Make: Rover  
Type: 3-litre Saloon (with automatic gearbox)  

### Test Data

- **Conditions:**
  - Weight: Gusty wind (up to 20 m.p.h.). Showers. (Temperature: 60-67°F., Barometer, 29.4-29.8 in. Hg). Surface: Tar macadam (mainly dry). Fuel: Premium grade pump petrol (approx 96 Research octane (Octane Rating)).

- **Instruments:**
  - Speedometer at 30 m.p.h.: 11% fast  
  - Speedometer at 40 m.p.h.: 6% fast  
  - Speedometer at 90 m.p.h.: 1% fast  
  - Distance recorder: 3% slow

- **Weight:**
  - Kerb weight (unladen, but with oil, water and fuel for approx. 50 miles): 33 cwt.  
  - Front/rear distribution of kerb weight: 55/45  
  - Weight laden as tested: 35 cwt.

- **Maximum Speed:**
  - Flying Quarter Mile: Mean top speed round banked circuit: 95.0 m.p.h.  
  - Best one-way time equals: 91.1 m.p.h.

- **Max. speed in gears (automatic upward changes at full throttle):**
  - Max. speed: in 2nd gear: 60 m.p.h.  
  - Max. speed: in 1st gear: 33 m.p.h.

- **Fuel Consumption:**
  - Engine at constant 30 m.p.h. on level: 20.5 m.p.g.
  - Engine at constant 40 m.p.h. on level: 22.5 m.p.g.
  - Engine at constant 60 m.p.h. on level: 21.5 m.p.g.
  - Engine at constant 90 m.p.h. on level: 17.5 m.p.g.

- **Overall Fuel Consumption for 2,644 miles:**
  - 221.7 gallons, equals 10.7 m.p.g. (15.1 litres).  
  - 100 km.

- **Touring Fuel Consumption**
  - Engine at steady speed midway between 30 m.p.h. and maximum, less 5% of allowance for acceleration: 20.5 m.p.g.

- **Fuel Tank Capacity**
  - (maker's figure): 14 gallons  
  - (including 1 gallon reserve)

- **Steering:**
  - Turning circle between kerbs: Left: 40 ft.  
  - Right: 36 ft.  
  - Turn of steering wheel from lock to lock: 45

- **Hill Climbing**
  - Maximum gradient on top gear: 1 in 9.5 (Tapestry 235 lb. boat)  
  - Maximum gradient on 2nd gear: 1 in 4.0 (Tapestry 545 lb. boat)

### Acceleration Times

#### 0-30 m.p.h.
- 0-30 m.p.h.: 8.6 sec  
- 0-40 m.p.h.: 13.1 sec  
- 0-50 m.p.h.: 17.1 sec  
- 0-60 m.p.h.: 24.6 sec  
- 0-90 m.p.h.: 35.3 sec  
- 0-120 m.p.h.: 53.2 sec  
- Standing quarter mile: 25.2 sec

#### 0-20 m.p.h.
- 0-20 m.p.h.: 3.1 sec  
- 0-30 m.p.h.: 4.5 sec  
- 0-40 m.p.h.: 5.9 sec  
- 0-50 m.p.h.: 7.2 sec  
- 0-60 m.p.h.: 8.2 sec  
- 0-70 m.p.h.: 9.4 sec  
- 0-80 m.p.h.: 10.5 sec  
- 0-90 m.p.h.: 11.6 sec

#### Brake Performance

- Brakes are from 30 m.p.h.

- 0.05 g retardation (equivalent to 33 ft. stopping distance) with 70 lb. pedal pressure.
- 0.10 g retardation (equivalent to 63 ft. stopping distance) with 50 lb. pedal pressure.
- 0.15 g retardation (equivalent to 77 ft. stopping distance) with 25 lb. pedal pressure.

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The ROVER 3-litre
(with automatic transmission)

The Six-seat Model in a Range of High-quality Touring Cars

Over an extended period of years the Rover Company Ltd. has built up an enviable reputation for the refinement and durability of its cars, but until the 1959 season they offered only a single size of coachwork, albeit with variations of four- or six-cylinder engines and synchronous, overdrive or automatic transmissions. Since adding the 3-litre model to the range, they have been able to offer customers a car which is akin in character to the “80” and “100” saloons but is roomier generally, wide enough to be a genuine six-seater, and much better endowed with luggage accommodation.

Roofed very high, and for extreme economy of petrol has been a primary objective of the design, but with the automatic transmission we found it possible to accelerate from rest to 60 m.p.h. in 17.1 sec., merely by opening the throttle fully, to attain about 85 m.p.h. as a maximum speed on the level, and that the “touring” fuel consumption was 24 1/2 m.p.g.; this car can satisfy a wide public by being quite fast yet unduly expensive to run. There are aspects of its character which remind a driver that this model has not yet enjoyed as many years of detailed development as have the smaller Rovers, but its newer design brings substantial offsetting advantages.

Roomy comfort is this motor-car's great merit and, 4½ in. wider externally than the other Rover models, its internal breadth is greater by 5 in. at the front and by 5½ in. at the rear seat. The front floor is divided by a broad hump over the automatic gearbox, and the rear compartment has a much smaller division in its floor, but no other reservations need be made in describing this as a six-seat car. Our test model had the bench-type front seat with folding central armrest (individual front seats are available at extra cost) and this proved very comfortable on long journeys—its mounting heights at both front and rear can be varied to suit the tastes of an owner, and a side armrest on each door can also be raised or lowered when a press-button lock is released.

This is the sort of car in which some buyers will be driven by a chauffeur, so the fact that the back seat as well as the front is roomy, very comfortable, and easy to enter or leave is especially valuable. Vision from the front seat is excellent; the curved windshield being wide and free from distortion (in wet weather, wipers covering more of its area would be welcome) and the front wings surrounded by red sidemirror tell-tales: at the rear, a flat quarter panel placed to act as a headrest for a dozing passenger inevitably limits the field of view.

Unusually high window-sills have a padded strip below them, this continuing around the facia in a neat sweep which extends well forward of the front passenger seat to give a pleasing air of roominess inside the body. Like other Rovers, this model has a glove box with a neat polished wood lid facing the front passenger, and a full-width shelf below the facia is a welcome additional item, roomy door pockets also being provided. Above the steering column, a nacelle extending back towards the driver carries the clearly legible instruments and an almost too impressive array of warning lamps and switches; if the most prominent positions could be reserved for controls liable to be needed in a hurry (the lighting and windscreen wiper switches) and other less vital controls (such as those for testing engine oil level, varying the brightness of the instrument lighting, or switching over to the reserve supply of fuel) given less prominent positions the facia might look neater and also be more practical.

Given partial use of the choke for a mile to overcome a degree of sluggishness, the six-cylinder engine is free from temperament after starting from cold, and its fast idle is not so fast as to cause serious drag from the automatic transmission. Audible when worked hard, the engine is never noisy, and when driven with the degree of restraint which most Rover drivers exercise this car is usually very quiet. Road noise has been kept out of the body very successfully, by much use of rubber insulation below the integral steel hull, isolating it from the rear leaf springs and the front suspension sub-frame. With windows closed, wind noise is slight, so that at say 85 m.p.h. this is a very quiet motorway car indeed, and its ventilation arrangements are so well planned that keeping windows closed is entirely

In Brief
Price (including automatic transmission as tested) £1,385 plus purchase tax £549 0s. 10d., equals £1,864 0s. 10d.
Price with synchronized gearbox and overdrive (including purchase tax), £1,785 5s. 10d.
Capacity ..... 2,995 c.c.
Unladen kerb weight ..... 3,129 lb.
Acceleration:
0-20 m.p.h. in “kick-down” ..... 5.5 sec.
0-50 m.p.h. through gears ..... 12.4 sec.
Maximum direct top gear gradient 1 in 9.5
Maximum speed ..... 95.0 m.p.h.
Max. miles per gallon ..... 90.3 m.p.g.
Touring fuel consumption ..... 20.5 m.p.g.
Gearing: 20.2 m.p.h. in top gear at 1,000 r.p.m.; 29.3 m.p.h. at 1,000 ft./min.
piston speed.

Switches, instruments and warning lights are grouped in an impressive control panel on a nacelle over the steering column: the transmission selector projects from the column housing. Slender, organtype accelerator and widebrake pedal are visible below the wide parcel shelf.

www.okm.nl
The ROVER

A GENUINE six-seater, the Rover has extremely comfortable seats and an excellent driving position with a very good forward view. Interior trim is tasteful yet smart, and despite a door handle which came adrift during our test the fittings and controls are well made.

practical even in quite warm weather. Apart from the usual fresh-air heating system which is standard equipment, two downward-facing cold air inlets below the dashboard can be opened on very hot days, and two small but very effective cool air outlets below the windscreen can deliver fresh air to the driver’s and passenger’s faces. Instead of the hinged ventilator panels which are fitted to many cars, each window of the Rover has an undivided wind-down glass, with an external layer of transparent plastic above it, this arrangement being highly successful in providing gentle draught-free ventilation without admitting rain water.

With plenty of weight, this car rides quite easily over a wide variety of surfaces, showing up to best advantage at moderate speeds rather than when hurried—fast driving on a secondary road produces rather more rise and fall of the body. The rubber-mounted front sub-frame arrangement which is very successful in suppressing road noise does, however, seem to permit rather more shake of the car on awkward surfaces or at resonant speeds than is readily excusable in this price class. Whereas on some cars bouncy upholstery spoils the riding comfort which a reasonably well designed springing system could provide, the soft but well damped cushioning of the Rover plays its part in absorbing any road shock which the suspension does not eliminate.

Between unladen and fully laden conditions an unusually large change in rear tyre pressures (at the rear, from 22 to 30 lb, per sq. in.) is recommended. Whilst perhaps offering riding comfort advantages, the lowest pressures seem unsuited to even moderately fast driving, as at 80 m.p.h. in any but windless conditions the car does not feel truly stable: with 25 lb. pressure in the rear tyres this instability on the straight is overcome, without much loss of comfort, and without unduly exaggerating the understeer characteristic which in any case becomes rather strong under cornering conditions. Tyre squeal rather than body-roll tends to set the limit on useful cornering speeds, and with Avon tyres in good condition the test car did not lack adhesion on wet roads.

Mechanical friction in the steering mechanism is commendably slight, and only if it is necessary to turn the wheel when the car is virtually at rest in order to escape from a parking place does any complaint of heaviness become justifiable. A certain amount of flexibility in the steering mechanism prevents any road shock reaching the driver, but on some surfaces there is movement of the wheel in his hands which although slow can be of appreciable magnitude.

Disc type front brakes are expected to be fade free, and the Girling brakes showed no sign of weakening when worked very hard during our test of the 3-litre Rover. Complete smoothness could not however always be claimed for the brakes, which at times felt almost as if there was something equivalent to a slightly oval drum; under initial light pressure or in a crash stop, the right-hand front brake also tended to do rather more work than that on the left. In contrast to other Rovers, the 3-litre has a conventional pull-out handbrake under the facia, conveniently placed and working on the drum-type rear brakes with an effectiveness adequate even for 1 in 3 test hills.

Good Automatic Performance

Automatic transmission, which is optional as an alternative to four speeds (three with synchromesh engagement) and overdrive, was fitted to our test car. This Borg-Warnar transmission has three automatic ratios, a torque converter working in conjunction with the lower two, and its appeal will be mainly to the less impatient type of driver although it does in fact provide deceptively good performance. To keep the car free from fuss, the automatic controls have been set so that they do not make the change down from top to middle gear at anything more than 25 m.p.h. except rather slowly if a deliberate and quite heavy “kick down” pressure is applied to the accelerator pedal, although 2nd gear is then kept in use up to a genuine 60 m.p.h.; this provides a genuine full-throttle acceleration. Overtaking in traffic benefits from much more responsive acceleration if the “2nd gear hold” control is pulled out, but as top gear cannot then engage until 60 m.p.h. is exceeded the car becomes much less smooth and quiet. A more instantly accessible position for this control than the present one below

DOMINATED by air cleaner and silencer, the engine compartment looks well filled, but accessibility is in fact quite good. The cavernous boot is sensibly boxy in shape and has a flat floor.
In typical Rover fashion, the four-door body has wide rounded windows at front and rear, and effective no-draft louvres over the door windows. Exterior finish is of high quality.

On steep hills, this transmission provides plenty of tractable effort for restarting forwards anywhere that wheel-grip can be found: reverse gear could certainly be contrived by an owner at the expense of losing facia panel trim.

On steep hills, this transmission provides plenty of tractable effort for restarting forwards anywhere that wheel-grip can be found: reverse gear could certainly be contrived by an owner at the expense of losing facia panel trim.

Certain of the inconspicuous details which help to distinguish a Rover from its competitors can readily be appreciated even during a two-weeks' test: for example, a petrol reserve tap makes it easy to run the level in a 14-gallon tank down low enough to let 12 gallons of fuel be bought at one time, this amount sufficient for rather more than 200 non-stop miles in most circumstances. A switch on the facia converts the fuel contents gauge into an oil level indicator, reducing the frequency with which it is necessary to open the bonnet for routine checking, and although the engine compartment looks crowded, accessibility generally seems quite good. For anyone who uses his car daily, the fact that this Rover (like others of the make for a good many years past) needs no regular topping up, except for attention to one nipple on the propeller shaft splined coupling every 3,000 miles, represents a worthwhile saving of time and trouble. There are four interior lights, each with a switch operated automatically by opening the adjacent door as well as manually, and thermostat-controlled instrument panel lighting is arranged to show up the positions of switches on the facia. The headlamps are good, and a powerful dipped beam does not seem to dazzle oncoming traffic. A clock is sensibly placed apart from the other instruments where passengers as well as the driver can readily see it. Unusually, the "fog-light" switch is shrouded that it will not light anything thicker than a cigarette or choker.

In inevitable comparison with the smoothness and silence which other Rover models have acquired as a result of development work extending over many years, the 3-litre seems as yet to represent a slight retrogression, although it has undoubtedly been improved to a very great extent since its first announcement in September, 1958. It offers such great advantages over the "80" and "100" models in respect of roominess for three-abreast seating, comfort in the rear compartment and capacity for luggage, as to ensure a substantial, distinct and expanding position in the quality-car market.

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### Specification

<table>
<thead>
<tr>
<th>Engine</th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Cylinders</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Bore</td>
<td>77.8 mm</td>
<td></td>
</tr>
<tr>
<td>Stroke</td>
<td>105 mm</td>
<td></td>
</tr>
<tr>
<td>Cubic capacity</td>
<td>2,995 c.c.</td>
<td></td>
</tr>
<tr>
<td>Piston area</td>
<td>42.67 c.m.</td>
<td></td>
</tr>
<tr>
<td>Valves</td>
<td>Overhead inlet (pushrod operated) and side exhaust</td>
<td></td>
</tr>
<tr>
<td>Compression ratio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carburettor</td>
<td>SU horizontal (34x2 carb.)</td>
<td></td>
</tr>
<tr>
<td>Fuel pump</td>
<td>SU electrical, rear mounted ignition and control</td>
<td></td>
</tr>
<tr>
<td>Ignition control</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil filter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max. power (g.o)</td>
<td>115 b.h.p.</td>
<td>6,400 r.p.m.</td>
</tr>
<tr>
<td>Piston speed at max. b.h.p.</td>
<td>3,000 fps/min.</td>
<td></td>
</tr>
</tbody>
</table>

### Transmission (automatic)

<table>
<thead>
<tr>
<th>Clutch</th>
<th>Hydraulic torque converter, with 2.15:1 multiplication when slaved</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd gear</td>
<td>3.9</td>
</tr>
<tr>
<td>2nd gear</td>
<td>5.6</td>
</tr>
<tr>
<td>1st gear</td>
<td>9.0</td>
</tr>
<tr>
<td>Reverse</td>
<td>7.9</td>
</tr>
<tr>
<td>Propeller shaft</td>
<td>Hardy Spicer divided over Final drive</td>
</tr>
<tr>
<td>Torsional twist at 1,000 r.p.m.</td>
<td>300</td>
</tr>
<tr>
<td>Top gear, output at 1,000 fps.</td>
<td>29.6</td>
</tr>
</tbody>
</table>

### Chassis

| Brakes | Girling hydraulic with vacuum servo; disc at front and drums at rear. |

#### Coachwork and Equipment

<table>
<thead>
<tr>
<th>Starting handle</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battery mounting</td>
<td>In luggage locker</td>
</tr>
<tr>
<td>Jack</td>
<td>Bevel-gear boxed idler type</td>
</tr>
<tr>
<td>Jacking points</td>
<td>4 external sockets</td>
</tr>
<tr>
<td>Top gear</td>
<td>19</td>
</tr>
<tr>
<td>3rd gear</td>
<td>5.6</td>
</tr>
<tr>
<td>1st gear</td>
<td>9.0</td>
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</tr>
</tbody>
</table>

### Locks

- With ignition key
- Ignition/master switch and side front door
- With other key
- Luggage locker, glove box and extra filter
- Glove lockers
- One on facia with handle
- One on front door
- One under seat
- One on rear seat
- One on luggage locker
- One on facia
- One on facia
- Four in doors, with manual and courtesy switches
- Instrument panel: Three turn signals, indicator, clock, radio, heated grille, port-hole demister, also separate cool air ducts on rear rail and below scuttle.
- Car radio: Radio/television with twin speakers
- Optional extra (Smiths Radios)
- Extras available: Two-tone paintwork, individual front seats, radio, automatic transmission, upholstery material
- Floor covering: Heavy quality hide
- Exterior colours: Standard silver, plus single colours. Combinations of these at £14 3s. 4d.
- Alternative body styles

### Maintenance

- Tension clearances (hit or cold): Inlet | 0.006 in.
- Exhaust | 0.070 in.
- Front-wheel bearings (hit or cold): Zero (±.10 lb. tolerance)
- Camber angle | 2°
- Castor angle | Zero
- Steering remove pin inclination | 4°
- Tyre pressures, according to load: Front | 24 - 26 lb.
- Rear | 22 - 30 lb.
- (Use extra 6 lb. per in. for sustained high speeds over 60 m.p.h.)
- Brakes fluid | Girling
- Battery type and capacity | 12 volt 57 amp hr. Lucas type BTA