

Rover 75

Contributed by Administrator
Wednesday, 18 January 2006
Last Updated Friday, 02 May 2008

HistoryThe 75 was launched in 1998 when Rover were under the ownership of BMW and was designed to be a replacement model for both the Rover 600 and 800 lines. The car was developed almost entirely in-house by Rover with little influence from BMW. The car quickly attracted praise for its class-leading characteristics, such as its ride quality, its interior, and its British styling designed by Richard Woolley (who also designed the Rover 600). Critics of the car labelled its styling too retro, suggesting it had been designed with an older buyer in mind. However, the 75 won a series of international awards including various "Most Beautiful Car" prizes. Assembly originally took place at Cowley, but in 2000, following the break of the Rover Group and the split with BMW, production was moved to Longbridge. 2001 saw the introduction of the Rover 75 Tourer, swiftly followed by the MG ZT and MG ZT-T. In early 2004, Rover facelifted the design of the 75 to a less retro look. This design was given a mixed reception by the motoring press, and Rover announced a new V8 model with a completely different front grille only a few months later. This grille was said to be inspired by the Rover V8s of the past, but some have noticed a resemblance to the new Audi grille. A long wheelbase "limousine" version called Rover 75 Vanden Plas, about a foot longer than the regular 75 also took this new grille. My Rover 75I bought my Rover 75 in January 2005 as I had long admired it's retro styling and luxurious ride and interior. My Rover 75 is a late 2000 registered Rover 75 2.0 CDT Classic in Midnight Blue with sandstone beige interior (as pictured on this page). It was one of the first 1000 cars produced at Longbridge after Rover was sold and moved production there. As a result it is amongst the best quality of build that Rover have ever achieved. It is powered by the BMW M47R engine (which was directly taken from the BMW 320D of the same year). My 75 has a number of modifications from standard including: Connoisseur bullet type chrome wing mirrors, projector style late edition headlights, retrofitted electric powered leather interior (the ordinary interior is velour cloth on a Classic model), 17" OZ Gemini Alloy wheels, PSI powerbox digital tuning box, K&N high quality diesel air-filter, walnut electric switch surrounds, 6 CD MP3 changer with security mounting, fitted floor mats and lots of other minor changes. The Rover 75 and MG-ZT Owner's Club I am a member of the Rover 75 and MG-ZT owners club and attended the first ever meeting of the club in January of this year. Over 100 75s and ZTs attended and nearly 300 people. Here there was a club photo opportunity next to the first Rover 75 ever made at the Cowley plant in Oxford, and the last Rover 75 to come off the production line at Longbridge in Birmingham. It is a shame that Rover are now no more, and the last Rover designed car is now a thing of the past. The owners club website can be visited here:- www.the75andztclub.co.uk Get cheap car insurance quotes for Rover 75's at Q4 Insure.