

The Motor Road Test No. 9/59

Make: Rover

Type: "60" Saloon (with overdrive)

Makers: The Rover Co., Ltd., Solihull, Warwickshire.

Test Data

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CONDITIONS: Weather: Dry, mild, variable wind, strong at times. (Temperature 50°-55°F., Barometer 30.2-30.3 in. Hg.) Surface: Tar macadam. Fuel: Premium pump grade petrol (approx. 96 Research Method Octane Rating).

INSTRUMENTS

Speedometer at 30 m.p.h. .. 9% fast
 Speedometer at 60 m.p.h. .. 5% fast
 Distance recorder .. accurate

WEIGHT

Kerb weight (unladen, but with oil, coolant and fuel for approx. 50 miles) .. 28½ cwt.
 Front/rear distribution of kerb weight .. 54/46
 Weight laden as tested .. 31½ cwt.

MAXIMUM SPEEDS

Flying Quarter Mile. (Overdrive top gear.)
 Mean of four opposite runs .. 77.3 m.p.h.
 Best one-way time equals .. 80.0 m.p.h.

"Maximile" speed (Timed quarter mile after one mile accelerating from rest.)
 Mean of four opposite runs .. 74.4 m.p.h.
 Best one-way time equals .. 76.9 m.p.h.

Speed in Gears

Max. speed in Direct top gear .. 74.7 m.p.h.
 Max. speed in 3rd gear .. 57 m.p.h.
 Max. speed in 2nd gear .. 37 m.p.h.

FUEL CONSUMPTION

Overdrive top gear
 37 m.p.g. at constant 30 m.p.h. on level.
 35½ m.p.g. at constant 40 m.p.h. on level.
 30½ m.p.g. at constant 50 m.p.h. on level.
 26½ m.p.g. at constant 60 m.p.h. on level.
 22 m.p.g. at constant 70 m.p.h. on level.

Direct top gear

34 m.p.g. at constant 30 m.p.h. on level.
 30 m.p.g. at constant 40 m.p.h. on level.
 25½ m.p.g. at constant 50 m.p.h. on level.

Overall Fuel Consumption (driven hard) for 1,436.3 miles, 61.5 gallons, equals 23.4 m.p.g. (12.06 litres/100 km.).

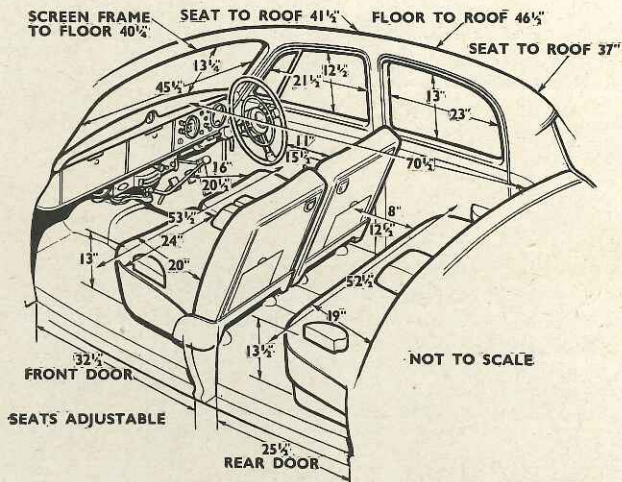
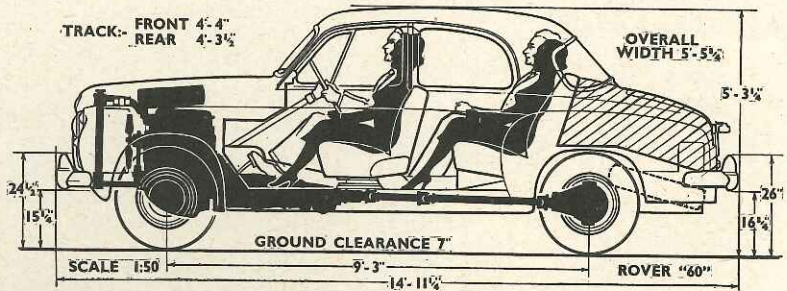
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) 27.8 m.p.g. Fuel tank capacity (maker's figure) 11½ gallons (incl. approx. 1½ reserve).

STEERING

Turning circle between kerbs:
 Left .. 37½ feet
 Right .. 36½ feet
 Turns of steering wheel from lock to lock .. 4

BRAKES from 30 m.p.h.

0.95 g retardation (equivalent to 31½ ft. stopping distance) with 75 lb. pedal pressure.
 0.70 g retardation (equivalent to 43 ft. stopping distance) with 50 lb. pedal pressure.
 0.40 g retardation (equivalent to 75 ft. stopping distance) with 25 lb. pedal pressure.



ACCELERATION TIMES from standstill

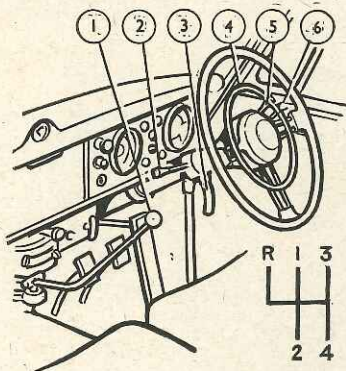
0-30 m.p.h. ..	6.9 sec.
0-40 m.p.h. ..	11.1 sec.
0-50 m.p.h. ..	17.6 sec.
0-60 m.p.h. ..	27.0 sec.
0-70 m.p.h. ..	45.2 sec.
Standing quarter mile ..	23.6 sec.

ACCELERATION TIMES on Upper Ratios

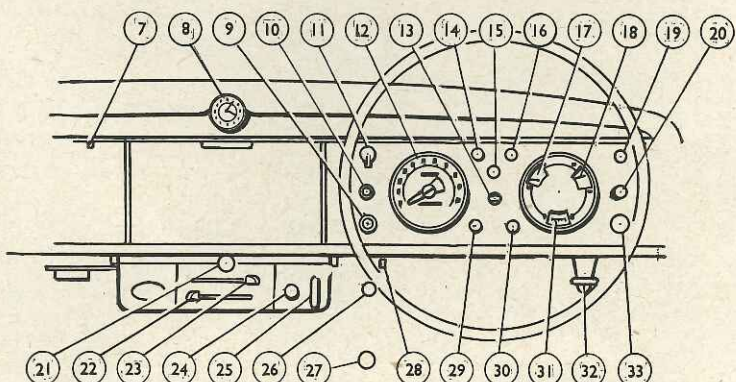
	Overdrive	Direct	3rd
	Top Gear	Top Gear	Gear
10-30 m.p.h. ..	sec.	10.4 sec.	7.4 sec.
20-40 m.p.h. ..	14.6 sec.	10.5 sec.	7.7 sec.
30-50 m.p.h. ..	17.0 sec.	12.2 sec.	10.5 sec.
40-60 m.p.h. ..	21.2 sec.	16.2 sec.	sec.
50-70 m.p.h. ..	30.7 sec.	27.8 sec.	sec.

HILL CLIMBING at sustained steady speeds

Max. gradient on overdrive top gear .. 1 in 14.9 (Tapley 150 lb./ton)
 Max. gradient on direct top gear .. 1 in 10.6 (Tapley 210 lb./ton)
 Max. gradient on 3rd gear .. 1 in 7.2 (Tapley 305 lb./ton)
 Max. gradient on 2nd gear .. 1 in 5.1 (Tapley 430 lb./ton)



1. Gear lever. 2. Overdrive switch. 3. Hand-brake. 4. Horn ring. 5. Headlamp switch. 6. Direction indicator switch. 7. Map-reading light switch. 8. Clock. 9. Ignition switch. 10. Starter switch. 11. Sidelamps switch. 12. Speedometer and distance recorder. 13. Petrol reserve



switch. 14. Choke warning light. 15. Dynamo charge warning light. 16. Oil pressure warning light. 17. Water thermometer. 18. Ammeter. 19. Panel light switch. 20. Oil level push-button. 21. Fresh air control. 22. Heater control. 23. Demister control. 24. Fan switch. 25. Choke

control. 26. Screen washer button. 27. Headlamp dip switch. 28. Trip adjuster. 29. Direction indicator warning light. 30. Main beam indicator light. 31. Fuel gauge and Oil level indicator. 32. Bonnet catch release. 33. Windscreen wipers switch.

The ROVER "60"

(with overdrive)

Two-litre Motoring

with the Accent on

Refinement



RESTRAINED two-colour paintwork suits the unostentatious character of the Rover, which looks—and is—a solidly built and durable car, scaling over 28 cwt. unladen. The slightly recessed radiator grille is now used on all Rover cars.

IN any review of the Rover "60," it is essential to remember that it is one of a family of four, all similar in appearance and all offering identical accommodation and the same traditional Rover quality and attention to detail. The differences between these models—the "60," "75," "90" and "105"—are confined principally to engine type and size, and less than £300 (including purchase tax) covers the price differential between the least and the most expensive of the four.

This unique Rover policy of offering a quartet of near-identical cars with a finely graded choice of engines enables buyers to match their performance requirements far more closely than is usually possible, and appropriate bias can be given to economy or performance according to individual tastes and needs.

Excellent Compromise

The 2-litre, 4-cylinder "60" is, of course, the smallest-engined car of the group and is the model appropriate to those who require a medium-sized car of higher-than-normal quality, but are not particularly interested in either the high maximum speed or rapid acceleration that often go with cars of similar refinement. To such people the "60" offers an excellent compromise, the smaller engine providing a very quiet and effortless cruising speed of 60 m.p.h. (with a maximum in the upper "seventies") and entirely adequate acceleration coupled with a potentially greater measure of fuel economy. In first price, too, there is an advantage of £129, com-

pared with the next model up the scale, the 6-cylinder "75."

The model submitted for test had very pleasing two-tone paintwork and other extras included individual front seats and Laycock-de Normanville overdrive. The latter feature is an alternative extra in place of a free-wheel, which is still an interesting transmission feature of both the "60" and "75" in basic form.

The Rover application of the Laycock-de Normanville overdrive is a particularly happy one in that, whilst manual operation is retained by means of a handy finger-tip control on the left of the steering column, a degree of automatic functioning is also incorporated. Thus a kick-down change enables the driver to revert instantly from overdrive to direct top for overtaking or hill-climbing merely by additional pressure on the accelerator pedal, but the latter is arranged with a very definite second pressure so that accidental changes are avoided. When pressure is eased, overdrive is automatically re-engaged—so long, of course, as the manual control is left in the "O" position.

Pre-selected Overdrive

The other refinements in the Rover application are designed to prevent the mild transmission shocks which can otherwise occur if the manual control is unsympathetically handled. On the one hand, moving the control from overdrive to direct when the car is on the over-run has no effect, as it is only when the throttle is more than about $\frac{1}{4}$ -open that the downward change takes place. In practice, this plan gives something of a pre-selector action and the driver can flick the switch into the "direct" position when slowing for a corner, the actual change occurring as the throttle is subsequently opened for acceleration.

A corresponding action, but in the opposite direction, occurs if a "switch" change is made to overdrive with the throttle fully open, engagement being

delayed until the driver eases the throttle slightly for cruising. The whole arrangement preserves the advantages of driver control whilst at the same time guarding completely against the effects of careless handling.

When overdrive is fitted, incidentally, the rear axle ratio is lowered from the standard 4.3/1 to 4.7/1 in order to take advantage of the presence of a high cruising gear to provide a slightly lower set of normal ratios for town motoring. The plan works well if overdrive is used extensively as, indeed, it is intended to be, the lower direct top naturally being somewhat fussy if used for ordinary main-road motoring.

The normal gear change is of the now familiar, but rather unusual, Rover type in which the lever is mounted on a raised gearbox extension which provides the advantages of a central remote-control without preventing three-abreast seating. Apart from slight whip in the lever, the arrangement works well and the change is both quick and positive. The normal indirect gears are not completely inaudible but are quieter than the norm.

Silence is also a praiseworthy feature of the engine which is also very tractable for a 4-cylinder unit. It is smooth throughout the range—unusually so, in fact, so far as can be detected by passengers—but the flexible engine mountings do not quite disguise from the driver a high-frequency vibration which can be felt through the accelerator pedal.

Starting Guides

Always an easy starter, the engine warms up reasonably quickly and a two-position choke control with a definite shoulder to differentiate between a fast idle and the rich-mixture range is a convenience when starting from cold; so too is a choke warning light which gives the driver a visible reminder if he has forgotten to dispense with the choke when the engine has reached a proper running temperature.

In Brief

Price (including duo-tone finish, individual seats and overdrive as tested) £969 plus purchase tax £435 17s. equals £1,404 17s.

Price in standard form (including purchase tax), £1,349 17s.

Capacity 1,997 c.c.

Unladen kerb weight 28½ cwt.

Acceleration:

20-40 m.p.h. in direct top gear 10.5 sec.

0-50 m.p.h. through gears 17.6 sec.

Maximum direct top gear

gradient 1 in 10.6

Maximum speed 77.3 m.p.h.

"Maximile" speed 74.4 m.p.h.

Touring fuel consumption ... 27.8 m.p.g.

Gearing: 16.3 m.p.h. in top gear at 1,000

r.p.m. (overdrive, 21.1 m.p.h.); 23.6

m.p.h. at 1,000 ft./min. piston speed

(overdrive, 30.7 m.p.h.).



The Rover 60 (with overdrive)

GOOD TASTE, high quality and careful workmanship give a satisfying result, the interior being roomy but not so light as in some cars of more recent design. The leather-upholstered seats, with plenty of armrests, give good support for shoulders and thighs but some drivers would have preferred more padding at the base of the squab. Instruments are neatly grouped in front of the driver, leaving the wooden facia (with padded top) clear of projections.



The fuel consumption figures recorded for the Rover "60" are significant and give a clear pointer to buyer selection when it comes to choosing the particular Rover model to suit individual needs. As various tests of other cars have proved over the years, a smaller engine is more economical only when the demands made on it are in keeping with its size and load, no advantage being gained if it is called upon to work hard the whole time. Inevitably, in a road test, hard driving is essential if all aspects of a car's behaviour are to be accurately assessed.

Thus, driven consistently hard over some 1,400 miles, this "60" model showed no advantage over some examples of the larger Rovers tested by *The Motor*, with a consumption of 23.4 m.p.g. for the whole period. On the other hand, the constant-speed fuel consumption figures revealed a significant gain and the "Touring Fuel Consumption" figure based on them—27.8 m.p.g.—shows that this 2-litre edition can offer substantially greater economy for those who normally cruise in the 50-60 m.p.h. range.

The suspension is moderately firm and well damped without being harsh, whilst roll is well checked by a front anti-roll bar on corners. The car runs very straight without constant attention from the driver, and on corners displays no disconcerting tricks. The steering itself is somewhat low geared, and quite light under normal running conditions, although some effort is required when parking in confined spaces.

As shown by the test figures, the brakes provide good stopping powers at modest pedal pressures. One driver complained of some "loss of pedal" when descending a long hill fast after a period of hard driving but under normal conditions no trace of fade became evident; some ears could sometimes detect a high-pitched squeal when the brakes were applied. Unusual but effective is the "shepherd's crook" type of handbrake fitted on the offside of the driving compartment where it is accessible, but never an impediment to entering or leaving.

Other controls, too, are in the main well placed. The widely spaced pedals give a relaxed driving position but still enable heel-and-toe action for changing down when braking, whilst the dipper switch forms a natural resting place for the left foot when not required for the clutch pedal; above the dipper is a further button switch which operates the screen washers.

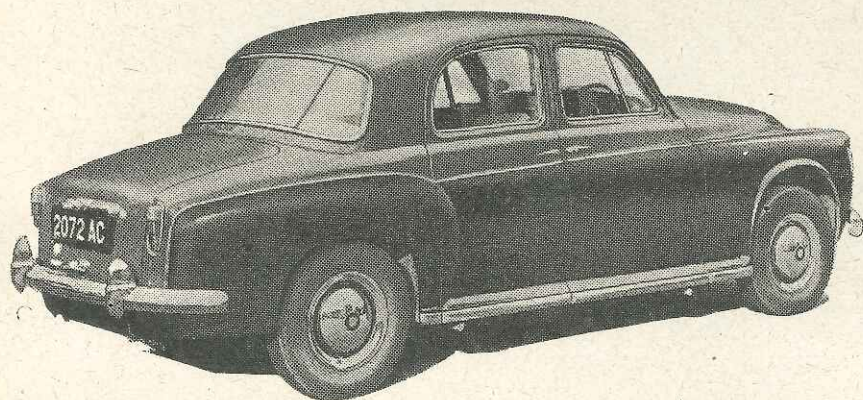
Further good control details include a convenient relationship between the ignition switch and the starter button for one-hand operation, a fuel gauge which gives an indication of the oil level on pressure of a switch, adjustable panel lighting, clear black instrument dials with white figures, a reserve petrol switch, and a somewhat elaborate but quite effective arrangement of lighting switches; of the latter there are, in fact, three—a panel-situated switch for bringing in the side lamps, a finger-tip steering-column switch for changing between side and head (to enable the latter

to be used for signalling), and the foot dipper switch already mentioned.

The seats are luxuriously upholstered and give good support for both thighs and shoulders. The usual sliding adjustment of the front seats works with unusual ease and a good detail is the provision of an additional spanner adjustment for height and rake which enables regular users to "tailor" the seats to suit their tastes. Both the standard bench seat and the individual front seats fitted to the test car have central folding arm rests and there are adjustable side arm rests on the doors. At the rear, too, there is an extra wide central folding arm rest and further rests on the doors.

As one expects from Rover, the upholstery is beautifully carried out in high-grade leather and the whole interior trim and furnishing are of a high standard with polished wood for both the facia and the door and window frames. Other luxury touches include spring-up arm slings in the rear, separate interior lights in the rear quarters together with a map reading light above the facia (all controlled automatically by door opening as well as by individual switches) and child safety catches on the rear doors. The latter are unusual these days in being hinged at the rear.

Vision generally is very satisfactory,



THE wide doors of the Rover are unusual in opening from the centre pillar, which gives good access and egress.

although the screen pillars are thick by modern standards and the high bonnet cuts out a view of the nearside wing for all but the tallest drivers. Good detail points include well-positioned transparent tinted vizors, a mirror of the reducing type which gives an unusually good view to the rear and small pips on the headlamp fairing which, by inconspicuous reflection, let the driver know when the sidelights are alight.

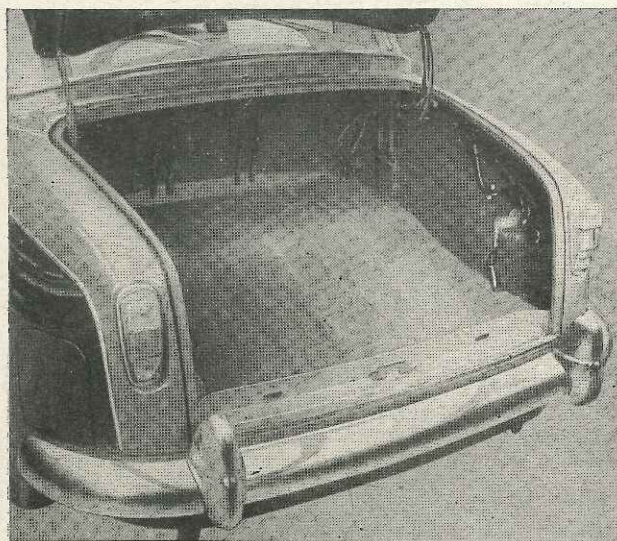
Ventilation and heating are also well thought out and effective, although the heating system takes rather longer than some to generate its full warmth after a cold start. The window winders operate

more easily than most and the ventilating panels on the front doors are front-hinged so that the common annoyance of water dripping from the leading edge when they are open in wet weather does not occur.

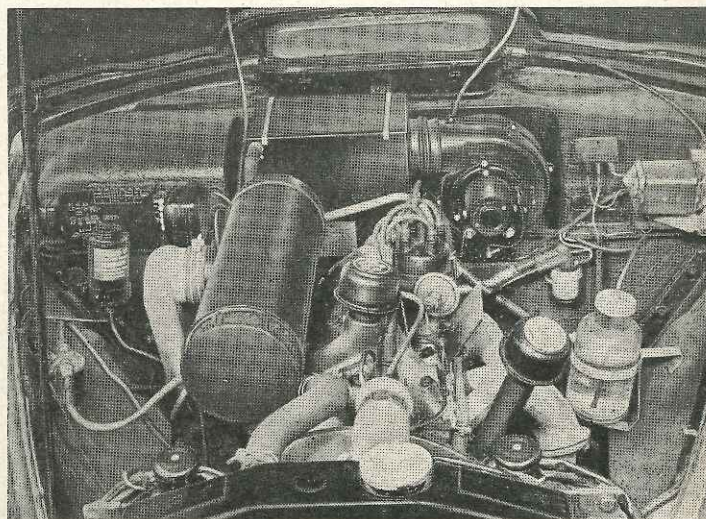
Interior provision for maps, gloves and the usual oddments of travel is well thought out, with a very large cubby locker on the passenger's side of the fascia (plus an additional central locker if radio is not fitted), useful map pockets in the front doors and further pockets in the backs of the front squabs. On the other hand, the usual large parcel shelf behind the back squab is not so useful as it might be be-

cause it is not flat, whilst a minor criticism of the otherwise excellent luggage boot is that the floor slopes upwards towards the front. The major tools fit into clips in the wing recesses and there is a fitted drawer for small tools under the fascia.

It is in little items of this kind that the Rover shows unusual thoughtfulness for motoring needs, and these details combine with the excellent finish, above-average workmanship, and solid worth, to make the Rover "60" a car capable of giving lasting satisfaction to fastidious motorists.



DEEP and usefully trunk-like in shape, the boot has a sloping, rubber-covered floor, the spare wheel being held in a tray underneath where it is accessible without disturbing the contents of the boot.



AMONG the many underbonnet accessories in accessibly high-set positions are brake fluid reservoir, air cleaner, coil, distributor, fuel filter, fuses and junction boxes, oil filler, windscreen wiper motor and washer bottle.

Specification

Engine			
Cylinders	...	...	4
Bore	...	...	77.8 mm.
Stroke	...	...	105 mm.
Cubic capacity	...	...	1,997 c.c.
Piston area	...	...	29.5 sq. in.
Valves	Overhead inlet and inclined	side exhaust	
Compression ratio	...	...	6.9/1
Carburettor	...	...	S.U. H4
Fuel pump	...	...	S.U. electric
Ignition timing control	...	Centrifugal and vacuum	
Oil filter	...	...	AC-Delco
Max. power	...	...	60 b.h.p.
at	...	...	4,000 r.p.m.
Piston speed at max. b.h.p.	...	...	2,760 ft./min.

Transmission			
Clutch	Borg and Beck, 9-in. s.d.p.		
Top gear (s/m)	...	4.7 (Overdrive, 3.62)	
3rd gear (s/m)	...	...	6.47
2nd gear (s/m)	...	...	9.60
1st gear	...	...	15.86
Reverse	...	...	13.95
Overdrive	...	Laycock-de Normanville	
Propeller shaft	...	Hardy Spicer, divided, open	
Final drive	...	Spiral bevel	
Top gear m.p.h. at 1,000 r.p.m.	...	16.3 (Overdrive, 21.1)	
Top gear m.p.h. at 1,000 ft./min.	...	23.6 (Overdrive 30.7)	
piston speed	...	...

Chassis			
Brakes	Girling hydraulic (2LS on front)		
Brake drum internal diameter	...	11 in.	
Friction lining area	...	172 sq. in.	
Suspension:			
Front	Independent, coil (with anti-roll bar)		
Rear	...	Semi-elliptic	
Shock absorbers	...	Woodhead Monroe telescopic hydraulic	
Steering gear	...	Burman re-circulating ball with variable ratio	
Tyres	...	Dunlop or Avon tubeless, 6.00-15	

Coachwork and Equipment

Starting handle	...	...	Yes
Battery mounting	...	Under rear seat	
Jack	...	...	Bevelift
Jacking points	...	Four—at sides of body	
Standard tool kit:	Jack, tyre pump, wheel brace, grease gun, screwdriver, 4 open-ended spanners, 2 box spanners, adjustable spanner, pliers, contact breaker screwdriver, tyre pressure gauge. (Small tools carried in tray under fascia.)		
Exterior lights:	2 headlamps, 2 sidelamps, 2 tail/stop lamps, rear no. plate lamp, reversing lamp.		
Number of electrical fuses	...	3	
Direction indicators:	Separate amber flashers, front and rear.		
Windscreen wipers	...	Dual-blade electric, self-parking	
Windscreen washers	...	Twin mechanical foot operated	
Sun visors	...	2 (transparent tinted)	
Instruments	Speedometer (with decimal trip) petrol/oil gauge, ammeter, water, thermometer, clock		

Warning lights:	Ignition, choke, oil pressure, headlamp main beam, direction indicators.		
Locks:	With ignition key ... Driver's door		
With other keys	...	Boot and glove locker	
Glove lockers	...	2	
Map pockets	...	Two in front doors and two in backs of front squabs	
Parcel shelves	...	Behind rear squab	
Ashtrays	...	One front, two rear	
Cigar lighters	...	None	
Interior lights:	1 in rear quarters and 1 over fascia (all controlled by courtesy switches). Also luggage boot light.		
Interior heater:	Smith fresh-air heater and demister.		
Car radio	...	Optional extra	
Extras available	Duotone finish, individual seats, overdrive, radio		
Upholstery material	...	Leather	
Floor covering	...	Pile carpets	
Exterior colours standardized	...	Eight	
Alternative body styles	...	None	

Maintenance

Sump	...	10 pints, S.A.E. 20 (winter); S.A.E. 30 (summer)	
Gearbox	...	5½ pints, S.A.E. 20W	
Rear axle	...	3 pints, S.A.E. 90 EP	
Steering gear lubricant	...	S.A.E. 140 (winter S.A.E. 90)	
Cooling system capacity	...	17 pints (2 drain taps)	
Chassis lubrication	...	By oil gun every 3,000 miles to 4 points	
Ignition timing	...	10 degrees B.T.D.C.	
Contact-breaker gap	...	0.014-0.016 in.	
Spark plug type	...	Lodge CLN-H	
Spark plug gap	...	0.029-0.032 in.	
Valve timing:	Inlet opens 9 degrees B.T.D.C. and closes 45 degrees A.B.D.C. Exhaust opens 42 degrees B.B.D.C. and closes 16 degrees A.T.D.C.		

Tappet clearances (Hot)	Inlet 0.008 in. Exhaust 0.012 in.		
Front wheel toe-in	...	Nil to ¼ in.	
Camber angle	...	2 degrees positive	
Castor angle	...	2 degrees positive	
Steering swivel pin inclination	...	4 degrees	
Tyre pressures:			
Front	...	25 lb.	
Rear	...	24 lb. (increase to 28 lb. front and 30 lb. rear for full load)	
Brake fluid	...	Girling crimson	
Battery type and capacity	...	Lucas 12-volt, 51 amp./hr.	