



PARTS ON THE MOVE — BUT THE SERVICE NEVER STOPS

Just how do you move thousands of tons of spare parts, including everything from nuts and bolts to complete engines and body shells, a distance of 110 miles to a new store without interrupting the day-to-day business of a world-wide parts service? This was the task facing the Rover Parts Department when the decision was taken to begin its progressive transfer to Cardiff.

The first movement of stocks began in May. Since then, large quantities of material have been taken to South Wales by road and rail. Every day sees more on the way, but the Parts Department has maintained its service without a hitch and St. Mellons is now operating according to plan and helping to relieve the accommodation problem which led to the move.

In recent years the Parts Department expanded with the growth of the Company to such an extent that its space at Solihull became inadequate for its needs. In fact, storage has been split up between four warehouses and seven different buildings. Because of limitations at Solihull the Company decided to put up a new building at the Pengam Moors factory at Cardiff, which will have an area of 250,000 square feet.

In the meantime, to enable a start to be made on the transfer of the Department, and to enable training to be carried out, the Department has been given three of the buildings at the nearby St. Mellons establishment.

One of the biggest problems facing Mr. J. H. Whitby, Parts Department Manager, and his staff was that of keeping parts "alive" during the move.

There are 21,000 part numbers altogether, and with 3,000 order lines a day to deal with, and emergency orders at the rate of 125 a day, obviously a part number could not be "shut down" while stocks were being moved to Cardiff.

Careful planning of despatch, transport and communications was the answer.

30,000 miles

To co-ordinate the transfer operation a movement control organisation was set up at Solihull, and Mr. S. Clare, St. Mellons Parts Store Superintendent, and his foreman Mr. D. France, took charge of the receiving end. They are responsible to Mr. M. Mackay, Parts Store Superintendent at Solihull. The problem of communication was largely overcome by installing a teleprinter link between Solihull and St. Mellons, and by this means instructions and information can be passed quickly and accurately.

So far about 1,500 tons of stores have made the journey to St. Mellons, mainly palletised bulk stocks. Already complete stocks of new engines, axles and gearboxes have been sent.

For a group of Company drivers the move has meant a daily return trip to Cardiff. Two 12-ton articulated vehicles operating from Solihull are driven by Mr. L. Williamson and Mr. J. Pearson, while Mr. D. Mills and Mr. J. Rigby work from St. Mellons, driving seven-ton lorries. Between them they have clocked up over 30,000 miles on the Cardiff run so far.

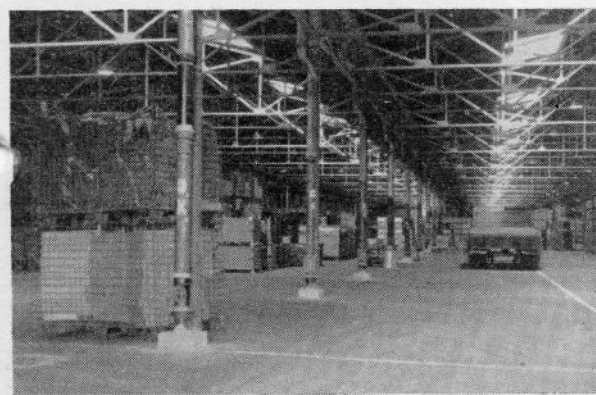
● Continued on Page Two



Off on the road to St. Mellons . . . Driver J. Pearson sets out with another load of parts.



Mr. Stan Hughes loads a trailer for Cardiff at Solihull Service Stores.

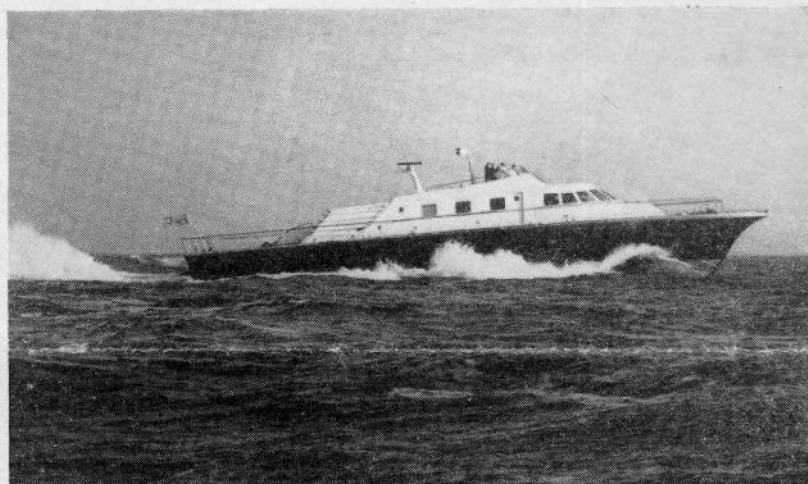


Journey's end . . . a view of the palletised store at St. Mellons.



Seaborne

There is Rover equipment aboard H.M.S. Brave Swordsman (above), one of the Royal Navy's fast patrol boats, and the Niarchos motor yacht Mercury (right). All auxiliary power on the vessels is supplied by Rover Gas Turbine 40KVA Alternator Sets, including that for starting the Bristol Siddeley 'Proteus' engines.



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TRAIL-BLAZER BACK HOME

Back to Britain at the end of last month came 31-year-old Richard Bevir, one of the first two men to complete an overland vehicle journey between the continents of North and South America.

The journey was made in an 88" Land-Rover Station Wagon. Mr. Bevir and his companion, Australian engineer Terry Whitfield, accompanied by a gang of trail-cutters, hacked their way through the unexplored jungles of the Darien in Panama and Colombia. On their way they battled with malaria and dysentery, ate monkeys and lizards, and made friends with two tribes of Indians formerly believed hostile.

Despite the hazards of snakes, fever and exhaustion during the expedition covered 310 miles of trail hacked through dense jungle. They scaled steep cliffs, built 125 bridges of palm logs and crossed 180 rivers and creeks in their unstoppable Land-Rover, which they christened "The Affectionate Cock-roach".

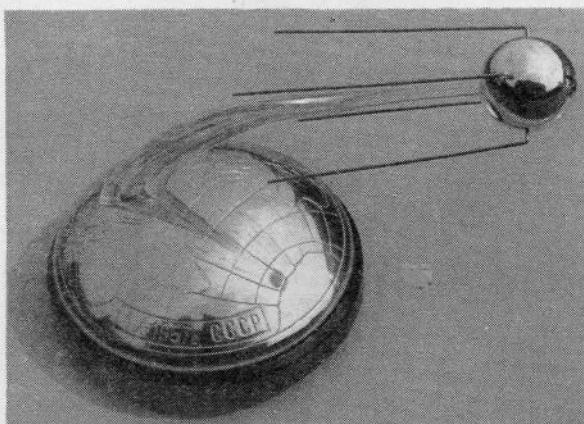
Mr. Bevir has now returned to London to settle down to his career with a shipping line.

He commented: "When we started planning the Trans-Darien Expedition we were told in North America that the trip was impossible. When we arrived in South America many people didn't believe a vehicle could achieve what this expedition did. It wasn't like the M1 of course, but when you have faith you can aspire to the impossible—and sometimes you can achieve it".

CAN YOU HELP?

The annual intake of our apprentices is now taking place. Mr. L. S. Shaw, Apprentice Supervisor, would be glad to hear from anyone in the Solihull, Tyseley or Acocks Green areas willing to provide accommodation for one or two young men.

SPUTNIK AT SOLIHULL



It's a Sputnik . . . a genuine, made-in-Russia article, complete with "bleeps". How it came to Solihull you can read on Page Two.

LONG JOB . . .



. . . but the Land-Rover made short work of it

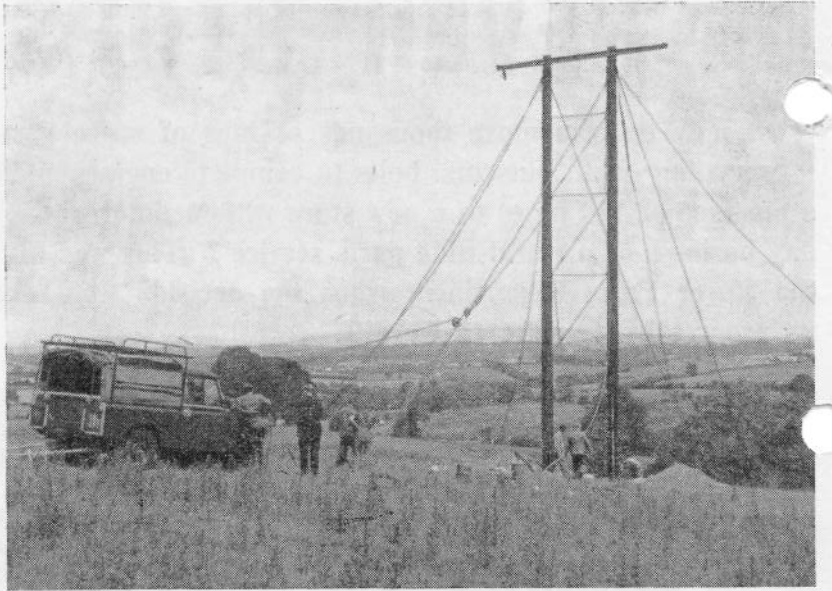
This impressive demonstration was carried out recently by the Technical Sales Department for the South Wales Electricity Board to show the capabilities of the hydraulically-operated drum winch which is available as a Land-Rover "extra".

In the demonstration a 109" Land-Rover winched up a 50-foot pole structure used to carry power lines. The Board chose the site and the poles were laid downhill to make the test as severe as possible. The poles, which weighed 45 cwt., were 20 feet taller than any raised

in previous demonstrations, but as the Board's engineers commented afterwards, the structure was put up quickly and easily by means of the Land-Rover's winch.

Mr. H. Lenton and Mr. P. Bastock, of the Technical Sales Department, were in charge of the demonstration.

The Company enjoys a substantial Land-Rover business from electricity boards throughout the country. One of the most recent orders to go through has been 18 vehicles for the Southern Electricity Board.



The poles in position after the test.

THE LATEST FROM THE ORDER

BOOK . . .

Africa and the Far East figure in this month's news from the overseas order book.

First, the Far East, and from Cambodia has come a Government order for 68 Long Wheelbase Diesel Land-Rovers. The order is worth about £54,500.

Next, Malaya, and the latest order from the Malayan Army. This is for 19 Long Wheelbase Land-Rovers, and accompanying them will be 23 special Land-Rover trailers.

There is news of substantial orders from several African countries. Our distributors in Algeria have orders outstanding for about 170 Land-Rovers, many of them destined for use by the oil companies now operating in the Sahara.

Forty 88" Land-Rovers have been ordered for the Libya police, and the Libyan Government has also ordered 35 88" vehicles and ten 109" ambulances for its Transport Department.

Two other Government orders are 60 109" Land-Rovers for the Sudan, and 21 for Swaziland.

An order from Tunisia is for 25 Regular Land-Rovers. They are for the Tunisian National Guard, and will be supplied next month.

Thirty-four 109" Land-Rover pick-ups have been ordered by the Northern Rhodesia Government. Fourteen are for the Health Department, and the rest for general Government use.

Tanganyika will be holding its independence celebrations at the end of the year, and special arrangements have been made to complete the delivery of 153 Land-Rovers by the autumn so that they will be available for duties in connection with the celebrations.

Two Rover 3-Litre cars will also be taking part in the celebrations. One is for a senior Government official and is being finished in "Tanganyika grey" and the second car is being loaned by our distributors for Government use.

Finally, a new army joins the long list of those using Land-Rovers. This is the army of the new Republic of Cyprus, which has ordered 12 vehicles to follow a number already supplied.

MORE FOR POLICE

A repeat order from Scotland Yard—a number of 3-Litre Rover cars are being supplied to the Metropolitan Police, to follow those supplied earlier in the year, and reported in ROVER NEWS at the time.

ROVER NEWS is posted free each month to all employees. If you know any retired colleagues who are not receiving the paper and would like it, please tell the Editor.

Date of our next issue: September 29.

WORKSHOP ON WHEELS

This Mobile Workshop, a useful unit which can be used for welding work and servicing agricultural and industrial machinery at the most inaccessible sites, was a feature of the Land-Rover display at the Royal Welsh Show last month. Discussing the equipment are Mr. B. H. Liggins (left), Rover Home Sales Manager, and Mr. J. Theophilus, Director of Morsmith Motors Ltd., Swansea.

Photograph by courtesy of South Wales Evening Post.

ON THE ROAD TO St. MELLONS

• From Page One

British Road Services and British Railways, as well as other outside contractors, have played their part, too. A special feature has been the use of road-rail containers for suitable material. These are run alongside the loading bays at the Service Stores at Solihull, make the road and rail journey overnight, and by next morning the parts are in the racks at St. Mellons and ready for business. This method has considerably eased the problem of keeping parts alive.

By early next year some 5,000 of the 21,000 part numbers will have been moved to St. Mellons, which will then be virtually self-contained. At present, all the paper work is handled at Solihull. Orders are teleprinted to St. Mellons and the parts despatched from there, while invoicing and records are dealt with at Solihull.

In the autumn, however, when offices are ready at St. Mellons, a nucleus of each office section, including I.C.T. punched card equipment, will be established there.

Send in that Snap

Don't forget that your summer snap can win you a cash prize in our competition. Closing date for entries is August 31.



RUSSIANS VISIT ROVER —AND LEAVE A SPUTNIK SOUVENIR

Twenty-eight Russian engineers, men and women, visited the Solihull factory on July 28 — and during their stay presented the Company with a sputnik souvenir.

The model—pictured on Page One—has a musical box in its base which plays the Soviet National Anthem, and after speeches presented him with the sputnik. Mr. Worster and the Russian party are seen in the picture below.

Before beginning their tour of the works, the Russian party had coffee with Mr. A. J. Worster, Production Director, and after speeches presented him with the sputnik. Mr. Worster and the Russian party are seen in the picture below.

'Jungle' trip

A tour of the Land-Rover and 3-Litre assembly lines followed, with the Russians showing great interest in the 3-Litre engine, and a visit to Rover Gas Turbines was also arranged at their request. Mr. R. N. Penney, Chief Project Engineer, discussed the workings

of the gas turbine engine with 11 Russian engineers, who later saw the Rover gas turbine car T3 in action.

Their visit ended with members of the party sampling the "jungle" course, and all seemed impressed by the versatility of the Land-Rover.

During their tour the Russians presented badges to members of the staff—and also small bottles of Georgian brandy.

The visit was part of a two-day study tour of the Midlands to examine production methods. Members of the party were drawn from the Academies of Science in Georgia, Moscow and Leningrad, and from machine tool factories.

From Ethiopia

A few days earlier, the Company was host to two Ethiopian Ministers who visited the Solihull factory.

They were Mr. Afework Zelleke, Director General (Economics) of the Ministry of Foreign Affairs, and Mr. Habte Mariam Wolde Kidon, Director General of the Ministry of Supply.

After a drive over the "jungle" course and a tour of the assembly lines, they lunched with Mr. G. Lloyd Dixon, Sales Director, and other executives.

Apprenticeships completed

Congratulations to J. C. Ford, Drawing Office, P.D.E.D. Springfield Works, and R. D. Baxter, Quality Control, Solihull on the completion of their apprenticeships.

It's a hard-working holiday for the men who stay behind in the factories to tackle . . .

OPERATION OVERHAUL

For one group of Rover workers the start of the factory holiday always means the beginning of a very busy two weeks. For this is the time of the year when the Works Engineers take over the empty factories and carry out a host of tasks, before leaving them spick and span ready for the return to work.

This year was no exception, and weeks before the holiday the Works Engineers all our factories were busy preparing their programme for "Operation Overhaul", assessing the priorities of the various jobs to be done and working out a timetable to ensure that the machines and installations would again be running smoothly and efficiently when the works reopened.

At Solihull, 250 men, directed by Mr. J. B. Wilson, Works Engineer, set to work at 7.30 on the morning after the July 28 shutdown.

The biggest job ahead of them in the next 14 days was the complete overhaul of the main boiler house and the renewal of the chain grate stokers. In addition, there was all the work which is regularly carried out during the holiday; jobs like the careful examination of the four miles of overhead and floor conveyors, the checking and cleaning of the five electrical sub-stations, and the inspection of some 350 electric motors and the switchgear on all important pieces of machinery. High pressure services, compressed air lines, internal transport—these, too, were on the list of items to be checked and serviced.

200 jobs

In the Press Shop, guards and other safety devices as well as the presses themselves, were examined, and in the Paint Shop there was a considerable amount of maintenance work as well as alterations to the conveyor system.

Altogether, there were more than 200 jobs on the Solihull list, and, as Mr. Wilson pointed out, more inevitably revealed themselves once the operation was under way.

In the Tyseley group the story was much the same: a long list of essential maintenance chores which kept about 100 men busy.

Machine moves

Other jobs included the laying of 300 square yards of floor tiling, half of it in the engine test section at the Tyseley factory, and excavations for machine moves. Several machines in the cylinder block section, weighing from eight tons upwards, were also repositioned. Boilers, water coolers and the test beds all came under inspection, and here, too, the electricians were especially busy, checking sub-stations, overhead runways and switchgears. At Perry Barr, a complete set of coolers and several hundred feet of pipework was installed in the quenching section.

Unquestionably, a lot of hard work—and not always a great deal of evidence of it to catch the eye of those who returned to the factories after their fortnight away, except for new paint and general tidiness. But that is typical of Operation Overhaul, and, indeed, of the work of the Works Engineers Department as a whole. There is a job which is seldom publicised and sometimes, perhaps, unnoticed. But without it the wheels would soon stop turning . . .

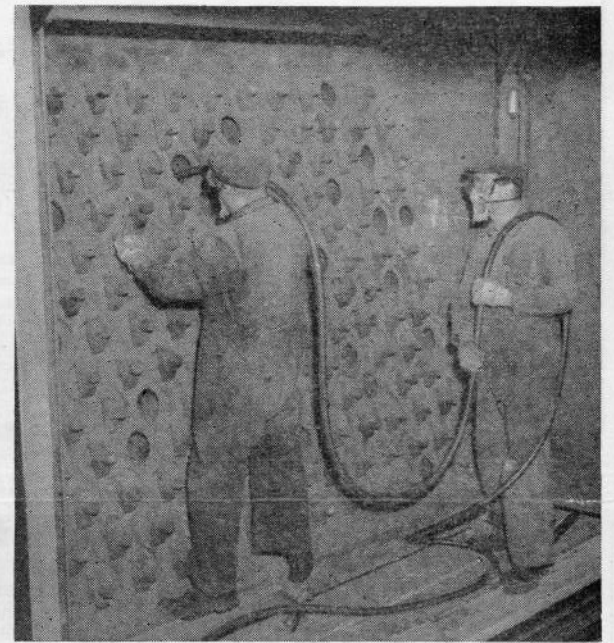


A picture that tells the story of Operation Overhaul . . . while the lines are idle the maintenance men move in.

FOCUS . . . on the Works Engineers



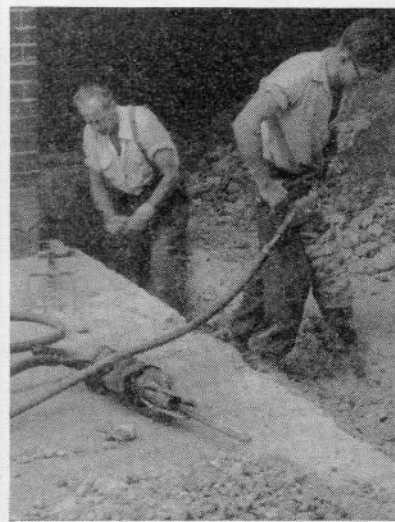
Overhauling one of the floor tracks at Solihull are Mr. A. Clements, Mr. H. McDonald and Mr. J. Clitheroe.



Cleaning tubes high up on one of the boilers in the boiler house at Solihull are Mr. J. Hurley and Mr. R. Holloway.



Laying new flooring in the engine test section at Tyseley.



Another works holiday job—road excavations. Busy with spade and drill at Solihull are Mr. P. McCann and Mr. W. Rhodes.



There is always plenty of work for the electricians during Operation Overhaul. Checking switchgear at Tyseley is Mr. D. Cockbill.



At work on the overhead conveyor in the Paint Shop at Solihull are Mr. L. Chapman and Mr. F. Richmond.

— AND HERE ARE SOME 'VITAL STATISTICS'

Did you know that the Works Engineers' Department at Solihull is responsible for the upkeep of eight miles of roads, twelve miles of drains and sewers and two miles of perimeter fencing?

Some of the other "vital statistics" of the department make surprising reading, too. For instance, there are 36 acres of roofing and roof glazing to be cleaned and maintained, and about 200 lighting lamps and tubes to be replaced each week during the winter.

Apart from the considerable quantities of fuel and electricity for heating and

lighting, the production departments require power and water for many processes. Some of the weekly figures are: 250 tons of coal, 1,318,000 cubic feet of gas, 4,500 gallons of gas oil, 250,000 units of electricity, and 2,500,000 gallons of water. Some 720,000 gallons of water are also pumped from the private well system.

The Department also maintains plant, tools and equipment for production purposes, including about 300 trucks and trailers, four miles of conveyors and 1,800 electric and pneumatic small tools.

Solihull works requires a telephone system equal to many small towns and there is a 700-line internal system and a G.P.O. switchroom with 37 outside lines and several hundred extensions.

Factory waste is another big item to handle—150 tons of rubbish are collected and burned each week, and 64 tons of steel scrap collected. Tins and bottles by the thousand are dealt with, too. More than 2,000 paint and solution tins are burnt out and baled every week; 300 mineral bottles are salvaged from the factory rubbish, and the 2,000 milk bottles brought into the factory each week are also dealt with.



They've been together now for 50 years

Fifty years of happy marriage were celebrated last month by Mr. Edward Davis and his wife Mary. They are seen in this picture outside their home in Alston Road, Solihull, as Mr. Davis set off on his daily three-mile cycle ride to work at the Acocks Green factory.

Mr. Davis, still very active at 70, though he was badly wounded in World War I, works in the Engine

Test section and has been with Rover for 18 years, serving at Solihull before he went to Acocks Green.

Mr. and Mrs. Davis have three married sons and two married daughters, 12 grandchildren and five great-grandchildren, and there was a big family party to celebrate their "golden day". Photograph by courtesy of the Birmingham Evening Despatch.

and two silver weddings are celebrated

Mr. Jack Sanderson, of Group 347, Perry Barr, and his wife celebrated their silver wedding on July 25. Jack is well known as an entertainer in the Midlands, and his tenor singing has been a popular attraction at many concerts, including Rover functions.



His singing career began before the war, and in 1938 he made his debut for the BBC when he broadcast with Bert Thomas and his band. When the war came he was soon working for the RAF Benevolent Fund, and appeared at Birmingham Hippodrome and Aston Hippodrome, and also at many Service camps in the Midlands. Jack was called up in 1943, and was subsequently transferred from the RAF to the Army show "Stars in Battledress" where he served with artists who were to become internationally famous, including Charlie Chester, Benny Hill and Walter Midgeley, and he also toured India and Pakistan.

CONGRATULATIONS . . .

Congratulations also go to Mrs. Leah Ardrion of the Service Department on the occasion of her silver wedding.

Mrs. Ardrion and her husband Charles were married on August 8, 1936 at Oldham Parish Church, Lanes.

She began work with the Rover Company in the Works Liaison Department in 1946 and has now been the Service Tea Lady for the past two years.

Colleagues Thanked

Mr. A. Timmins (Tool and Cutter Grinding Dept., Tyseley) and his wife Vivien wish to thank colleagues for their gifts and good wishes on the occasion of their marriage.

ROVING REPORTS

Suggestion scheme awards: good news from the tax man

News about tax and suggestion scheme awards was announced by Mr. W. Ethell, Personnel Officer at Solihull, at a presentation ceremony held recently at the works.

Mr. Ethell said he had been asked whether the awards were taxable, and he was pleased to announce that the Inspector of Taxes had agreed to tax-free awards up to £50. Over that figure we had to seek his approval, but Mr. Ethell said he thought it safe to say that normally there would be no deductions.

The occasion was the presentation of the £125 award, reported in last month's ROVER NEWS, to Mr. E. Hollis of the Land-Rover Final Line. Mr. A. J. Worster, Production Director, handed the cheque to Mr. Hollis before a large audience in the works canteen.

Mr. Ethell said that since April, 91 suggestions had been received and 11 awards had been made, including that to Mr. Hollis, which had also been tax-free.

Footnote: New posters in connection with the suggestion scheme will shortly be seen in the works, and a lively example is reproduced on the right.



★ THEY WORK AND PLAY TOGETHER

The smiling bandmen with the choice collection of silverware seen in this picture are (left to right): Messrs. D. C. Hodesdon (Tool Room, Tyseley), C. Bridgwater (M/C Shop, Clay Lane), J. Johnson (Sub-Assy., Solihull) and L. A. Pipe (Inspection Dept., Perry Barr).

They are members of Shirley Silver Band which, as reported earlier, won the Southern Counties Festival Competition and have since added the M. & B. Cup 2nd section and the Inter-Association Cup to their laurels.



In addition the usual Old Tyme Ball will be held each month, and leading orchestras have been engaged for these.

Globe-trotter's progress report

Globe-trotter Bob Bateman, late of the Jig and Tool Drawing Office at Solihull and now hitch-hiking across Europe, told of the first stage of his travels in a letter from Paris. He spent some time there seeing the sights and also took a temporary job with a caravan-building firm.

Now, after getting his equipment in first-class order, he says he intends to head for Scandinavia. He has already made many contacts which may help him later in his journeying, including Australia, South Africa, Finland and Norway.

'Old-Tymers' start eighth season

After their summer break, the Solihull Old Tyme Dance Section begin their 1961-62 season on August 30 from 8-11 p.m. in the Junior Staff Canteen.

All members of the Rover Social and Athletic Club are invited to join this thriving section, which will be in its eighth season.

Instruction will be given each week by Mr. J. Preece and Mrs. E. Hurry, and a three-piece orchestra will be playing.

Two colleagues lost in road tragedies

Colleagues were saddened to learn of the tragic deaths in road accidents last month of two young members of the staff at Solihull, Mr. J. Bingle and Mr. L. Frost, and the following appreciations come from their respective departments.

Jim Bingle served his apprenticeship with the Company, which he joined in August 1955. He worked for short periods in various departments of the Tyseley factories and for longer periods in Time Study, Experimental Engine Test, Transmission Drawing Office and Car Development departments at Solihull. During his training he gained the Ordinary National Certificate in Mechanical Engineering (1957) and the Higher (1960) with endorsements, and was consistently highly placed in his examinations.

The concluding 10 months of his apprenticeship were spent in the En-

gineering Department as a valued member of the team on the P.4 Project, with which he continued as a Technical Assistant until his untimely death.

It was tragically ironic that he should have been fatally injured as a passenger in his own car, lent in a typically helpful gesture. Our sympathy goes out to his father, whose only child he was, and to Miss Edna Cleverley (Technical Sales Department) whom he was to have married next month.

Jim will not readily be forgotten by those whose pleasure it was to have known him.

Leonard Frost joined the Company in 1951 as the first student-apprentice in the Chemical and Metallurgical Laboratories under the scheme to provide and train our future staff. His studentship was completed in 1957 by which time he had obtained the Ordinary National Certificate in Metallurgy (1955)

PERSONAL NEWS

BIRTHS

We offer our congratulations to . . .

MAKEPEACE—To Mr. and Mrs. Makepeace, a daughter (Julie Dawn) on July 18. Mr. Makepeace works as an arc-welder at Clay Lane, Coventry.

WHITE—To Mr. and Mrs. R. White, a daughter (Jayne Susan) on August 7. Mrs. Olga White was for 13 years in the Purchase Invoice Department, Solihull.

MARRIAGES

Congratulations and good wishes to . . .

DAWBER-MARTIN—On July 29, at Yardley Wood Parish Church, Mr. Norman Dawber to Miss Linda Martin. Mr. Dawber works as a Sample Inspector at Ryland Road.

FELTON-TAYLOR—On July 8, at St. Margaret's Church, Solihull, Mr. Reginald Felton to Miss June Taylor. Mr. Felton works in the Trim Shop North Block.

FOXLOW-ROSE—On July 22, at Solihull, Mr. Peter Foxlow (Experimental Engine Test) to Miss Margaret Rose (Postal Department).

HARRIS-LLOYD—On June 24, at All Saints Church, Hockley, Mr. Jack Harris (Group 430 Percy Road) to Miss Irene Lloyd.

NEARY-HAWTON—On June 24, at Corpus Christi Church, Stechford, Mr. Ken Neary (Group 430, Percy Road) to Miss Simone Hawton.

NEAVES-CUNNINGHAM—On June 24, at Birmingham, Mr. Derek Neaves (Group 44 Percy Road) to Miss Pat Cunningham.

DEATHS

We record with regret the following deaths, and offer our sympathy to relatives . . .

BINGLE—Mr. J. Bingle died on July 17, aged 23. Mr. Bingle, a former apprentice, was a Technical Assistant in the Engineering Department.

FROST—Mr. L. S. Frost died on July 17, aged 26. Mr. Frost who joined the Company in 1951 was a metallurgist in the Laboratory at Solihull.

HALL—Mr. George Hall died on July 7, aged 60. Mr. Hall was employed as a Test Fitter—Test Rectification, and had been with the Company for 14 years.

ORMROD—Mr. Charles Ormrod died on August 3, aged 60. Mr. Ormrod was a Patrolman at Solihull, and had seven years' service with the Company.

VETTER—Mr. J. S. Vetter died on July 29, aged 57. Mr. Vetter worked in the Planning Department, Solihull.

and the Higher Certificate (1957) with endorsements.

In 1958 he passed the Licentiate of the Institution of Metallurgists (L.I.M.) and this was followed by his national service during which time he served as an ammunition examiner.

In 1960 he returned to the Laboratory at Solihull and quickly settled down as metallurgist responsible particularly for the metallurgical condition of steering units. At the time of his death he was on his way to the College of Advanced Technology, Birmingham to take his final examination for Associateship of the Institution of Metallurgists.

He leaves a young widow, who is expecting their child.

We shall remember the cheerful smile and knowledgeable assistance of Leonard Frost.

LAND-ROVER IN THREE PEAKS RECORD BID

A Land-Rover will be taking part this weekend in an attempt by four Coventry apprentices to beat the Three Peaks record.

The three peaks are Scafell Pikes (3,210 feet), Snowdon (3,560 feet) and Ben Nevis (4,406 feet). As well as the climbs the attempt also involves over 1,000 miles travelling. Present record for the actual climbing is 16½ hours, set up in 1956.

The apprentices, from the G.E.C., will leave Coventry by Land-Rover at 8 a.m. tomorrow, August 26, and should reach Snowdon by midday. Soon afterwards the attempt will begin and the Land-Rover will stand by to take them to Scafell and then on to Ben Nevis.

Airborne object

Members of the staff at Lode Lane who witnessed a strange square object flying over the Warwick Road at approximately 8.25 one morning last month, have no need to report this to the Air Ministry. A member of the Cost Office was later seen to retrieve the sunshine roof of his car from out of the hedge.

H. B. LIGHT REACHES 1925 IN THE ROVER STORY



A marathon on a mountain wins us the Dewar Trophy

At the Olympia Motor Show held in London in 1924 the Company introduced the 14/45 h.p. model which incorporated more up-to-date features than any other car of that time. The design was considered well ahead of most of the world's most expensive cars and the general opinion was that the Rover Company had now produced its best in its 20 years of motor-car building.



The 14/45 making one of the 50 climbs up Bwlch-y-Groes.

Designed and produced by the late Mr. P. A. Poppe, who joined the Company in January 1924, the 14/45 h.p. broke away from our recognised traditions because, as well as being a sweet-running, medium-sized luxury car, it had a lot of 'pep'. While it was not produced with the idea of rivalling special sports cars, there were few, if any, standard productions of its type which could pass it on the road.

Bristling with engineering and technical novelties the 14/45 h.p. was destined to win for the Company the much coveted Dewar Trophy, awarded by the Royal Automobile Club to commemorate outstanding performances in certified trials observed by the R.A.C.

The Dewar Trophy was presented to the R.A.C. in 1906 by Lord Dewar for this purpose, and in succeeding years several milestones in motoring history were recognised by the award of the Trophy. Among them were the Rolls Royce 15,000 miles trial of the "Silver Ghost" in 1907 and the seven-days non-stop test of the Knight sleeve-valve engine in 1909.

It was in 1925 that the R.A.C. awarded the Trophy to the Rover Company. On September 22, 1925, the 14/45 h.p. saloon model made 50 consecutive ascents of Bwlch-y-Groes, the famous North Wales mountain pass.

Nearly two miles in length, Bwlch-y-Groes (Welsh for "Pass of the Cross") is situated between Dinas Mawddwy and Bala.

The gradient contour was :—

250 ft. 1-in- 7.92	550 ft. 1-in- 7.53	400 ft. 1-in-5.97
300 ft. 1-in- 6.99	1050 ft. 1-in- 7.39	450 ft. 1-in-4.93
650 ft. 1-in- 9.16	400 ft. 1-in-12.30	450 ft. 1-in-5.61
1250 ft. 1-in- 7.61	600 ft. 1-in- 6.02	500 ft. 1-in-6.19
		750 ft. 1-in-6.79

The climb had beaten many makes of car, and in many endurance trials it was included as the chief "tit-bit"—never failing to claim its share of victims.

A roadway cut in the sheer side of the precipitous slopes wound up the side of the mountain, and the climb started with a sharp hairpin bend on a steeply rising gradient which prevented all possibility of taking it with a "rush". Then came a long drag to test any engine and, after about half-a-mile of this, came a sudden uplifting of the gradient to a maximum of steeper than 1-in-5.

Even after this there still remained a further lengthy climb before the summit.

It was up this pass that the 14/45 h.p. Rover made its epic test. Fifty times up and down, a gruelling 12-hour test of engine, gears, transmission and brakes. Not once during the day was top gear engaged, for the descents were made on third speed.

Hall-Mark

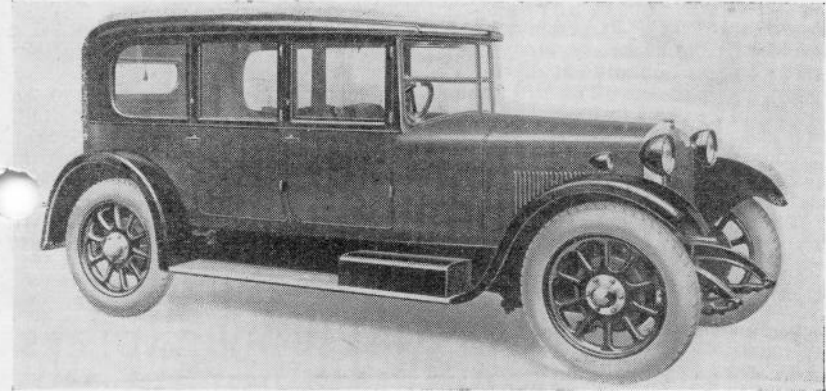
It was a test, never before accomplished, which hall-marked the 14/45 h.p. Rover with an indisputable stamp of merit—indisputable because an official observer of the R.A.C. accompanied the car on every climb and descent.

Throughout the trial rain was continuous and the road was loose and rough but at no time during the trial was there boiling of the cooling water. The total amount of water consumed was slightly less than half-a-pint—and no work or adjustment was done to the car during the trial.

In 1926 the 14/45 h.p. model was available as a Five-seater tourer at £560, and the Coachbuilt Saloon was £760.

When Mr. P. A. Poppe joined the Company in January 1924 our present Chief Designer, Mr. F. R. Seale, accompanied him (from the firm of Messrs. White & Poppe, manufacturers of engines for Dennis vehicles). Mr. Poppe stayed with Rover until about 1929 and he also designed the Two-Litre Rover Six which was introduced in 1927.

Mr. Olaf Poppe, our present Executive Director (Planning), is a son of the late Mr. P. A. Poppe.



The 14/45 Rover, coachbuilt model.

A veteran looks back . . .

For some, the instalments of The Rover Story provide enlightening glimpses into the past: for others, now that the serial has reached the "Twenties" they bring back memories of their own early days with the Company and of their part in its history. Certainly for Mr. A. H. (Harry) Billingham, still a stalwart of the Inspection Department at Tyseley after 40 years with Rover, the episodes dealing with the successes of the Rover 8 revived many memories, for he had the job of building all the engines used for competition work and acted as mechanic during many of the trials in which the little car did so well, particularly hill climbing.

Simms Hill in N. Devon was a real user and on one of the preliminary tests, Les Bennett, a daredevil driver, was standing on the seat as he drove up the hill without a passenger, bouncing up and down to give the wheels more grip. Suddenly the gear lever jumped out of first gear and went into reverse. The car went smartly downhill and Bennett gracefully alighted as it overturned at the bottom.

Of the Scottish six-day trials, Mr. Billingham remembers especially . . . the cold. It was a hard job keeping warm on long runs which were often made in

the bleakest weather. But weather was not the only hazard in those pioneering days, when garages tended to be few and far between north of the border. In Scotland, Mr. Billingham recalls, you could go 60 miles without seeing a petrol pump. Drivers had to be expert in judging their runs, and the spare 2-gallon tin in the boot was considered precious indeed.

Mechanics in the cars had to be prepared to tackle anything at the roadside, and even the cylinder heads were removed and replaced after de-coking.

There were no actual mechanical failures during the trials, but one of the cars, on the way home from Edinburgh, seized a piston and left the connecting rod more than slightly bent. On that occasion Mr. Billingham found a blacksmith's shop, borrowed his twisting irons, and straightened the rod on the spot.

Improvisation and ingenuity—that was often the answer in the early twenties, whether on the road or in the factory where, as Mr. Billingham remembers, a modified crankshaft to give the 8 h.p. engine a longer stroke was fashioned almost overnight. As he put it: "In those days, if something wanted doing—well, you just did it".



General Franco at Linares

This photograph shows General Franco (second from the right) watching the testing of a gearbox during his visit to the factory of Metalurgica de Santa Ana at Linares to see the manufacture of Land-Rovers there.

NOT AS EASY AS IT LOOKS No. 7



Meet the Sister . . .

Most of the jobs we have featured in this series have been concerned with production in some way. This month we look at something different—but again, there's more to it than meets the eye.

You might think that the work in a factory surgery is a pretty routine round of tending cuts and scratches and dosing coughs and colds. Of course, dealing with minor accidents and ailments is the basic function, but if you talk to Sister Gladys Waterman (left), who is in charge of the well-equipped Acocks Green surgery, you soon realise that the job doesn't end there.

Sickness can bring very real problems to a family, and when it does it is often to Sister Waterman, and her colleagues in the other works surgeries, that people first turn for advice. It may be guidance on a family medical matter, or perhaps a simple service like arranging phone calls when a relative is ill. Whatever the problem, her callers are sure of friendly assistance. As Sister Waterman says, medical training is important in her job, but in the works surgery a lot of tact and a real understanding of people are essential, too. She is a mother herself, and her eight years of District Nursing before she joined Rover in 1955 gave her plenty of experience of the human problems of sickness.

Not just cases . . .

From the time anyone joins the factory the surgery is there to help. New starters are seen, and whenever illness or accident occurs, the early treatment given can often prevent loss of work. The surgery also offers whenever possible to take over any treatment which may have been prescribed, again helping to minimise time away from work.

The works surgery, by its nature, is altogether a much more intimate place than a hospital. Sister Waterman summed it up aptly when she said: "They're not just cases here—but people".

QUESTION and ANSWER Corner

- Q. We are expecting our first baby next December and we are having the confinement at home. When should we make our claim?
- A. You should claim for the home confinement grant after the confinement, but not later than three months after it. If your wife has been employed or self-employed, she may be eligible for the Maternity Allowance and she should enquire at your local National Insurance Office between the 14th and 11th week before the baby is expected.

*Send ROVER NEWS your queries on the Sick Benefit Society, National Insurance or Pensions and we will answer them.



King Hassan II of Morocco is pictured by the Rover stand during his tour of the British Pavilion at the official opening of the Morocco International Fair at Casablanca. On the left of King Hassan is the British Ambassador, Sir Charles Duke. On the stand is Mr. P. J. Crawley, Regional Sales Manager.

Whirlwind Rover hit their top score in 215-run win

**AFTER THEIR
SECOND TITLE**

A whirlwind total of 250 for eight declared, scored in 135 minutes, gave Rover (Solihull) League XI their highest score when they visited Lucas (F.R.) at Prospect Lane, Shirley, in a Division III Midland Works and Business Houses League match last month.

Batting first, the Rover batsmen engaged top gear and went into overdrive after losing the first 2 wickets for only 15 runs, when Bob King (34) and Brian Womwell (32) added 65 for the third wicket. This was followed by 117 runs for the fifth wicket, put on by Eric Withey (63) and all-rounder Larry Burnett (57). "Skip" Jones and Fred Hatton each scored 17 not out for the unfinished eighth wicket.

The Lucas batsmen were left with nearly 3 hours to score the runs, but Albert Gregory (5-19) and Larry Burnett (5-15) gave Rover a magnificent 215 run victory.

The Club XI also had a fine win the next day over Birch Coppice Colliery at Lode Lane.

Skipper Rex Robbins surprised the visitors by putting them in to bat on a green wicket, but when the visitors lost their first 5 wickets for 20 runs, his gamble paid off. The remaining batsmen could only take the score to 58. A. Yorke (5-21) and E. Bluck (3-29) did the damage. The visitors' total was then passed for the loss of only 2 wickets.

The League side further strengthened their hopes of winning their second championship in a row, by beating TASCOS at Lode Lane and Constructors at Minworth the following weekend.

Larry Burnett hammered the TASCOS bowlers for a sound 72, which enabled Rover to total 148. Then John King took 7 wickets for 21, and routed the visitors for 79.

At Minworth, Rover added three more points to their total of 27 from 13 games, when they beat Constructors by 94 runs, on a wicket which was a combination of "Lords Ridges and Headingley Dust Bowl".

Brilliant Batting

Brilliant batting by Burnett (37) took the Rover score from 62 for 6 to 138, which included a fine contribution from paceman Albert Gregory (30).

The home team lost their first two wickets for no runs when two brilliant catches sent the batsmen back to the pavilion. This was followed by good bowling and good fielding to close the home team at 44. A. Gregory took 6-17, J. King 2-17, and C. Payne 2-4.

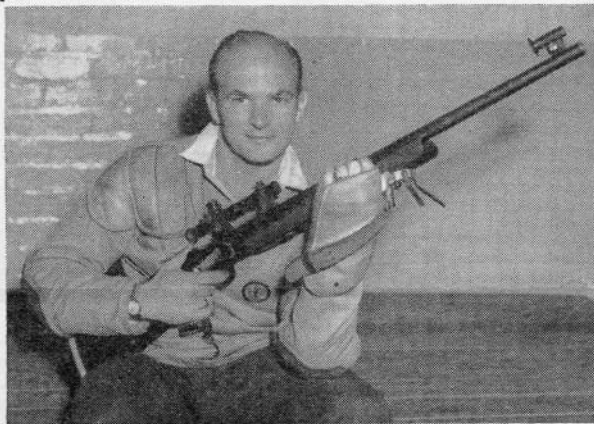
Tyseley team beat Alkamatic on July 22 by 9 wickets. A feature of the game was the fine 56 not out by A. Bannister.

Tyseley lost to B.S.A. Redditch the next day, but put up a good show. B. Evans batted well, and there was also some good bowling from S. Johnson and R. Green.



Members of the Rover (Solihull) League team take the field. Left to right: A. Gregory, C. Studholme, L. Burnett, P. McLaughlin, C. Craven, J. King, R. King, P. Lees, K. Ramplin, E. D. Jones (captain).

In the Spotlight . . . a shooting international



Our sporting personality this month is a man who has literally shot to the top of his sport, for Douglas Whitehouse of the Jig and Tool Drawing Office at Tyseley, can claim international honour among his many distinctions in rifle shooting.

Doug. began shooting seriously about 14 years ago, when he joined the South Birmingham Club, and it was some ten years later that he was chosen to represent Great Britain in the Dewar Trophy competition at Bisley, a contest open to the Commonwealth countries and the Americas. Although Britain finished runners-up, Douglas himself dropped only one point out of a possible 400.

He is no stranger to Bisley, where he has competed regularly, and high scoring is something of a habit, too.

Doug. is a member of the British 400 Club, which is restricted to marksmen who have gone through an open long range competition without dropping a point, and in the last 12 months (though he doesn't reckon to have done much top class shooting recently) his match average has been 99.6.

County Honours

County honours have come his way, too. Doug. has shot for Warwickshire more than 200 times, and took the county title in 1957. The following year he shot in all matches for the County 'A' team, and dropped just one point out of 1,400.

At his new home in Solihull, close by the Rover factory, his sporting interest is reflected by his two match rifles and a couple of old flintlocks (which he confesses he hasn't got around to firing yet!) and about two dozen medals which are among the trophies he has collected during his sporting career.

Doug. is at present a member of Hall Green Rifle Club and he also shoots for the Solihull Borough representative team. He has been with Rover since 1956.

Footnote: Another of Doug's off-duty accomplishments is cartooning, and he drew the one below for ROVER NEWS.



TRYING TO GET A KART RACING CLUB GOING

The growing interest in Karting led to a meeting in Solihull canteen on August 24 to discuss the formation of a Rover Go-Kart Racing Club.

At the meeting it was hoped to have several Karts on show. A successful Kart Club needs mechanics, lap scorers, time-keepers and marshals as well as drivers, and anyone interested in becoming a member of a Rover Go-Kart Racing Club is asked to get in touch with any of the following: Mrs. Sheila Wells (Home Sales Dept., Solihull), Mr. Brian Livesey (Gas Turbine Inspection, Solihull), Mr. Harry Goodyear (Standards Room, Tyseley).

Tennis tournament enjoyed

The tennis section of Acocks Green Sports and Social Club, now over 50 strong, held a "getting to know you" Progressive Tournament on July 9. Everyone enjoyed a pleasant afternoon of good tennis and later a buffet arranged by Mrs. I. Blackwell, Mrs. M. Honeywill and Mrs. E. Wyatt. Winners of the tournament were: Men—Peter Masters (26 games), runner-up John Avery (23 games); Ladies—Edna Wyatt (22 games), runner-up Elizabeth Nichols (18 games).

The section's first friendly match took place at Mirfield Road on July 13, against Brooke Tools, and the result was a draw. Mrs. M. Honeywill and Mr. R. Hackett lost and Mrs. E. Nichols and Mr. J. Avery won. The return match on July 25 resulted in a win for Rover who were three games up when bad light stopped play. The Rover team this time was Mr. and Mrs. Wyatt, Mrs. M. Honeywill and Mr. J. Avery.



Recent Rover Car and Motor Cycle Club occasions are pictured here. Above, Mr. T. Holland, the organiser, presents Mr. E. Wishlade with the Commander Trophy following the club's annual driving tests, while below is a happy shot taken during the club's outing to Beaulieu motor museum which was enjoyed by about 40 members and friends. On the left of the picture are chairman Colin Halls and his wife.

