

Škoda 110 R Coupé in 1973 Design

In view of the continuous endeavour of the manufacturing works to further improve the quality and design of its products, alterations and modifications have been made on the Škoda 110 R Coupé - Model 73, which have resulted from tests in the manufacturing works and from operation of the cars in the hands of customers.

Some of the Principle Alterations on the Š 110 R Coupé - Model 1973

1) Two-speed electric motor of heater fan.

The output of the first speed is approximately 250 cu.metres of air per hour.

The output of the second speed is approximately 112 cu.metres of air per hour.

2) Front of car with four headlamps.

The centre headlamps are bright halogen lamps to ensure good visibility at night at high speeds.

3) Supply of air to rear window.

4) Ventilation outlet ports in rear part of car - no-draught ventilation.

5) Adjustable headrests of front seats according to international regulations.

6) Shelf under instrument panel with two changeover switches and signal lights.

- 7) Chromium plated relieved gear change lever with wooden handle.
- 8) Sports decorative hub caps.
- 9) Threaded petrol tank cap with lock.
- 10) Marked corners of frameless windows of doors.
- 11) Ashtrays by the rear seats.
- 12) Acoustic traffic indicator flasher.
- 13) Grips with coat hangers by rear seats.
- 14) Larger sun visor.
- 15) Black frames for checking and measuring instruments.
- 16) New cross bar of steering wheel of polyurethane.
- 17) Centre portions of seats of perforated lightened plastic leather with metallic finish.
- 18) New colour schemes for the bodies.

All the alterations made will further improve the quality of the car and satisfy even the most demanding claims made on cars in this piston displacement class.

The Škoda 110 R Coupé was designed with the wish to offer a motor car of sports lines with de luxe equipment. The engine of the Škoda 110 R Coupé was developed from the well proven Š 110 L Rallye engine which has been victorious in international motor car contests.

The owners of Škoda 110 R Coupé cars appreciate above all the attractive design of its body and the generous equipment of the body together with the powerful engine.

Equipment of Body

The Škoda Š 110 R Coupé is fitted with anatomical front seats combined with headrests. The seats slide easily for adjustment and the backs can be infinitely variably inclined. The instrument panel is conveniently and generously fitted with checking instruments and signal lights.

The standard equipment of the instrument panel consists of a speedometer, a revolution indicator, a kilometre counter, a thermometer, a lubricating oil pressure gauge, a petrol gauge and signal lights of the traffic indicators, the charging of the battery, the lubrication, the reserve petrol, the head-lights, the warning switch of the condition of the dual circuit brake system.

The windscreen wipers have a four-speed cycle controller. The backs of the rear seats can be folded and thus the luggage space can be increased when the car is occupied by only two persons.

When a door is opened the light inside the car and the red lights in the door light up automatically.

Heating and Ventilation System

To increase the active safety of the car the heating and ventilation system was designed with the greatest possible care. The warm air from the radiator under the rear seat is driven by a two-speed fan to the windscreen and to the rear window by means of adjustable direction registers and by means of a special nozzle, to the floor at the front and rear seats.

On the instrument panel there are adjustable registers for the admission of fresh air to the interior and together with the heating system, through which also fresh air can be supplied, perfect no-draught ventilation through the rear extraction slits is achieved.

Technical Data and Particulars of Design

Engine: Four-stroke, four-cylinder-in-line OHV engine fitted at the rear, close to the rear axle. The engine is fitted with a dual carburetter with an oil cooler.

Piston displacement	-	1107 ccm
Bore/stroke	-	72/68 mm
Compression ratio	-	9.5 : 1
Output of engine	-	52 HP DIN/4650 r.p.m.
Maximum torque	-	8.8 kpm SAE/3500 r.p.m.
Octane requirement of engine	-	96 OVM
Cooling of engine	-	liquid cooling system with pump, water temperature control by thermostat, measurement of water temperature by electric thermometer
Fuel system	-	dual downdraught carburetter with register, JIKOV 32 DDSR diaphragm type fuel pump, JIKOV HF dry air cleaner with paper cartridge fuel tank, capacity 32 litres

Gear Box: With spur gears with helical teeth in common housing with final drive. Direct gear changing by gear change lever on floor.

4 speeds forward + 1 reverse. Forward speeds are provided with locked synchromesh gears.

Clutch: Single-plate, dry, hydraulically operated.

Wheel Springs: The wheels of the front and rear axles are sprung with coil springs and the springing is damped by telescopic double-acting shock absorbers.

Rear Axle: Independent half-axles.

Brakes: Service (foot) brake - hydraulic, dual circuit
Front - disc brakes
Rear - expanding shoe brakes
Hand (parking) - mechanical, acting on rear wheels

Pneumatic Tyres: BARUM 155 SR 14, radial

Body: Two-door, closed, chassis-less

Number of Seats: 2 + 2

Standard Equipment

- 1) Front disc brakes
- 2) Dual circuit brake system
- 3) Multilayer glass windscreen
- 4) Adjustable front seats
- 5) Windscreen wipers with cycle controller - 4 speeds
- 6) Electric windscreen washer
- 7) Traffic indicator warning switch
- 8) Radial tyres
- 9) "Fanfar" dual-tone horns
- 10) Oil cooler
- 11) Revolution indicator
- 12) Oil pressure gauge
- 13) Two-speed heating fan
- 14) Alternator
- 15) Fuel tank cap arranged for locking
- 16) Warning lights in doors
- 17) Dual carburetter with register
- 18) Shelf under instrument panel