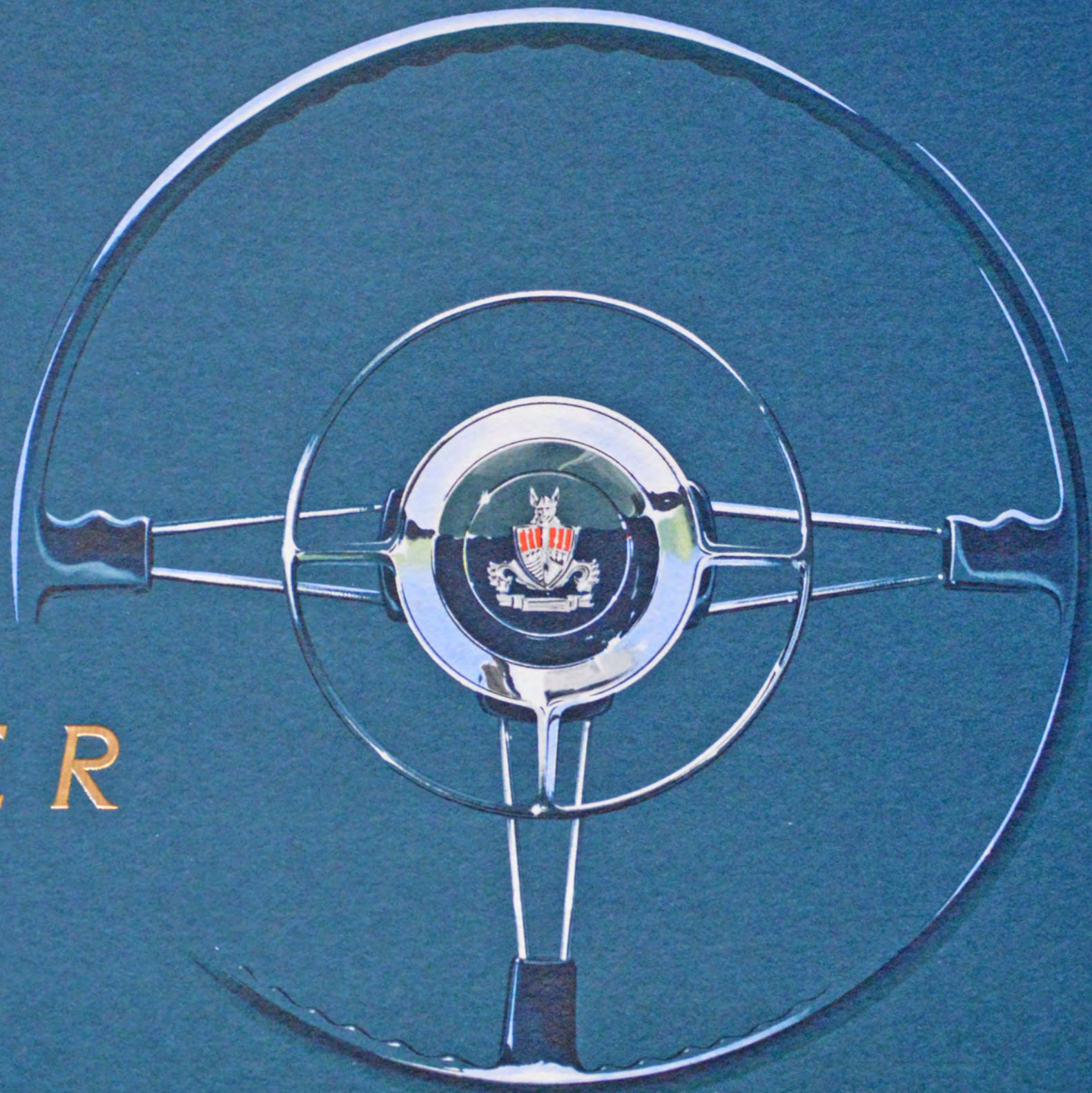
ROVER

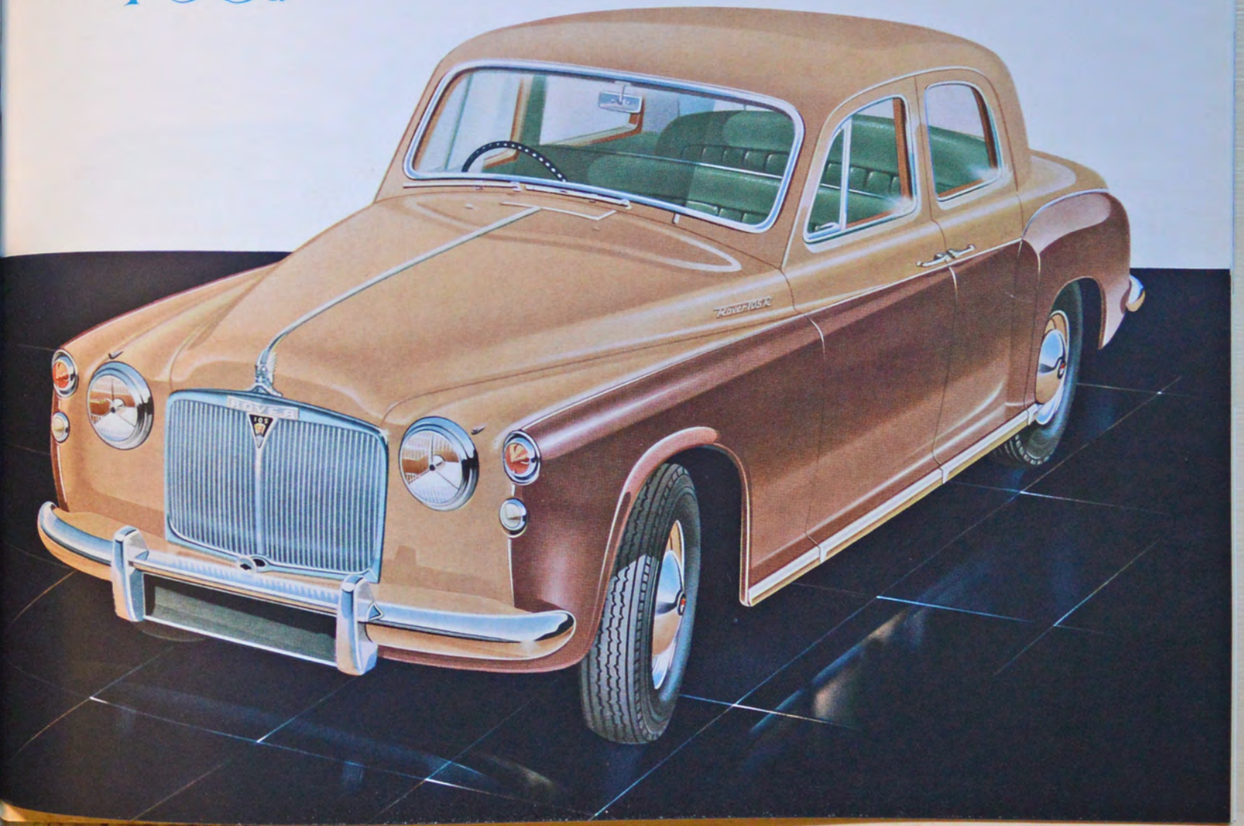


APART from a new selection of colours and the introduction of several attractive two-tone combinations the specifications of the Rover range are unaltered for 1958. All five eminently successful models are continuing into the new season.

In their present form they have become immensely popular among business and professional people who take pride in the ownership of a truly fine car and who value the real refinements of motoring—engineering of the highest quality, beautifully finished coachwork, silent yet powerful performance and very favourable running economy.

In Rovers, economy extends to servicing, the greasing of four nipples at the long interval of every 3,000 miles being the most frequent attention. Whatever changes there may be this year in the volatile world of motoring, Rover excellence in all respects remains unchanged.

THE ROVER 105S AND 105R



THE ROVER 90

THE ROVER 75

THE ROVER 2-LITRE 60

ROVERS STAND HIGH IN THE OPINION OF EXPERIENCED MOTORISTS

105R "The 105 R stands today as the senior member of an impressive range of fine motorcars. . . . . In heavy traffic the R type Rover is perhaps the most restful car that it is possible to own. . . . In the long run the active gear-changing driver may well boast a higher average but it will be remarkable if he reaches his destination enjoying the same sense of complete relaxation as the driver of the R model."

"The Motor"

105S "I have just been testing this model, and am at present in a condition of starry-eyed enthusiasm—a rare state indeed for an old and experienced professional driver! . . . However hard it is driven, this remains an unusually quiet car, and passengers invariably comment on this feature. . . . This 105 S is a most important new high performance car. I put it, without hesitation, among Britain's four best cars—and well among them, too."

John Bolster in "Autosport"

NINETY "On first driving the car one is impressed by the smooth turbine-like feel of the engine. . . . The Rover is one of those cars to which one becomes more and more attached as the miles are covered. . . . it combines to an unusual extent comfort, silence, performance and economy. Allied to these qualities is an outstanding impression of refinement sadly lacking in so many modern cars."

John Eason Gibson in "Country Life"

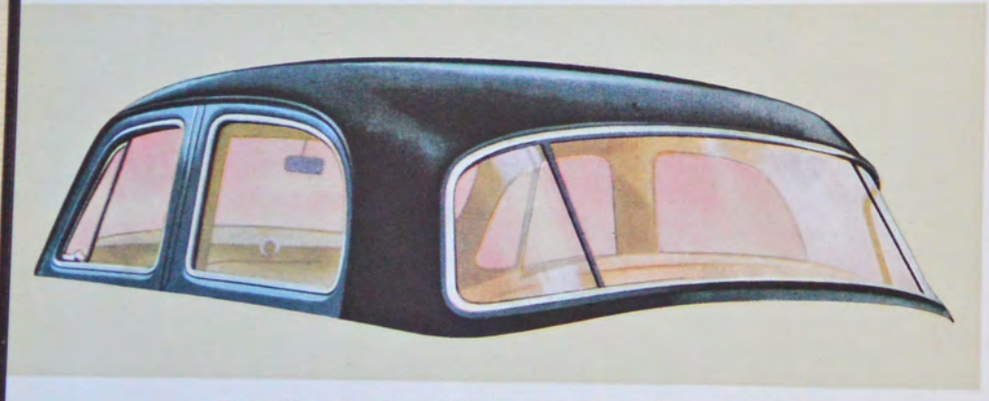
SEVENTY-FIVE "The general impression of quality and good workmanship is noticed as soon as the car is driven, but it is not until the miles really mount up that the true value of the vehicle is fully appreciated. The excellence with which the car performs is then apparent. . . . The Rover provides its occupants with a particularly quiet and peaceful ride."

"The Autocar"

2-LITRE SIXTY "The 60 is intended for the owner who appreciates sweet running, economy and a modest taste of luxury. For a little higher price than is paid for the run-of-the-mill vehicle, the current Rover 60 definitely provides that extra refinement. . . . It has the smoothness and lack of fuss associated with the maker's name, and the cruising speed is higher than one might suppose, 65 to 70 m.p.h. being held without stress if desired."

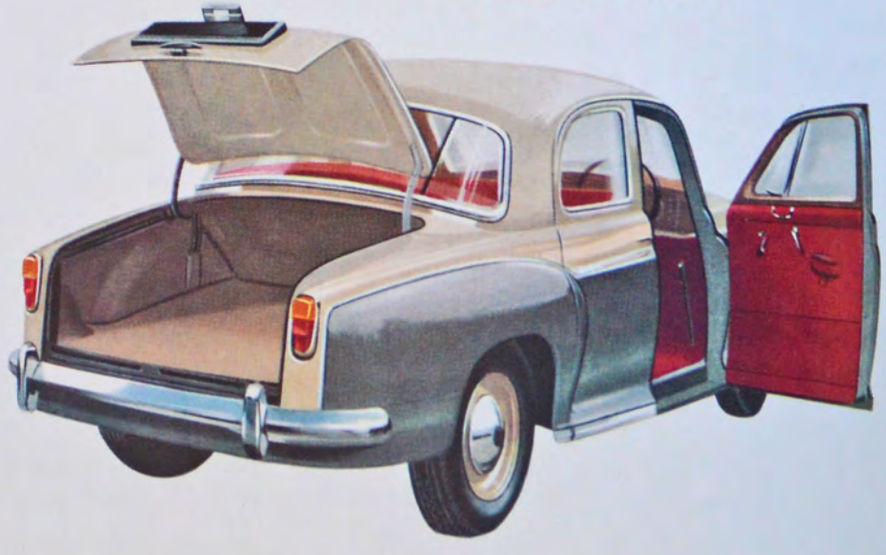
"The Autocar"

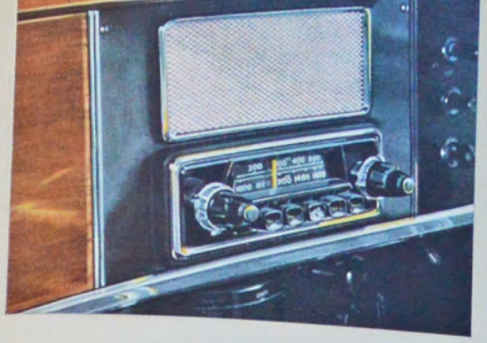
Comfort and refinement of rare quality are to be found in the interior of all Rover cars. From the beautifully upholstered leather-covered seats and the exactly fitting thick pile carpets to the smallest screw securing the least significant piece of material, there is an air of well-being, an immediate impression of a job well and carefully done. For this reason, as indeed for many others, travelling in a Rover is a unique and satisfying experience.



Exceptionally wide windows give a virtually unrestricted all-round view from inside the car, while drivers of following cars are able to see through the Rover and so gauge traffic conditions on the road ahead. This is an important double contribution to road safety.

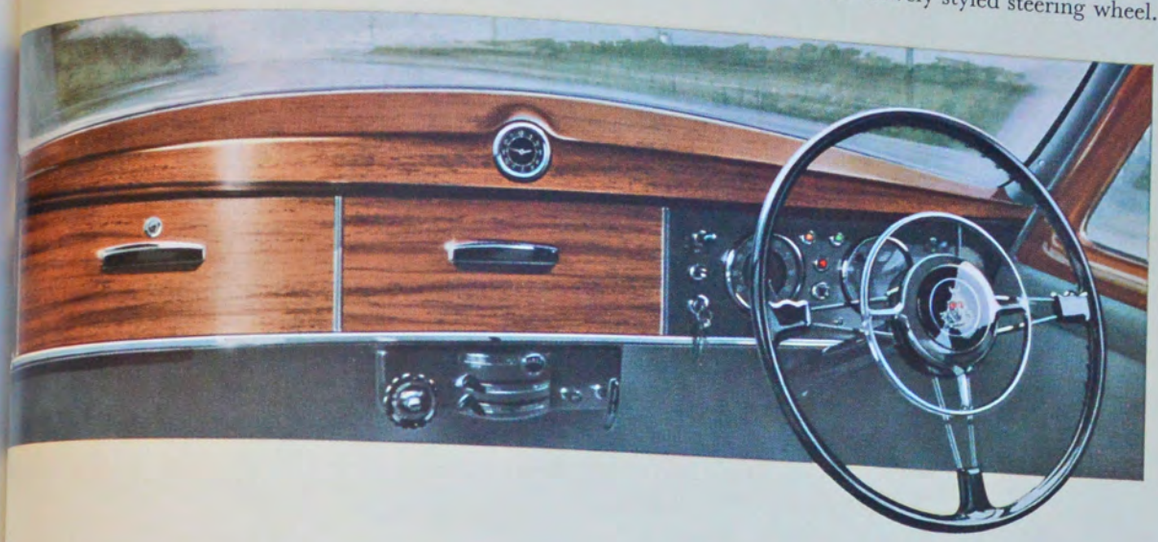
Luggage for a full complement of passengers can be stowed in the capacious boot which is automatically illuminated at night when the lid is raised. It is exceptionally well sealed against wet and dust.



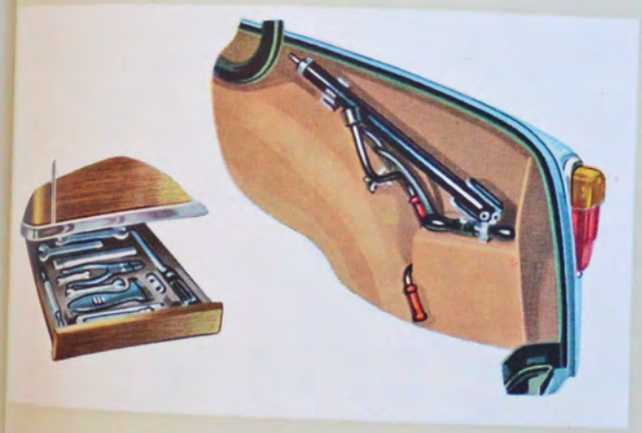


A fine Radiomobile radio set can be supplied as an optional extra. It fits attractively into the central parcel compartment.

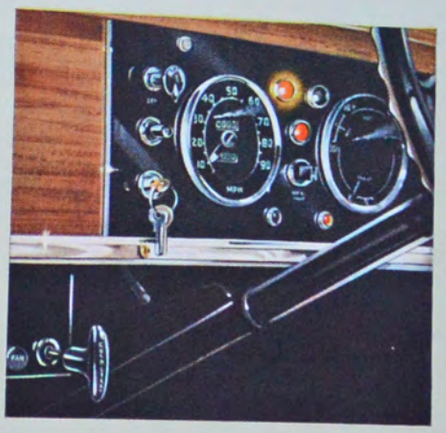
There is distinction in the simple design and superb walnut finish of the facia which also contains two very useful parcel compartments. It contrasts with the black non-reflecting finish of the instrument panel located in front of the driver, the comprehensive selection of dials, switches and indicator lights being clearly visible through the attractively styled steering wheel.



Supplied as normal equipment with 105 S and 105 R de luxe cars, individual front seats are optionally available on all other Rover models. Each is provided with a folding arm-rest and may be adjusted fore and aft. The squab rake can also be positioned to suit personal requirements.



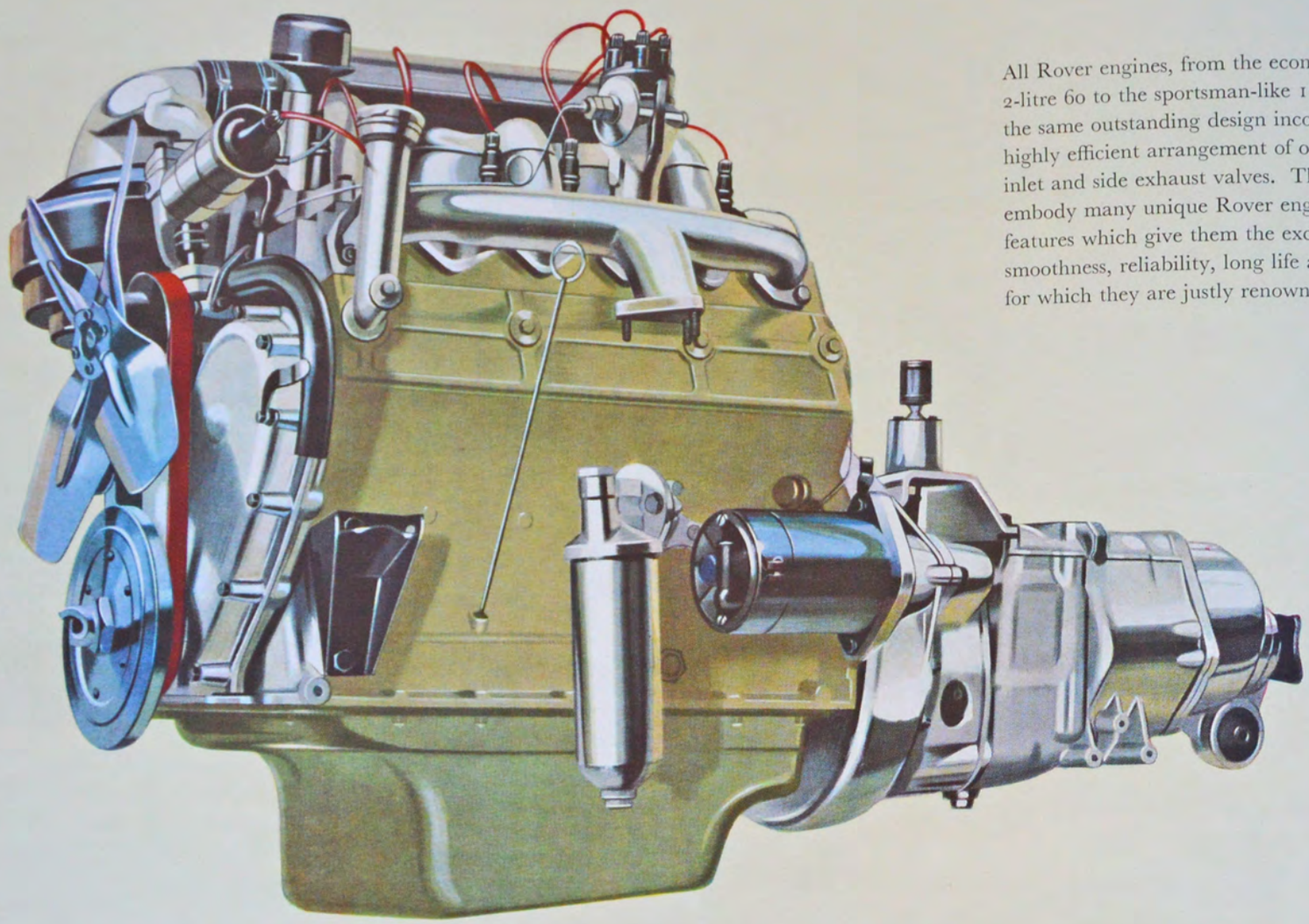
roper arrangements are made for the stowage f tools. Small hand tools are carried in a ilding tray fitted under the passenger's end of e facia, while larger items are held in clips at ch side of the boot. All are out of the way, ttle-free and immediately accessible.



A special cold-start control ensures easy starting in all climates. When engine running temperature is reached a bright amber tell-tale light on the dash reminds the driver to return the control to its normal position.

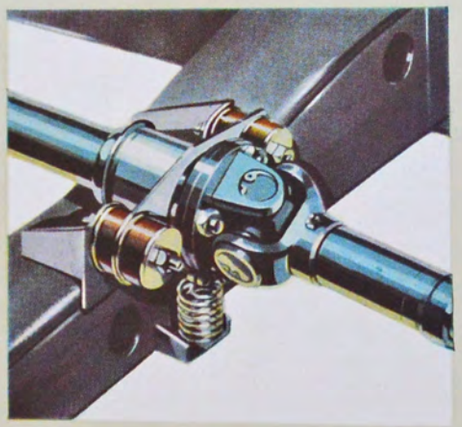
An extremely efficient heating, ventilating and windscreen demisting system is fitted to all Rover cars. The controls are sensitive and a wide range of temperatures can be obtained to suit all weathers.

All Rover engines, from the economical 2-litre 60 to the sportsman-like 105 S, are of the same outstanding design incorporating the highly efficient arrangement of overhead inlet and side exhaust valves. They also embody many unique Rover engineering features which give them the exceptional smoothness, reliability, long life and power for which they are justly renowned.

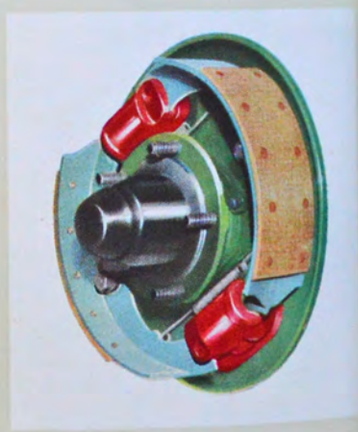


Showing the efficient valve arrangement of Rover engines which ensures maximum effectiveness in the combustion of the fuel.

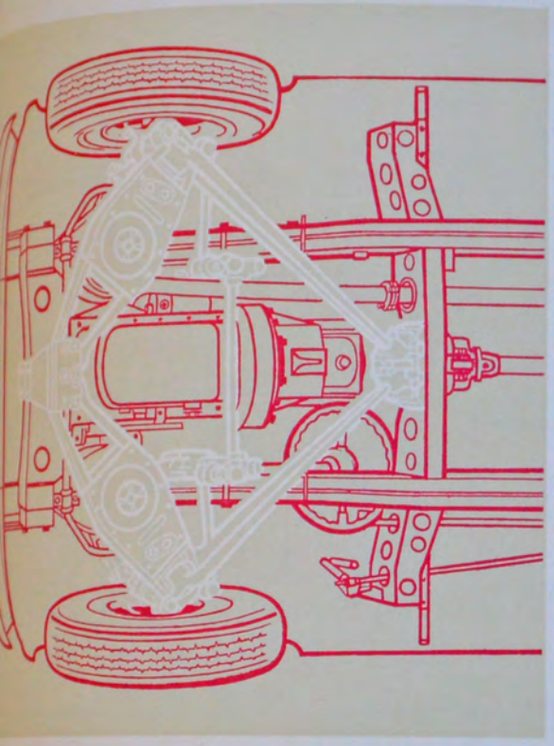
A smooth transmission is assured by the use of a sturdy rubber-mounted centre bearing for the two-piece propeller shaft.



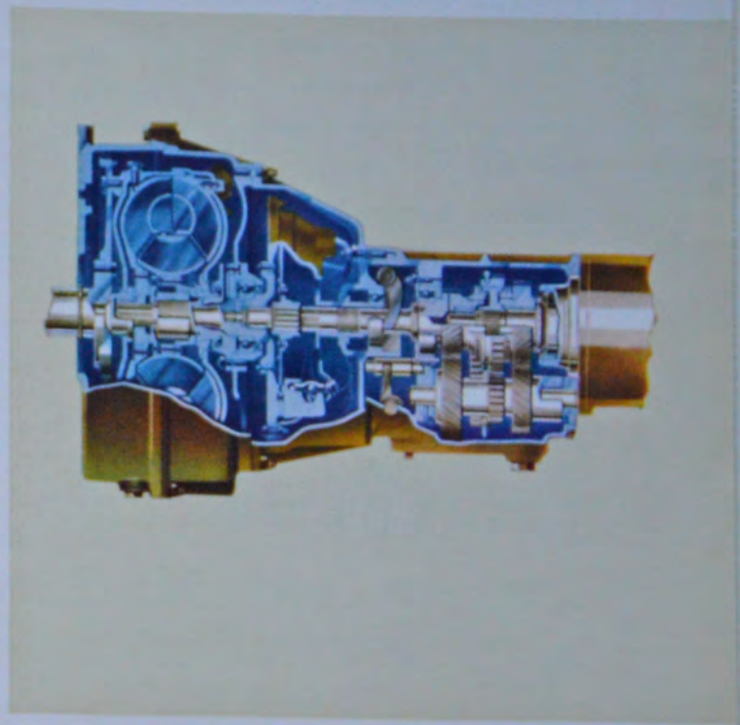
Safe, easy stopping power is provided by hydraulically operated brakes of generous dimensions.

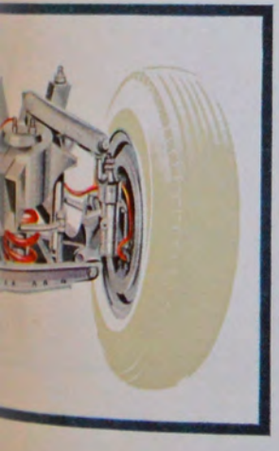


Absolute precision in the layout of the steering geometry gives the driver of a Rover a feeling of perfect control. Sealed bearings and grease-packed ball joints exclude all dirt and retain their lubricant over long periods, and swivel pins lubricated from their own reservoirs normally require attention only at 9,000 mile intervals. The rake of the steering column and the position of the wheel are other factors which make for complete confidence when handling a Rover.



The luxurious 105 R employs a Rover designed automatic transmission system which combines a torque converter with a fully automatic overdrive unit. Normal gear changing is thus entirely eliminated to give effortless two-pedal driving. Overdrive is also fitted to the 105 S and is an optional extra on other Rover models.





The fine riding qualities of Rover cars emanate from well balanced suspension. Independent coil springs are used at the front, gaitered semi-elliptic springs at the rear.

Rovers need no pampering. Every part of the body is protected from corrosion, while important panels such as boot lid, bonnet and doors are made of light aluminium alloy which cannot rust even though the car is continuously exposed to the weather.

GENERAL SPECIFICATIONS

ENGINE (105R & S) A six-cylinder unit, with a 2·875 in. (73·025 mm.) bore, 4·134 (105 mm.) stroke and a capacity of 2,638 c.c. (161 cu. in.). Compression ratio 8·5 to 1, and the engine develops 108 b.h.p. at 4,250 r.p.m.

('90') A six-cylinder unit, with a 2·875 in. (73·025 mm.) bore 4·134 in. (105 mm.) stroke and a capacity of 2,638 c.c. (161 cu. in.). Compression ratio 7·5 to 1, and the engine develops 93 b.h.p. at 4,500 r.p.m.

('75') The six-cylinder '75' engine has a 2·875 in. (73·025 mm.) bore, 3·5 in. (88·9 mm.) stroke and a capacity of 2,230 c.c. (136 cu. in.). Compression ratio 7·2 to 1, and the unit develops 80 b.h.p. at 4,500 r.p.m.

(2-Litre '60') The four-cylinder '60' engine has a 3·063 in. (77·8 mm.) bore, 4·134 in. (105 mm.) stroke and a capacity of 1,997 c.c. (121.8 cu. in.) Compression ratio 6·9 to 1, and the engine develops 60 b.h.p. at 4,000 r.p.m.

(All Models) Cylinder block cast integrally with crankcase, with a detachable aluminium alloy head. The head is inclined on the cylinder block to accommodate the high efficiency combustion chamber. Overhead inlet valves operated by push rods and rocker arms, and inclined side exhaust valves are driven by a rocker arm direct off the camshaft. Valve seat inserts are fitted and hard chrome-plate is applied to cam followers and exhaust valve rocker pads. The camshaft is driven by a double roller chain, and has a hydraulically operated automatic tensioner. The pistons are of inverted "V" shape on the crown, to conform to the special combustion chamber shape. The crankshaft is fitted with a rubber-mounted harmonic vibration damper. A cold starting device ensures instantaneous starting at all times. A large capacity oil pump delivers oil under pressure to main and big-end bearings (copper-lead lined steel shell, lead tin-plated on all models), camshaft bearings, timing chain tensioner, distributor drive shaft and cam followers and rockers. Each cam is separately fed, and cylinder bores are lubricated by a jet of oil from each connecting rod. All engines are fitted with a full-flow oil filter. Sump oil level can be checked from the driving seat by pressing a button on the instrument panel.

GEARBOX (Except 105R) Incorporates four forward speeds and reverse, with synchromesh on second, third and top gears. A central direct gear change lever is fitted, leaving the front floor of the car unobstructed.
Gear ratios are; first 14·506; second 8·785; third 5·923; top 4·30; reverse 12·765. The gearbox provides a free-wheel on 2-Litre "60" and "75" models, controlled by a knob on the dash board. An automatic overdrive unit is fitted to 105S and can be fitted to other models at extra cost.

TRANSMISSION (105 R) Torque Converter providing variable ratio of 2·25 : 1 to 1 : 1, up to 32·7 m.p.h. **Gearbox** incorporating two forward speeds and reverse with synchromesh on Drive and Emergency Low gears, and an automatic overdrive unit. The gear selection lever is centrally positioned on the facia. The clutch withdrawal mechanism is vacuum-operated actuated electrically by a button switch embodied in the gear lever knob. **Overall Ratios:** Drive Gear—high ratio with overdrive 3·62 : 1; normal ratio 4·7 : 1. Emergency Low Gear—8·18 : 1. Reverse—13·63 : 1. (Excluding torque converter ratio).

CLUTCH Single dry plate type, light in operation and incorporating a completely sealed ball-bearing thrust race. This is constantly immersed in clean oil, and requires no attention throughout the life of the car. Diameter of the clutch is 9 in. (230 mm.).

CHASSIS FRAME Of welded box section high grade steel, light in weight and immensely rigid. The engine and gearbox are suspended on a three-point floating rubber mounting on all models except 105 R which is four-point mounted. There are special rubber mountings between the frame and the body.

SUSPENSION Independent coil spring front suspension fitted with rubber bushes at all link joints to eliminate road noise and the need for greasing. The front swivel pin bushes have their own sealed oil reservoirs and thrust ball bearings, requiring the absolute minimum of attention. Long semi-elliptic springs are fitted at the rear enclosed in lubricant-packed and sealed gaiters. Double-acting hydraulic telescopic shock absorbers, of a special anti-aeration type, are fitted front and rear on all models.

REAR AXLE The rear axle is semi-floating, with spiral bevel final drive. Final drive ratio is 4·30 to 1, except 105 R which is 4·7 to 1.

BRAKES The foot brakes are hydraulically operated, requiring very light pedal pressure and infrequent adjustment. The handbrake is mechanically actuated and operates on the rear wheels only. Servo assistance is provided on 90, 105 R, and 105 S models.

STEERING The variable ratio steering, of the recirculating ball type, is light and positive. The steering wheel diameter is 17 in. (0·43 m.) and the turning circle is 37 ft. (11·25 m.).

FUEL SUPPLY An 11½ gallon tank is fitted at the rear of the chassis, and an electric pump supplies petrol to the engine. A reserve supply is incorporated controlled by a switch on the instrument panel. The petrol filler is concealed by a spring flap, locked from inside the luggage boot.

WHEELS AND TYRES Easy-clean wheels with large chromium hub plates embodying the Rover symbol. 6·00 × 15 tubeless tyres are fitted. Four jacking sockets are provided, two on each side of the car, and the tool kit includes an easily operated, positive non-slip jack.

LIGHTING The headlamps, side lamps and flasher lamps are flush-fitting in the wings. Each headlamp is fitted with a lens and reflector unit and pre-focus bulb, and each has a double-filament bulb operated by a foot switch. Twin combined flasher, stop and tail lights, incorporating red reflectors, are fitted. A reversing light is provided.

HEATING, VENTILATING, DE-MISTING AND DE-FROSTING UNIT This unit, fitted as standard, gives fresh-air heating and ventilation. The volume and temperature of the air in the car can be varied and the operation of the hot and cold air vents is controlled by a single lever. A scuttle ventilator is fitted just in front of the windscreen, where it ensures a generous intake of fresh air and avoids dust and exhaust fumes.

WINDSCREEN WIPERS AND WASHERS Windscreen wipers are of the self-parking type. Windscreen washers are also fitted, providing jets of water used in conjunction with the wipers to clear dust, mud, insects, etc. They are operated by a foot plunger.

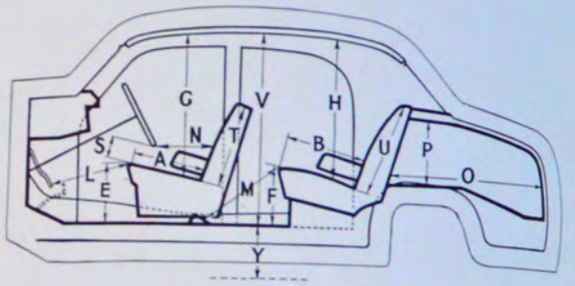
BODY EXTERIOR The body is exceptionally well finished, having five sprayed undercoats rubbed down by hand. The bonnet cover, doors and luggage boot lid are all of non-corrodible aluminium alloy. The doors have push-button handles, and give efficient sealing against the entry of dust or draughts. The luggage boot will take luggage for a full passenger complement, and the spare wheel is carried in a separate locker beneath the boot. At night when side lamps are on, the boot interior is automatically lit when the spring-balanced lid is raised. Bumper over-riders are fitted front and rear.

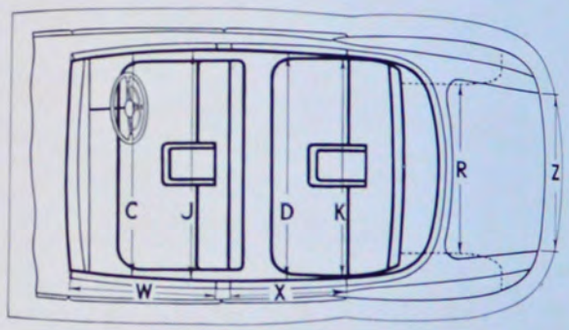
BODY INTERIOR The seat upholstery is in prime quality hide, and both front and rear seats have extra-wide central folding arm-rests and side arm-rests, the front side arm-rests being individually adjustable. The front seat can be adjusted fore and aft and also for height and rake. Individual front seats with map pockets can be supplied at extra cost in place of the single-piece seat normally fitted. Finest quality floor carpets are fitted, and heavy felt underlays are provided beneath them. Selected walnut is used for the window frames and facia panel, and the interior equipment includes: front and rear interior lights, operated either by opening the doors or by independent switches; ashtrays fitted under the facia board and in the back of the front seat; twin sun visors, the one on the passenger's side incorporating a mirror; a clock mounted centrally on the facia; a spacious glove-box, under separate lock and key and fitted with a pull-down door for map-reading, etc.; provision for radio; arm-slings for rear passengers; safety catches on the interior rear door handles, to prevent accidental opening.

ADDITIONAL EQUIPMENT (105 S and 105 R De Luxe) Individual front seats with map pockets, twin foglamps, cigar lighter, wheel trims.

COLOURS—Bodywork: Black, Sage Green, Blue, Dove Grey, Smoke, Fawn, Parchment, Pale Green. Certain recommended duo-tone combinations of these colours are available at small extra cost.
Upholstery: Red, Green, Tan, Blue, Grey.

OVERALL DIMENSIONS Wheelbase, 111 in. (2·82 m.); track, front, 52 in. (1·32 m.); track, rear, 51½ in. (1·31 m.); overall height (unladen), 5 ft. 3¾ in. (1·62 m.); turning circle, 37 ft. (11·25 m.).





INTERIOR DIMENSIONS

		inches	metres
A	Front to Rear of Front Cushion	19	0·48
B	Front to Rear of Rear Cushion	19	0·48
C	Width of Body at Front of Front Seat	54	1·37
D	Width of Body at Front of Rear Seat	54	1·37
E	Top of Front Cushion to Floor	12½	0·32
F	Top of Rear Cushion to Floor	13	0·33
G	Headroom—Front Seat	38	0·97
H	Headroom—Rear Seat	36	0·91
J	Width of Body at Rear of Front Seat	55½	1·41
K	Width of Body at Rear of Rear Seat	53½	1·36
L	*Front Cushion to Accelerator Pedal	21	0·53
M	*Rear Cushion to Foot Rest	23	0·58
N	*Front Squab to Steering Wheel	13½	0·34
O	Locker Depth	38	0·97
P	Locker Height	14	0·36
R	Locker Width	40	1·02
S	Top of Front Cushion to Steering Wheel	6	0·15
T	Front Squab Height	19	0·48
U	Rear Squab Height	24	0·61
V	Height of interior of body	47	1·19
W	Width of front door at waist	33½	0·85
X	Width of rear door at waist	27	0·69
Z	Minimum external width of boot opening	35½	0·91

Dimensions marked are taken with the seat in the central position. The seat may be adjusted 2½ in. (63·5 mm.) forward or backward, plus 1 in. (25·4 mm.) further forward by repositioning seat on runners. Vertical adjustment ¾in. (19 mm.) up or down. All measurements are taken with the upholstery loaded with a passenger of average weight.*

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THE ROVER COMPANY LIMITED

SOLIHULL · WARWICKSHIRE · ENGLAND

Telephone: Sheldon 4242 *Telegrams:* Rover, Solihull *Service Depot:* SOLIHULL *Telegrams:* Rovrepair, Solihull

London Showrooms: DEVONSHIRE HOUSE, PICCADILLY, W.1 *Telephone:* GROsvenor 3252

London Service Depot: SEAGRAVE ROAD, FULHAM, S.W.6

Telephone: FULham 1221 *Telegrams:* Rovrepair, Wesphone, London

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