

R E F I N E D E X C I T E M E N T



S E V E N T Y F I V E

The most *advanced* technology in the world isn't something you see.

We set out to create a car that would put the joy back into motoring.

The only place to start was with a clean sheet of paper. Our motivation came from the desire to build one of the most comfortable and inspiring cars in the world.

The Rover 75 marks the long-awaited return of a name known over generations for elegance, comfort and style. It is a car that feels different. Smoother, quieter, more refined. And looks different. With a design flair that blends traditional grace with breathtaking panache.

It's the result of investing over \$1,750 million in some of the most advanced automotive technology in the world. Completely new from the ground up, the Rover 75 hasn't been designed to just compete with other luxury saloons, it's been created to fundamentally raise the quality of the driving experience you should expect.

It's something you *feel*.





A picture of *inspiration*.

Great cars are not designed by computer or committee; they're created in the minds of inspired designers. People who love cars, who love driving. Rover 75's purity comes from being designed by one man with a single vision; for Richard Woolley, Studio Director, Rover Cars Design, there was only ever one Rover 75. That's why you'll find that the 75 is a driver's car first and foremost, a car that responds to you. It will reintroduce you to the concept of motoring pleasure.

Handling that's second to *none*.

Take the Rover 75 down a demanding road and you'll immediately be impressed by its dynamic capabilities. Its reassuring composure under pressure is the result



of a combination of design features that work in harmony on your behalf.

With its ultra-lightweight independent suspension you'll find the ride and roadholding a revelation. At the rear

you have the advantage of an advanced 'Z-axle' system developed specially to suit the Rover 75's chassis and front wheel drive layout. Front suspension is by MacPherson

struts, lighter and more compact than other types. Dampers front and rear are charged with gas to give a smoother ride without compromising handling. There are anti-roll bars front and rear and anti-dive and anti-squat geometry to keep the body level under heavy braking or acceleration.

The linear power-assisted steering requires only three turns from lock to lock, making the Rover 75 responsive to your input without reacting too readily to imperfections in the road. In emergencies you can rely on the latest-generation 4 channel ABS and Electronic Brakeforce Distribution to bring you safely to a halt. And for the ultimate control when conditions are slippery we also provide Electronic Traction Control.





Outer *beauty*.

There's no secret to delivering the highest quality of handling and ride: it lies in a car's structural rigidity. You'll be glad to know that the Rover 75 establishes a new benchmark for a car in this class. It gives a more precise and responsive drive; the suspension can be precision-aligned and steering is unerringly accurate.

But strength has not resulted in excess weight. 40% of the vehicle's mass is made of new-technology high-strength steel and the novel use of varying

thicknesses of laser-welded steel for the floor and in the doors has allowed us to put strength where it matters and lose weight elsewhere.

This inherent bodyshell strength also contributes not only to astonishing suppression of engine, wind and road noise, but also to outstanding crash impact resistance. The Rover 75's first line of defence is a network of energy-absorbing zones designed to collapse in controlled stages, soaking up the forces of a major collision.

Inner *strength*.



By contrast, the second line of defence is a reinforced passenger cell designed to protect the occupants and the fuel tank by retaining its shape. Side impacts are fended off by stiffened, anti-jam door structures with diagonal reinforced beams, interlinked through the chassis to share stresses over a wide area.

Inside the passenger compartment itself you'll find equally high levels of protection. Extensive, strategically placed padding, driver and front

passenger airbags, side airbags and head-protecting tubular airbags are all fitted as standard. Every seating position has a 3 point seatbelt with pre-tensioner and an adjustable head restraint to prevent whiplash injuries.

All seats contain 'anti-submarine' ramps beneath the cushions to reduce the chance of occupants slipping beneath their belt in the case of an impact. The front seatbelts have load limiters to protect against excessive restraint and adjust automatically to suit the occupants' height.



When you want a *quiet* moment, just take a drive.

We've gone to extraordinary lengths to create a 'cabin of calm'. Exterior noise is reduced to a whisper by fitting a double bulkhead in front of the engine compartment, triple door seals and thicker window glass. Closed body sections are filled with expanded foam, acoustic pads up to 60mm thick back the cut pile carpets and close attention to the air extraction route alone has reduced interior noise levels by 5dB.



A driver's car that *passengers* will enjoy.

Travelling in comfort is at the heart of the Rover 75 experience. The interior has been designed to offer luxurious levels of all-round refinement. There are two levels of appointment to choose from: Club and Connoisseur. Both offer as standard a class-leading level of features and equipment.

Over the years, Rover cars have been renowned for their interior comfort and refinement. With the design of the Rover 75, we've given the concept of motoring style a distinctly modern slant. We've used traditional materials like walnut and soft leather to give a tangible air of solidity, blended with cool chrome to create an environment that is utterly contemporary, yet warm and inviting.

MATERIAL COMFORTS

Thoughtful touches abound, like a leather covered gearshift, hand brake and steering wheel, which is also adjustable for height and tilt. There are twin front illuminated vanity mirrors. Useful storage spaces and shelves are built into the dash, doors and seatbacks. The front armrest contains tape and CD storage – the rear houses a tray for cups, pen and notepad. Front and rear passengers also have cupholders and separate reading lights.

LA TRAVIATA AT 100kmh

Driving to the accompaniment of your favourite piece of music is one of life's great pleasures. Which is why we've installed a superb concert hall sound system into the Rover 75. Eight strategically placed speakers include powerful bass units plus separate

tweeters front and rear for crisp, clear sounds even at low volume. The security coded head unit incorporates a stereo radio with Dolby tape deck and a CD player with 6 disc changer is mounted in the glovebox for easy access.

THE RIGHT ATMOSPHERE

The Rover 75 features Automatic Temperature Control (ATC). Unlike conventional air conditioning, ATC continuously monitors and adjusts the cabin temperature, leaving you to enjoy your driving. As well as a pollen filter, there is separate temperature selection for either side of the car, face and floor level air ducts to the rear compartment, and a single button to engage full demist facilities.

ROOM FOR ALL

In a car as sumptuous as the Rover 75, practicality comes as a surprising bonus. The rear seat folds forward to reveal a cavernous load area. Even when in use, the seatback has a central load-through facility large enough for four pairs of skis. The bootlid unlocks electrically and uses multilink hinges to avoid intruding into the loadspace and to raise the lid well away from head level.



CONNOISSEUR'S PREMIUM INTERIOR

The Connoisseur's front seats are heated and electrically adjustable, with a three position memory setting for the driver. A slide and tilt electric glass sunroof with internal shade is fitted, together with electric rear sunblinds, auto-dipping rear view mirror and audible rear parking sensors. Chrome door mirrors, front fog lamps and multi-spoke 16" alloy wheels with low profile tyres distinguish the exterior.

PERSONAL CHOICE

Personal Line offers the chance to create a colour-keyed interior to suit your style. It offers two additional interior colour schemes for the Connoisseur and matches not just the seats but also carpets, doors, dash, gearshift, handbrake and steering wheel in Neptune Blue or Deep Sea Green. Combined with the wide range of Rover options and accessories available, it gives you the chance to create your own very special Rover 75.

Modern techniques have enabled us to create a dashboard that lends a wonderful air of richness and calm to the atmosphere inside the car. And if the warmth of the dash captures the ambience of the Rover 75, then the oval instruments capture the spirit. Both classic and contemporary, the cream dials blend naturally with their surroundings.

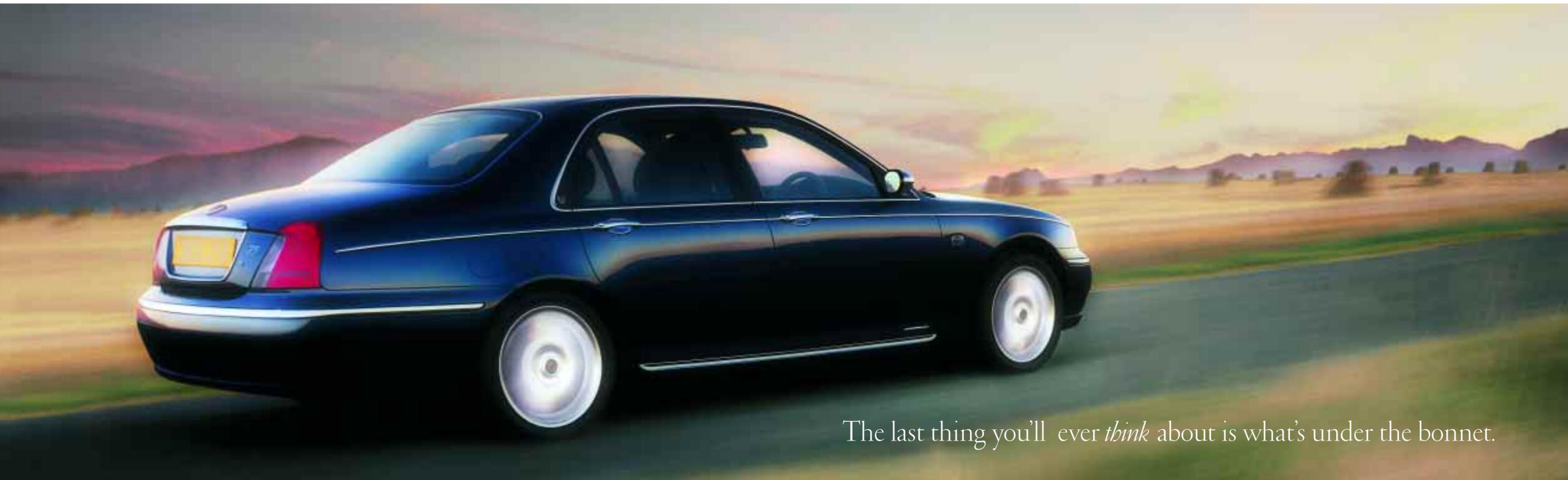
Their 'classic watch' theme carries crisp, clear graphics, softly illuminated in orange at night. The fully adjustable, leather covered steering wheel also has a practical side. It carries convenient controls for the audio system and cruise control.

Sheer technology has its place of course. That's why we've used LED displays to communicate concise, instant information such as distance travelled, outside temperature and the distance left to your next service.

The enhanced message centre of the Connoisseur includes a trip computer indicating average speed and fuel consumption, range and a selectable speed warning. And there's the option of an advanced Satellite Navigation System to guide you to your destination using a full colour display screen that doubles as a television when you're parked.



The Rover 75. Where *craftsmanship* blends
with high technology.



The last thing you'll ever *think* about is what's under the bonnet.

The Rover 75's light alloy, quad cam, 24 valve engine has been designed with one principle in mind. Refined, efficient performance.

The 2.5 litre V6 delivers a healthy 130kW. It uses the latest electronic management and features our new Variable Intake System (VIS). As the engine rpm increases, VIS progressively reduces the length of the inlet manifold to deliver three torque peaks across the engine's rpm range. Which means you have optimum power at your disposal, when you want it and irrespective of engine speed.

Two knock sensors (one per cylinder bank) inhibit pre-detonation and allow the engine to tolerate wide variations in fuel octane. As a result, the Rover 75 is happy to run on normal grade unleaded fuel.

Extensive measures have been taken to reduce maintenance requirements. Valves require no routine adjustment, special platinum tipped spark plugs are designed to last for 100,000kms and the cambelts for 150,000kms. In fact, there is just 6 hours' service time scheduled for the first four years of the Rover 75's life.



Our new automatic gearbox has 5 speeds. And a *sixth sense*.

As well as having the option of a conventional 5-speed manual gearbox, the Rover 75 is the first transverse engined front drive car to be fitted with such an advanced 5-speed electronic automatic transmission. As well as offering three driver-selectable modes, it uses its own computer to adapt to your driving style, as well as to a wide range of different road conditions.

Three automatic driving modes are available at the flick of a switch. In Normal mode the gearbox senses when you're driving uphill or towing a trailer, and cleverly adjusts its gearshifts to match these conditions. In the Sport



setting, the engine is held in each gear longer before changing up, giving faster acceleration and greater responsiveness. The third setting, Winter, helpfully starts off in second and changes gear at lower speeds to minimise the risk of wheelspin in slippery conditions.

Other useful features include a special cruise control mode, a 'torque-down' setting for smoother gearchanges and even a provision to change to a lower gear when travelling downhill with the brakes applied.



Engineered by *design*.

The Rover 75 has been created with one of the most advanced electrical systems ever seen in a car of this class.

Intelligent wipers adjust their setting according to road speed, door mirrors are heated for clear vision at all times, all windows have one-touch-down controls and the heated rear window switches on automatically in low temperatures (and switches off again).

A sophisticated alarm, immobiliser and security system is controlled entirely from a remote locking key. It uses a continually changing code to prevent it from being broken.

The interior is illuminated as you unlock the vehicle and the headlamps can also be left on for a short period after leaving the car, to light your way home.

The flexibility built into the electronics opens up a new world of customer choice features, such as one or all door unlocking, customised wash/wipe functions and even daytime running lights.



We believe in *freedom* of choice.

The Rover 75 has been designed to give you every opportunity to tailor its specifications exactly to your needs. For instance, you can choose between two superb levels of appointment in the Club or Connoisseur. And any combination of body colour with up to up four different interior colour schemes.

The 75 also offers an enormous range of accessories, each complementing the car's unique style. You can make your Rover as individual as you are, with a range of stunning alloy wheels, wood, leather or chrome gearshifts, bright door handle finishers and a wood rim steering wheel. For touring, there's towing equipment and integrated roof bars with carrying systems including bike and ski racks. Aerodynamic roof storage boxes can even be painted to match your car. Interior and exterior protection enhancements, luggage nets and telephone holders offer yet more opportunities to personalise your Rover 75. Ask your MG Rover dealer for more information.

It already looks like a *classic*.

We set out to establish nothing less than a motoring milestone in the Rover 75. A chassis and driveline that sacrifices none of Rover's traditional smoothness for a taut and rewarding drive. An exterior that oozes grace and elegance, with a hint of hidden depths of power. And a cabin that is so warm and welcoming that it puts its contemporaries' merely functional interiors to shame. It's now up to you to judge if we have achieved our goal.

"When you have parked the car, you'll want to glance back as you walk away."

Richard Woolley

RICHARD WOOLLEY
STUDIO DIRECTOR
ROVER CARS DESIGN



International Awards

Car of the Year 1999	UK What Car? Magazine
World Car 1999	World Car Jury
The World's Most Beautiful Automobile 1999	Italy
Compact Executive Car of the Year 2000	UK What Car? Magazine
Golden Steering Wheel Award 1999	Germany
Import Car of the Year 1999/2000	Japan
Car of the Year and Business Car of the Year 1999/2000	UK Journal Awards/AA
Car of the Year Awards	Middle East, Portugal, Croatia

Rover 75 specifications.

	Club – manual	Club – auto	Connoisseur
Engine			
Type	All-aluminium alloy construction. Transverse layout. Variable Intake System		
Cylinders	V6		
Capacity (cc)	2497cc		
Bore x stroke	80.0 x 82.8mm		
Compression ratio	10.5:1		
Power output - kW @ rpm	130kW @ 6500rpm		
Max. torque - Nm @ rpm	240Nm @ 4000rpm		
Valves	Double overhead camshafts per bank of cylinders, 24 valves		
Fuel	90-98 RON unleaded petrol		
Transmission			
Drive	Front wheel drive. Electronic traction control		
Gearbox	5 speed manual	Adaptive 5 speed automatic with Normal, Sport and Winter modes	Adaptive 5 speed automatic with Normal, Sport and Winter modes
Steering			
Type	Power assisted linear ratio rack & pinion		
Turning circle	11.36m		
Suspension			
Type	Independent all round with front and rear anti-roll bars. Anti-dive and anti-squat geometry		
Front	MacPherson struts with coil springs and gas dampers		
Rear	Z-axle with coil springs and gas dampers		
Brakes			
Type	ABS with Bosch 4 channel Electronic Brakeforce Distribution. Pad wear warning light		
Front	Ventilated discs		
Rear	Solid discs		
Wheels			
Type	15" 8-spoke alloy wheels	15" 8-spoke alloy wheels	16" multi-spoke alloy wheels
Spare	Steel wheel		
Tyres			
Size	205/65 R15	205/65 R15	215/55 R16
Dimensions			
Length	4750mm		
Width (excluding mirrors)	1780mm		
Width (including mirrors)	1970mm		
Wheelbase	2750mm		
Track (front & rear)	1510mm		
Height	1430mm		
Weights			
Unladen	1465kg	1500kg	1510kg
Maximum towing weight	1600kg		
Capacities			
Fuel	65 litres		



Everything has its place in the Rover 75.



Distinctive twin headlamps and traditional grille.



Symphony Alpine ICE system with eight 4x25 watt loud speakers.



Personal line interior trim.



15" 8-spoke alloy wheels with 205/65 R15 tyres.



16" multi-spoke alloy wheels with 215/55 R16 tyres.



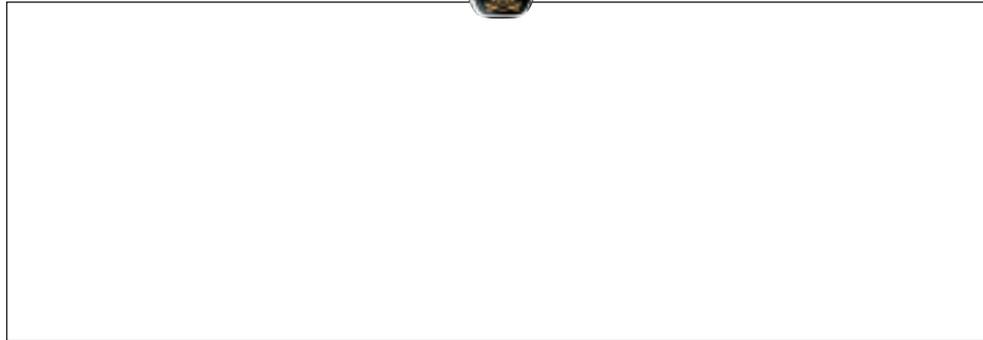
A unique blend of craftsmanship with high technology. (Optional wood steering wheel shown.)

Rover 75 equipment.

	Club – manual	Club – auto	Connoisseur
Exterior			
Body-colour bumpers with bright inserts	S	S	S
Tinted glass	S	S	S
Chrome door handles and waist finisher	S	S	S
Bright front & rear door sill tread plates	S	S	S
Concealed exhaust	S	S	S
Integral roof rack mounting points	S	S	S
Body coloured door mirrors	S	S	-
Chrome door mirrors	A	A	S
Metallic, pearlescent or Heritage paint colours	O	O	O
Interior			
Leather seat facings and centre armrest cover	S	S	S
Leather steering wheel, handbrake and gearshift	S	S	S
Driver's seat height and lumbar adjustment	S	S	S
Height and tilt adjustable front head restraints	S	S	S
Three rear head restraints	S	S	S
Rear centre armrest with storage box	S	S	S
Folding rear seat with through-load facility	S	S	S
Driver and front passenger storage shelves	S	S	S
Front door storage pockets	S	S	S
Front seatback storage pockets	S	S	S
Front passenger cupholder	S	S	S
Twin rear passenger cupholders	S	S	S
Twin illuminated front vanity mirrors	S	S	S
Tilt and reach adjustable steering wheel	S	S	S
Full width walnut veneer dashboard	S	S	S
Electric driver and front passenger seat adjustment	-	-	S
Driver seat setting memory	-	-	S
Heated front seats	-	-	S
Front passenger seat lumbar adjustment	-	-	S
Personal Line interior trim	-	-	O
Safety			
Driver and front passenger airbags	S	S	S
Front seat mounted side airbags	S	S	S
Side head impact protection (ITS) airbags	S	S	S
Seatbelt pre-tensioners with load limiters at front	S	S	S
Five inertia reel 3-point seatbelts	S	S	S
Instrumentation			
Elliptical champagne instrument dials with orange illumination	S	S	S
Digital trip and odometer, analogue clock	S	S	S
External temperature display	S	S	S
Service interval indicator	S	S	S
Trip computer and advanced message display	-	-	S
Navigation system with monitor and television	-	-	O

Heating, ventilation, air conditioning (HEVAC)			
Automatic Temperature Control air conditioning	S	S	S
Four front face level vents	S	S	S
Rear floor level ducts and upper level vents	S	S	S
Front side window demisters	S	S	S
Pollen filter	S	S	S
Security			
Remote control central locking with superlocking	S	S	S
Passive arming and disarming engine immobiliser	S	S	S
Visible Vehicle Identification Number	S	S	S
Perimetric alarm system	S	S	S
Electronic security-coded ICE unit	S	S	S
Locking wheelnuts	S	S	S
Electrical			
Cruise control	S	S	S
Electric windows with one-touch-down control	S	S	S
Driver's one-touch-up anti-trap window control	S	S	S
Electrically-operated and heated door mirrors	S	S	S
2 speed variable delay intermittent front wipe	S	S	S
Programmed wash/wipe and flick wipe	S	S	S
Heated rear window w/ timed switch-off & auto switch-on	S	S	S
Twin headlights with return-to-dip on restart	S	S	S
Electric headlight levelling	S	S	S
Lights on warning chime	S	S	S
Twin rear fog guard lamps	S	S	S
Courtesy delay headlight switch-off	S	S	S
Glovebox and boot lights	S	S	S
Courtesy delay interior lighting	S	S	S
Front & rear directional reading lights	S	S	S
Interior lighting switch-on with unlocking	S	S	S
Accessory socket in front centre storage box	S	S	S
Electric interior boot release	S	S	S
Electric glass sunroof with interior shade	O	O	S
Front foglights	A	A	S
Electric rear window sunblind	A	A	S
Auto-dimming interior rear view mirror	-	-	S
Audible parking aid with rear bumper sensors	-	-	S
In-Car Entertainment (ICE)			
Alpine stereo radio/cassette/CD unit	S	S	S
Steering wheel mounted ICE mode and volume controls	S	S	S
Glovebox-mounted 6 disc CD changer unit	S	S	S
8 speakers	S	S	S
Rear screen mounted aerial	S	S	S

'S' standard equipment. 'O' optional fitment. 'A' accessory.



MG Rover Australia, PO Box 407, Surry Hills, NSW 2010
1800 720 001
www.rovercars.com.au

Important Notice: This brochure is offered as a general product guide to the Rover 75. Every effort is made to ensure it is correct and up to date. However, product development and improvement is on-going and this brochure should not be regarded as an infallible guide to current specifications, nor does it constitute an offer for the sale of any particular vehicle. In particular note that some photography used is intended for international markets and may not accurately reflect the specification of local vehicles. Dealers are not agents of MG Rover Australia and have no authority to bind MG Rover Australia by an express or implied undertaking or representation. MG Rover Australia is a division of Classic Motoring Imports Pty Limited. ABN 66 093 474 947. Publication No MGRA-R75-3/01-B1