

ROVER 3500

PG ROVER OWNERS CLUB

continued from June



SAFETY BY DESIGN

Base Unit

1. The base unit method of construction makes it possible to locate the passenger compartment within, what is in effect, a robust steel cage designed to resist distortion and protect the occupants.
2. The steel bulkhead, moreover, is designed to prevent the engine penetrating to the passenger compartment in the event of a head-on collision.

Interior Furnishing

3. The front seats have a padded roll along the top edge of the back to lessen the likelihood of head injuries to rear seat passengers thrown forward in a collision. In the event of rear impact the seat squab will also 'give' rearwards thus reducing the risk of neck injuries. Head restraints are also fitted.
4. The glove lockers positioned at knee height have a flat padded surface backed by a material which will collapse in the event of impact, thereby affording protection to the knees.
5. The seats are designed on the basis of good medical advice to give support to the small of the back, and have an infinite rake adjustment.
6. Vital areas of the roof and rear quarter panels are fitted with thick resilient padding.
7. Inertia reel safety harness is fitted to both front seats.
8. The rear door lock interior handle cannot be operated when the sill-button is depressed to minimise accidental opening of the door by a child. The door can still be opened from inside in an emergency. Anti-burst locks fitted to all doors.
9. The two sun visors are softly padded and will collapse on impact.

Controls

10. Instruments mounted close to normal line of vision to reduce visual adjustment when driver refocuses from road to instruments. (Many people have difficulty refocusing rapidly.)
11. Smoothly rounded switches are designed to minimise injury and are clearly marked for quick recognition.
12. Interior mirror fitted with safety stem and

protective frame.

13. 'BRAKE' shows on instrument panel when brake fluid reservoir is low or handbrake is on. The tell-tale light also indicates brake pad wear.
14. Hazard warning switch operates all exterior flashers simultaneously, to warn other traffic of unscheduled hold-up. The switch stalk flashes red when on.

Ventilating System

15. To minimise fatigue and drowsiness, the car is fitted with an efficient ventilating system.
16. Fresh air ducts at face level can be operated individually, regardless of heater setting.
17. Opening rear quarter vents for additional ventilation.
18. Air intake is above the exhaust level of other vehicles.

Steering

19. Steering box mounted high up on the scuttle at the rear of the engine to avoid the steering column and wheel being pushed up into the passenger compartment in a head-on collision.
20. The steering wheel is dished for safety and adjustable for the most comfortable position.

Fuel System

21. The fuel tank is protectively positioned within the main structure of the car and separated from the passengers by a steel bulkhead.

Braking System

22. Servo-assisted disc brakes on all four wheels for the maximum stopping power.

Suspension

23. Independent suspension on the front wheels and De Dion suspension at the rear gives the car great stability and cornering power, with safety.

Tyres

24. Radial ply tyres not only fitted as standard but included as part of the basic design. These tyres provide improved handling, precision steering response and offer better adhesion on wet surfaces.



LUGGAGE ARRANGEMENTS

Luggage compartments need to be adaptable if the best use is to be made of them, and on the 3500 a choice of three different arrangements is available. (1) The spare wheel is normally mounted on the left-hand side of the boot, which has ample space for day-to-day requirements. (2) It can be released from its mounting and placed in the boot well to provide extra width for longer objects. (3) An optional extra fitment may be ordered with the car, which enables the wheel to be mounted and locked on the outside of the boot lid, leaving the whole compartment free for a full touring load. A wheel cover is supplied with this extra. There are other advantages to be gained from being able to put the spare wheel outside. For instance, it is possible to keep mud-covered wheel and tyre away from clean garments inside. And luggage is not disturbed during wheel changing. When Dunlop Denovo tyres are fitted, no spare wheel mountings are provided. The whole boot area is therefore available for luggage.

ENGINE

Power for the 3500 is supplied by the Rover all-aluminium, overhead-valve V8 engine of light weight and high-performance capability. It is a thoroughly proved unit noted for its remarkable smoothness and silence in operation. It gives to both versions of the 3500 an overall performance superior to that of many sports cars and a refinement few sports cars can match. Added to which, it runs efficiently on 4-star fuel with a minimal atmospheric pollution. Twin carburettors of the SU HIF6 (Horizontal

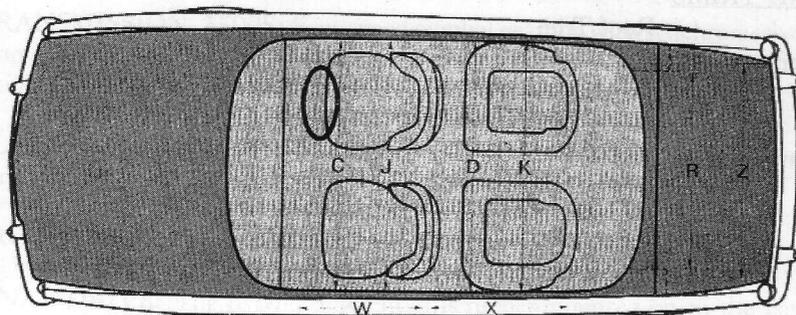
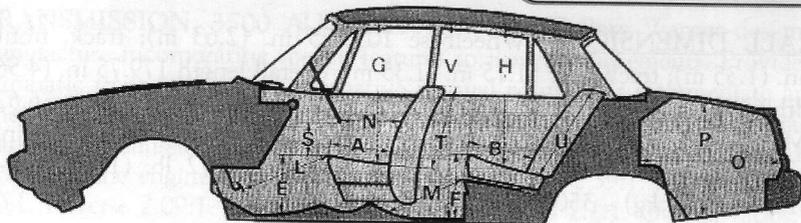
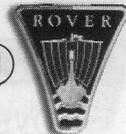
Integrated Float Chamber) design are fitted. These, in general terms, give a constant fuel level at the jet and thus maintain the correct fuel/air mixture under varying conditions of braking, accelerating and cornering, so ensuring optimum performance at all times. They also make for easy cold starting of the engine and are less susceptible to fuel vapourisation in hot climates.

All in all this is an engine of great distinction ideally matched to a very distinguished motorcar.

PERFORMANCE

	<u>3500S</u>	<u>3500 (Automatic)</u>
Maximum speed	122 m.p.h.	115.5 m.p.h.
Acceleration	3.02 sec.	4.1 sec.
through gears	5.13 sec.	5.84 sec.
0-30 m.p.h.	7.48 sec.	8.05 sec.
0-40 m.p.h.	10.18 sec.	10.95 sec.
0-50 m.p.h.	14.04 sec.	15.07 sec.
0-60 m.p.h.	8.68 sec.	-
0-70 m.p.h.	18.0 sec.	18.4 sec.
Top gear	22.3 m.p.g.	22.8 m.p.g.
50-70 m.p.h.		
Standing start - 1/4 mile		
Touring fuel consumption		

Note: All above figures obtained from Rover factory tests



INTERIOR DIMENSIONS

	<u>Inches</u>	<u>Metres</u>
A Front to Rear of Front Cushion	19	0.482
B Front to Rear of Rear Cushion	17.3/4	0.450
C Width of Body at Front of Front Seat	55.1/2	1.409
D Width of Body at Front of Rear Seat	55.3/4	1.416
E Top of Front Cushion to Floor	13.1/2	0.342
F Top of Rear Cushion to Floor	14.1/2	0.368
G* Headroom – Front Seat	34.1/2	0.876
H* Headroom – Rear Seat	33	0.838
J Shoulder Width – Front Seats	51	1.290
K Shoulder Width – Rear Seats	50.5/16	1.280
L Front Cushion to Accelerator Pedal	20	0.508
M Rear Cushion to Foot Rest	21	0.533
N Front Squab to Steering Wheel	16.1/2	0.419
O Locker Depth	34	0.863
P Locker Height	26	0.660
R Locker Width (min.)	37	0.939
S Top of Front Cushion to Steering Wheel	7	0.177
T Front Squab Height	20	0.508
U Rear Squab Height	23	0.584
V Height of Interior of Body	46.1/2	1.181
(W) Width of Front Door at Waist	27	0.685
(X) Width of Rear Door at Waist	30	0.762
Z Minimum External Width of Boot Opening	45.1/2	1.149

*With a person of average weight the headroom at the front will increase by 3 inches (0.076 m) and at the rear by 4 inches (0.1 m).

Measurements are taken with the seat in central position. Total adjustment of driver's seat fore and aft is 8.5/8 inches (0.219 m); 5.5/8 inches (0.143 m) for passenger.



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OVERALL DIMENSIONS: Wheelbase 103.375 in. (2.63 m); track, front 53.375 in. (1.35 m); track, rear 51.75 in. (1.35 m); overall length 179.75 in. (4.56 m); overall width 66 in. (1.68 m); overall height 55.75 in. (1.42 m); ground clearance 6.62 in. (0.17 m). Max. boot capacity 15ft.³ (0.42m³). Turning circle – wall to wall 35ft.4in. (10.769 m) mean. Weight with 5 gallons (22.7 litres) petrol, 2872 lb. (1303 kg) – Automatic: 2878 lb. (1306 kg) – 3500S.

COLOUR AND TRIMS

<u>Exterior Colour</u>	<u>Roof Trim and Sill Colour</u>	<u>Interior Trim</u>
Arctic White	*Huntsman	Bronze, Mango, Ebony
Mexico Brown	Huntsman	Buckskin, Mango, Sandalwood
Cameron Green	Ebony	Buckskin, Mango, Sandalwood
Almond	*Huntsman	Bronze, Ebony, Sandalwood
Monza Red	Ebony	Buckskin, Ebony, Sandalwood
Tobacco Leaf	*Huntsman	Buckskin, Bronze, Ebony
Scarab Blue	Ebony	Buckskin, Mango, Ebony
Lunar Grey	Ebony	Bronze, Ebony, Sandalwood
Paprika	Ebony	Buckskin, Bronze, Ebony

**Where Ebony interior trim is specified, Ebony roof covering only will be supplied.*

ENGINE: An O.H.V. all aluminium lightweight high performance V8. Bore 3.5 in. (88.9 mm). Stroke 2.8 in. (71.12 mm). Cubic capacity 215 cubic inches (3,528 cc). 9.25:1 compression ratio. B.H.P. (DIN) 143 at 5,000 rev/min. Torque 202 lb. ft. at 2,700 rev/min. Aluminium alloy cylinder block with inserted iron liners, cast integrally with stiff short crankcase. Aluminium alloy cylinder heads with an in-line valve arrangement providing a high degree of breathing efficiency. The engine is fitted with a separate aluminium alloy water heated inlet manifold which carries two S.U. H.I.F.6 carburettors. Self-adjusting hydraulic tappets are fitted. The pistons are a special lightweight full skirt design incorporating a shallow depression in the crown. The counter-weighted crankshaft runs in five overlay plated lead-bronze lined steel shell bearings and is fitted with a torsional vibration damper. A gear oil pump delivers oil under pressure to the main, big end, and camshaft bearings, the hydraulic tappets, distributor shaft and rocker gear. The cylinder bores are lubricated by a jet of oil from each connecting rod. A full flow oil filter is fitted. Crankcase has a positive sealed ventilation system controlled by the carburettors. An alternator is standard.

FUEL SYSTEM: A 15 gallon (68 litre) 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 reserve supply is controlled by a knob situated on the console. An A.C. mechanical petrol pump is fitted in conjunction with two S.U. H.I.F.60 carburettors.



TRANSMISSION, 3500 AUTOMATIC: Type 65 Borg Warner design and manufacture incorporating special features to Rover requirements. Provides fully automatic transmission and alternative manual control for intermediate and low gears. The control lever is mounted on the central console and has an illuminated indicator plate. A transmission oil cooler is fitted in the radiator, the oil filter and dipstick are located in the engine compartment. Gear ratios: Low 2.39:1. Intermediate 1.45:1. High 1.0:1. Reverse 2.09:1. Torque converter stalled ratio 2.1:1. Overall ratios: Low 7.36:1. Intermediate 4.47:1. High 3.08:1. Reverse 6.43:1.

TRANSMISSION, 3500S: Four-speed manual gearbox with synchromesh on all forward gears. Gear ratios: 1st 3.63:1. 2nd 2.13:1. 3rd 1.39:1. 4th 1.00:1. Reverse 3.43:1. Overall ratios: 1st 11.17:1. 2nd 6.57:1. 3rd 4.28:1. 4th 3.08:1. Reverse 10.56:1.

CLUTCH, 3500S: The latest diaphragm spring type clutch is fitted and hydraulic control is by pendent pedal. Clutch plate dia. 9.1/2 in. (241 mm).

PROPELLER SHAFT: Hardy-Spicer one-piece.

FINAL DRIVE: The hypoid differential is rubber-mounted on to the base unit. Final drive ratio 3.08:1.

STEERING: Burman recirculating ball, worm and nut type, having a variable ratio is used. Sealed ball joints. Steering wheel diameter 17 in. (0.43 m). (16 in. (0.41 m) leather-covered with power steering.) Steering box ratio 21.5:1 straight ahead, 26:1 full lock. Turning circle – wall to wall 35 ft. 4 in. (10.769 m) mean. 4.1/2 turns lock to lock (3.1/3 turns lock to lock with power steering.) Column adjustable rake.

FRONT SUSPENSION: Independent with transverse bottom links and leading top links acting on coil springs which are mounted horizontally to the bulkhead. 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. Hexagonal anti-roll torsion bar clamped to the top links. Control is by hydraulic telescopic dampers.

REAR SUSPENSION: 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 links and the base unit. Rubber-mounted rear cross member. Rubber bushes on all suspension link pivots. Control is by hydraulic telescopic shock absorbers.

BRAKES: Girling disc brakes are fitted front and rear; mounted inboard at rear. Servo assistance is provided for easy pedal operation. The handbrake operates the rear footbrake caliper pads which are connected through an enclosed cable linkage to the pull-up lever which is mounted on the transmission tunnel. A brake fluid lever warning light is provided which also serves as a handbrake and brake pad wear warning light.



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WHEELS AND TYRES: Easy clean wheels with attractive stainless steel rim covers. Tyres: Avon radial, Pirelli Cinturato or ~Dunlop 'SP' Sport, tubeless, size 185HR x 14.

LIGHTING: Quad beam headlamps in cowled recesses 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. Lights are switched on by a four-position rotary switch on the switch panel and moving the switch in a clockwise direction operates side, head and optional extra fog lamps. A hazard warning is effected through a separate switch which activates all direction indicators simultaneously. Sidelamps and flasher lamps are mounted on the front wings. At the rear combined stop/tail flasher and reversing lamp clusters are provided, with separate reflectors beneath.

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 minimised. Numerous 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.

WINDSCREEN WIPERS AND WASHERS: Two-speed and variable delay intermittent wipe windscreen wipers are fitted. Electrically-operated windscreen washers are also provided as standard equipment.

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. They are then phosphate treated, totally immersed in a bath of electrophoretic primer, and the body is then finished in electrostatically applied body colours. In addition to underbody sealing vulnerable box sections and body members are sprayed internally with a rust-inhibiting wax. All doors are hinged at their forward edge and fitted with anti-burst locks.

BODY INTERIOR: The seat cushions and squabs have a box-pleat pattern trim faced in brushed nylon, or hide as an alternative. Individual, fully adjustable bucket seats are fitted as standard in front. The backrests are fitted with head restraints and can be adjusted to any angle between upright and fully reclining, and single-hand operated inertia reel safety belts are provided. On the front doors combined grab handles and armrests are provided with easily operated, but protected, door release handles. Provision is made for fitting optional extra rear headrests. The individual rear seats have a wide centre folding armrest. Heavy-pile floor carpets with felt underlays are fitted. Interior equipment



includes: Rotary map light, central courtesy light operated by opening the doors or by independent rotary switch; ashtrays on transmission tunnel; twin collapsible sun visors are fully adjustable and give coverage to front doors; full width parcel shelf with anti-slip mat; two spacious glove boxes; provision for radio and rear extension speaker; steering column lock incorporating ignition switch; gear driven front quarterlights. The instrument panel has a circular speedometer with trip mileage recorder and matching tachometer. Two adjacent smaller dials indicate fuel level and water temperature on one, while the other combines an oil pressure gauge and ammeter. On the panel there is also an electrically wound clock and a series of warning lights for ignition, low oil pressure, low brake fluid level, worn brake pads, direction indicators, headlight main beam and choke. All connections are by means of a printed circuit. The switch panel, with safety switches, is illuminated and incorporates cigar lighter and switches for map, interior, side, head, and fog lights, windscreen wipers and washers, hazard warning lights, and heated rear window. Sundym tinted glass fitted in all glazed areas.

OPTIONAL EQUIPMENT INCLUDES: Power steering, air conditioning, floor mats, floor rugs, fog and spot lamps, laminated windscreen, wing mirrors, mud-flaps – front and rear, radio, roof rack, spare wheel carrier on boot lid, towing attachment and Dunlop Denovo tyres.

Note: All performance figures relate to U.K. specification.

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