



NEWCOMER IN SAFARI TEAM

Driver arrangements for the four Rover 3-litre cars competing in the forthcoming East African Safari have now been completed.

Pairings are: Ken James and Mike Hughes; Bill Bengry and Gordon Goby; Johnny Cuff and Mel Brooks; and Per Brockner and Herman Gill.

Messrs. Goby, Brockner and Gill are Kenya farmers who have driven in the Safari on several occasions. Last year they drove 3-litres. Mr. Brooks, a resident of Kenya for many years and now living in Rhodesia, has driven in the Safari many times. He will be making his debut in the Rover team.

The Rover service team, now completed, will comprise Messrs. Ralph Nash (Competitions Liaison Manager), Tony



Mr. H. A. Francis, Managing Director of Rover Australia, who has spent a month at Solihull engaged in general discussions on policy and future development for our flourishing organisation in Australia. He returned home early this month.

RHODESIAN OPENING OF NEW ROVER FACTORY

Indication of the Company's confidence in the future development and expansion of the African market was emphasised on February 15 when Mr. Winston Field, Prime Minister of Southern Rhodesia, was to have officially opened the new £150,000 factory of Rover Rhodesia (Private) Ltd. at Salisbury.

Also at the ceremony was Mr. L. G. T. Farmer, Executive Vice-Chairman of the Rover Company, who is at present on a visit to Africa. After the Salisbury ceremony he was to visit the Rover plant at Port Elizabeth, South Africa, where extensions are in hand. Mr. Farmer is due back at Solihull in mid-March.

The Salisbury factory is self-contained on an area of some five acres. Its assembly capability is between 1,000 and 2,000 Land-Rovers a year and it can also be used for the progressive manufacture of other vehicles.

Initially, the factory is employing 60 to 90 people, mainly Africans under European supervision. A progressive training programme is expected to enable African labour eventually to take over more and more skilled tasks.

Turbine sports car: Talks with Owen Organisation

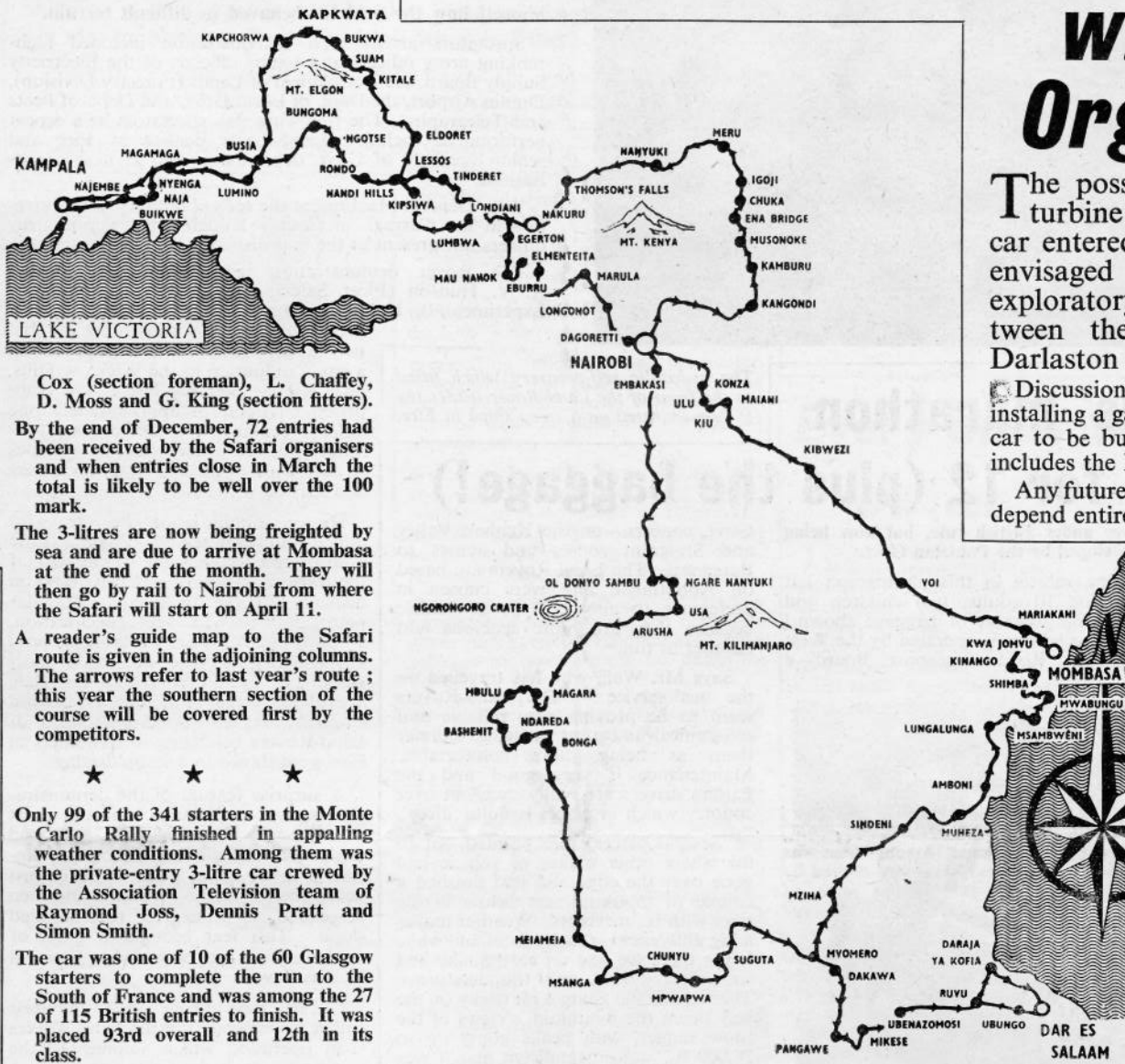
The possibility of seeing a Rover gas turbine engine in a B.R.M. sports car entered in a suitable race meeting is envisaged by the announcement that exploratory talks have taken place between the Rover Company and the Darlaston firm of Rubery Owen and Co.

Discussions revolved round the possibility of installing a gas turbine engine in a prototype sports car to be built by the Owen Organisation, which includes the B.R.M. establishment.

Any future entry in sports car races will, of course, depend entirely upon satisfactory development and trials. Future planning is a Rover Company responsibility.

The Rover T4 prototype gas turbine car was demonstrated at Le Mans last year when it received a tumultuous reception from the race crowd.

(See "Jet 1 Astounds the World—Wins Dewar Trophy" in The Rover Story by H. B. Light in Page Five).



Cox (section foreman), L. Chaffey, D. Moss and G. King (section fitters).

By the end of December, 72 entries had been received by the Safari organisers and when entries close in March the total is likely to be well over the 100 mark.

The 3-litres are now being freighted by sea and are due to arrive at Mombasa at the end of the month. They will then go by rail to Nairobi from where the Safari will start on April 11.

A reader's guide map to the Safari route is given in the adjoining columns. The arrows refer to last year's route; this year the southern section of the course will be covered first by the competitors.



Only 99 of the 341 starters in the Monte Carlo Rally finished in appalling weather conditions. Among them was the private-entry 3-litre car crewed by the Association Television team of Raymond Joss, Dennis Pratt and Simon Smith.

The car was one of 10 of the 60 Glasgow starters to complete the run to the South of France and was among the 27 of 115 British entries to finish. It was placed 93rd overall and 12th in its class.

Mr. Nash, who with Mr. Cox serviced the vehicle during the rally, told ROVER NEWS: "From the weather viewpoint, it was the worst Monte Carlo Rally on record. We negotiated either black ice or packed frozen snow from leaving the boat at Boulogne to within sight of Monte Carlo".

He said that valuable experience had been gained which would be of use for any future Rover entries in the Rally.

The Rover 3-litre in the Rally sustained damage to a front wing, a rear wing and a bumper when it hit a bridge and got stuck on an ice bank.

LORRY DRIVERS BEAT THE ARCTIC WEATHER

Despite the appalling road conditions occasioned by the Arctic weather, Rover lorries succeeded in making return journeys to Cardiff every working day except one with urgent materials and requirements for the Pengam premises.

Roads to South Wales were often particularly bad until local authorities were able to deal with the situation. The "break through" by Transport

Dept. vehicles on the first and worst of many bad days was accomplished by drivers Marsh, Jackson, Bennett and Pearson. Armed with shovels and preceded by a Land-Rover, the personnel of which gave advance warning of conditions and obstructions, the four men safely piloted two loaded 10-ton vehicles to Pengam and back.

A progress report was telephoned to the Transport Manager, Mr. B. H. C. Marks, from Usk and the men's eventual safe arrival was thoughtfully anticipated at Pengam where a well-earned hot meal awaited the drivers.

The car transporter group within the Transport Dept. also maintained dock deliveries during the bad conditions, which made driving extremely hazardous and called for the utmost skill.

Letters of appreciation for the Department's efforts were received by Mr. Marks from Mr. D. N. Steed (General Manager, Pengam) and Mr. W. Winters (Executive Director, Production).

Driver-lectures

A group of Perry Barr car drivers are attending driving lectures and demonstrations at the Birmingham Police Driving School, Duke Street, Gosta Green. The course is free and applications to join may be obtained by writing to: The Chief Constable, P.O. Box 52, Newton Street, Birmingham, 4, marking envelopes "Driving Lectures".



The private-entry 3-litre car corners on the snow-covered road to Monte Carlo. The photograph depicts the sort of weather conditions negotiated by the 99 entries which finished in this year's Rally.



Mr. Roy Skinner, Production Manager of Rover South Africa Manufacturing (Pty) Ltd., who exchanged the heat of a South African summer for a spell in the Arctic temperatures of Solihull recently.

He spent five weeks at the Lode Lane factory studying the technicalities of P5 in view of the Rover policy to continue assembly of the car in South Africa, but at our own assembly plant Port Elizabeth. Extensions to the plant to accommodate car assembly are now in hand.

In addition, Mr. Skinner brought himself up to date technically on Land-Rover knowledge prior to the spring introduction of a much greater local content in Land-Rovers assembled in South Africa.

Our plans for continuation of P5 assembly in our own plant, and for greatly increased manufacture and purchase of South African-made components for Land-Rovers, are in compliance with the wishes of the South African Government and with Rover policy to expand its South African company in this continually developing and flourishing market.

A "Rover man" for the last 9 years, Mr. Skinner went to South Africa as overseas operations liaison engineer two years ago to assist in starting the Land-Rover assembly plant at Port Elizabeth. He returned to South Africa from Solihull earlier this month.

Irish Army chiefs impressed by a tough test



So impressed was Major-General Sean Collins-Powell, Adjutant-General of the Irish Army, by the performance of Land-Rovers at a full-scale demonstration held in Eire that a repeat display was requested to enable General Sean MacEoin, Chief of Staff, to see for himself how the vehicles behaved in difficult terrain.

Spectators at the first demonstration included high-ranking army officers and senior officials of the Electricity Supply Board, the Department of Lands (Forestry Division), Dublin Airport, the Dept. of Local Govt. and Dept. of Posts and Telegraphs. The following day spectators at a repeat performance included Land-Rover dealers in Eire and senior members of Govt. departments and civilian organisations.

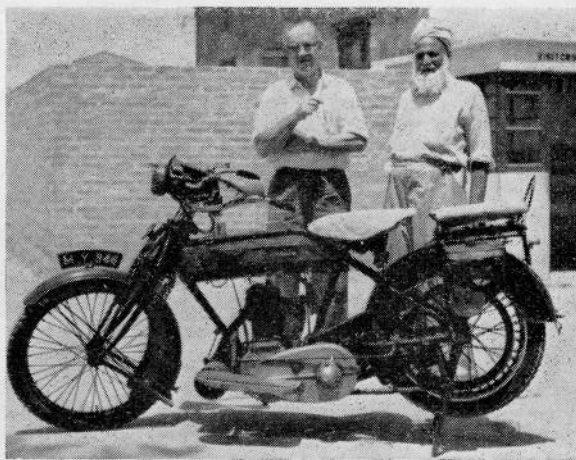
With General MacEoin at the second military demonstration at the Curragh in County Kildare were senior army officers not present at the first display.

The Rover demonstration team comprised Messrs. R. V. Hudson (Fleet Sales), K. G. Twist (Land-Rover Experimental), H. A. Lenton and N. J. Poole (Special Projects). Location chosen for the first two demonstrations was on the side of a small mountain in the Wicklow Hills, near Kilmacanogue. The course comprised a circuit of approximately one mile, ascending and descending prolonged and very steep mountain slopes strewn with large and small boulders and scarred with ruts.

Heavy rainfall made the site extra difficult and this served to demonstrate even more effectively the capabilities of the various types of Land-Rovers on display. These included a Regular petrol built to War Dept. specification, a Long petrol Air Portable/General Purpose British Army vehicle, a short wheelbase Land-Rover/Dixon-Bate articulated trailer unit and a Forward Control vehicle. Special versions of Land-Rovers belonging to customers in Eire were shown in a static display.

A surprise feature of the demonstration was the appearance of the short wheelbase W.D. vehicle for a second time. Having climbed the mountain-side, it drove along a narrow ledge just below the top of the mountain and then descended a 45-degree rock-studded slope. This feat brought a burst of applause from spectators led by General Collins-Powell.

Guests then drove over the test course as passengers in the Land-Rovers—an operation which emphasised the extremely tough conditions over which the vehicles were demonstrating. This was followed by a spectacular Land-Rover self-wincing operation up a formidable slope and then visitors proceeded to inspect vehicles in the static park.



Land-Rover 'bus' marathon

Remember the story which appeared in a mid-1962 issue of ROVER NEWS about the inauguration of a Land-Rover bus service over mountain routes in North West Pakistan? The picture seen below was taken during a visit to the area by Mr. Tom Wall (Factory Representative, Far East) and shows a Regular diesel Land-Rover "bus" being loaded for a journey from Oghi to Batagram, in tribal territory never taken

for 12 (plus the baggage!)

over under British rule, but now being developed by the Pakistan Govt.

The vehicle in this photograph left carrying 10 adults, two children and twice the amount of baggage shown! The bus service is operated by the West Pakistan Road Transport Board—a

The hydraulic self-recovery winch fitted to the front of the Land-Rover trailer tug is demonstrated on a steep slope in Eire.

Govt. concern—on the Kaghan Valley and Shogram routes and across to Batagram. The Land-Rovers are based on Abbottabad and were chosen in preference to another type of vehicle because they are more spacious and cheaper to run.

Says Mr. Wall, who has travelled on the bus service: "The Land-Rovers seem to be proving very reliable and economical and most passengers prefer them as being more comfortable. Maintenance is very good and the Pathan drivers are really excellent over country which in places is quite 'dicey'.

"Several places were pointed out to me where other makes of vehicle had gone over the edge and had finished a couple of thousand feet below in the river with no survivors. Weather makes a big difference on such routes and while I was there we had an earthquake and some heavy rain and thunderstorms. These made the going a bit tricky on the way down the mountain. Views of the snow ranges, with peaks going up to 28,000 ft., were magnificent and it was nice to be cool after the heat of the plains".

In the photograph below right, Mr. Wall is seen with the 1915 Rover 3½ h.p. motor cycle which has been mentioned previously in ROVER NEWS. The machine was bought at an Army disposal sale in the early 1920's by Mr. Mian Ali Mohamad, a maintenance engineer at Murree Brewery, Rawalpindi. It starts easily, still runs well and is in daily use by its owner who is aged about 70. Last year, the Company provided free a new belt for the machine, which has been fitted with a belt guard by the owner to prevent his wife's sari from being caught up!



ROVER 'REP' FOUND NORWAY COLDER

An initial tour of Scandinavia has recently been completed by Mr. G. C. Ridout, the newly-appointed Company representative for this highly important sales area. Before Christmas, he spent three days in Denmark, three days in Finland and 14 days in Sweden visiting dealers.

In Sweden he travelled about 2,000 miles by 3-litre car over ice-covered roads. Special tyres enabled him to clock 50 to 60 m.p.h. even under these difficult travelling conditions.

More recently he covered more than 1,250 miles by 3-litre, plane and boat

After visiting the dealer near the Arctic Circle, Mr. Ridout flew south to Alesund and then continued to Bergen by boat. He eventually returned to Oslo via Haugesund, Stavanger and Kristiansund.

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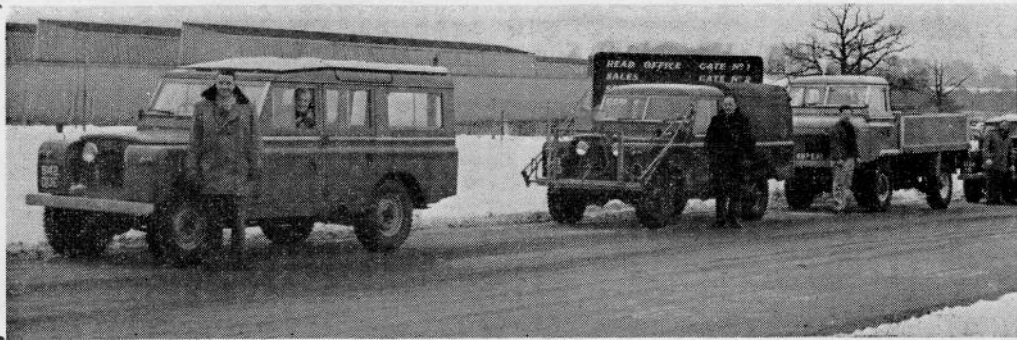
Another 50 Land-Rovers—35 Regulars and 15 short wheelbase station wagons—have been ordered for the Jordan Arab Army and 100 Long petrol Land-Rovers, specially painted for the Ministry of Defence, have been ordered for the Federation of Malaya—a country already using large numbers of Land-Rovers.

SALES DEPT. NEWS BRIEFS

during an 18-day dealer tour of Norway. During this trip he found a spot even colder than Solihull last month. In a visit to a Rover dealer who operates within 100 miles of the Arctic Circle, Mr. Ridout experienced a temperature of minus 27°C.!

From Oslo Mr. Ridout did a 250-mile car trip via Elverun (one of the coldest spots in Norway at minus 23°C.), Hamar, Gyovik and Honefoss back to Oslo. He then went north to Trondheim where he arrived a day after the heaviest snowfall for many years. Between three and four feet of snow had fallen, yet the roads had been cleared.

The Land-Rover Caravan Sales team before setting out from Solihull on its recently-completed demonstration tour of England and Wales. Since January 3 the team, comprising Publicity and Sales personnel, has carried out a series of demonstrations to invited spectators connected with agriculture in north, south, west and east England and south and north Wales. Conditions created by the hard weather gave added emphasis to the rugged characteristics of the vehicles displayed.



The re is in own ha

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SAFETY

By W. G. Safety Officer,

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Personal

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These precaution because, as medical the skin has become to be a nuisance ov troublesome period.

So take care of yo tools which cannot stores.

Newly-created Programme Control

Dept. functioning

A Programme Control Department set up under Mr. R. D. Harington (Programme Controller) is now functioning at Solihull. A principal function of the department, which is answerable to Mr. A. B. Smith (Director and General Manager), is the co-ordination and assumption of responsibility for work carried out by Order Processing, Shipping, Car Despatch and Invoice Departments of Sales Division and also by Schedule Dept. and Line Schedule Office.

Potential benefits from the new department are considerable, especially following the installation of an electronic computer at Solihull in the near future. Programme Control will eventually be located in one area to facilitate co-ordination of the different activities and to enable mechanised or electronic procedures to be introduced where worthwhile results are expected.

Particular functions of the department include :—

- assisting Sales in forecasting future demand ;
- preparing and issuing production programmes and schedules, including Line schedules, best calculated to balance Sales demand and Production requirements ;
- receiving orders from Sales and analysing them in detail at the earliest possible stage to assist in forecasting material and production requirements, having particular regard to extras, special fittings, materials and trim ;
- slotting orders into the appropriate programmes and issuing the necessary paperwork to enable Production to build vehicles to meet orders by dates required ;
- taking steps as necessary to progress orders from time of receipt to despatch from factory ;
- keeping finished vehicle stocks to a minimum by ensuring that vehicles are cleared from the factory as soon as possible after they are ready for despatch ; and
- doing everything possible to keep delays to a minimum and ensuring that orders are met on agreed dates.

Managers now responsible to Mr. Harington (formerly Executive Assistant to the Managing Director), are Messrs. N. F. Wright (Schedule Office), G. H. Tredgold (Order Processing, Invoicing) and J. E. Bealand (Shipping, Car Despatch).



Mr. Harington

BOUND FOR THE PANTO



Eagerly anticipating an enjoyable afternoon out are these Solihull employees' children who went to see the pantomime, "Mother Goose" at the Alexandra Theatre, Birmingham, on January 26. Eight special buses took a proportion of the 1,180 youngsters who went on the outing—the remainder travelled under arrangements made by their parents.

SPEED WARNING

Concern at speeding on the Solihull factory roads was expressed by representatives at the last meeting of Solihull J.P.C.A. Blame was levelled at some drivers of both private cars and of vehicles recently off the assembly lines and speakers stressed that the speed limit in the factory is 15 m.p.h.

So be warned, you culprits — 15 m.p.h. is the permitted speed !



John Bradney (left), Audrey Taylor and Chris Creatorex in a scene round the whisky bottle !

DRAMA GROUP CREATES AN ATMOSPHERE OF SUSPENSE

From farce to drama is quite a jump for a fledgling drama group. But the Rover Theatre Club achieved a successful leap when it followed up November's production of "On Monday Next" with "Night Was Our Friend", presented on three evenings on the Tyseley stage last month.

The club was certainly ambitious and abounding in confidence in its choice of dramatic offering. "Night Was Our Friend" is a drama by Michael Pertwee, which must grip its audience to be a success. The Rover cast succeeded admirably in creating, and holding, an atmosphere of suspense. Effects—particularly lighting—were vital to a production which had to be spell-binding and on the whole, these were very good.

Great credit is due to Audrey Taylor (Main Buying), John Wallbank (O/M) and John Bradney (Cashiers) for convincing portrayals of central characters. Chris Creatorex (Stock Audit), Anne Parkes, Liz Osborne and Alec Finney (Turbine Buying) also gave creditable performances which knit the play into a very satisfying production.

Not to be forgotten is producer John Sharpe (Land-Rover Test), who had every reason to be satisfied with the three nights' work. Others vitally concerned were John Spencer (scenery), Ellen Spencer (props), Joyce Crutcher (prompter), Jeff Baker, Jeremy Macleod, Pat Cole (stage management assistants), Les Coombes, Chris Scott, Rita Ellis and Mrs. J. Sharpe.

With three productions now behind them, and their confidence proportionately increased, the Rover players should end the season in fine style in April when they offer us "The White Sheep of the Family", a riotous comedy by L. du Garde Peach and Ian Hay. Here's looking forward to it.—D.W.

GOLD WATCH PRESENTATION AT EMPLOYEE'S HOME

A director called at the home of an employee on January 29 to present him with a gold watch marking the man's 25 years' service with the Company.

The recipient was Mr. W. G. (Bill) Ogston, a senior production foreman

based at Acocks Green, who has been ill intermittently over a long period. A few days before Mr. A. J. Worster called at his home at 35 Scott Road, Olton, to present him with the watch, Mr. Ogston had been discharged from Solihull Hospital.

During and after the war Mr. Ogston was assistant foreman and later foreman with a women's section doing tropical packing at Acocks Green and latterly he has been employed as an assembly foreman.



Mr. Worster gives Mr. Ogston (right) his gold watch. In the centre are Mrs. Ogston and Mr. R. R. Hillen (Labour Relations and Welfare Manager).

Every diner was a Land-Rover owner . . .

"I have bought an extraordinary car—it will almost climb trees" . . . This was Mrs. Joy Adamson's introduction to the first Land-Rover bought by her husband in the early 1950's. Mrs. Adamson, world-famous for her books on Elsa the lioness, told of this remark when speaking at the annual dinner of the Association of Land-Rovers in London on January 4.

The Association numbers among its members some of the most interesting of Land-Rover owners, many of whom were present at the dinner. They included film-makers Armand Denis, Ralph Izzard and Tom Stobart, authors Vincent Cronin and Tim Slessor, climber and moviemaker Stanley Jeeves, woman expeditionist Mary Burkett, and Josephine Scarr, who has climbed to 22,000 ft. in the Himalayas.

Mr. L. G. T. Farmer, Executive Vice-Chairman of the Rover Company, remarked that although H-bombs got most of the headlines, the work of members of the Association throughout the world probably made a far greater, and more positive, contribution to world understanding and peace.

The President of the Association, Col. Laurens Van der Post, was indisposed and unfortunately unable to be present at the gathering.

300 at parties

More than 300 Tyseley Group employees' children were entertained at parties held in the Works Canteen, Acocks Green, on January 19 and 26.

Entertainment began with a film show of colour cartoons. A conjurer kept the children interested after tea pending the arrival of Father Christmas who distributed presents to the youngsters.



Private zoo at Acocks Green party

Children attending the Acocks Green Christmas party on January 5 enjoyed a special novelty . . . a private, miniature zoo ! In a room adjoining the canteen for the youngsters to see were a Shetland pony, wallabies, tree bears, coloured rabbits, guinea pigs and birds.

Some 108 children aged between 5 and 8 enjoyed the party held in the canteen. On stage for the afternoon's entertainment were a troupe of performing dogs, two circus clowns and a lady ventriloquist. Then Father Christmas arrived by fire tender with a present for everyone. Pictured above are some youngsters making friends with the Shetland pony while, left, others make friends with their tummies !

About 139 older children of Acocks Green employees went by coach to see the pantomime, "Mother Goose", at the Alexandra Theatre, Birmingham.



Photographers' dinner and film show

Nearly 50 people enjoyed an excellent meal in the Senior Staff Dining Room on January 11 on the occasion of the annual dinner of Rover Photographic Society. After the meal the assembled company adjourned to the Guest Room for a film show of two cartoons and a travelogue entitled "Voyage of the Southern Cross".

Though the bitterly cold, icy weather marred attendance at the dance which followed later, those present thoroughly enjoyed themselves until midnight when Master of Ceremonies Mr. Frank Teague declared the evening ended.

The Society has now forged a link with Messrs. Girling, Serck and Wilmot Breedon in an effort to widen the scope of its activities. The initial meeting of the four societies was held at Wilmot Breedon's on February 6 and took the form of a competition and exhibition between members of the four groups.

So successful were last year's coach trips that others are to be organised for the forthcoming season. These are not planned primarily for photographers, but as family excursions at reasonable cost. First trip will be in May to Kew Gardens and central London. Details will be announced later.

Toys for spastics

Once again the spastic children of the Wilson Stuart School, Perry Common, were the recipients of a most wonderful collection of gifts and toys (pictured right) collected for Christmas by the girls of the Land-Rover Trim Shop, Solihull. The girls are to be congratulated on their generosity and kindness.



ROVING REPORTS

Rhythm group rocks its way to local fame

Rocking its way to local fame is the musical rhythm group named The Renegades, managed by Mr. Ted Brown (Gauge Inspection, Perry Barr). The group, comprising four boys aged 16 and 17, won a competition held in Solihull on January 5 and has been booked to play in the Rover Ballroom tonight.

Nine local bands competed in the 12-hour non-stop rock 'n roll, twist and jive contest at Solihull district youth headquarters. Each group played for an hour until the winning band was chosen by a special panel of young judges.

Mr. Brown's winning group received a cash prize and the chance to play at several dances at the youth headquarters during the year.

Holiday fortnight

The Rover works will be closed from July 12 to 29 for manual workers' annual holidays. Whit-Monday and August Monday will be normal working days and two days' holiday in lieu will be taken on September 23 and 24.

Buying and selling: British 'neglect'

Britain was falling behind its competitors in education and training for buying and selling, said Mr. L. G. T. Farmer, President of the Society of Motor Manufacturers and Traders, and Executive Vice-Chairman of the Rover Company, at a Specialist Industrial Section meeting for the Motor Industry held by the Purchasing Officers' Association in Birmingham. British industry, he said, had neglected to teach itself the right approach.

Mr. Farmer said conditions in the motor industry were now more competitive than ever before. "From the published results of the great motor firms one sees the small margins on which we work, and the small returns we get for the vast capital expenditure we have to employ," he said.

He said he had great confidence in the future of the motor industry. The three things paramount to its success were making it more competitive, learning more about salesmanship and tackling the problems of labour relations.

Mr. S. A. Fellows, M.P.O.A. (Rover Sub-Contracts Manager) spoke of the enormous importance to the industry of sub-contractors. He said that a prime consideration was the quality control of components supplied by outside firms and the continuous invigilation of delivery.

The motor industry was never quiescent with the sub-contractor, said Mr. Fellows. Although it selected firms which could deliver parts at the right cost, of the right quality and at the right time, buyers must always be on the watch for firms outside the selected group for adding to the list of reliable sub-contractors.

Rover delegates to the meeting were Messrs. George Buttery (Vehicle Purchase), H. F. Wale (Chief Buyer, Acocks Green), and J. K. Parker-Garner (Gas Turbine Buying).



Some of the youngsters who saw the pantomime as a result of Rover employees' generosity.

Employees treat children to panto

More than £33 collected from Land-Rover Receiving Deck and Transport Dept. employees at Solihull was used to take 100 children from the Father Hudson Home, Coleshill, to see the pantomime in Solihull on January 10. Organiser of the money-raising effort was Mr. Bert Sheldon (Transport) assisted by Mrs. Dorothy Wise (Transport Office) and two other employees.

Mr. B. Llewelyn (Publicity Dept., Solihull) would like to hear from readers who own, or know the whereabouts of, old Rover cars, motor cycles and pedal cycles.

Productivity Year: A plea for suggestions

An appeal for suggestions to further the aims of National Productivity Year, which began last November, was made by Mr. W. J. Robinson, chairman, at the last meeting of Solihull J.P.C.A.

He urged that the fullest use be made by individual employees of the Company Suggestion Scheme for advancing particular ideas, and said that J.P.C.A. itself would welcome general suggestions from workers' representatives for increasing productivity.

Police collected £31 for orphans

The Works Police in the Tyseley Group collected £31, 1s. 1d. for the Firemen's Orphans Christmas Appeal. A letter of appreciation has been received from the Station Officer, Acocks Green Fire Brigade.

In 1959 Mr. M. Marnell, Chief Security Officer, Tyseley Group, was presented with a framed certificate in appreciation of his assistance to the Fire Services National Benevolent Fund.

STORES DEPARTURE

Seventy-five-year-old Mr. George C. Wood retired on January 11 after 14 years with the Company. He worked in Obsolete Stores at Lode Lane for several years before being transferred to 59 Stores (Section 2) under Mr. Frank Webb. His son, George, is employed on P.5.

Another 59 Stores (Section 2) employee, Mr. George Boardman, has retired on account of ill-health. He is 70 and has been with Rover for 9 years, during which time he has worked in Land-Rover Stores.

Progress clerk's music post

Mr. Edmund Hopkins, L.R.A.M. (Progress Clerk, Ryland Road) left the Company after five years' service on January 5 to take up a post as music teacher at Kingswood, Bristol. He was for six years with the Birmingham Symphony Orchestra before joining Rover.

Another departure from Ryland Rd. on January 5 was that of Mr. Charles Dowdswell, who had worked in the polishing section for seven years.

Back to Canada

Alistair Commins, a 20-year-old Canadian trainee sponsored by Rover North America, has returned home after two years at Solihull. During his stay he gained a thorough practical experience—mainly on Land-Rovers but also on cars—and took a short course in the Gas Turbine Service School and Production Shop. He received an award for being the best overseas student attending a Birmingham technical college during the 1961-62 season.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

Mr. L. Morgan (Chief Booking Clerk, Tyseley) presents bed linen and blankets to Miss Valerie Marshall before her marriage to Mr. Ron Ashmore.

BULLER—To Mr. and Mrs. Hugh Buller, a son (Mark Anthony) on December 1. Mr. Buller is a draughtsman in the Land-Rover Drawing Office and his wife was formerly a secretary in Engineering Dept.

COLE—To Mr. and Mrs. N. Cole, twin daughters (Sandra and Dawn) on January 7. Mr. Cole works on Group 450, Percy Road.

COX—To Mr. and Mrs. C. T. Cox, a son (Paul) on January 6. Mr. Cox is foreman of the Competitions Section, Engineering Dept.

DALTON—To Mr. and Mrs. Dalton, a son (Christopher) on December 20. Mr. Dalton works in the Hardtop Roof Dept., Coventry.

DAVIES—To Mr. and Mrs. J. Davies, a son (Steven John) on December 26. Mr. Davies is a draughtsman in Land-Rover Drawing Office, Solihull.

HOWES—To Mr. and Mrs. J. Howes, a son on January 10. Mr. Howes works in the Welding Shop at Tyseley.

NEVILLE—To Mr. and Mrs. Peter Neville, a daughter (Alison Louise) on January 22. Mr. Neville works in M.C.D., Solihull.

SHELDON—To Mr. and Mrs. Bert Sheldon, a daughter (Julie Ann) on December 29. Mr. Sheldon works for Transport Dept.

STEEL—To Mr. and Mrs. R. G. Steel, a son (Paul Roy) on January 2. Mr. Steel works on Land-Rover Final Line and Mrs. Steel was formerly in Purchase Dept., Acocks Green.

MARRIAGES

We offer our congratulations and best wishes to . . .

O'CONNELL-WILLIAMS—On January 5 at St. David's Cathedral, Cardiff, Mr. D. O'Connell to Miss Margaret J. Williams (Administration, Parts Office, Pengeam).

SILVER WEDDING

We offer our congratulations and best wishes to . . .

RICHINGS—Mr. and Mrs. F. C. Richings celebrated their silver wedding anniversary on December 26. Mr. Richings works on Gear Box Assembly, Percy Road.

DEATHS

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

ANNING—Mr. Harry Anning died on January 12, aged 55. Mr. Anning was employed as a toolsetter at Tyseley and had been with the Company for 40 years.

CANNAN—Mrs. M. E. Cannan died on January 24, aged 42. Mrs. Cannan was employed on Inspection at Percy Road, and had been with the Company for 26 years.

CHATHAM—Mr. D. A. Chatham died on January 17, aged 55. Mr. Chatham was employed in the Toolroom for 26 years.

CRESSWELL—Mr. Charles Cresswell died on December 28, aged 63. Mr. Cresswell was employed in the Paint Shop and had been with the Company for 17 years.

GALLET—Mr. B. Gallet died on December 23, aged 80. Mr. Gallet joined the Company in 1942 and was employed in Maintenance Dept., Acocks Green, until his retirement in 1956.

HALVERSON—Mr. J. A. Halverson died on January 9, aged 62. Mr. Halverson was a progress clerk, Service Dept., and had been with the Company since 1958.

JAMIESON—Mr. R. Jamieson died on January 22, aged 47. Mr. Jamieson was an arc-welder and had been with the Company for 13 years.

MALINS—Mr. Ernest David Malins died on January 21, aged 60. Mr. Malins was employed at Springfield Works as a skilled inspector, and had been with the Company for 8 years.

NEALE—Mr. A. J. Neale died on January 15, aged 48. Mr. Neale was employed in the Toolroom at Acocks Green and had been with the Company since 1960.

OLNEY—Mr. Frank Olney died on January 16, aged 61. Mr. Olney was employed on Inspection at Tyseley for 13 years.

RUDGE—Mr. S. E. Rudge died on January 18, aged 65. Mr. Rudge was employed as a labourer at Solihull, and had been with the Company since 1952.

WALTERS—Mr. George Walters died on February 1, aged 51. Mr. Walters was employed in Service Inspection Dept., and had been with the Company for 5 years.



JET 1 astounds the world... wins

The Rover Story
by
H. B. LIGHT

After the Company's experience during the war when its technicians became acquainted with Air Commodore Whittle and his small band of pioneers who were developing the "Whittle jet engine" for use in aircraft, it was felt that the pool of highly specialised knowledge gained during the work on gas turbine was too valuable to remain stagnant. (ROVER NEWS June 1962).

When civilian activities were resumed at Solihull, a development programme on small gas turbines came into operation with the object of trying to find practicable methods of using them for car propulsion and various other applications.

Under the leadership of Mr. Maurice C. Wilks, the Company's Chief Engineer, 18 men (six draughtsmen and 12 test engineers) worked secretly in a separate building measuring 120 ft. by 100 ft. at Solihull. They were directly engaged on a programme of patient work of trial and error and nearly every day conferences took place behind closed doors between executives and leaders of the research work to discuss new developments. The project was very "hush-hush".

It has always been Rover policy to prove a new development before making an announcement, but at the British Industries Fair early in May, 1948, the Centrax gas turbine was introduced to the public and the Rover Company felt justified in "letting the cat out of the bag" about its own achievements in the gas turbine field. The news certainly caused a big stir in the motoring world, and the Press at home and overseas published great stories about the Rover Company's work on the small car engine.

Work on the project steadily developed following the announcement of Rover's interest in gas turbine for car propulsion. The Company had no illusions and at no time did it think it would be able to make a satisfactory car gas turbine engine within a short time. The Rover Company, however, was one of the few car manufacturing firms in the medium quantity production class with the very valuable "know-how" on gas turbine engines and it was felt desirable to continue this work.

Problem after problem was solved and eventually a basically standard Rover saloon with the roof removed was fitted with a 250 b.h.p. gas turbine in place of the rear seats. This car bore the appropriate registration number JET.1.

Under the observation of the Engineering and Technical Department of the Royal Automobile Club, the Company submitted the World's First Gas Turbine Propelled Car for test. This took place on Wednesday, March 8, 1950, and



The R.A.C. report on the gas-turbine car issued subsequent to the test on March 8, 1950.

needless to say it created a worldwide sensation.

The test was held on the Motor Industry Research Association proving ground circuit near Nuneaton, Warwickshire, and it was the intention to show the progress achieved by the Rover Company in the application of the gas turbine as a power plant for road vehicles.

The power plant mounted immediately ahead of the rear axle consisted of a

Dewar Trophy

centrifugal compressor, dual combustion chambers, single-stage compressor turbine, and an independent power turbine. The latter was positively coupled through gearing, incorporating a reverse gear, to drive a conventional rear axle. The fuel used was kerosene.

Push-button starting by the normal car-type electric starter on the instrument panel was used and the time taken to start the power unit and to run up to idling speed was 13.2 seconds. The car moved forward in a further 3.4 seconds. In a test of acceleration from standstill, the car smoothly attained 60 m.p.h. in 14 seconds.

No attempt was made to attain maximum speed but during the test a speed exceeding 85 m.p.h. was readily attained. At this speed the compressor-turbine revolution counter indicated an astonishing figure of 35,000 r.p.m.—astonishing, that is to say, to those who had been accustomed to the much lower r.p.m. of the piston engine. Nevertheless, this was not the full power condition of the engine which, at its design point, rotated at 40,000 r.p.m.

As will be seen in the photographs, the general design of the car was on conventional lines and its external appearance normal. Control was simple from standstill to maximum speed, and was solely by means of the accelerator pedal, the only other driving control being the brake pedal. A lever operated the reverse gear.



Mr. Ransom Harrison (left), Chairman of the Rover Company, receiving the Dewar Challenge Trophy for the gas-turbine car achievement from Mr. Wilfred Andrews, the R.A.C. chairman.

In some respects, the Rover turbo-car could be considered the greatest achievement of all, for it represented a challenge to the strongly entrenched piston engine.

The Dewar trophy award to the Rover Company in 1951 was the first award of the trophy for 22 years. It was last awarded in 1929 to Miss Violet Cordery for a 30,000-mile run on Invicta chassis at Brooklands. This award to the Company was the second in its history—the previous one being in 1925 when a 14/45 h.p. saloon model made 50 consecutive ascents of Bwlch-y-Groes pass, North Wales. (ROVER NEWS August 1961).

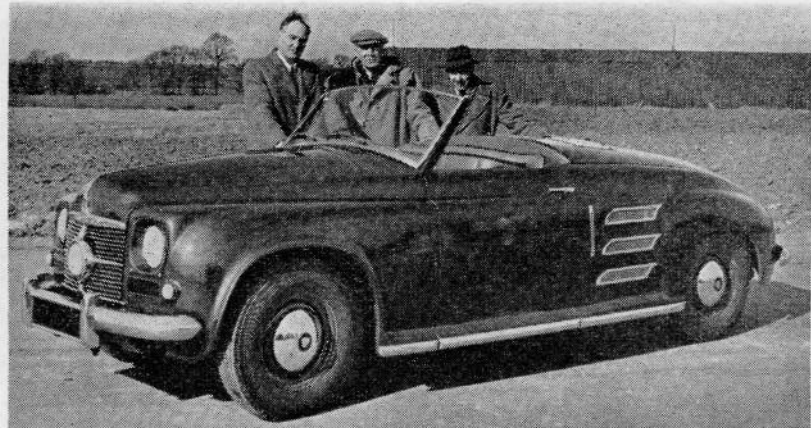
These were great days in the history of the Company, and in the few years since the war it had firmly established production at the new Solihull factory. It had produced P3 '75', the P4 new styled cars, the now famous Land-Rover and had gained for Britain an outstanding honour with the introduction of the world's first gas-turbine car, development of which had been going on all the time.

All these achievements represented outstanding examples of private enterprise and skill which reflected great credit on the British motor industry.

JET 1, the world's first gas-turbine propelled car, is now in the Imperial Science Museum in Kensington.



The intense employee interest in the gas-turbine car is evident from this crowd scene round the vehicle at Solihull works.



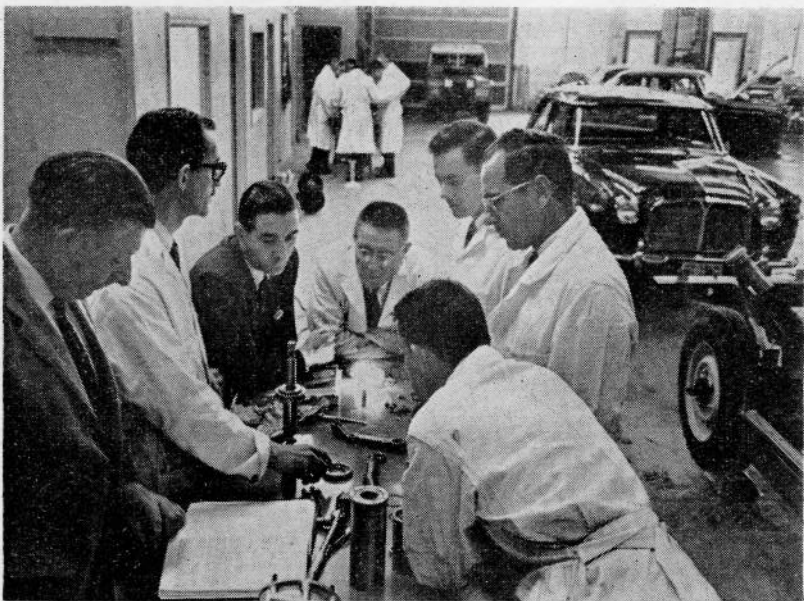
The Rover turbo-car during tests in March, 1950. Behind the car stand Mr. Spencer B. Wilks, Managing Director (centre), Mr. Maurice Wilks, Chief Experimental Engineer (left) and Mr. F. R. Bell, New Zealand turbine specialist.

American service courses

As part of a long-term programme to improve still further the service offered to Rover customers in the United States and Canada, a series of intensive training courses for field service representatives were held at the Rover Motor Company of North America Ltd. new car preparation centre in Newark, New Jersey.

Field service representatives attended the courses from the United States and Canada. Another course followed for the new centre's car preparation staff. This covered routine maintenance, specialised equipment installation and preparation of cars and Land-Rovers for delivery to dealers.

The courses for field service representatives included factory-recommended service procedures. Classroom instruction with film slides and charts was linked with practical instruction involving the stripping down and re-assembly of components. Mr. John Collins (Service Engineer) went to the United States from Solihull to advise on the courses.



John Collins listens as service engineer Jim Joss instructs on 3-litre power steering during the service courses held in the United States recently. Left to right: Messrs. Dick Green, Jim Joss, John Collins, Jack Thurston, Ken King, Charles Burkhardt and Gary Castle. In the rear is another group stripping a component.

GOING TO A WEDDING ...

● "Dressed" for a wedding — an Indian wedding. The 3-litre was supplied last year to Mr. K. J. Hume, who is on a tour of duty with the Central Mechanical Engineering Research Institute in Durgapur, West Bengal. A servant girl stands beside the decorated car.



Judo club members gain belts

Ten members of Rover Judo Club participated in the British Judo Association gradings at Solihull Youth Centre, Tudor Grange Park, on January 18. It was the first attempt by most of the members to obtain promotion and the results were very encouraging.

The club's instructor, Mr. Bob Walsh, headed the list of successes by gaining his second KYU (blue belt). Afterwards, he expressed his pleasure at the good results by members.

Promotions of non-graded judoka were as follows: J. Llewellyn—4th KYU (orange belt); J. Cash, P. George, J. Lloyd and H. Sheldon—5th KYU (yellow belt); R. Horton, J. Phillips and C. Stimpson—6th KYU (white belt); C. Little—4th KYU (promoted from 5th KYU).

It is hoped that this initial grading success and the proposed purchase of a new judo mat through the Social Club will attract more members to this sport. Any Rover employee interested in judo should go along to the Main Canteen, Solihull, on Mondays at 7.30 p.m. Alternatively, information can be obtained from the club secretary, J. Cash (Internal phone, Solihull 650).

Rover golfers gather to hand out trophies



Award-winning golfers after receiving their prizes from Mr. Dixon. Left to right: back row, Messrs. W. Jasper, Acocks Green (runner-up, Farmer Rose Bowl and short handicap prize), F. Fisk, Acocks Green (Acocks Green Trophy and Champion's Shield), G. Hexter, Solihull (captain), R. Pearson, Solihull (Farmer

Rose Bowl and bogey competition), A. Shrimpton, Solihull (Penfold Trophy), W. Messenger, Springfield (Captain's Prize), R. Dixon. Front row, B. Longstaffe, Solihull (Tyseley Trophy), S. Sharp, Solihull (Committee Cup), and N. Woolley, Solihull (Wagstaffe Trophy).

Rover Golf Society held its annual dinner and prize presentation at the Barley Mow Hotel, Solihull, on January 18 when 45 members enjoyed an excellent evening of food and entertainment.

Mr. R. Dixon, Social Club General Secretary, told those present of the regret of the Society President, Mr. L. G. T. Farmer, at being unable to attend the gathering. He spoke of the Society's success and wished its players well for the future.

Replying, Mr. G. Hexter (chairman and captain) thanked Mr. Dixon for all his help and encouragement and the Social Club for its assistance.

A Toast

The toast to "The Guests" was proposed by Mr. R. Butterson, who welcomed Messrs. T. Andrews (Dunlop Rim and Wheel, Coventry), E. Wagstaffe, J. Gilbert and P. Foley, the last three named being past members of the Society. Mr. Foley replied for the visitors.

Presentation of prizes by Mr. Dixon was followed by entertainment.

4,000 now in the Insurance Scheme

Membership of the Management-sponsored Group Personal Accident Insurance Scheme now stands at approximately 4,000.

At the last meeting of Solihull J.P.C.A., Workers' Representatives issued a statement expressing employees' appreciation to the Management for the Scheme.

"In particular, we express employees' thanks for the prompt payment of weekly benefits, which are proving a great help to those unfortunate enough to be involved in accidents", the statement added.

New appointment



In line with the plans of the Rover Motor Company of North America Ltd. to expand its overseas delivery programme, the company has appointed Mr. Patrick Savage its Overseas Sales Manager. Mr. Savage, a native of England, joined Rover Motor in 1958. He is the eldest son of the late Sir Geoffrey Savage, former Works Director of the Rover Company, and a brother of Mr. Stephen Savage (Product Investigation, Technical Service, Solihull).

Diesels in Russian cars: order signed

Signing of the contract for the supply of 1,488 Rover 2½-litre diesel engines for fitting into Russian-manufactured Volga cars was announced by the Company on the eve of the Brussels Motor Show. The order was first reported in ROVER NEWS last year.

The engines were ordered by Sobimpex, a subsidiary company of the Beherman Demoen group, our Belgian distributors, and installation will take place in Brussels. The Russian cars, a proportion of which are to be used as taxis, are intended for use in Belgium and central Europe.

Representing a value of £219,000, the order is one of the highest received by the Company for single car or Land-Rover units. Another country is also showing interest in similar diesel units for Volga cars.

ENGAGEMENT

New Year's Day engagement: Mr. B. Sidoli (Land-Rover Chassis Design) to Miss S. E. Halls (Chassis Tracing Office).

Acocks Green results

The annual Acocks Green Christmas knock-out competitions resulted as follows: Snooker handicap final, W. Smith (Inspection foreman); crazy billiards, J. Webb (Machine Shop); crib, S. Brooks (Inspection foreman); and dominoes, L. Keating (Machine Shop).

£9 DONATION

A donation of £9 1s. was sent by Acocks Green employees to the Fire Brigade Widows and Orphans Fund. Mrs. Green and Mrs. Parsonage (Kardex Dept.) were largely responsible for collection arrangements.

Coming-of-Age

Miss Carole Brazier (Comptometer Dept., Solihull) was 21 on February 1. Congratulations, Carole.



Happy youngsters at the Seagrave Rd. children's party held in the clubroom on January 12. Mr. George Greenwood (Entertainments secretary) organised the party for 120 employees' children. Tea was followed by the arrival of a clown, the distribution of balloons and then a film show. Gifts from Father Christmas (Roy Mills, committee member) completed a very enjoyable event for the youngsters.

National Savings commended

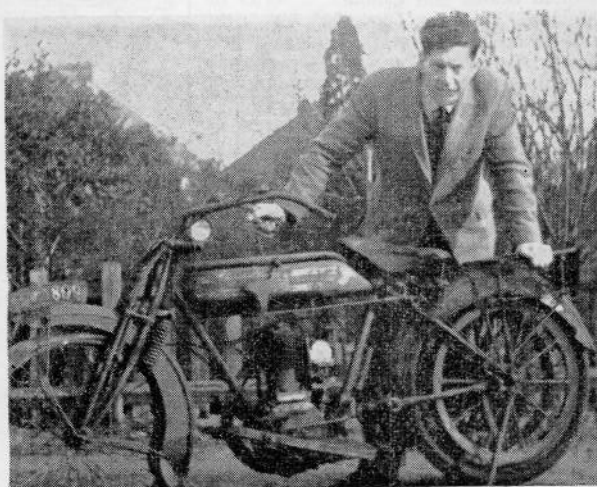
In a message to Rover employees commending National Savings (an application form is to be found in this issue), Sir Alfred Owen, national vice-chairman of the Movement, says:

"We all know that what we save is used by the Chancellor of the Exchequer for providing funds for some of the various projects which benefit the nation at large. Each succeeding Chancellor is full of praise for the service rendered to the nation by the Savings Movement.

"Apart from this, savings are a moral force in the lives of individuals. The teaching of money management, especially among youth, is essential and the security provided by an individual saving must help in times of stress through illness or unemployment".

Hard work ahead on newly acquired 1913 motor cycle

Mr. Jack Baines (Central Drawing Office Services) with his newly-acquired 3½ h.p. Rover motor-cycle of 1913 vintage. He estimates that it will take a year of spare-time work to put the machine into first-class condition. One item Mr. Baines is finding difficult to find for his renovation work is a Rover transfer of the correct year. Through ROVER NEWS, he appeals to anyone who has either an original transfer to spare, or a photograph of one, to contact him on Solihull internal phone 512. He will also be grateful for information about the machine and spare parts.



CORRECTION

The woman pictured on this page last month presenting the A. B. Smith Trophy to Mr. and Mrs. R. Hall was Mrs. Alice Fisher, a Blackpool teacher of old time dancing, and not Mrs. Smith as stated in the caption. The error is regretted.

Apprenticeships completed

Two apprenticeships completed last month were those of Terence Edge (Jig & Tool Drawing Office, Tyseley) and Brian Aston (Factory Layout, Acocks Green). Congratulations and best wishes to both.

A trainee from the Aden Federal Guard, Omer Al-Ban, left for home early in January.

Seagrave Rd. men get gold watches



Mr. Banks

Mr. Densum

Three Seagrave Rd. employees were presented with gold watches by Mr. A. J. Worster in London on January 11 in recognition of 25 years' service each to the Company. The recipients were Messrs. A. Banks (Panel Shop), W. J. Densum (Service Dept. chargehand) and L. F. Messenger (Reception Dept.). Previous to this presentation, Messrs. F. A. Jackson (Accounts Manager) and E. King (tester) were presented with gold watches on completion of 25 years' service last October.

Mr. Messenger

T4 MODEL ON MELBOURNE TRADE FAIR STAND

A last look at the finished job from Messrs. Harold Mills (left) and

Eric Hewitt before a model of the T4 gas turbine car left the Modelling Shop, Solihull for Australia.

The model will represent the British motor industry on the Central Office of Information stand at Melbourne Trade Fair which opens next Wednesday.

Rover Australia will be exhibiting cars and Land-Rovers at the Fair and the two Land-Rovers which will be used in Mr. Donald Campbell's world land speed record attempt.

