



The
Motorcycle
Aristocrat

The Reliable ROVER



Herein we present a few facts that have helped to give the ROVER its wonderful reputation.

COMPLETE SPECIFICATIONS.

Engine	Single cylinder, $3\frac{1}{2}$ -h.p., 85 x 88 m/m. bore and stroke, made entirely in our own works. Ball bearings to crank shaft, the one on pulley side specially large. Very large flywheels, $8\frac{1}{2}$ in. diameter. Valves specially large. Cylinder easily detachable without removing other parts $4\frac{1}{2}$ in. ground clearance. Tappets, special silent pattern, easily adjusted and removed.
Carburettor and Control	1914 pattern <i>Brown and Barlow</i> carburettor. The throttle and extra air are both controlled from the handlebar, and both work inward to advance and outward to retard, while the magneto, also controlled from the handlebar, works outward to advance.
Ignition	By weatherproof Boosch magneto placed behind the engine and driven by adjustable chain, running in aluminium dust-proof case.
Transmission	Rubber V belt on adjustable pulley. Standard gear, $4\frac{1}{2}$ to 1, adjustable to as low as $6\frac{1}{2}$ to 1.
Frame	Gives long wheel base of 52-in., a very low saddle position, and is made exceptionally strong and suitable for sidecar work.
Tyres & Wheels	26 x $2\frac{3}{8}$ -in Dunlop or equal grade.
Petrol and Oil	$1\frac{1}{2}$ gallons petrol and 1 quart of lubricating oil can be carried—the former sufficient for 180 miles, the latter 300 miles solo running. The specially constructed tank is fitted with large glass-top fillers and supplied with strainers and special oil pump fitted with shut-off valve which prevents any leakage to the engine. There is also a pipe fitted for ejecting petrol into the cylinder.

Stands & Carrier	Stands are fitted to back and front wheels, and a large and strong carrier of a special design over back wheel. Special spring clips are fitted to the stands.
Saddle & Tool Bag	Brooks' B170 saddle, two extra large pannier bags for tools, etc.
Mudguards	Large mudguards are fitted, with special wide metal flap in front, and a wide extension over the belt at the back. The rear guard and top of carrier swing up on slackening two thumb screws, facilitating tyre repairs.
Spring Forks	The Druid, with the addition of spring links at top which take up all end thrust.
Finish	Best black enamel; tank black enamelled, suitably panelled in aluminium and red.
Brakes	Specially strong, and easily detachable, Rim Brake on front wheel: operated by hand. Left (near-side) pedal operates very powerful rim brake.
Number Plates	Back and front Number Plates are supplied, of strong section, and firmly attached to the front guard extension and rear of carrier.
Three-Speed Gear	Sturmey-Archer.
Silencer	The specially large and efficient Silencer is fitted (no cut-out is necessary), which gained Premier Award in the A.C.U. Silencer Trials, under L.G.B. inspection.
Footboards	Rover patent swinging Footboards can be fitted to all touring models at an extra charge.
Foot-rests	The usual rubber Foot-rests are fitted.

PRICES: THREE SPEED GEAR MODEL - £87 10s.

FITTED WITH ROVER PATENT SWING FOOTBOARDS - £2 EXTRA.

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SPECIAL FEATURES.

FOR close on forty years the word "ROVER" has been synonymous with mechanical perfection. How many times have you heard the question put such as "What make is it?", "Oh, a Rover!", and the accompanying smile, meaning all is well. The wonderful reputation of the Rover push bike, which has reigned supreme all the years, is due to its unfailing quality and "breed." So with the Rover Motorcycle.

In construction it is made to suit colonial requirements with its steep grades and innumerable water courses. On our needs being represented to the manufacturers, they were scientifically met. We have special features, some with Rover Patents, coupled with the right proportions to negotiate all water courses without any fear of bumping, and the magneto is so placed that practically no water can reach it.

Who of us foresaw the day when the noisy motor would be banned? The Rover people saw it, and the result is the Rover Patent Silencer, ensuring absolutely no back pressure, and therefore no undue strain on the engine.

How many times have we anathematised the mudguard when a road repair had to be made? Rover brains provide the tip-up mudguard, which makes all parts accessible in a moment.

Take the footboard, formerly this monopolised the whole of both sides of the engine, and it took hours of unprofitable labour to circumvent them. The Rover intellect provided their patent tip-up footboard. A slight pressure of the foot, and the footboards are automatically raised out of commission.

One of the greatest inconveniences experienced by the motorist was the back brake. To get at the back brake meant more precious time and more labour than was necessary. The Inverted Brake Rim and Large Powerful Brake Blocks on the Rover make such inconveniences a thing of the past.

In all and every detail of the Rover you will find it the same. All the good features and patents are retained.

The Rover people never have asked the Public to experiment for them at the Public expense.

Who but Rover brains could have made an engine so beautifully balanced, and so flexible, that it is almost silent. Also, the one machine that stands out prominently as the Motor Cycle that can carry off the laurels for speed, and also carry off the laurels for the motor-cycle that can be driven at the slowest pace, and thus win both trials.

We have a list of nine whole pages of successes in all sorts of trials—Hill Climbs, Speed Trials, Reliability Trials.

The Rover was the first machine to pioneer the way to impossible places such as up Mount Snowdon and through Iceland, and, if you are interested, we have all these facts ready to show to you.

We could fill a whole page of small items on the Rover which are improvements on methods that are at present universal on other machines.

We really claim the right to class the Rover as the aristocrat.



TOURIST SIDE-CARS

BUILT to your requirements; not to satisfy the man on the other side of the globe. Most users of the Side Chair are convinced that they must obtain a Car that will give the minimum of comfort and strength, and one that is built on lines to suit colonial conditions. The English or Foreign cars do not fill the bill, and further, the colonial taste in shape, style and finish is vastly superior to the imported article.

We have gone thoroughly into this question, and have just received a shipment of Chassis, made to our order at the factory, to meet colonial requirements. We have our factory here where we can manufacture bodies to suit every style and finish, either in coach work or basket. The prices are very much better than the imported article, while the material and finish are undoubtedly stronger and more artistic.

SPECIFICATIONS OF TOURIST SIDE-CARS.

- Frame** — Built on scientific lines, of heavy gauge tubing, and strong couplings, which ensures a maximum of strength with a minimum of weight, and makes the most flexible car possible.
- Mudguards** — Special Bend, Triple Blocked Steel, very wide, carried well round the wheel (back and front), and easily detachable for repairs.
- Wheels** — 26 x 2 $\frac{1}{4}$ ins., heavy nickel-plated Patent Car Hubs, built and trued by experts to stand the heavy side-car, strain.
- Tyres** — 26 x 2 $\frac{1}{4}$ ins., Goodrich, or equal quality.
- Apron** — Special texture, woven on the cross, both water and cold proof.
- Body**— — Coach built or basket (manufactured by experts.) Only genuine extra tough sea-grass used on basket bodies.

We can give you any design or shape for one, two, or three passengers, and special designs to accommodate children and we can manufacture them detachable to take a tradesman's delivery body. We have a whole list of designs to choose from.

We know we have solved the problem of Side-Cars for the Colonies.

PRICES: FROM £14 10s. TO £25.

