



“W. M-H” OVERDRIVE CONTROL INSTRUCTION BOOK

This booklet is a representation of a booklet produced in February 1963 to describe the overdrive control developed by James Shaw and William Martin-Hurst of The Rover Company, Solihull, United Kingdom.

There are two extant versions of the booklet; one annotated with the instruction “THIS INSTRUCTION BOOK MUST NOT BE REMOVED FROM 1275WD” and “PAT. No. 951395”.

The second copy was one given to me in 1963. Both copies are similar in layout but my copy has been written in a smaller typeface (elite) and produced from a stencil.

Unfortunately both copies have suffered from ink-bleed-through, making it hard to read a direct reproduction.

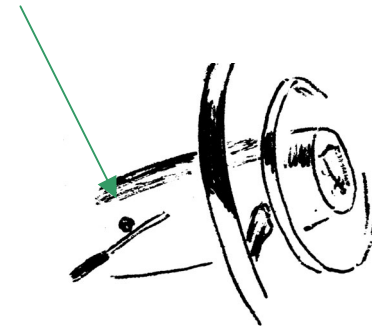
This version attempts to capture the spirit of the original, using the original artwork and layout but a modern typeface and **bold** emphasis rather than underscores.

This version © J. Shaw 2007

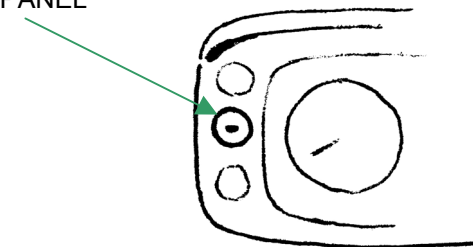
The "OVERDRIVE CONTROL" described herein is the subject of a Rover Company Full Patent Application.

The OVERDRIVE on this car is under the driver's CONTROL by two switches.

One switch is on the STEERING COLUMN



...the other is on the PANEL

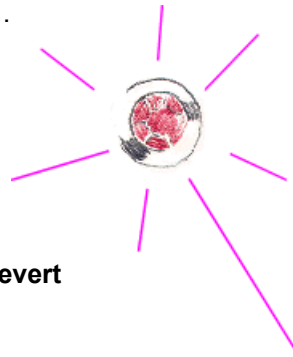


In top gear.....

.....the steering column switch

should be flicked **upwards** to

select **overdrive**.....



.....and **downwards** to **revert**

to top.

When not being moved by the driver,
the switch will remain in its central
position..... regardless of
overdrive engagement.

Overdrive can only be obtained
in top gear by operating the column
switch **after** top gear has been engaged.

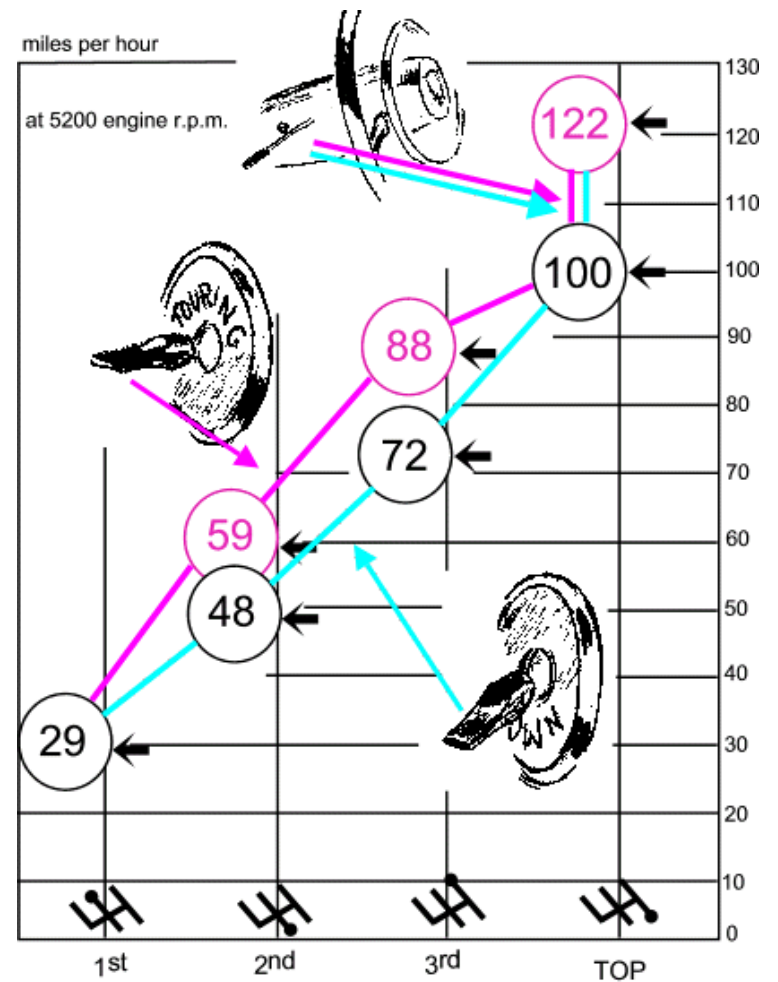
A warning lamp "OVERDRIVE ENGAGED" is below the column switch

The panel switch controls
the use of overdrive in **second**
and **third** gear....the driver
will normally wish to let this
remain in one position
for some time..... his
choice being governed by his
manner of driving and the road
conditions

The "Up" position, marked "TOURING" engages overdrive whenever **second** or **third** gear is engaged

The "Down" position, marked "TOWN" precludes the use of overdrive in the **indirect** gears.

This diagram shows the maximum speeds in the gears and the sequence selected by the switches.



On occasions when maximum speeds
in the gears are used.....

for speeds up to 70 m.p.h.
"close ratio gears" are obtained by
selecting.....

 "TOWN"

for speeds above 60 m.p.h.
"close ratio gears" are obtained by
selecting.....

 "TOURING"

If overdrive is cancelled when
running in top gear at low throttle
openings.....

.....the change will not
actually occur until the throttle is
opened.

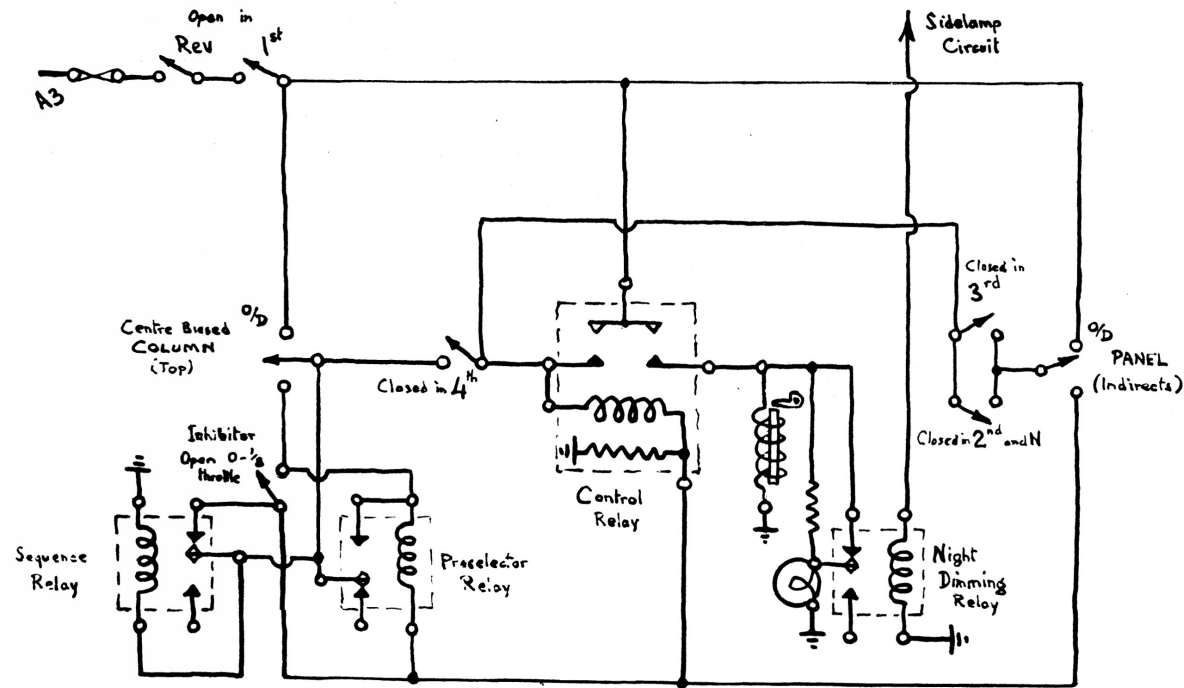
PANEL SWITCH CONTROLS O/D IN 2nd & 3rd.

CENTRE-BIASED COLUMN SWITCH CONTROLS O/D IN 4th.

AN OVERDRIVE CANCELLATION IN TOP IS INHIBITED NEAR CLOSED THROTTLE, BUT IS ACHIEVED ON OPENING THE THROTTLE.

ENGAGING TOP GIVES DIRECT TOP REGARDLESS OF PREVIOUS HISTORY OF GEAR USAGE.

WARNING LAMP INDICATES "O/D ENGAGED" — DIMMED BY SIDELAMP SWITCH.



E ROVER CO LTD, SOLIHULL.

"W.M.H. OVERDRIVE CONTROL SYSTEM"

