casing is bolted to a subframe on the base unit, reducing unsprung weight.

The combined effect of front and rear suspension is to give the Rover 2000 roadholding and fast cornering qualities that are phenomenal and need to be tried to be believed.

To study 2000 in U.K.

Raymond Hancock, senior service engineer of Rover (Australia) Pty. Ltd., was one of the drivers who recently completed the gruelling test run on the Rover 2000 highlighted in this Rover News.

He has now gone to England for an intensive study of production and service requirements on the Rover 2000.

When he returns, he will institute full training courses for the Rover distributor network on the new model.

LAND ROVER PANELS IN TOUGH TEST

WHAT makes Land Rovers (pictured) last so long under extreme and highly corrosive conditions that eat into the toughest of body steels?

A major factor is the metal from which they are made—an aluminium alloy offering both high resistance to corrosion coupled with strength.

Recent tests carried out by the Rover company show this.

Some test panels of mild steel and of the Land Rover alloy were lowered together from a buoy into the salt water of a tidal river flowing into the Bristol Channel

For six weeks, 16 hours a day, the panels were fully immersed. The rest of the time they were exposed to the atmosphere at low tide.

When the time came to remove the panels from the water, the unpainted mild steel panels were severely corroded over their entire surfaces, while the painted samples had areas of corrosion on the surfaces, particularly at the edges. The aluminium alloy panels were free from corrosion.

U.K. BIGGEST INVESTOR IN AUSTRALIA

BRITAIN'S trade with Australia was not dwindling despite common talk, the senior British Trade Commissioner in Australia, Mr. F. B. Arnold, said recently.

Mr. Arnold said there was also talk that Japan was now Australia's major customer. This, too, was a misconception.

Britain bought most of Australia's fruit, one of the seasonal items ignored when such figures were produced.

The figures for the year showed that Japan's purchases were £244 million, Britain's £255.

Both Britain and Australia wanted to achieve maximum growth and both countries were seeking and finding new markets.

Just as Japan was nearing Britain as Australia's largest market, Germany was nearing Australia as Britain's second largest market. If, in this way, the size of the Australian cake was doubled, but Britain's slice remained the same, then said Mr. Arnold, our (Britain's) share of the cake would be smaller.

It was only in this sense that there had been a decline in Australian-British trade. Relatively the two countries had become less inter-dependent.

But it would be great folly to suppose both countries were not now dependent at all, and that either could neglect the other. Australia's tremendous expansion during the 50's in manufacturing capacity was the reason why imports from Britain have not increased. However, Britain had been the largest overseas contributor by far to this industrialisation.

Britain had invested £1000 million in Australia since the war—more than the rest of the world put together, said Mr. Arnold.

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