ROVER CARS

1908

FIRST EDITION, November 11th, 1907

Prices and Specifications subject to alteration without notice.

ROVER CARS.

The Rover Company, Limited,

Meteor Works, Coventry.

Telegrams: "Meteor, Coventry."

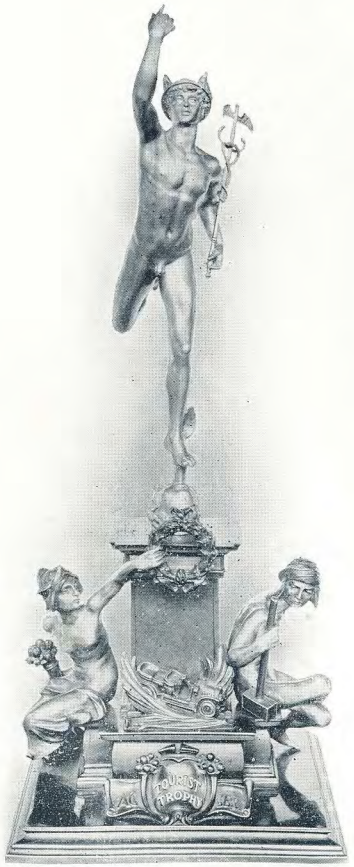
Telephone No. 518.

Depots:

	Telegraphic Address.	Telephone Nos.
LONDON: 59, 61, New Oxford St. (corner of Shaftesbury Avenue), W.	"Roverdom"	14712 (Central)
,, Repairs Department— 3, 4 & 5, Harpur Mews, Theobald's Road, W.C. ...	—	—
LIVERPOOL: Central Hall Buildings, Renshaw Street ...	"Roamer"	2710 (Royal)

	Telegraphic Address.	Telephone Nos.
NEWCASTLE-ON-TYNE: 116, Northumberland Street	"Rover" ...	2329
LEEDS: Guildford Street	"Rover" ...	2258
DUBLIN: Suffolk Street	"Rover" ...	1060
BELFAST: 81, King Street	"Gass" ...	969
CARDIFF: 9, Working Street	"Speed" ...	924

Royal Automobile Club.



International
Tourist Trophy.

THE International Tourist Trophy Race, 1907, held in the Isle of Man in May, and competed for by cars representative of all the leading British and Continental makes, was won by the 20 h.p. Rover Car.

THE Certificate of the Royal Automobile Club awarding the International Tourist Trophy, 1907, to the 20 h.p. Rover Car.



ROYAL AUTOMOBILE CLUB

CERTIFICATE OF PERFORMANCE

Under the Open Competition Rules of the R.A.C.

The INTERNATIONAL

Tourist Trophy Race.

Held in the Isle of Man, Thursday, May 30th, 1907.

This is to Certify that the 20 hp Rover Car, entered by Mr J. K. Starley and driven by Mr G. Curtis successfully completed the Course of 241 miles 5 furlongs 140 yards, and was placed First twenty-two Cars having started.

C. S. Rolls Chairman of the Club.

H. C. L. Holden Chairman of the Competitions Committee.

S. F. Edge Secretary.

INTRODUCTION.

THE remarkable popularity of Rover Cars has been fully maintained throughout 1907, and has fully justified the retention of the salient features which have placed the "Rover" in its present enviable position. Several important alterations have been made in the 1908 models, which will further enhance the reputation of these Cars.

We draw particular attention to the new 20 h.p. model, which is fully described in the following pages. This Car won the International Tourist Trophy Race, held under the auspices of the Royal Automobile Club in May, 1907. The 8 h.p. Rover has thoroughly maintained its position, and has proved through another year that a correctly designed and balanced single cylinder engine will give most satisfactory results. It is an ideal car for General Touring and Business purposes.

A very handsome coupé body is being fitted to the 8 h.p chassis for 1908, and will be found a most useful vehicle for professional men, and for night work in town or country.

The 6 h.p. remains as last year so far as its main features are concerned. Platform steps are, however, now fitted, and much improve the appearance of the car. The engine is of rather larger bore, but in spite of these pronounced improvements, the price has not been advanced.

It may be well to remark that when any of our productions are placed in competition with those of other first class manufacturing houses, the Rover will be found in every case to hold its own for power, pace, material, workmanship, reliability and economy both in first cost and upkeep.

We are always pleased to arrange for trial runs at Coventry, or at any of our depôts.

TERMS OF BUSINESS.

Conditions of Purchase.

Purchasers of Rover Cars will please note that they do so on the distinct understanding that the vehicle purchased shall not be exhibited either directly or indirectly at any exhibition in the United Kingdom of Great Britain and Ireland without the written authority of THE ROVER COMPANY, LIMITED.

Payment.

Net cash. One-third of total cost with order, and balance upon receipt of invoice when car is ready.

Delivery.

At Works. We can generally arrange for a competent driver to deliver customers' cars, but do so at customers' own risk. Wages of driver and expenses only charged.

Guarantee.

We give the following guarantee with our Motor Cars instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such machines for the purpose required; any such implied guarantee being in all cases excluded. In the case of cars which have been used for "hiring out" purposes, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for three months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective. We undertake, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As Motor Cars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

Conditions of Guarantee.

If a defective part should be found in our Motor Cars, it must be sent to us by passenger train, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the car, the name of the agent from whom he purchased, and the date of the purchase. Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders; and this guarantee, and any implied guarantee, shall not be enforceable.

We guarantee only those cars which are bought either direct from us or from one of our duly authorised agents, and under no other conditions.

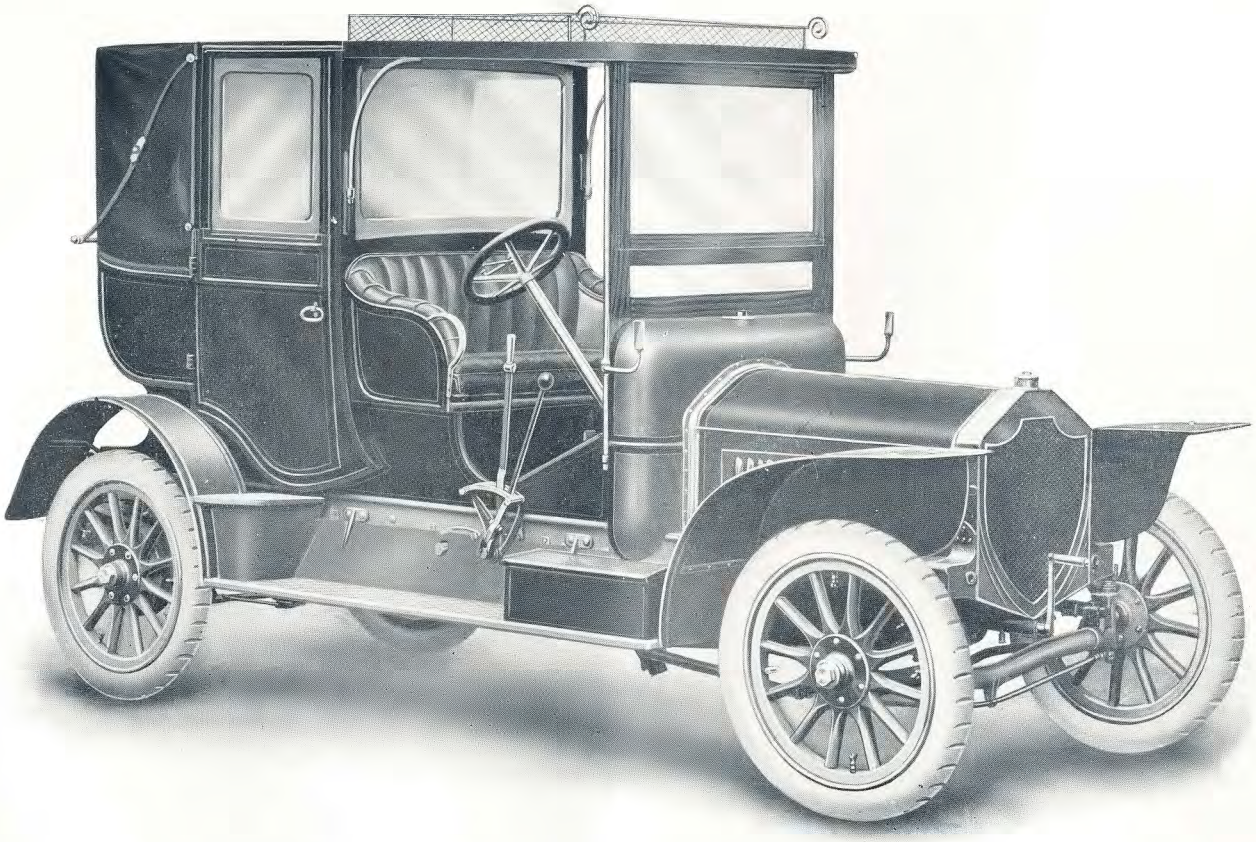
We do not guarantee the specialities of other firms, such as tyres, chains, lamps, etc., or of any component part supplied to the order of the purchaser differing from our standard specification, supplied with our Motor Cars or otherwise.

The Term Agent

Is used in a complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above Guarantee.

Spare Parts.

We keep in stock for immediate delivery a full series of all parts of our vehicles that are liable to wear or damage by accident. When ordering spares, the number on the parts should be quoted if possible, **and in every case the number of the engine.**



20 h.p. Rover Landaulette.

Price, £475.

SPECIFICATION.

Engine.—Four cylinders, each 97 m/m bore × 110 m/m stroke; inside flywheel; solid crankshaft, running on special ball bearings; solid cams operating both inlet and exhaust.

Clutch.—Metal to metal, self-contained, special design, running in oil.

Gear.—Three speeds forward, thirteen, nineteen, and twenty-seven miles per hour, at normal engine speed of 900 revolutions per minute; by accelerating the engine on top speed forty-five miles an hour may be obtained; reverse thirteen miles per hour.

Ignition.—Accumulators, standard. High tension magneto at extra cost.

Carburetter.—"Rover" Automatic as illustrated on page 19.

Petrol Tank.—Forms dash and carries nine gallons, sufficient for 180 miles.

Control.—ENGINE: Dial control and pedal controlling lift of valves. SPEEDS: Actuated by lever at driver's right hand.

Steering.—Irreversible worm and segment.

Brakes.—Right pedal acting on gear shaft brake, left pedal actuating engine camshaft. Side lever emergency brake on back wheel drums (internal expanding).

Wheels.—Artillery, painted and lined to match body.

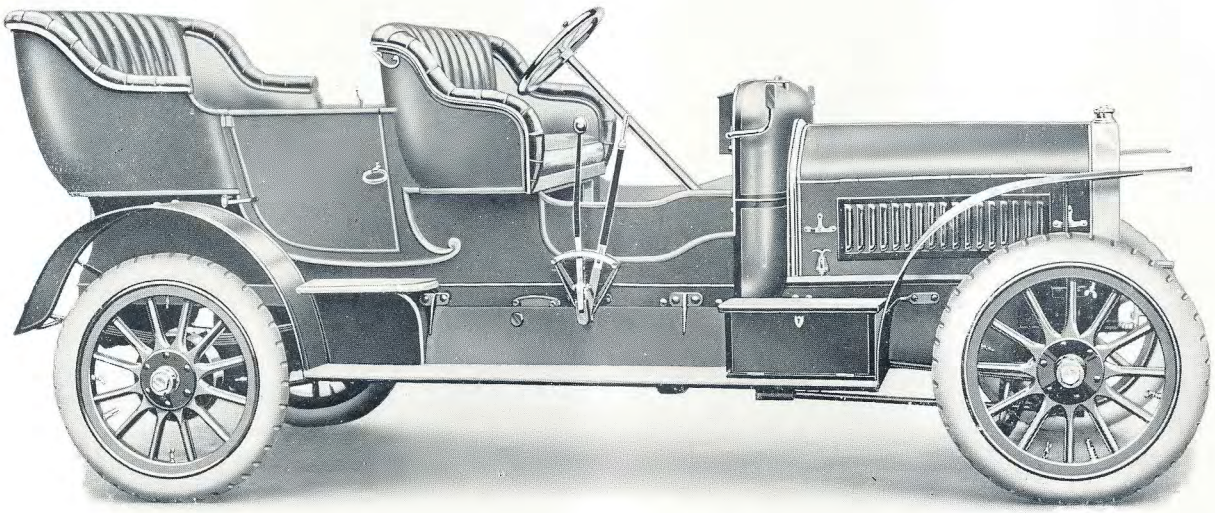
Tyres.—Heavy Dunlops, grooved tread, 815 × 105 m/m.

Body.—To order.

Measurements:

TRACK.—4 ft. 6 in. WHEELBASE.—10 ft.

LENGTH OVER ALL—14 ft. WIDTH OVER ALL—5 ft. 4 in.



20 h.p. Rover Car, Tourist Trophy Model.

Price, £450.

The 20 h.p. Rover (Tourist Trophy Model) is also supplied fitted with 3-speeds forward and reverse, 810 × 100 m/m tyres, and accumulator ignition only at **£400.**

SPECIFICATION.

Engine.—Four cylinders, each 97 m/m bore × 110 m/m stroke; inside flywheel; solid crankshaft, running on special ball bearings; solid cams operating both inlet and exhaust.

Clutch.—Metal to metal, self-contained, special design, running in oil.

Gear.—Four speeds forward, gate change, eleven, eighteen, twenty-seven, and thirty-three miles per hour, at normal engine speed of 900 revolutions per minute; by accelerating the engine on top speed fifty-five miles an hour may be obtained; reverse eleven miles per hour.

Ignition.—Dual system—Accumulators and High tension magneto.

Carburetter.—"Rover" Automatic as illustrated on page 19.

Petrol Tank.—Forms dash and carries nine gallons, sufficient for 180 miles.

Control.—ENGINE: Dial control on steering column, and pedal controlling lift of valves.

SPEEDS: Actuated by lever at driver's right hand.

Steering.—Irreversible worm and segment.

Brakes.—Right pedal acting on gear shaft brake, left pedal actuating engine camshaft. Side lever emergency brake on back wheel drums (internal expanding).

Wheels.—Artillery, natural wood finish.

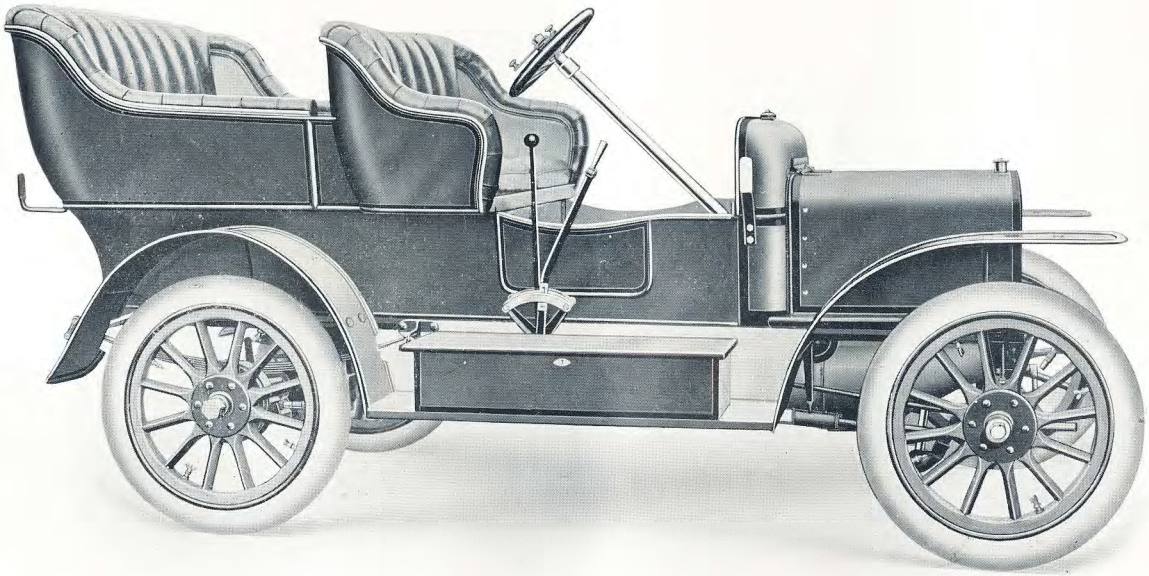
Tyres.—Heavy Dunlops, grooved tread, 815 × 105 m/m.

Body.—To order.

Measurements:

TRACK.—4 ft. 6 in. WHEELBASE.—9 ft. 6 in.

LENGTH OVER ALL.—13 ft. 6 in. WIDTH OVER ALL.—5 ft. 4 in.



8 h.p. Rover Car, 4 seated body.

Price, £235.

This Car is also supplied with tulip pattern body.

SPECIFICATION.

Engine.—114 m/m bore × 130 m/m stroke heavy inside flywheels; solid crankshaft running on special ball bearings; solid cams operating both inlet and exhaust.

Clutch.—Metal to metal, special design, running in oil.

Gear.—Three speeds forward, eight, sixteen, and twenty-four miles per hour at normal engine speed of 950 revolutions per minute; by accelerating the engine on top speed thirty miles an hour may be obtained; reverse eight miles per hour.

Tank (PETROL). — Forms dashboard; carries sufficient petrol for 160 miles.

Ignition.—Accumulators, wipe contact and high speed trembler coil; two twenty-five ampère hour accumulators supply sufficient current for between 800 and 900 miles. High tension magneto at extra cost.

Carburetter.—"Rover" Automatic as illustrated on page 19.

Control.—ENGINE: Dial control on steering wheel, and pedal controlling lift of valves.

SPEEDS: Actuated by side lever at driver's right hand.

Steering.—Irreversible worm and segment.

Brakes.—Right pedal acting on back wheel drums, small pedal actuating engine brake. Side lever emergency brake on back wheel drums (internal expanding).

Wheels.—Artillery, natural wood finish.

Tyres.—Heavy Dunlops, 750 × 85 m/m.

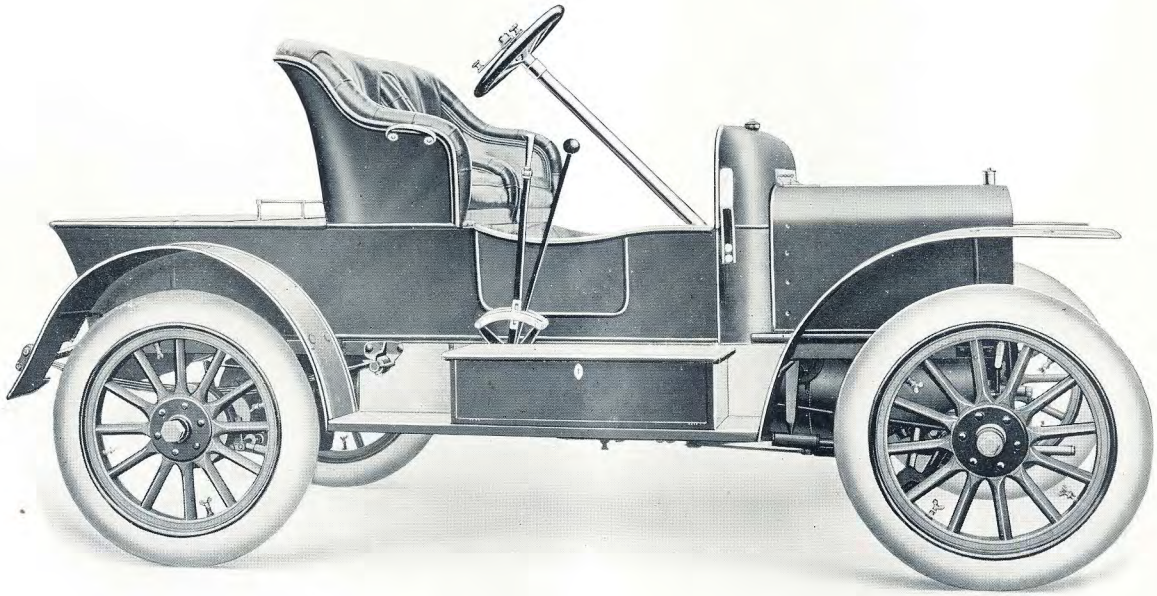
Body.—Rotund or tulip pattern, 4 seats, upholstered in leather.

Measurements:

TRACK.—4 ft. 1 in. WHEELBASE.—7 ft.

LENGTH OVER ALL.—11 ft. WIDTH OVER ALL.—4 ft. 9 in.

Can be supplied with detachable tonneau as an extra.



8 h.p. Rover Car, 2 seated body.

Price, £210.

SPECIFICATION.

Engine.—114 m/m bore × 130 m/m stroke; heavy inside flywheels running on special ball bearings; solid crankshaft; solid cams operating both inlet and exhaust.

Clutch.—Metal to metal, special design, running in oil.

Gear.—Three speeds forward, eight, sixteen, and twenty-four miles per hour at the normal engine speed of 950 revolutions per minute; by accelerating the engine on top speed thirty miles an hour may be obtained; reverse eight miles per hour.

Tank (Petrol).—Forms dashboard; carries sufficient petrol for 160 miles.

Carburetter.—"Rover," automatic, as illustrated on page 19.

Ignition.—Accumulator, wipe contact and high speed trembler coil; two twenty-five ampère hour accumulators supply sufficient current for between 800 and 900 miles. Magneto ignition to order, extra.

Control.—ENGINE: Dial control on steering wheel, and pedal controlling lift of valves.

SPEEDS: Actuated by side lever at driver's right hand.

Steering.—Irreversible worm and segment.

Brakes.—Right pedal acting on back wheel drums, small pedal actuating engine brake. Side lever auxiliary brake.

Wheels.—Artillery, natural wood finish.

Tyres.—Heavy Dunlops, 750 × 85 m/m.

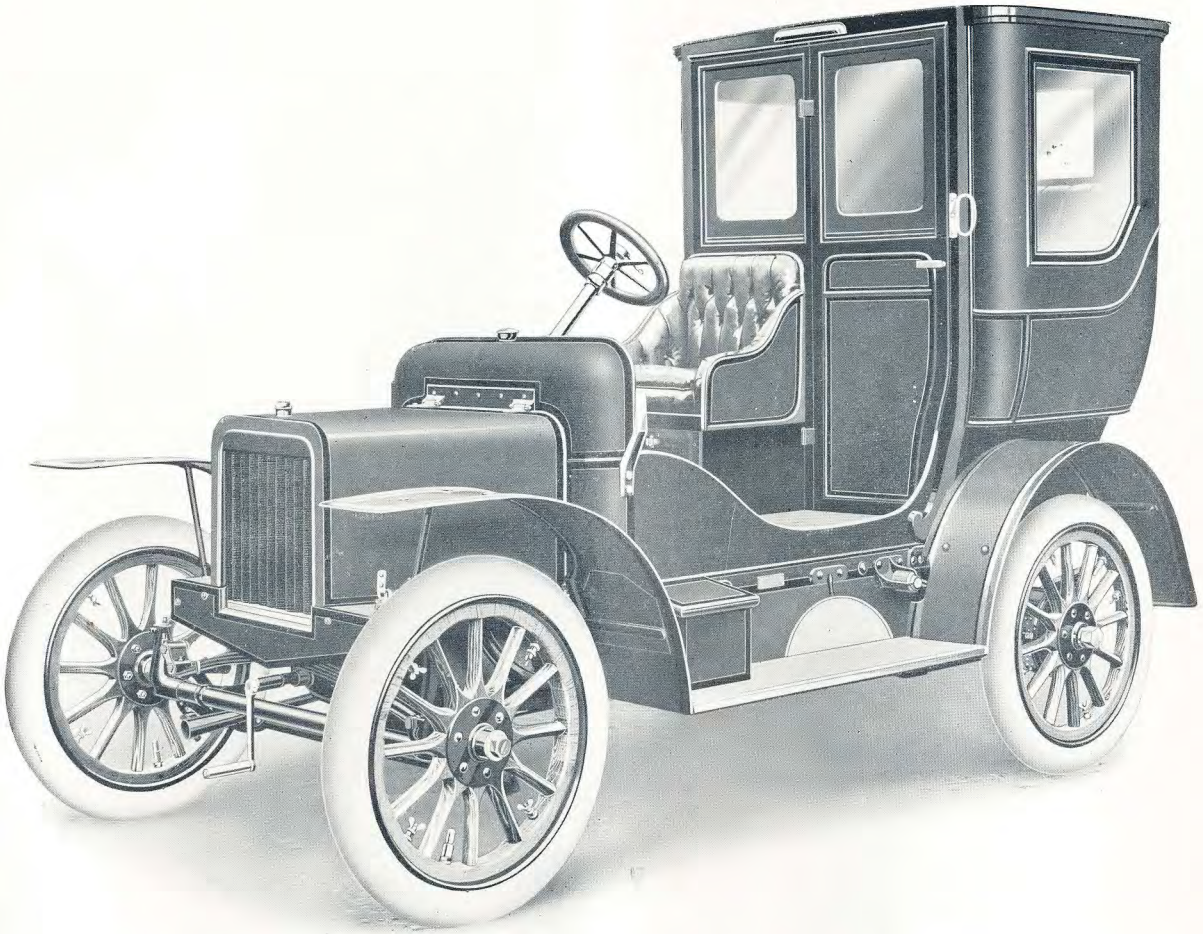
Body.—Improved tulip shape, bucket seats, upholstered in best leather to match colour of car.

Measurements:

TRACK.—4 ft. 1 in. WHEELBASE.—7 ft.

LENGTH OVER ALL.—10 ft.

WIDTH OVER ALL.—4 ft. 9 in.



8 h.p. Rover Coupé.

Price, 250 guineas.

SPECIFICATION.

Engine.—114 m/m bore × 130 m/m stroke; heavy inside flywheels; solid crankshaft running on special ball bearings; solid cams operating both inlet and exhaust.

Clutch.—Metal to metal, special design, running in oil.

Gear.—Three speeds forward, eight, sixteen, and twenty-four miles per hour at normal engine speed of 950 revolutions per minute; by accelerating the engine on top speed thirty miles an hour may be obtained; reverse eight miles per hour.

Tank. (PETROL). — Forms dashboard; carries sufficient petrol for 160 miles.

Ignition.—Accumulators, wipe contact and high speed trembler coil; two twenty-five ampère hour accumulators supply sufficient current for between 800 and 900 miles. High tension magneto at extra cost.

Carburetter.—"Rover" Automatic as illustrated on page 19.

Control.—ENGINE: Dial control on steering wheel. Pedal controlling lift of valves. SPEEDS: Actuated by side lever at driver's right hand.

Steering.—Irreversible worm and segment.

Brakes.—Right pedal acting on back wheel drums, small pedal actuating engine brake. Side lever emergency brake on back wheel drums (internal expanding).

Wheels.—Artillery, painted and lined to match body.

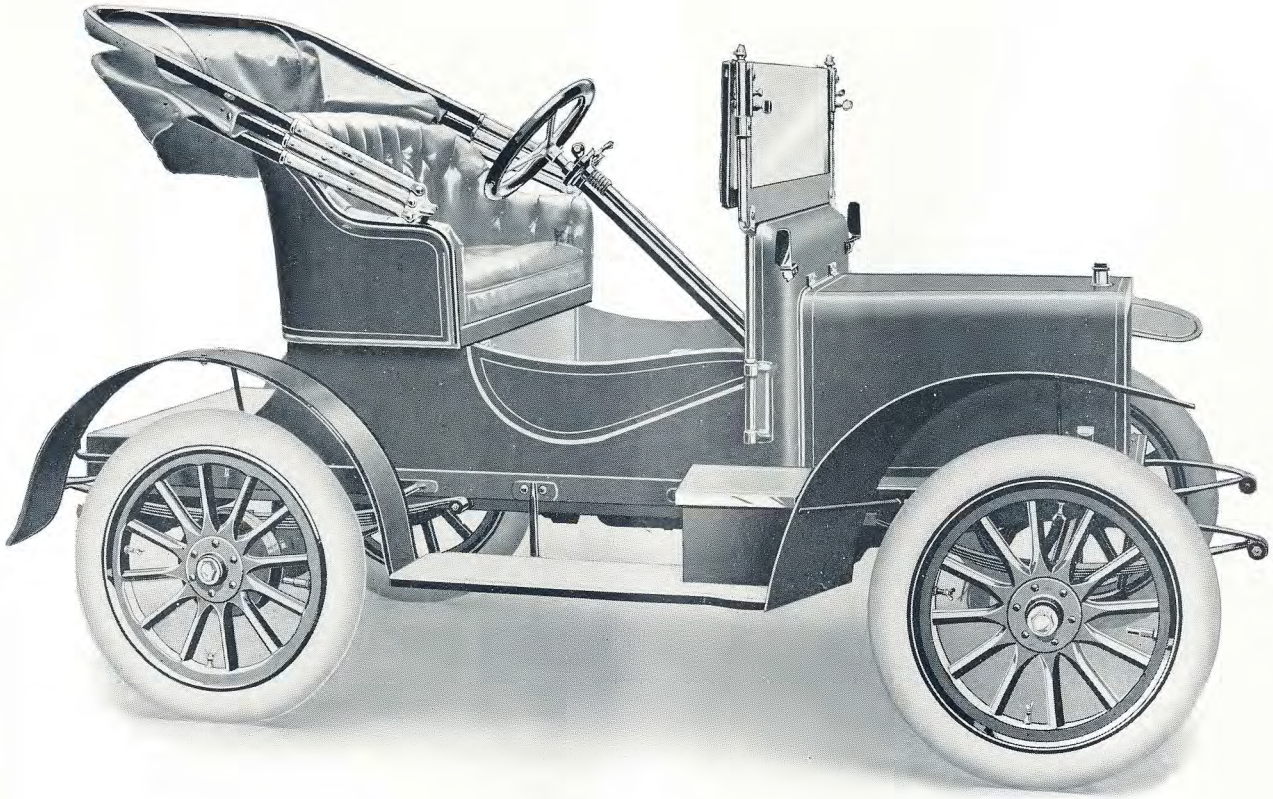
Tyres.—Heavy Dunlops, 750 × 85 m/m.

Body.—Two seats inside, driver's seat in front. Wide entrance door.

Measurements.

TRACK.—4 ft. 1 in. WHEELBASE.—7 ft.

LENGTH OVER ALL.—11 ft. WIDTH OVER ALL.—4 ft. 9 in.



6 h.p. Rover Car.

Price, £150.

This car is also supplied with wire wheels, smaller tyres, and cheaper body, at One Hundred Guineas.

SPECIFICATION.

Engine.—97 m/m bore × 110 m/m stroke; solid crank-shaft; fixed cams operating both inlet and exhaust.

Clutch.—Metal to metal, self-contained, special design, running in oil.

Gear.—Three speeds forward, eight, sixteen, and twenty-four miles per hour at normal engine speed of 950 revolutions per minute; top gear accelerating to 30 miles per hour; reverse, eight miles.

Ignition.—Accumulator and high speed trembler coil.

Carburetter.—"Rover," as illustrated on page 19.

Lubrication.—Engine clutch and gears are automatically lubricated by a gravitation system, the oil being raised to a reservoir by the flywheel.

Control.—ENGINE AND SPEEDS: Actuated by levers on steering-pillar.

Steering.—Rack and pinion.

Brakes.—Right pedal acting on back wheel drums, left pedal acting on drum fixed to gear-shaft.

Wheels.—Artillery, natural wood finish.

Tyres.—700 × 80 m/m, Dunlop, light car.

Body.—Two roomy seats, nicely upholstered in leather. Platform at back for luggage.

Measurements:

TRACK.—4 ft. WHEELBASE.—6 ft.

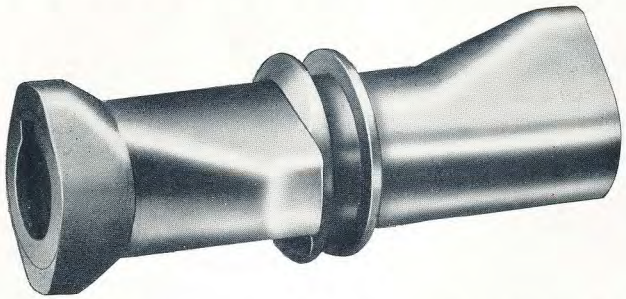
LENGTH OVERALL.—About 9 ft. 6 in.

WIDTH OVERALL.—4 ft. 8 in.

Notes on special parts of Rover Cars.

Engine Brake.

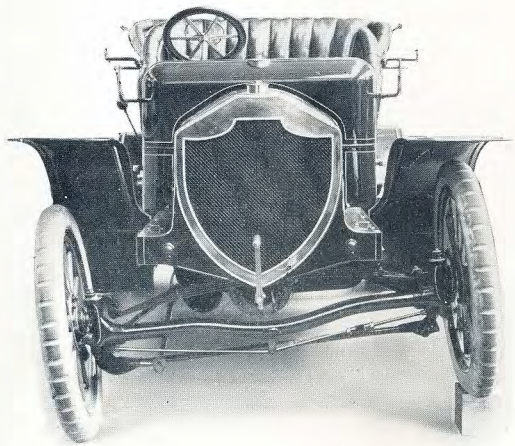
This speciality puts the "Rover" above every other Car for safety, comfort and economy in driving. The inlet and exhaust cams can be moved longitudinally by a pedal, in addition to their ordinary rotary movement. The action may be readily understood from the following description and the accompanying illustration.



The large cams at the right and centre of the illustration operate the inlet and exhaust respectively. By pressing the pedal forward the lift of the valves is gradually reduced until a point is reached at which the inlet valve is not raised at all, and consequently the consumption of petrol ceases. At the same time the double cam at the left hand end of the illustration comes under the exhaust tappet and makes every upstroke a compression stroke which clears itself on the down stroke. A very powerful but absolutely smooth braking effect is thus obtained, while the cylinder is thoroughly scavenged, and the water, which continues to circulate, is well cooled. The variable lift is most useful when slowing down for corners and in driving through traffic.

3-point Suspension

The three-point suspension system adopted on the 20 h.p. and 8 h.p. cars has given the greatest satisfaction to all users. The rear part of the car body is suspended on two laminated semi-elliptic springs on the back axle. The springing of the front part of the car is, however, different from that ordinarily employed. A transverse spring is carried from one end to the other of the front axle, on the top of which a bracket is fitted, and through this bracket passes a strong steel bolt from the nosepiece of the engine casing. This bolt may roll in its bearing, and it will thus be seen that, no matter what may be the camber or inequalities of the road surface, the alignment of the mechanical portion of the construction is never disturbed, so that no part of the transmission is subjected to undue strains. This construction also has the great advantage of minimising the tendency to sideslip—a most important point.



View showing the effect of the three-point suspension. When one wheel passes over an obstruction the body and engine remain perfectly vertical

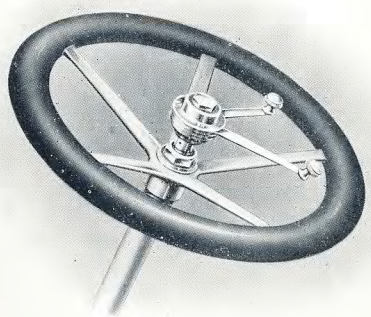
Notes on special parts of Rover Cars.—(Continued.)

Supply of Petrol.



In the 20 h.p. and 8 h.p. models, the petrol is carried in the upper part of the dashboard, which thus forms a gravity-feed tank, ensuring a sufficient head of petrol upon any gradient, and eliminating the troubles attendant upon pressure-feed. The Rover arrangement adds materially to the appearance of the car. The 20 h.p. tank carries about 9 gallons, and the 8 h.p. about 4½ gallons.

Rover Control.

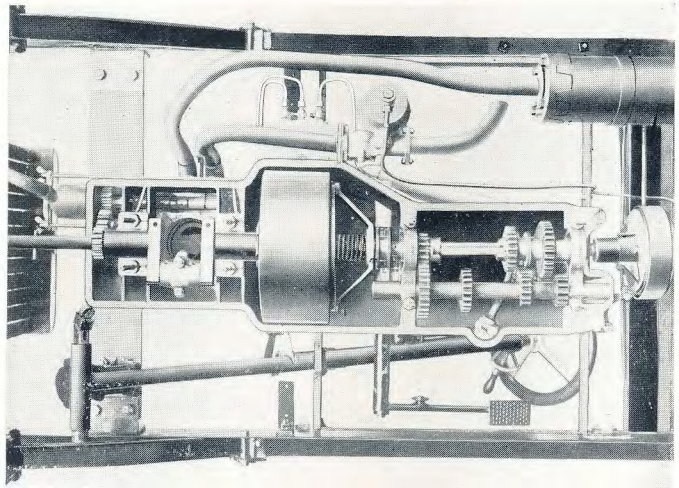


The 8 h.p. and 20 h.p. Rover Cars for 1908 are fitted with dial control. The main principle of this very reliable and efficient piece of mechanism consists of a pair of steel balls pressed out into a tapering groove by a coil spring compressed between them. A light touch on the hand-lever releases the locking ball, but force applied at the throttle or contact maker end of the levers only tends to tighten the hold of the little clutch.

Brakes.

In addition to the engine brake already described, the 20 h.p. cars are fitted with a footbrake operating a drum at the rear end of the gear shaft, and an internal expanding brake upon each rear wheel, operated by a side lever, compensated to give equal tension on each drum. The 6 h.p. car has an efficient countershaft brake actuated by the clutch pedal, a second pedal operating powerful brakes upon the drums of the rear wheels through compensating gear.

Notes on special parts of Rover Cars.—(Continued.)

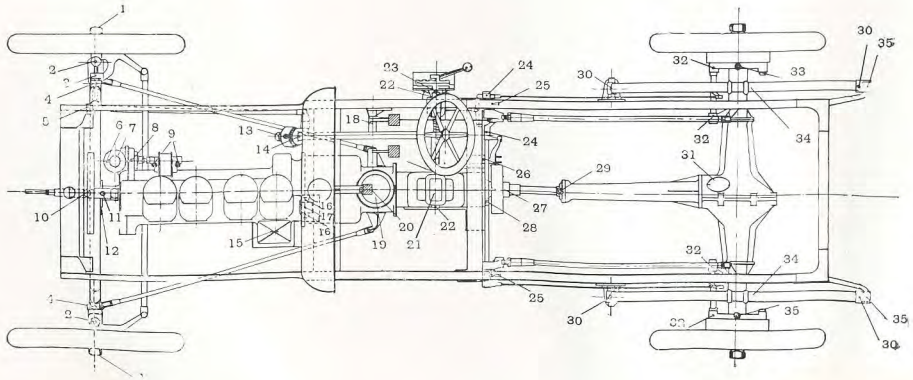


Plan of 6 h.p. Car showing engine casing.

Engine Casing.

The whole of the main mechanism of Rover Cars is completely enclosed in an aluminium casing from engine front to the end of the gear case. This enclosure of the whole of the working parts ensures absolute cleanliness and effective lubrication. The differential and back axle are similarly enclosed.

Plan and Table Illustrating Lubrication of Rover Cars.



Ref. No.	Lubricant.	Description.	Require Attention.
1	GREASE	FRONT AXLE HUBS...	WEEKLY
2	OIL	FRONT AXLE SWIVEL PINS	TWICE WEEKLY
3	OIL	FRONT SPRING SHACKLE	TWICE WEEKLY
4	OIL	FRONT SPRING ...	TWICE WEEKLY
5	GREASE	FRONT STEERING ARMS	WEEKLY
6	GREASE	CONTACT MAKER SPINDLE	TWICE WEEKLY
7	OIL	CONTACT MAKER ...	WEEKLY
8	OIL	GEAR WHEELS ...	TWICE WEEKLY
9	GREASE	WATER PUMP SPINDLE	TWICE WEEKLY
10	GREASE	STARTING HANDLE BRACKET	DAILY
11	GREASE	FAN SPINDLE	DAILY
12	GREASE	FRONT SUSPENSION PIN	WEEKLY
13	GREASE	STEERING GEAR BOX	WEEKLY
14	OIL	STEERING GEAR BOX	WEEKLY
15	OIL	ENGINE	ONE PINT PER 75 MILES
16	OIL	CAM LEVER	DAILY
17	OIL	CAM SHAFT ...	DAILY
18	OIL	BRAKE PEDAL ...	WEEKLY
19	OIL	CLUTCH CASE ...	TWO PINTS PER 500 MILES THIN OIL

Ref. No.	Lubricant.	Description.	Require Attention.
20	OIL	ENGINE BRAKE PEDAL	WEEKLY
21	OIL	GEAR BOX	TWO PINTS PER 500 MILES BATTERSEA GEAR OIL
22	OIL	CHANGE SPEED SHAFT	WEEKLY
23	OIL	CHANGE SPEED BRACKET	WEEKLY
24	OIL	BRAKE SHAFT LVRS	WEEKLY
25	GREASE	BRAKE SHAFT BRACKETS	WEEKLY
26	OIL	BRAKE TOGGLE SHAFT	WEEKLY
27	GREASE	UNIVERSAL JOINT...	WEEKLY
28	OIL	BALL BEARING GEAR BOX	WEEKLY
29	GREASE	CARDAN SHAFT ...	WEEKLY
30	OIL	BACK SPRINGS ...	TWICE WEEKLY
31	GREASE	BACK AXLE CASE ...	MONTHLY
32	GREASE	BACK BRAKE SHAFTS	WEEKLY
33	GREASE	BACK AXLE ENDS ...	TWICE WEEKLY
34	GREASE	SPRING BRACKETS ...	TWICE WEEKLY
35	OIL	BACK SPRING SHACKLE	TWICE WEEKLY

ROVER PERFORMANCES

DURING 1907.

DATE.	EVENT.	PLACE.	CAR.	REMARKS.
May 30	**International Tourist Trophy—The Motoring Blue Riband of the year**	**1st**	**20 h.p.**	
,, 4	Albert Brown Trophy	1st	8 h.p. 4 seater.	
,, 4	,, ,, ,, ...	2nd	8 h.p. 4 seater.	
,, 4	,, ,, ,, ...	3rd	8 h.p. 2 seater.	
,, 4	,, ,, ,, ...	4th	16-20 h.p.	
,, 6,7,&8	Deutsche Motorfahrer Vereinigung	—	6 h.p.	Finished in scheduled time with an average speed of 33½ kilometres per hour, over a course of 845 kilometres on bad roads.
,, 11	Hertfordshire A.C. Petrol Consumption Trial ...	1st	20 h.p.	Covered 30·4 miles to the gallon.
,, 18	New Forest A.C. Hill Climb at Beaulieu ...	1st	6 h.p.	
,, 18	,, ,, ,, ,, ,, ...	2nd	8 h.p.	
,, 18	,, ,, ,, ,, ,, ...	3rd	8 h.p.	
,, 18	,, ,, ,, ,, ,, ...	4th	8 h.p.	
,, 18	London to Edinburgh and back	—	8 h.p.	Awarded Gold Medals.
,, 18	,, ,, ,, ...	—	8 h.p.	
,, 18	,, ,, ,, ...	—	8 h.p.	
,, 18	London to Edinburgh and back, Schulte Cup Competition	1st	8 h.p.	
,, 18	London to Edinburgh and back, Schulte Cup Competition	3rd	8 h.p.	

ROVER PERFORMANCES

DURING 1907.

DATE.	EVENT.	PLACE.	CAR.	REMARKS.
May 27	Wolverhampton A.C. Hill Climb	1st	6 h.p.	
June 22	Yorkshire A.C. Motor Speed Trials at Saltburn ...	1st in Class	20 h.p.	
„ 22	„ „ „ „ „ „ ...	2nd in Class	6 h.p.	
„ 29	12 Hours Reliability Test for Rover Cup ...	2nd	20 h.p.	Silver Medal.
„ 29	„ „ „ „ „ „ ...	—	8 h.p.	Non-Stop Certificates.
„ 29	„ „ „ „ „ „ ...	—	8 h.p.	
„ 29	„ „ „ „ „ „ ...	—	8 h.p.	
July 4	Barnsley and District A.C. Hill Climb	1st	8 h.p.	
„ 6	Somerset A.C. Hill Climb, Class III.	1st	20 h.p.	
„ 6	„ „ „ „ Class IV.	1st	20 h.p.	
„ 6	Southern Motor Club.—Toy's Hill Climb. Entered for Teams	2nd	—	Rover Team.
„ 8	Automobile Club of Australia's Petrol Consumption Test	1st in Class.	8 h.p.	Covered 23 miles 367 yards on half a gallon of Petrol.
„ 20	Coventry Motor Club.—Open Hill Climb ...	Fastest time.	20 h.p.	
„ 20	„ „ „ „ „ „ ...	5th	6 h.p.	
Aug. 24	Yorkshire A.C. Hill Climb...	Fastest time and 2nd on Formula.	6 h.p.	
Sept. 28	Manchester A.C. Hill Climb, Class A.	1st and Fastest time.	6 h.p.	
„ 28	„ „ „ „ „ „	2nd	6 h.p.	
„ 28	„ „ „ „ „ „	4th	8 h.p.	
Oct. 12	Motor Cycle Club's Petrol Consumption Trial ...	1st	20 h.p.	Gold Medal. This Car covered 16½ miles over a hilly course on 85 ozs. of Petrol, or over 31 miles to the gallon.
„ 12	„ „ „ „ „ „ ...	3rd	6 h.p.	
„ 20	Gaillon (France) Hill Climb	1st	6 h.p.	
„ —	Park Trophy Race (Transvaal)	—	8 h.p.	Non-stop and Gold Medal.

Extras on Rover Cars.

20 h.p. Car.

	£	s.	d.
Hood	25	0	0
„ Fittings only	2	0	0
Canopy	15	15	0
Screen	8	8	0
Magneto	30	0	0
Tonneau Cover	4	0	0

8 h.p. Car.

Glass Screen	8	8	0
Magneto Ignition	12	0	0
Hood for Two-seated Car	12	12	0
„ Four-seated Car	15	15	0
Hood Fittings	1	10	0
Tonneau Cover	3	10	0
Panelled Dickey Seat	8	0	0

6 h.p. Car.

		£	s.	d.
Square Back	extra	1	5	0
Dickey Seat, iron supports		4	0	0
„ „ panelled		8	0	0
Magneto Ignition		12	0	0
Brass Fittings		1	0	0
Extra Accumulator and Box to hold the Two Accumulators and Coil		1	10	0
No. 1 Toolkit		2	0	0
No. 2 Toolkit		5	0	0

Miscellaneous Extras.

		£	s.	d.
Side Lamps	per pair	3	10	0
Tail Lamp	„	1	5	0
Head Lamp	each	5	0	0
„ „ Bracket and Fittings	„	1	0	0
Horn and Extension, including fitting		2	0	0
Number Plates	per pair		7	6
Luggage Grid		2	10	0

Table of Minimum Tyre Pressures and suitable load per wheel.

To avoid troubles arising from under or over inflation of tyres, we give below a table shewing the pressures which should be used in the various tyres with which the Standard Rover Cars are fitted. The weights per wheel the tyres are best adapted to bear is also added.

	6 h.p.	8 h.p. all bodies	20 h.p. £400 model	20 h.p. £450 model and landaulette
Tyre pressure minimum (Back Tyre)	75	80	85	85 lbs.
Tyre pressure minimum (Front Tyre)	70	70	75	75 „
Suitable load per wheel	374	600	1,000	1,050 „

KOPI 13/3-17 FRA:

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