



## “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.

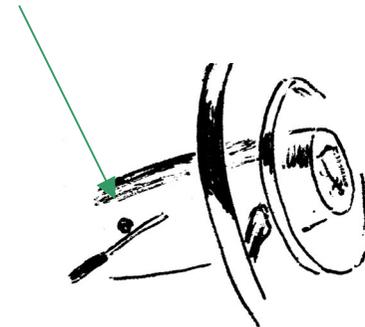
This version attempts to capture the spirit of the original, using the original artwork and layout but a modern typeface and **bold** emphasis rather than underscores.

This version © J. Shaw 2007

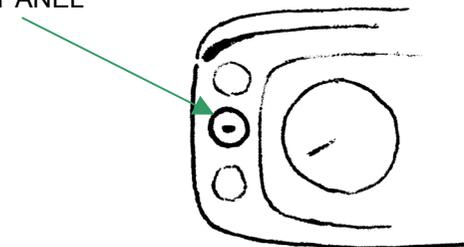
The "OVERDRIVE CONTROL" described herein is the subject of a Rover Company Full Patent Application.

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

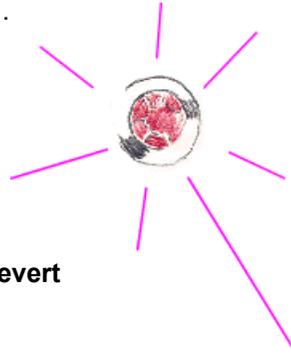


In top gear.....

.....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.

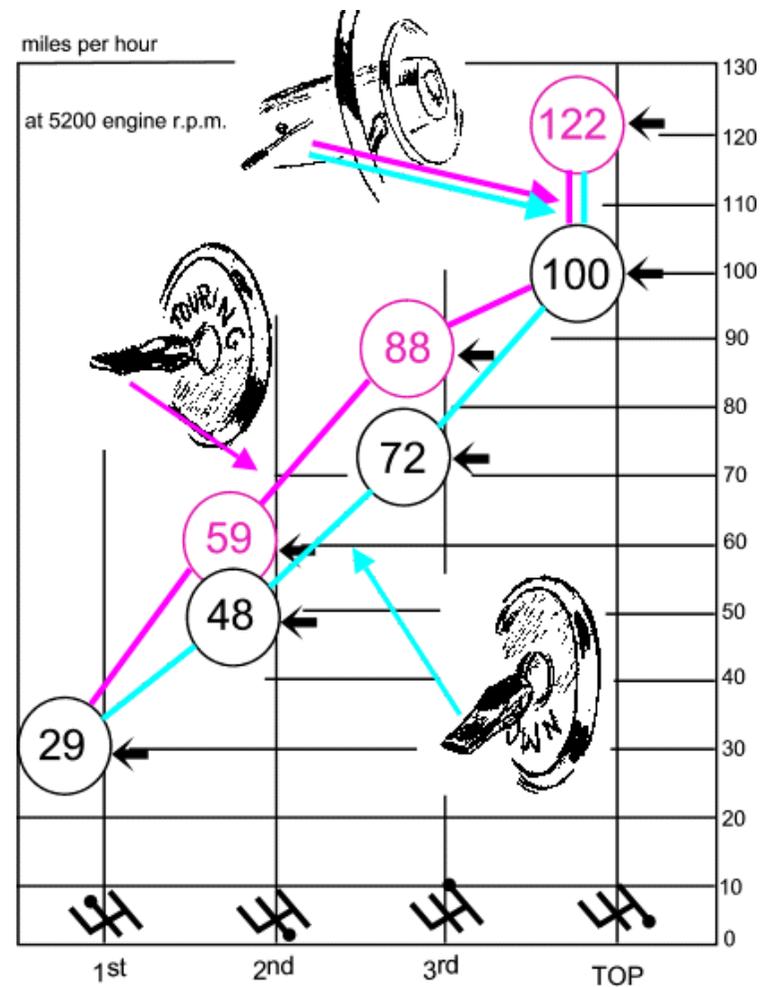
A warning lamp "OVERDRIVE ENGAGED" is below the column switch

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.

