



Mr. MAURICE CARY WILKS

It is with deep regret that ROVER NEWS records the death at his home in Anglesey on September 8 of Mr. Maurice Cary Wilks, Chairman of The Rover Company since early last year. He was aged 59 and leaves a widow and three sons.

Mr. Wilks, who was educated at Malvern, gained his initial experience of the motor industry with General Motors in America where he worked for two years from 1926. He returned to Britain as a planning engineer with the Hillman Motor Car Company at Coventry where he remained for a further two years.

In 1930 he joined The Rover Company as Chief Engineer, a position he held until 1946 when he became Technical Director. In 1960 he was appointed Managing Director of the Company and in 1962 succeeded his brother, Mr. S. B. Wilks, as Chairman.

Mr. Maurice Wilks was largely responsible with his brother, Spencer, then Managing Director, for the decision in 1930 to produce only high quality cars. This was a bold decision at the time, for the nation's economy and the motor industry were then at a low ebb.

During the second world war he headed the Rover team responsible for development of the first production version of the gas turbine aeroplane

engine. His conviction that gas turbines would eventually play an important role



as power units for wheeled cars led The Rover Company to continue this development after the war and resulted in the first gas turbine car being produced by the Company in 1949.

Mr. Wilks was also a moving spirit in the development of the Motor Industry Research Association (MIRA) proving ground near Nuneaton, which ultimately became of such value to the motor industry as a whole. The Company's decision to produce the Land-Rover a few years after the end of the war was also taken by Mr. Wilks, in conjunction with his brother.

A quiet, shy, studious man, Mr. Wilks shunned publicity and preferred to remain in the background. He had a brilliant knowledge of engineering detail and was regarded as one of the industry's outstanding engineers. He had a great boldness and the ability to foresee the requirements of the Company for years ahead.

Mr. Wilks' funeral in Anglesey was private.

AN APPRECIATION BY Mr. L. G. T. FARMER

Executive Chairman of The Rover Company and President of the Society of Motor Manufacturers and Traders.

It will be a long time before we shall all appreciate fully the loss the Company has suffered by the death of its Chairman, Mr. M. C. Wilks. The prosperity and great reputation of the Company have been built up over the years by an unswerving policy of making products of the highest quality within its capabilities, and to a great degree the success of this policy has been due, not only to Maurice Wilks' genius as a designer and engineer, but also to his refusal to compromise in any way where the quality of the product was concerned.

The development work on the Whittle engine which the Company performed under his direction contributed to making the gas turbine engine a decisive factor in the last war, and to revolutionising air transport in the post-war era. With the recent outstanding success of the gas turbine car at Le Mans fresh in mind there are many who think that history may record that he also played an important part in revolutionising road transport. What a tragedy it is that Maurice Wilks did not live to see his work come to full fruition.

No one could have asked for a better colleague and friend. He always showed the utmost kindness and consideration to everyone who was privileged to work with him. His long experience, far-sighted judgment and sound advice were invaluable to those of us who were responsible with him for the development of our great Company. We shall all miss him greatly, and we all extend heartfelt sympathy to his widow and sons.

● (Mrs. Barbara Wilks expresses the wish that no flowers or letters be sent to her, but that donations be sent instead to: The British Heart Foundation, Tavistock House North, Tavistock Square, London, W.C.1. Employees of The Rover Company wishing to give to the Foundation can do so by making use of donation boxes which will be available in canteens and dining rooms during the week beginning Monday, October 14th).

Introducing—the gas turbine powered launch

Britain's first small marine passenger craft to be powered solely by a Rover gas turbine engine was introduced to the public by Rover personnel at Cowes (I.O.W.) on September 7. Hundreds of boating enthusiasts watching the "Daily Express" International Offshore Power Boat Race from the Cowes promenade saw the Rover launch, *Turbinia II*, demonstrate its speed and agility and give demonstration rides to invited interested people.

With the Rover pennant fluttering proudly in a strong breeze, and crewed by Mr. D. H. Llewellyn (Chief Installation and Production Manager, Gas Turbines) and Mr. K. Cheery (Service Engineer) in nautical attire, the launch powered by the Rover 2S/150 engine (the marine version of the engine proved so conclusively in the Rover-B.R.M. car at Le Mans) made a fine sight as it twisted, turned and planed with passengers at speeds up to 35 m.p.h.

IMPRESSIVE PUBLIC DEMONSTRATION AT COWES

among the numerous small craft gathered at Cowes for the international race.

The demonstration was the culminating triumph of three months' intensive development work by the Company since the fibre-glass 21 ft. launch was acquired from the United States. This development work has been carried out both at Solihull and in the waters off Southampton and it was decided a short time before the Cowes event that a suitable stage had been reached in experimental work to introduce the gas turbine-powered *Turbinia II* to the public.

At Cowes to see its success were Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.) and Mrs. Searle; Mr. J. E. Griffiths, the newly-appointed General Sales Manager, Gas Turbines, and Mr. George Cowan (Technical Sales Manager).

There is no essential difference between the marine version of the gas turbine engine and that which has been

used in road vehicles.

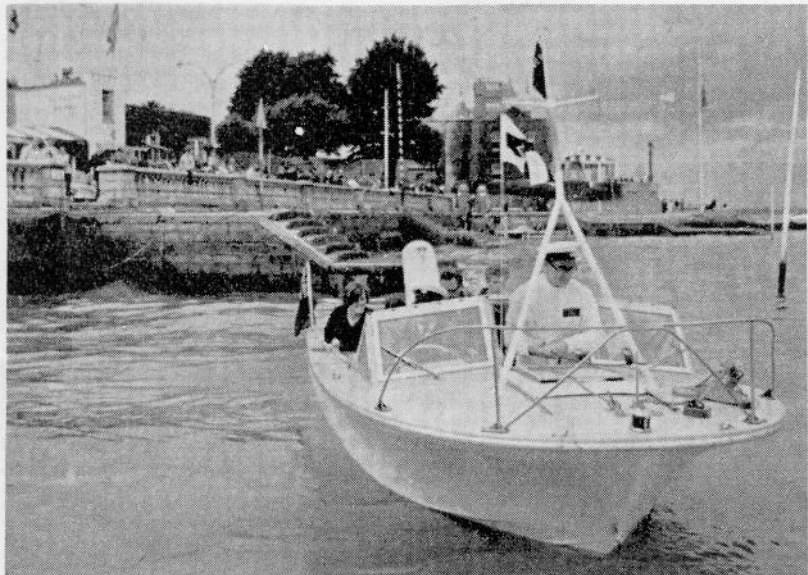
Exhaust is emitted through a funnel in the stern of the launch and this is the craft's only distinguishing physical feature to the eye. This method of exhaust was developed at Solihull in static tanks.

It is stressed that development of the engine is still proceeding and the installation publicised at Cowes represented the most successful configuration to date. Rover gas turbine engines are already in use as auxiliaries with the Royal Navy and R.A.F. and with the armed forces of other countries. The engine demonstrated this month is ideally suitable for marine propulsion of small planing craft on account of its light weight and vibration-free running.

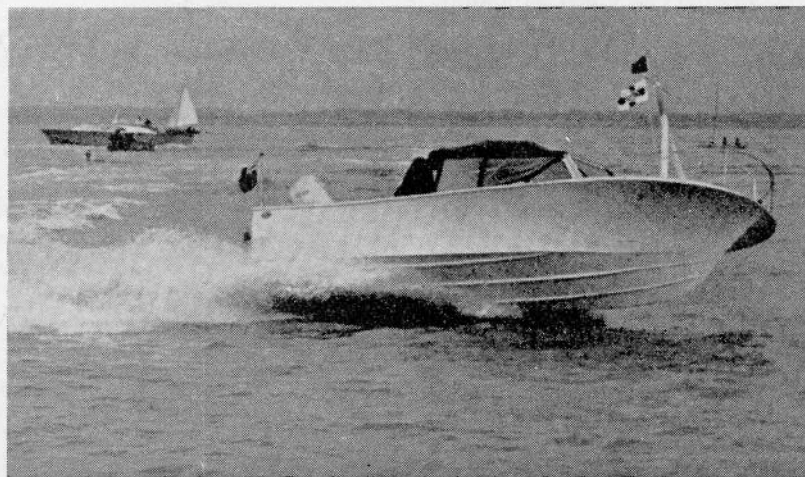
Further advantages are its relatively quiet operation and the fact that low volatility fuels are used.

Turbinia II was taken to the South coast on a trailer pulled by a Land-Rover station wagon driven by Messrs. Llewellyn and Cheery and it then went across to Cowes from Hamble under its own power at a steady 35 m.p.h. On the day of arrival—Friday, September 6—weather conditions made it impracticable to operate from steps on the Cowes promenade, but invited visitors

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The gas turbine boat off Cowes I.O.W. ABOVE: With a complement of passengers and watched by people lining the promenade wall, *Turbinia II* moves away from her jetty to make a demonstration run. RIGHT: How spectators saw the launch. Planing well it makes a fine sight at high speed (30 to 35 m.p.h.).



Liege rally: Class win repeated

Only twice have Rover 3-litre cars entered Europe's toughest rally—the 3,000-mile Spa-Sofia-Liege event—and each time they have won the over 2,000 c.c. Touring Car Class.

A car driven by Ken James and Mike Hughes repeated last year's success and won its class in this year's rally held last month. Another 3-litre driven by Bill Bengry and Barry Hughes came third.

Two of the competing four Rover 3-litres finished and were placed 8th and 18th in the overall positioning. The Company shared with Ford and B.M.C. in winning for England the Trophee des Nations.

Once again the Rover entries had no major mechanical problems during the rally, proving once more the complete reliability, durability and speed of the Rover 3-litre. The only damage was to the nearside rear door of the James-Hughes car.

Here is a report on the rally written specially for ROVER NEWS by Mr. M. Alford (Public Relations Officer).

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LATE NEWS

Appointments announced of Mr. L. G. T. Farmer, Executive Vice Chairman, as Executive Chairman; Mr. D. N. Steed, General Manager, Cardiff, as Executive Director—Production Cardiff, and Mr. E. S. Richards, Company Industrial Relations Manager as Executive Director—Industrial Relations and Welfare.

Iceland L/Rover sales top 1,000 in two years

Land-Rover sales in Iceland have topped the 1,000 mark in the two years since import restrictions were lifted by the Icelandic authorities. And the expanding Iceland economy indicates that future sales prospects are excellent.



Mr. Arnri Bjarnason from Iceland (centre) chats with Mr. W. J. R. Warren (Export Sales Manager) left and Mr. R. L. Richter (Regional Sales Manager) during his visit to Solihull for sales and service talks. He met Mr. W. Martin-Hurst the Managing Director during his two-day stay.

The Land-Rover is now by far the most popular 4 x 4 vehicle in Iceland and enjoys a five to one preponderance over other similar makes of vehicle.

Coinciding with the topping of the 1,000 mark in sales of Land-Rovers was the visit to Solihull on September 5 and 6 of Mr. Arnri Bjarnason, deputy to Mr. Sigfus Bjarnason, managing director of Heildverzlunin Hekla Ltd.,

of Reykjavik, our Icelandic distributors who have handled every one of the 1,000-plus Land-Rovers sold. Most of these have been Regular petrol and diesel units.

He told ROVER NEWS that the vehicle's phenomenal success was linked with Iceland's terrain and weather. Much of the country's 15,000 kilometres of road is gravel surfaced and the remainder is of volcanic ash. The rapidly changing weather for nine months of the year, resulting in alternating icy and muddy surfaces, makes the 4 x 4 vehicle the only practical one for private and commercial transport purposes.

Aids social life

Doctors use them for visiting scattered communities—about 100,000 of Iceland's 180,000 population is concentrated within a 50 to 60-mile diameter of the capital, Reykjavik, the remainder being scattered thinly over the country—and children are collected for school from isolated areas and returned home at the end of the day. Farmers use Land-Rovers extensively and the vehicle makes social life possible on the island.

So much work has to be packed into the three months of the Icelandic summer that social life takes place mostly during the long winter months. Thus, the need to get around in any weather conditions is paramount and the Land-Rover is playing a vital part in keeping young people in the country by making social activities possible.

Volcano climb

The Land-Rover further proved itself recently when a vehicle climbed Little Hekla, which is the lower portion of a still-active volcano on Iceland (it last erupted in 1947). The driver on this occasion was the foreman from our Icelandic distributors.

The expanding Icelandic economy has resulted in a severe labour shortage on the island with the result that many people there are now doing two jobs. The economy is linked principally with the fishing industry which is already feeling the benefit of increasingly modernised methods.

Thus, the future looks good for the Land-Rover in Iceland and as a move to securing further orders an intensive service course is now in progress in Reykjavik, sponsored by Hekla Ltd. in conjunction with the Rover Company which has supplied instructors from Solihull.

Seventeen Land-Rover station wagons have been ordered by Misereor, a religious organisation situated in Aachen, West Germany, for use in underprivileged parts of the world and in countries hit by disease and catastrophe. The order has been secured in the teeth of strong foreign competition. The vehicles—Long petrols—will be fitted out in Germany as mobile surgeries.

Eleven Land-Rovers have been ordered for the Peruvian police and 16 Regular diesels for the Uruguayan Ministry of Agriculture.



Remember seeing the above picture in last month's issue of ROVER NEWS? It was of a Long wheelbase Land-Rover after being extensively damaged by a mine in Vietnam. As can be seen from the photograph below, the vehicle proved to be indestructible and was as good as new after repairs by Societe Indochinoise de Transports, of Saigon, our Vietnam distributors. Only certain parts of the chassis and body had to be changed on the vehicle which, before the mine incident, had already done 80,000 kilos.



DELEGATE

Mr. E. G. Bacon (Executive Director, Quality Control) was a delegate to the seventh conference of the European Organisation for Quality Control held in Copenhagen, Denmark, on September 2, 3 and 4.



This fine trophy was won by Fernando Martorelli, our Italian distributors, when their entry of a 3-litre Rover car gained second place in the appropriate class at the third international Concorso di Eleganza for cars, organised by the Italian automobile club and held at Alassio, Italy. Rover 3-litres entered by Martorelli had successes in this event last year.

GAS TURBINE LAUNCH

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inspected the engine and did trips from a sheltered yard in the harbour. All who inspected the craft and its engine said they were deeply impressed.

On the day of the international race, the sea had calmed and the launch was able to operate in full public view from the promenade steps.

Biggest-yet demonstration at Packington Pk

The biggest Land-Rover special projects demonstration ever staged by the Company was held in Packington Park recently. Some 400 overseas and home dealers and Pressmen were guests of Rover in separate parties on Tuesday, Wednesday, Thursday and Friday, Sept. 24, 25, 26 and 27.

Tuesday was given over to French-speaking visitors, comprising some 50 dealers sponsored by the Compagnie du Niger Francaise which operates in the new countries of French-speaking Africa, and about 50 other French visitors.

Fleet users and journalists made up Wednesday's and Thursday's visitors and Sept. 27 Land-Rover distributors and dealers from all over Britain were the guests.

Land-Rover Special Projects Department was responsible for obtaining and displaying the units seen. There were between 70 and 80 of these—nearly the whole range of equipment and accessories on the Department's approved list.

Main sections of the demonstration were static, agricultural, municipal, cross-country and recovery, fire engines, first aid equipment and military.

Some equipment under investigation was also on show, users exhibited how they use special units to the best advantage.

At Packington Park, a stream was dammed to provide the boggy land necessary to show the advantage of the Land-Rover on heavy ground and Army vehicles drove in and out of a 15 ft. deep quarry to demonstrate "swimming" ability.

Mr. J. E. Griffiths, who has been appointed General Sales Manager of Rover Gas Turbines Ltd. The appointment is a new one and Mr. George Cowan remains Technical Sales Manager. Before joining Rover Gas Turbines, Mr. Griffiths was technical director of Tiltman Langley Ltd., of Redhill, Surrey, which firm he joined for the specific purpose of designing and developing a range of temperature and pressure controls for aircraft and industrial use. From 1948 until April 1961, Mr. Griffiths was executive director, sales, with Teddington Aircraft Controls Ltd.



LIEGE MARATHON SOON THINNED OUT THE STARTERS

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"The 'Marathon de Route' is justly named. Only the toughest and most reliable cars crewed by experienced drivers enter with any hope of success.

"For the second successive year the Rover team entered with four cars but this time with a year's experience behind them. One crew was the same as last year—Ken James and Mike Hughes. They had finished well last year and had been together in the Rover team in the East African Safari.

"Bill Bengry had Barry Hughes with him this time. His Safari class win with Gordon Goby, a local driver, was one of the outstanding successes of the Safari, especially as there were only seven finishers.

"Johnny Cuff, another veteran of the 'marathon' had Norman Baguley as his co-driver. A new crew made up the Rover team—John Sprinzel, the well-known and experienced rally driver, and Willy Cave, driver-turned-navigator, who left the B.B.C. to run itself for the duration of the rally.

"A total of 119 cars started from Spa on a fine evening. Johnny Cuff was in the first three to set out and the others were drawn well up with Bill Bengry the last Rover to go, at 48th. The weather held through Italy but in the middle of Yugoslavia it turned bad and torrential rain and bad roads took their toll. Bad roads is an understatement; they are rough tracks with unending pot holes.

"But this did not worry the Rovers as much as some of the other big cars. One of the Rover crews said: 'A 3-litre rides over the rough in a fantastic way at 80 plus m.p.h. In fact, we accelerated past three or four of the larger cars and never saw them again'.

"At Sofia more than 30 cars had dropped out. Of the 12 teams five were no longer running. The Rovers had lost points but the cars were motoring well with no troubles at all. Unfortunately, the picture changed on the way back through Yugoslavia. The Sprinzel-Cave car ran with the hand-brake on and caused the rear shoes and oil seals to burn out.

"The other three went well into Italy on to better road surfaces but now the tortuous mountain

October 'attack' on accidents

Instead of an Industrial Safety Week this year it has been decided to have a National Industrial Safety Month. Throughout the country industrial concerns are planning a special drive during October against factory accidents.

The purpose of this national campaign is to bring home to everyone in industry exactly what it means to have an accident, for apart from the pain and suffering caused to the individual accidents bring worry to dependants, deprive people of pleasure, hit production and are very costly to both the injured and his or her employer. Slogan for this year's campaign: "Accidents keep you out of things."

Just where can you help? Management provide everything possible to enable work to be done safely, but this alone is not sufficient; they must have your co-operation.

So many accidents at work occur because certain people do not realise that dodging safety rules is a "mug's game". Nearly 200,000 serious accidents are occurring each year in industry; we ask you to take a little more care and thought towards the safety of yourself and spare a thought for your work-mates.

Tidiness in the factory invariably will make the place a safe factory, but it is only YOU who can see that it stays that way. A tidy worker sees that he is dressed properly for the job; he ensures that when he stacks his work,

SAFETY CORNER

goods or materials, they will not fall down; he is the type who does not leave things around for others to walk or fall over. A tidy worker, in fact, is a pretty useful person to have around!

The introduction of various regulations—codes of safe working practice, etc.—make our life full of do's and don'ts, some of which are irritating and may seem unnecessary sometimes. But in the main they are an essential part of living.

Why are so many do's and don'ts introduced? Surely for one reason only... to keep you safe and sound. Experience has proved that many people have been killed or seriously injured simply because an instruction has been ignored, was not correctly given or the kind of good advice you have read was not taken.

So please remember that those who work the safest way live to work another day!

Accidents keep you out of things.

W. G. KANE

Personality Piece. At present on a South American tour is Mr. D. Gower-Johnson, Regional Sales Manager for the area. After discussions in New York with personnel of Rover North America, he set off to visit Uruguay, Chile, Peru, Ecuador and Puerto Rico. He will be back at Solihull early in October.

road sections began. Of the teams there remained only Citroen and Rover. For some time the Rover team led. This was a considerable achievement as Citroen had entered two teams and there were strong entries from British and American Ford, Austin Healey, Triumph and Mercedes, amongst others.

"In international rallies, however, the scene changes in a moment of time. Hopes of the team getting back to Spa were dashed on a twisting mountain road on the Domini when the Cuff-Baguley car ended in a 6 ft. ditch, fortunately with the car and crew all right. James and Hughes spared valuable time trying to pull it out, but it was too long a task and they had to get on.

"So the remaining two cars flogged up the Italian mountain passes and into Germany with only 20 cars heading for Spa. The position became clearer. James and Hughes were lying 8th and Bengry with Barry Hughes, who had lost time with a broken fuel pipe caused by a rock, were 18th. A Mercedes was between them to make a trio left in the class. And so they finished in that order."

(Photo: see page 3)

Moving house? Then 'move' your favourite tree too!

If you are moving house, you can take your favourite tree with you to your new garden! And a Long wheelbase Land-Rover plays an important part in moving it. Transporting of trees is done by A. J. Mackenzie Clay Ltd., forestry and landscape consultants, of Bawnmore Road, Rugby.

Mr. Clay, who worked on the reclamation of land in the bush of Australia and with the Ministry of Transport planning the planting of trees for the side of motorways, started a commercial firm 17 months ago, employing the American idea of transplanting mature trees from one place to another, such as to new parks, gardens, boulevards, etc., to give the latter a "not-just-made-look". His equipment consists of a Land-Rover and two cranes operated by a team of six men.

The principal of the operation is to dig the earth from around the roots of the tree, cut the main long ones, then hoist out the tree taking meticulous care not to damage it.

The base is protected with sacking and the tree is then put on the Land-Rover which transports it to wherever it is to be replanted. This can be as much as 200 miles. Trees moved vary in size from 5ft. to 60ft. and cost in proportion from £15 to £100 to transport and transplant.

When trees are transplanted to specially-prepared sites, they are held upright by stapling down the roots, thus avoiding unsightly wire supports. For some time after planting, the ground has to be fertilised and well watered to encourage rapid root growth.



This transplanting method, using the versatile Land-Rover, avoids the unnecessary destruction of trees, minimises costs, and gives newly-developed projects a more picturesque look.

Workmen load the Land-Rover with a medium-sized tree preparatory to transportation and replanting in another district.

10-year-old Land-Rover's 10,000-mile trip

With all their worldly possessions packed aboard a 1953 Land-Rover and an ex-Army vehicle of wartime vintage, 16 Birmingham lads set off on August 31 on a 10,000-mile trip which will take more than six months and carry

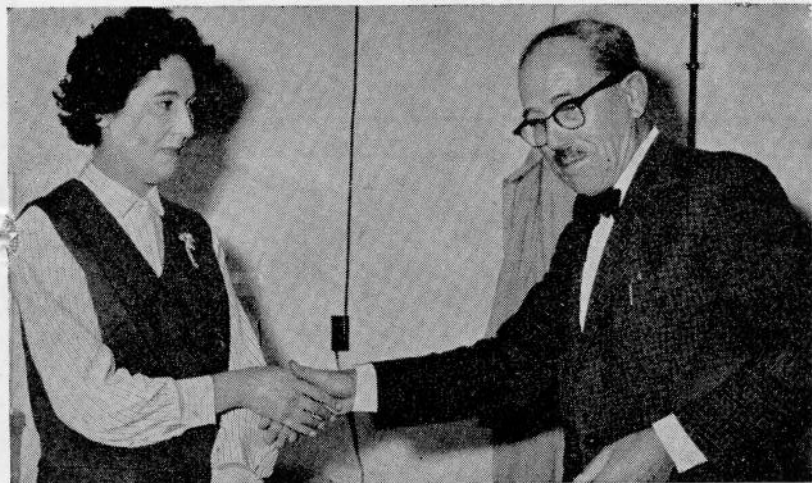
them over some of the toughest terrain in the world. Travelling overland to 'down under', the boys will pass through Switzerland, Turkey, Iraq, Pakistan to Australia and New Zealand.

Their leader Geoffrey Conrad Spencer,

ex world traveller, is a man of many trades. A licensed pilot, holder of a 'Miner's Right to Gold Pan in the Outback' and a pioneer of aerial top dressing in the sowing of phosphates from the air, Jeff is a business man cum prospector and 'gentleman of the road'.

Average age of the boys in his party is the early 20's and the youngest is 17-year-old Peter Cook, of Redditch, who has the 'itch' to travel the world by car. Peter Savage (aged 23), of Quinton, an electronics engineer, and Dave Price, also of Quinton, want to travel and broaden their outlook on life, whilst Dennis Mallet, of Rednal, and Bill Fox, of Kings Norton, both share the same ideal of getting around whilst young.

Tommy Lawrence, of Ladywood, motor engineer by trade, wants to get some experience of the world, and Ken Crockett, of Quinton, navigator to the party has decided that the 'new world' is for him. The trip has been planned carefully and extensively down to the smallest detail over the last six months by Jeff and the lads. The party is confident and happy at the prospects of its overland journey to which each member has contributed some £135.



Mrs. G. M. Withers receives an electric toaster from Mr. F. G. Hawkins (Technical Service Manager), on behalf of colleagues, on August 30 when she left the Company's employ after 13 years in Technical Service Dept. She was in charge of the postal and duplication section. In addition to the toaster, office staff gave her a stale loaf! For toast, perhaps?



Ken James (left) and Mike Hughes wear winning smiles and hold bouquets of success after finishing in the Spa-Sofia-Liege Rally. Their Rover 3-litre car won the over 2,000 cc. Touring Car Class.

Personal testimonial for an 'old friend'

Having had such good service from his 1955 Long Land-Rover, Mr. George Underwood, a senior animal health inspector in the Southern Rhodesian Government Department of Veterinary Services, decided to write to the Rover Company at Solihull to express his pleasure with the vehicle.

Mr. Underwood wrote: "I bought my Land-Rover de luxe from Puzey & Payne, Salisbury on March 16 1955. I have so far travelled 193,000 miles in it over the past eight years. I have travelled on numerous occasions through very rough terrain during the execution of my duties, particularly so on foot and mouth disease outbreaks.

"It has been a most reliable car. In addition, I have slept in the back during my travels in the wilds, over periods of two, three and four months at a time. I had new rings put into the engine at 90,000 and three sets of valves in all. My Land-Rover is running extremely well at present, and I suppose I add two to three pints of oil per thousand miles to the engine.

"I have always used multigrade and special engine oils and have religiously changed the oil every 1,000 to 1,100 miles. The car has been pretty economical on tyres. The gear box received attention for the first time at 190,000 miles. A small bearing broke in the box and a new low gear shaft was inserted. As the top gear was rather worn a new one was also installed.

"I have always felt so confident when travelling in the wilds that the Land-Rover would not let me down, and it never has. The de luxe seating has been quite comfortable. With regard to petrol consumption I averaged 27 miles per gallon on the Bulawayo-Victoria falls journey recently. On the farm roads I still do 22-23 miles per gallon.

"May I conclude by saying how splendidly my Land-Rover has behaved down the years. Indeed, today, it is like an old friend and is still going strong!"

A photograph and story appeared in the July issue of ROVER NEWS concerning the visit of three Royal Navy Land-Rovers to the eastern and mid-western United States and Canada in conjunction with the Dartmouth training squadron comprising the frigates *Tenby*, *Wizard* and *Torquay*.

An officer on H.M.S. *Torquay* tells in a letter of the interest aroused by the vehicles which covered some 6,000 miles from where they were put ashore at the U.S. Naval Academy at Annapolis, Maryland, until being re-embarked at Quebec.

"The Land-Rovers were a constant source of interest and comment, and drew attention wherever we went", says the officer. "The police also showed humorous interest. In Washington I was stopped by the siren of an overtaking police car 'to see how this buggy works'. Amusement at the versatility and high standard of finish was often expressed".

The vehicles were carried on the exercise for prestige value and to carry berthing parties from lock to lock through the St. Lawrence Seaway and the Welland Canal into the Great Lakes. Each vehicle had a complement of an officer, a R.N. cadet and two ratings. Most of the driving was at an average 60 m.p.h. and the Land-Rovers' "cruise" was trouble-free.



Mr. O. Poppe (Executive Director, Planning) points out features of interest in the North Block development to Mr. T. R. Richardson, the Solihull Borough Engineer and Surveyor, when the latter visited the Solihull factory on August 7. Others in the picture are Mr. R. G. Harris (Chief Planning Engineer, Solihull, left) and Mr. A. H. King (second from left), an associate of Hasker & Hall, architects who designed the premises in conjunction with the Planning Department of the Rover Company.



Mr. and Mrs. R. Frame returned to the North East of England after a 2,000-mile touring holiday in Brittany last month with an unexpected piece of "luggage" in their 1960 Rover 3-litre car. The extra item was a large silver cup won by the

Frames when they entered their car in a concours d'elegance in Dinard. Their 3-litre won first prize in the limousine class against strong competition and the couple were presented with the cup and various other prizes.

The above photograph shows Mrs. Frame with the car during judging watched by a large crowd of holiday-makers. Mr. Frame is managing director of Service Engines (Newcastle) Ltd., of Newcastle-on-Tyne.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

BEESLEY—To Mr. and Mrs. C. W. G. Beesley, a son (Gregory) on August 7. Mr. Beesley is a statistical section leader in Market Research, and his wife was formerly employed as secretary with Service Department.

DOVEY—To Mr. and Mrs. R. F. Dovey, a son (Antony Francis) on August 24. Mr. Dovey is Planning Engineer in charge of Material Handling.

FOURACRE—To Mr. and Mrs. Brian Fouracre, a daughter (Julie) on August 18. Mr. Fouracre is a fitter at 'A' Shed, St. Mellons, Cardiff.

KEEBLE—To Mr. and Mrs. Keeble, a daughter (Lynne Marguerite) on August 23. Mr. Keeble is in Purchase Dept., Acocks Green.

LANE—To Mr. and Mrs. R. W. Lane, a son (Andrew Robert) on August 15. Mr. Lane works on the cylinder head section, Acocks Green.

WILLS—To Mr. and Mrs. R. Wills, a son (Glenn Stephen) on August 3. Mr. Wills is assistant manager in Market Research.

MARRIAGES

We offer our congratulations and best wishes to . . .

BANHAM-MURRAY—On August 10 at Our Lady of Lourdes Church, Yardley Wood, Mr. P. B. Banham of Shirley to Miss Clare Murray of Technical Service Department.

BOULTON-HONE—On August 3 at Birmingham Register Office, Mr. Raymond Boulton to Mrs. S. Hone. Mrs. Hone is employed in the Wages Department, Tyseley.

BRIERLEY-CARROLL—On August 31 at St. Giles' Church, Sheldon, Mr. H. Briery to Miss M. Y. Carroll. Miss Carroll works in the Land-Rover Trim Shop, Solihull.

BUTLER-LETTS—On September 7 at Kings Norton Parish Church, Mr. Raymond Butler to Miss Valerie Letts. Miss Letts is a typist in the Rough Stores Office, Tyseley.

CANTERBURY-LEWIS—On July 13 at the Old Village Church, Cadoxton, Barry, Mr. R. Canterbury to Miss Lorraine Lewis. Mr. Canterbury is an inspector in the Toolroom, Pengam.

CONANT-SCANTLEBURY—On August 24 at Rumney Methodist Church, Mr. Phillip Conant to Miss Pauline Scantlebury. Mr. Conant is a clerk in the Parts Department, Pengam.

GRIFFITH-FRANKLIN—On July 13 at St. Peter's Church, Dinas Powis, Glam., Mr. W. J. Griffith to Miss Joan Eleanor Franklin. Mr. Griffith is a toolmaker in the Toolroom at Pengam.

LONG-DOLAN—On August 3 at the Church of English Martyrs, Sparkhill, Mr. James Long to Miss Bridie Dolan. Mr. Long is a machine oiler in the Toolroom, Acocks Green.

POOLTON-TRAHEARN—On August 17 at Hall Green Church, Mr. Michael Poolton to Miss M. Trahearn. Miss Trahearn is employed in the Wages Department, Tyseley.

STEWART-MORRIFFEY—On August 17 at Olton Monastery, Mr. Frank Stewart (Experimental Department) to Miss Joyce MorriFFEY (Accounts Department).

WAINWRIGHT-MARSDEN—On August 3 at Fulham Register Office, Mr. Wainwright to Miss Hilary Marsden. Miss Marsden is employed as a clerk at Seagrave Road.

WRIGHT-WILLIAMS—On August 24 at St. Giles' Church, Sheldon, Mr. David Wright to Miss Janice Williams (Apprentice Supervisor's Office).

SILVER WEDDING

We offer our congratulations and best wishes to . . .

RHODES—Mr. and Mrs. A. E. Rhodes celebrated their silver wedding anniversary on September 24. Mr. Rhodes is a toolsetter at Perry Barr.



Mr. W. W. Sexton, in charge of Rough Stores, Tyseley, presents Miss Valerie Letts with various household goods on behalf of colleagues before her wedding on September 7 to Mr. Raymond Butler. Miss Letts is a typist in the Rough Stores office. Also in the photograph are Mesdames Webb and Davis and Messrs. Cartwright, Parker, Plant and Twist.

★ ROVING REPORTS ★

Schoolteachers bring 'Katanga Bessie' to U.K.

A man in a battered bush hat and tropical shirt and trousers was seen driving about the Solihull factory last month in an equally battered Long petrol Land-Rover station wagon. With him was his wife.



Mr. and Mrs. Tuite after bringing their veteran Land-Rover into Solihull Service Dept. for a quick overhaul—the first since the vehicle had left Nairobi, Kenya.

The couple were Mr. and Mrs. Anthony Tuite, who had driven 15,000 miles from Kitwe, Northern Rhodesia, in their 1956 Land-Rover—a vehicle already famous when it came into their possession, for it had carried reporters during the Katanga fighting. Indeed, it is reputedly known as "Bessie" in the London Press Club.

The Tuites made the trip to Britain for an adventure. "It was there to be done", Mr. Tuite told ROVER NEWS. It took the couple—both schoolteachers at Kitwe—some three months to complete their trip, which brought them to Britain via Tanganyika, Kenya, Uganda, the Sudan, Egypt, Greece, Italy, France and Spain.

Space for all their travelling gear was made in the vehicle by removing the rear seats. This gear, incidentally, included, not only the usual camping equipment, but a stove and . . . a refrigerator.

Good Samaritans

Until reaching Solihull, the Land-Rover had not had a service since leaving Nairobi. This was not the result of deliberate neglect, but because of currency problems; instead of being ahead of them their money always seemed to be trailing behind with the result that banks received authorisations to meet the Tuites' needs after the pair had moved on!

The vehicle, however, was none the worse for this lack of attention. It gave its owners no trouble and had used less than a gallon of oil by the time Solihull was reached.

The Tuites took on the role of Good Samaritans during their trip across the desert. Their Land-Rover towed out of trouble a truck which was more than twice the weight of the Long wheelbase.

Their only spot of trouble was in Italy when a garage mechanic filled the Land-Rover's petrol tank with diesel oil. Naturally, the vehicle reacted with the result that the Tuites camped in the middle of an Italian village awaiting daylight and the resulting pumping out operation.

Although Mr. Tuite is no stranger to Britain, it was a first visit for South African-born Mrs. Edna Tuite. Fascinated though she was by much of what she saw, Mrs. Tuite just could not abide the British weather. "How do you stand it?" she asked the ROVER NEWS reporter.

Mr. Phillips (left) being presented with his teasmade and cheque by Mr. G. Elkington, on behalf of friends and colleagues at Acocks Green.



Mr. A. J. Worster presents Mr. V. F. Short with his cheque for £25. Others in the picture (from the left) are Mr. E. S. Richards, Industrial Relations Manager, Mr. G. Thomas (£20 recipient), Mr. A. Wood (£30 recipient), Mr. R. R. Hillen, Personnel Manager, and Mr. B. S. Womwell (£25 recipient).

FOUR MEN SHARE IN A £100 SUGGESTION AWARD

Four Solihull employees shared £100 presented to them in cheques by Mr. A. J. Worster (Production Director) on August 22 for worthwhile ideas accepted by the Suggestion Scheme Committee.

Recipients were Messrs. G. Thomas (Test Rectification)—£20 for a modification to reduce propeller vibration on the Forward Control Land-Rover; V. F. Short (Press Shop)—£25 for saving material and guillotining by tool modification on Land-Rover valances; B. S. Womwell (Land-Rover Final Line)—£25 for discontinuation of a tool pack on the Forward Control Land-Rover; and A. Wood (Land-Rover Final Line) £30 for saving material and reducing welding operations on Land-Rover rear seats.

Smaller awards recently have included £5 each to Messrs. R. E. Goode (Works Engineers, Solihull), A. Lowe (Land-Rover), and G. H. Smith (Test Rectification) and £2 each to Miss M. Jackson (Trim Shop) and Mr. F. Webb (Land-Rover Final Line).

There is still money to be earned by employees for ideas calculated to save time and materials, improve products or reduce the possibility of accidents.

Mr. W. Ethell, Suggestion Scheme Secretary, reminds employees that there

Bar steward leaves Acocks Green

"Mine host" at Acocks Green retired on August 30 after 26 years' service with the Company.

Mr. A. H. Phillips had been canteen bar steward at Acocks Green for many years and his departure was recognised by the presentation by Mr. G. Elkington, Works Supt., of a teasmade and cheque from friends and colleagues.

Another retirement recently was that of Mr. Francis Hope on August 23 after 12 years' service. He was an inspector at Tyseley.

DEATHS

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

FREEMAN—Mr. John Freeman died on August 13, aged 52. He was employed as an inspector at Tyseley Works, and had served the Company for 4 years.

PITT—Mr. Frederick Pitt died on September 2, aged 58. He was employed in the Inspection Department at Perry Barr, and had been with the Company for 3 years.

ROGERS—Mr. George William Rogers died on August 18, aged 52. He was employed as a truck driver at Solihull and had been with the Company for 6 years.

WHITEHOUSE—Mr. George Whitehouse died on August 21, aged 51. He was employed as a trimmer and had been with the Company for 5 years.

Land-Rover anglers win team award

Solihull Angling Section staged its second annual inter-departmental contest in the M.E.M. waters at Alveston, near Stratford-on-Avon, on August 17.

For the second year in succession Mr. K. Collis (Gas Turbine) had the highest individual weight. He netted 6 lb. 14 oz. of small fish but the rest of his team could not muster enough in total weight to win the team event, which went to Land-Rover for the second time.

Major individual winners were:—K. Collis (Gas Turbine) 6 lb. 14 oz.; R. Weston (Staff) 4-4-6 dr.; G. Hodgetts (Land-Rover) 4-2-14; W. Brown (Land-Rover) 3-15-14; R. Scott (Land-Rover) 3-15-12.

The result of the team event was:—1. Land-Rover Department. Messrs. G. Hodgetts (4-2-14), W. Brown (3-15-14), R. Scott (3-15-12), W. Jones (3-6-4), R. Rathbone (2-6-2), R. Harze (1-14-2). Total 19 lb. 13 oz. 2. A.O.D. Messrs. K. Collis (6-14-0), B. Edwards (2-14-4), B. Atwood (2-7-14), C. King (1-11-4), T. Boardman (1-9-8), F. Wright (1-0-14). Total 16 lb. 9 oz. 12 dr. 3. Cars. Messrs. A. Batty (3-14-2), A. Morgan (3-2-10), L. Hare (2-13-6), R. Burden (1-14-12), E. Beavon (1-14-8), F. Cox (1-12-10). Total 15 lb. 8 oz. 4. Staff. Messrs. R. Weston (4-4-6), H. King (3-14-10), J. H. Collister (1-4-2), J. B. Heath (12 oz. 4 dr.), K. Barton (12-4), D. Morby (8 oz.). Total 11 lb. 9 oz. 4 dr.

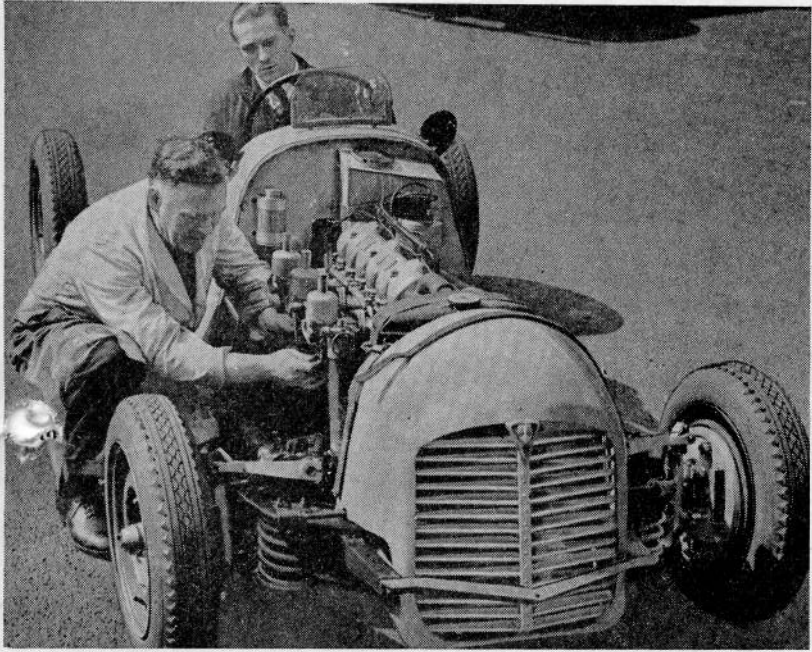
Tyseley anglers' annual contest, brought forward from September because of a conflict of dates with the works holiday weekend, was fished on August 10 at Buildwas, a venue with which many members were not familiar.

These circumstances, combined with a lively wind and strangely "patchy" sport, were not sufficient to check the winning run of C. Dickinson who again demonstrated his ability by taking more than 6 lb. of dace to win by nearly 2 lb.

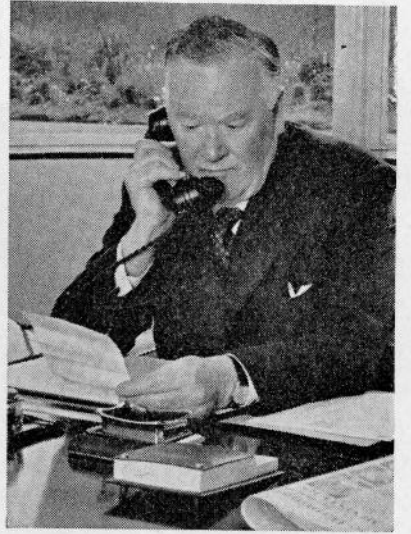
Runner-up E. Henderson was unfortunate to lose a big chub at the net, a fish he estimates would have given him victory.

Results:—1, C. Dickinson (6 lb. 8 oz. 4 dr.); 2, E. Henderson (4-13-15); 3, J. Stockton (4-12-0); 4, G. Taylor (4-9-5); 5, B. Davis (3-15-6).

It is strictly 'Rover only' for Jack Gethin



Mr. Gethin, mechanic, at work in 1949 on the Rover "Special" racing car which had successes at Goodwood and Silverstone.



Mr. Gethin, 'Rover specialist', at his desk. He believes in the personal touch when dealing with customers.

From a 5/- a week back-street lock-up garage staffed by a man and a boy to handsome sales and service premises fronting on to Warwick Road, Acocks Green, Birmingham, is no mean achievement in 38 years. But this is how the record reads for J. W. Gethin Ltd.—one of the few exclusive Rover dealers in the country.

Managing Director Jack Gethin has been a strictly "Rover only" man all his adult working life. After serving his apprenticeship with Siddeley Deasey, of Coventry—now Armstrong Siddeley—he joined the Rover Company at Tyseley in 1920 and became associated with Mr. C. T. Newsome in development work. He was then 21 and the twin-cylinder, air-cooled Rover 8 car was just going into production.

Jack Gethin stayed five years as a Rover employee and then took the decision which set him on the road to future success. He went into business on his own account, renting a lock-up garage in Lincoln Road, Acocks Green, for 5/- a week. There, with the aid of a lad, he repaired cars—Rover cars, of course.

Times were tough when Jack Gethin launched out. His assets were £40 capital, a good kit of tools, the knowledge to make the best use of them—and determination to 'have a go'.

SHEER HARD WORK

He prospered by sheer hard work and by working long hours. Gradually he became known for doing a good job of work in the true Rover tradition and within a few years he held the tenancies of some dozen lock-up garages.

In 1928 he was granted his first Rover dealer agreement and in 1935 he bought a garage on the site of the now much-enlarged premises in Warwick Road. In fact, the original garage is incorporated in the present-day buildings.

Until the outbreak of war, Mr. Gethin concentrated on Rover sales and service and laid the foundations of a spare organisation which can provide any Rover spare part as far back as 1934.

APPRENTICESHIPS COMPLETED

Fourteen apprenticeships—four of them graduate ones—were completed last month. Congratulations and best wishes.

Personnel concerned were Malcolm Smith and Colin Coke (Engineering Dept.); Peter May, Derek Wilson, Brian Teece and Brian Stewart (Gas Turbines); Brian Thompson (Planning), Thomas Seeley (Quality Control), Stanley Richards (Quality Control, Acocks Green) and David Bowe (Tool-room, Acocks Green).

The four graduate apprenticeships completed were those of Peter Roberts (Gas Turbines), Lionel Steele (Quality Control), John Chandler (Works Efficiency, Acocks Green) and David Clough, who has since left the Company's employ.

CLEAN AND TIDY

The first thing that strikes a visitor to Mr. Gethin's repair workshop is its cleanliness and tidiness. Mr. Gethin commented: "I am a firm believer in the importance of cleanliness. The service side is undoubtedly the greatest asset towards car sales and a clean and tidy workshop gives the customer confidence that a good repair job will be carried out. And as the customer is the man who pays for the work, he must have prior consideration".

Although Mr. Gethin's business has expanded steadily over the years he has not lost the personal touch. Indeed, he believes in it strongly. "It is not sufficient to have staff to whom everything can be delegated. The customer wants to see you and if you can learn the art of being in 21 places at once, remembering what you have promised, commending your product without being fullsome, and keeping your temper in spite of many interruptions, you're well on the road to becoming a specialist".

And that is just what Mr. Gethin is—a specialist . . . a Rover specialist.

Wildlife watch along the Nile

Preservation of wildlife is attracting international concern and a man playing a big part in this unceasing fight to keep alive all the existing species of nature is Canadian biologist, Bristol Foster, of the National Audubon Society, a North American organisation concerned with wildlife preservation.

In 1957 he undertook a 55,000-mile filming trip by Long wheelbase Land-Rover Pilcher ambulance across Africa, Asia and Australia.

The adventure lasted 18 months and the route took Mr. Foster and his companions through Ghana, the Cameroons, the Congo, and East Africa, then on to India, through Nepal, Burma, Sikkim and Thailand into the rain-forests of Malaya. The party covered Australia from the continent's north west corner down to Sydney.

Mr. Foster presented on film many interesting and unusual forms of animal life as well as his many fascinating adventures. The film produced after his marathon tour, entitled "Roving Three Continents", was an outstanding production.

Now Mr. Foster is on the trek once more. He disposed of the Pilcher ambulance in British Columbia with 80,000 miles on its clock, and came to Solihull last month to take possession of a diesel Land-Rover Dormobile in which he and his wife are now driving to Nairobi. There, Mr. Foster is to take up a post after Christmas teaching wildlife management to Africans at Royal College, Nairobi. This will be a Canadian External Aid appointment for at least a year.

Mr. and Mrs. Foster are driving to East Africa across Europe, the eastern Mediterranean countries and up the Nile from the delta. All the way up river they will be filming the story of the Nile for B.B.C. television and the Canadian Broadcasting Company.

400 employees each gave "a pinta" blood

Nearly 400 Rover employees answered this year's call of the Midland Region, National Blood Transfusion Service and gave "a pinta blood" each when a unit from the Service came to Solihull on August 26, 27, 28 and 29. Donors were attended by eight nurses and a team leader, a doctor and a clerk.

The unit once again used the Guest Room as a temporary ward and the team went about its skilful task of collecting blood in a hospital-like atmosphere.

Among volunteers were two Solihull employees who have an uncommon blood group known technically as A.B. negative. They are Mr. Norman

E. Lee (Paint Shop) and Mr. Leslie A. Hewson (Press Shop).

After collection in bottles, the blood was taken by refrigerated vehicle to the Midland Blood Bank from where it is distributed to any of the many hospitals who may require it within the 582 sq. miles covered by the bank.



Mr. R. A. Phillips (Gas Turbines) gives his "pinta" when the National Blood Transfusion Service came to Solihull. He had just returned from holiday to give blood for the fifth time.

Apprentices help to run boys' camp

Two Rover apprentices helped to run an outward bound course for 45 underprivileged Birmingham boys aged between 12 and 16 last month. The apprentices were Mr. Trevor Holland (Organisation and Method), who helped to run a similar course last year, and Mr. Peter Crinnell (Land-Rover Design Drawing Office).

The course was held at Packington Park from August 16 to 26 and the boys used Civil Defence buildings for eating and sleeping. Food and holiday clothing was supplied by the W.V.S.

Idea of the camp was to give the deprived boys a holiday as well as to instill team-spirit. At camp, the boys played games and Mr. Holland and Mr. Crinnell took them to see such places of interest as the Warwickshire Constabulary headquarters and Coventry Cath-

edral. They also made frequent visits to Solihull School swimming baths which the boys enjoyed immensely.

In the evenings, the lads entertained themselves with sketches on the stage of Packwood village hall and they produced a concert on their last day in camp. Entertainment laid on included film shows and a rock 'n' roll session.

Sleeping conditions were good, though rough, and the boys regarded sleeping on palliasses in bare rooms as part of the adventure. Despite rain, the camp was a huge success, Mr. Holland told ROVER NEWS. It gave the boys what it aimed to do—self-confidence and a holiday.

CUPID'S FOOTNOTE. Mr. Holland became engaged to Miss Annette Hamer (On Cost, Solihull) a week after he had returned from the course.



Mr. Stan Johnson, left (Chief Instructor, Service School), gives Canadian biologist Bristol Foster some under-the-bonnet advice before the latter left the Solihull factory en route for Nairobi in his new Land-Rover Dormobile.

Factory visitors

Recent visitors to Solihull have included Mr. Paul Kauffmann, chief procurement officer, Swiss Army; Mr. Hans Patleigh, motoring correspondent of a Vienna newspaper; Mr. R. Zayani, of Bahrain (managing director, distribution organisation); Mr. Sayed Abdel Monium Hassoon, a service manager of Khartoum, Sudan; Mr. R. E. Butcher, deputy chairman, Champion Motors Ltd., Singapore; Mr. A. Gutwirth, of Indonesia; Col. A. P. Le Blanc, Rover representative Middle East; Mr. R. G. Boustany, general manager of our Aleppo, Syria distributors; Mr. William Dunlop, of Aden; Mr. T. Corley, of London; and Mr. P. F. F. Watkinson, of Hong Kong.

Gardeners undeterred by the rain: 500 entries make 3rd show a success



Mrs. W. Martin-Hurst receives the Marson Challenge Cup from Miss L. M. Marson (right).

Crankshaft break beats Rover karter

Rover Kart Club competitors have still put in appearances at the local kartways, though the weather has left some of the circuits with large pools of water which make drivers wonder if they are karting or hydroplane racing!

It was on such a day as this at Little Rissington Central Flying School that Jack Watts and Ray Breakwell, both racing Class IV, had the pleasure of dicing against one of the past-masters of the 200 c.c. gearbox brigade—Mel Bayliss of Fastakart fame.

The Class I and I Special competitors from Rover included Mrs. Lucy Livesey (who appears to have forgotten what Sunday dinner at home means this season) and her son Brian, whose over-worked engine had to disintegrate sometime.

June Johnson added yet another trophy to her many awards for Class I Standard and was hard-pressed by yet another enthusiast from the Johnson family, her brother-in-law Len, who was third in his very first race.

Surprise result in darts final

The P5 team won the inter-departmental darts final by four games to one after an exciting game with a North Block Development team.

Winning team comprised Messrs. L. Sadler, R. Hughes, W. Wilks, E. Ashton and W. Rhodes. The defeated finalists were Messrs. W. Gorst, A. Wiley, L. Gilbert, D. Heath and F. Richman.

The result was something of a surprise since the North Block team had lost only three games during the competition. Mounted medallions and medals were presented to the winners and runners-up respectively by Mr. R. S. Taylor, billiards and snooker section secretary.

Despite three days of rain, Rover gardeners had a highly successful annual show on August 17 when more than 500 entries competed in 119 classes in the third event organised by Rover (Solihull) Horticultural Society.

The main canteen was a blaze of colour from the masses of flowers and vegetables on display and the high standard of produce exhibited provided a difficult task for the judges—Messrs. W. G. Cheal, K. Hales, G. M. Taylor, J. G. Rose (flowers and vegetables) and officials of the Midlands Electricity Board (domestic classes).

Mrs. A. J. Worster opened the show and trophies and prizes were presented at the end of the afternoon by Miss L. M. Marson (Welfare Officer, Solihull factory).

Mr. Percy Toon (Body Shop), of 154 Scott Road, Olton, repeated his success of last year in winning the Worster Rose Bowl for most points in

the show. He also gained the Perrins Challenge Cup for most points in the vegetable classes.

A vase of dahlias won for Mr. B. J. Whitehouse, of 21 Knightsbridge Road, Solihull, the Wilks Trophy for the most points in the flowers division 7, the National Dahlia Society medal and the



Mr. Percy Toon with the Worster Rose Bowl which he won for the second successive year.

"Smallholder" blue ribbon for best exhibit in the show.

Mrs. W. Martin-Hurst, wife of the Managing Director, won the Marson Challenge Cup for most points in the ladies' flowers division, and also her own trophy for flower arrangement. At her request, the latter trophy was awarded to Mrs. E. Ross, who was placed second.

The "Garden News" shield for pot plants went to Mr. W. Bradshaw, of Olton.

ALL THE RESULTS

Division I

Collection of 6 kinds vegetable: 1. W. Bradshaw; 2. A. A. Thomas; 3. W. Tinney. Collection of 9 kinds vegetable: 1. P. Toon; 2. W. Bradshaw. Six runner beans: 1. H. Gee; 2. P. Toon; 3. A. A. Thomas. Twelve pods peas: 1. J. Wickson; 2. W. Tinney; 3. W. Bradshaw. Twelve pods dwarf beans: 1. A. A. Thomas; 2. W. Tinney; 3. P. Toon. Four onions as grown: 1. H. Gee (and diploma for best onions in show); 2. J. Wickson; 3. T. Perrins. Two Cauliflowers: 1. W. Wickson; 2. W. Bradshaw; 3. W. Tinney. Three carrots long: 1. P. Toon; 2. W. Bradshaw; 3. W. Tinney. Three carrots other than long: 1. P. Toon; 2. W. Bradshaw; 3. W. Tinney. Three beet round: 1. B. George; 2. D. Phillips; 3. W. Wickson. Three beet long: 1. W. Bradshaw; 2. P. Toon; 3. W. Wickson.

Twelve shallots large: 1. W. Bradshaw; 2. W. Tinney; 3. T. Perrins. Two lettuce cos: 1. P. Toon; 2. T. Perrins; 3. W. Bradshaw. Twelve shallots small: 1. W. Bradshaw; 2. W. Tinney; 3. T. Perrins. Two lettuce cab: 1. T. Perrins; 2. W. Tinney; 3. W. Bradshaw. Four onions sets: 1. T. Perrins; 2. A. A. Thomas; 3. H. Gee. Three parsnips: 1. T. Perrins; 2. W. Tinney. Three leeks: 1. W. Wickson; 2. W. Tinney. Two sticks celery: 1. W. Wickson; 2. W. Tinney. Two cabbages: 1. P. Toon; 3. W. Bradshaw (no second). One cucumber: 1. L. Ford; 2. T. Perrins; 3. A. Ross. Six tomatoes: 1. A. Ross; 2. A. A. Thomas; 3. W. Tinney. One marrow heaviest: 1. H. Gee. Pair of marrows: 1. P. Toon; 2. H. Gee. One cluster of shallots: 1. W. Bradshaw; 2. T. Perrins. Six sticks rhubarb: 1. W. Tinney; 2. A. A. Thomas; 3. W. Bradshaw.

Five potatoes round coloured: 2. P. Toon. Five potatoes kidney white: 1. A. A. Thomas; 2. P. Toon; 3. B. George. Five potatoes round white: 1. P. Toon; 2. T. Perrins; 3. D. Phillips. Five potatoes kidney coloured: 1. A. A. Thomas; 2. P. Toon; 3. T. Perrins. Three dishes of

potatoes: 1. P. Toon; 2. T. Perrins; 3. A. A. Thomas. Six broad beans: 1. W. Tinney; 2. B. George; 3. W. Bradshaw. Collection of salad crops: 1. P. Toon; 2. T. Perrins. Any other vegetable: 1. P. Toon; 2. B. George; 3. T. Perrins.

Div. II — Fruit

Six apples dessert: 1. L. Ford; 3. D. Phillips. Six apples cooking: 1. L. Ford; 2. A. H. Thomas; 3. Mrs. Perrins. One dish soft fruit: 2. B. George.

Div. III — Pot Plants

Specimen geranium: 1. H. K. Brown; 2. W. Bradshaw. Pot plant flowering: 1. A. H. Thacker; 2. Mrs. W. Bradshaw; 3. W. Bradshaw. Pot plant foliage: 1. P. Harris; 2. Mrs. L. Harris; 3. H. K. Brown. One begonia outdoor: 1. L. W. Rodgers; 2. R. Bedford; 3. P. Toon. Pot plant trailing: 1. H. Silvester; 2. Mrs. L. Harris; 3. B. George. One begonia indoor: 1. Miss Lea (Bronze medal card); 2. W. Bradshaw; 3. K. Baughan. One cacti: 1. H. Silvester; 2. H. K. Brown; 3. W. Bradshaw. Three cut blooms. Begonia: 1. W. Bradshaw; 2. R. Bedford; 3. L. W. Rodgers. One pot fuchsias: 1. H. K. Brown; 2. L. W. Rodgers; 3. P. Toon.

Div. IV — Domestic classes

Fruit cake iced: 1. Miss M. Jeffs; 2. Mrs. Pontin; 3. Mrs. Gosling. Fruit cake: 1. A. Rodgers; 2. Mrs. Bradshaw; 3. Mrs. Ross. Six small fancy cakes: 1. Mrs. Ross; 2. Mrs. Gee. Sponge sandwich: 1. Mrs. Williams; 2. Mrs. Pontin; 3. B. George. Queens cake: 1. Mrs. Williams; 2. B. George; 3. Mrs. Pontin. 1 lb. pot of jam: 1. M. Jeffs; 2. J. Green; 3. Mrs. A. Rodgers. 2 lb. jar bottled fruit: 1. Mrs. Perrins; 2. Mrs. Ross; 3. Mrs. Gee. 1 lb. jar bottled soft fruit: 1. Mrs. Gee; 2. Mrs. Ross. One bottle

home-made wine sweet: 1. J. Hassall; 2. D. Parsons; 3. A. A. Thomas. One bottle home-made wine dry: 1. J. Hassall; 2. D. Parsons; 3. A. A. Thomas.

Div. V — Children up to 15

One jar wild flowers, children up to 15 years: 1. Michael Thomas; 2. Miss George; 3. P. Daniels. Miniature garden, girls: 1. Miss George; 2. H. Daniels; 3. Nadine Thomas. One miniature garden, boys: 1. Michael Thomas; 2. P. Daniels. Posy of garden flowers: 1. H. Daniels; 2. P. Daniels; 3. Miss George.

Div. VI — Ladies

Best bowl basket vase cut flowers: 1. Mrs. Martin-Hurst; 2. Mrs. L. Harris; 3. Mrs. E. Ross. Best bowl basket vase of roses: 1. Mrs. Martin-Hurst; 2. Mrs. E. Ross; 3. Mrs. M. Rodgers. An arrangement of flowers in any container: 1. Mrs. Martin-Hurst; 2. Mrs. J. Daniels; 3. Mrs. George. Gent's buttonhole: 1. Miss Lea; 2. Mrs. George; 3. Mrs. D. M. Phillips. Lady's spray: 1. Mrs. E. Ross; 2. Mrs. J. Daniels; 3. Mrs. K. Perrins. Four vases cut flowers: 1. Mrs. George; 2. Mrs. Ross. One dish of salad: 1. M. Cole; 2. Mrs. K. Perrins; 3. Mrs. E. Ross.

Div. VII — Flowers

Bunch of cut garden flowers: 1. B. George; 2. P. Toon; 3. A. H. Thacker. Three gladioli: 1. M. Whitehouse; 2. B. J. Whitehouse; 3. T. J. Stone. One specimen gladioli: 1. B. J. Whitehouse; 2. M. Whitehouse; 3. T. J. Stone. Six roses: 1. L. W. Rodgers; 2. T. J. Stone; 3. H. K. Brown.

Three roses: 1. H. K. Brown; 2. L. W. Rodgers; 3. T. Perrins. One rose: 1. H. K. Brown; 2. Miss Lea; 3. L. W. Rodgers. Six asters: 1. P. Toon;

2. H. K. Brown; 3. W. Bradshaw. Twelve stems sweet peas: 1. J. L. Daniels (and sweet pea medal); 2. W. Tinney; 3. P. Toon. Vase of sweet peas: 1. J. L. Daniels; 2. W. Tinney; 3. P. Toon. Three dahlias large or giant: 1. A. E. Whitehouse; 2. W. Bradshaw; 3. S. Jay. Six dahlias pom-pom small: 1. M. Whitehouse; 2. A. E. Whitehouse; 3. B. J. Whitehouse. Six dahlias one vase small: 1. W. Tinney; 2. B. J. Whitehouse; 3. M. Whitehouse. Six dahlias pom-pom large: 1. A. E. Whitehouse; 2. M. Whitehouse; 3. B. J. Whitehouse. Three dahlias cactus large: 1. B. J. Whitehouse; 2. A. E. Whitehouse. Three dahlias dec. large: 1. B. J. Whitehouse; 2. A. E. Whitehouse; 3. S. Jay. Six carnations border: 2. H. K. Brown. Vase six carnations: 1. Mrs. L. Harris; 2. A. Ross; 3. P. Toon.

Vase of antirrhinums: 1. W. Bradshaw; 2. Mrs. Bedford; 3. W. Tinney. Vase of annuals: 1. P. Harris; 2. H. K. Brown; 3. B. George. Three early-flowering chrysanthemums incurved: 1. H. Gee. Three early-flowering chrysanthemums reflex: 1. A. H. Thacker; 2. W. Bradshaw; 3. J. L. Daniels. Vase of chrysanthemums six blooms: 1. A. H. Thacker; 3. L. Ford. One vase of annual chrysanthemums: 1. H. K. Brown; 3. P. Toon. Four vases cut flowers: 1. P. Toon; 2. W. Tinney; 3. B. J. Whitehouse. Twelve blooms pansies: 1. L. W. Rodgers; 2. Mrs. Bedford; 3. H. K. Brown. One stem floribunda rose: 1. B. George; 2. L. W. Rodgers; 3. H. K. Brown. Men only (his favourite flowers): 1. T. Perrins; 2. P. Toon; 3. H. K. Brown.

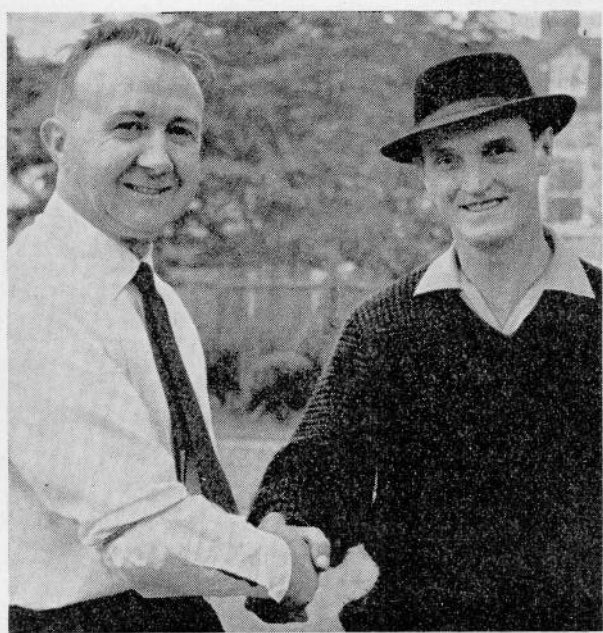
News in brief . . .

Tyseley anglers, last year's winners of the Business Houses Competition, failed by the narrowest of margins to bring the double in this team event fished the Lower Severn on July 13.

The Rover team's aggregate of 30 lb. 14 oz. 9 dr. was a mere ounce under that of the winners, Dunlop A.S. Top weights came from C. Dickinson (6-1-0), G. Taylor (5-7-0) and P. Roberts (4-5-0).

Result of Perry Barr angling section's annual contest fished at Upton-on-Severn on August 10: 1, T. Lloyd (2-3-12); 2, S. Spittle (1-8-8); 3, J. Froggatt (1-5-4).

Tyseley cricketers have now won 13 matches during the season. Results since last issue:-Drawn with Tanworth-in-Arden; drawn with Streetly (K. Lovell 57); drawn with Stirling (V. Lovell 49); beat Selly Oak (Evans 37); lost to Colehill; beat Hall Green Y.M.C.A.



Above: Mr. Bobby Harwood (left) congratulates Mr. H. Mason after the latter had won the individual Rover bowls championship. Right: Mr. W. J. Robinson throws a wood watched by bowlers who include Mr. L. Baker (right, Acocks Green).

RYLAND ROAD MAN BOWLS CHAMPION

After an exciting game H. Mason (Ryland Road) beat B. Harwood (Solihull) to become the individual Rover bowls champion in the inter-factories competition played on the Fox Hollies Hotel green on August 18. The standard of bowling throughout the match was excellent and Mr. Mason was a worthy winner from 16 entrants.



Detailed results. Round one, 15 up: C. Courtney (Acocks Green) 15, H. Silvers (Acocks Green) 9; J. Webb (Acocks Green) 7, G. Plater (Tyseley) 15; H. Mason (Tyseley) 15, L. Phillips (Tyseley) 14; D. Griffiths (Tyseley) 5, H. Wetton (Acocks Green) 15; W. Green (Solihull) 13, McNally (Tyseley) 15; J. Whittaker (Solihull) 1, W. Stubbs (Solihull) 15; L. Baker (Acocks Green) 9, B. Harwood (Solihull) 15; C. Carpenter (Tyseley) 8, L. Lawrence (Solihull) 15. Round two, 15 up: C. Courtney 9, G. Plater 15; H. Mason 15, H. Wetton 14; McNally 5, W. Stubbs 15; B. Harwood 15, L. Lawrence 8. Semi-finals, 21 up: G. Plater 17, H. Mason 21; W. Stubbs 18, B. Harwood 21. Final: H. Mason 21, B. Harwood 18.

A pleasant evening's entertainment resulted when members of Management and the Rover bowling sections played a few friendly games of bowls on The Greville Arms green, Solihull, on August 29. Management representatives included Mr. W. J. Robinson, Mr. E. Scott, Mr. T. Brindley, Mr. H. Hayer and Mr. Percy Hall.

MAURICE WILKS

MAN OF QUALITY

(1930-1963 . . . the years of genius)



THE QUIET ENGINEER

WHOSE BRILLIANCE

HELPED TO CARRY

ROVER THROUGH

THE DEPRESSED

30s INTO THE

GAS TURBINE AGE.

SOME REFLECTIONS

AND RECOLLECTIONS

During my adventures and explorations into the Rover Company's past I have been privileged to have the help and co-operation of relatives and descendants of many Rover personalities, including those of J. K. Starley, the founder of the Company — of Harry Smith, the Company's second Managing Director, and also of the family of the late "Jack" Starley who was Managing Director from 1923-28.

From the era covered by these prominent Rover personalities my work and interest gradually reached out to the early "thirties" and on to the war period of 1939-45. This brought me in contact with Mr. Maurice Wilks who, with his brother, Mr. S. B. Wilks, had shown interest in the attempts being made to compile a chronicle of the Company's achievements since its foundation in 1877.

Even in his busiest moments Mr. Maurice Wilks was never too busy to help me, either by interview or by telephone, and it was obvious that he enjoyed these excursions into the past. Whether the matter for discussion was about his interest in the "Scarab" of 1930 — the "Whittle" jet engine of 1941 — the "Land-Rover" of 1948 or "Jet 1" in 1950, he was always ready with a store of detail to help.

Mr. Wilks was scrupulously careful in the checking of any draft script presented to him and it was not unusual for a script concerning any particular event to be redrafted two or three times before he was completely satisfied that it represented a true statement of facts.

Whilst we are living and working we each contribute in some way to events which in time will become history — we are all actors and the world is our stage — but as the years pass each one of us will leave behind a story for the interest of future generations.

Today the Rover Company will miss the guiding influence of "M.C.W.", but its story will go on and in its pages will be recorded with pride the outstanding contribution which Maurice Cary Wilks made towards the success of the Company.

. . . . writes
H. B. LIGHT
the Rover Company
historian who
compiled "The
Rover Story" for
ROVER NEWS

I have known M. C. Wilks for as long as I can remember, but came much closer to him when I came with F. R. Bell from Rolls-Royce to start work on a gas turbine car engine.

From that time he has been the guiding light behind gas turbine activity in a way which would have been impossible to anyone without his engineering understanding and special background of experience on the first jet engines.

This understanding, which gave a capacity to understand the sometimes rather abstruse problems involved, and his enthusiasm for engineering progress, made for an extremely good relationship with the department.

Apart from overall policy, many of the more detailed design ideas have sprung from him, such as the way in which the engine was installed in Jet 1.

by **C. S. KING**
Chief Designer, New
Vehicle Projects

Very much publicity has come to the Rover Company due to its pioneer gas turbine work, but this has never been a direct aim of his, and he went out of his way to ensure that no credit was deflected by him from more junior employees.

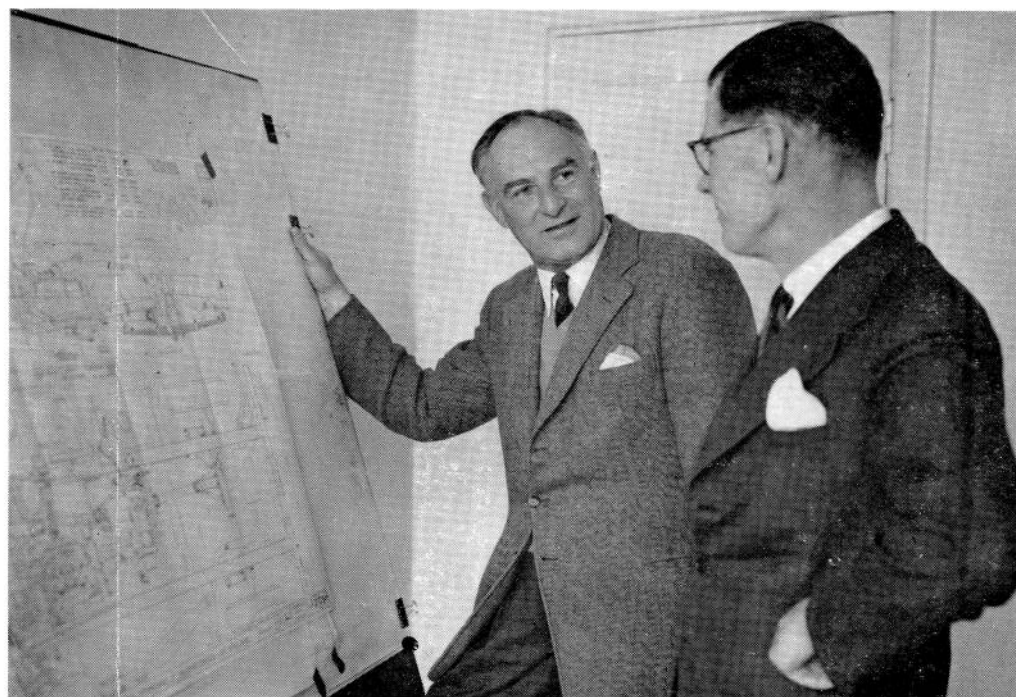
M.C.W. always had as his target the production of a better motor car power plant. He had an extremely valuable ability to stand back and look at a problem in the mind rather than getting confused by immediate short-term difficulties. It was this, especially, that led to his belief in the

ultimate future of the gas turbine engine. His loss is keenly felt especially by gas turbine personnel, since it was always to him, amongst the main board of directors of the Company, that they looked for leadership. He was very much liked and respected by each one of us and the affection felt for him by outsiders is typified by the following extract from a letter I received from Mr. R. Berrington, of 843 Pershore Road, Selly Park, Birmingham 29, who was in close contact with M.C.W. in the early days of the gas turbine at Chessford Grange and later at Waterloo Mill, Clitheroe:—

"I was a great admirer of his work and felt a real affection which has

lasted over the years for the man with the sane views and the shy exterior. He had a delightful personality, as well as being a brilliant engineer, and was certainly very good to me, both during that phase and after the war. I look back with pleasure to my close association with the Rover team headed by Maurice Wilks, which put a practical gas turbine into the air".

Mr. Wilks, engineer, goes over a design on the drawing board with Mr. W. R. Boyle. He had an ability to spot potential weaknesses in new designs and to correct them before they left the drawing board.



I first met Maurice Wilks 35 years ago and immediately fell under the spell of his personality (writes W. R. BOYLE, Executive Director, Engines, Transmissions and Research). At that time he was Plant Engineer at the Hillman Motor Company, but his interests ranged over the whole field of science and engineering. I well remember mentioning a problem in connection with aircraft design, which produced a half-hour "off-the-cuff" lecture on aerodynamics, and a loan of one of the best text-books on the subject. The result would have been the same if the subject had been astronomy, electronics, or technical education, to mention only a few of his interests.

In case this gives a picture of a bookish and unduly serious personality, let me say that, on a squash court, he would reduce me to a state of collapse in about ten minutes; that in those days he drove a motor car with equal vigour, and that later on he owned and flew his own aeroplane. When, in 1929, I was asked to join the Rover Company as Maurice's assistant, I said "yes" without first asking about salary, position, title, or anything else. That was the effect he had on people.

As with most brilliant people, he had a slightly unusual approach to some of life's problems. If he felt that a member of his staff had let the side down, he would send for me and express himself in the strongest possible terms. At first, I thought that his judgments were harsh, but I soon learned that this was his way of explaining the standards he expected from everybody, including himself. It was typical of Maurice that when it came to dealing with the individual concerned, he erred, if he erred at all, on the side of leniency.

Again, I am getting too serious. Maurice had a nice sense of humour. When he asked you a question, and some of them were real posers, and might be on almost any subject under the sun, you had to judge whether he expected you to know the answer or not, because the rules were quite different for the two cases. If you were supposed to know, a full and meticulously accurate answer was called for. Any sloppiness was jumped on, either immediately, or after he had had time to consult a better authority. But if he did not expect you to know, you could either admit your ignorance, or you could use your imagination to the full in the impromptu invention of a plausible answer. In this way he tested your inventiveness. This game was played both ways. I have known him give an extremely able lecture on a subject which he later admitted was entirely new to him.

ability to initiate

The astonishing thing about Maurice Wilks was his ability to initiate and to support successful projects in so many fields, and to keep this up at regular intervals for the whole of his career.

When he first joined the Rover Company, he headed a team which designed and developed a new light car. This was in 1930, and the specification included four-wheel independent suspension, and an air-cooled engine at the rear. The fact that the Company was not then in a position to produce this car does not alter the fact that it was nearly 20 years before a Continental manufacturer introduced a small car with these features, and with conspicuous success.

Shortly after this, he supported his brother in an entirely new policy for the Rover Company; the design and production of a range of cars in which high quality in every sense of the word was the first consideration. This was a combination of brilliant intuition and judgment, bearing in mind that we are talking of 1930, the year of the biggest industrial slump this country has ever seen. The prosperity of the Company for the next 30 years and more was a direct result of that decision.

It was during this period that an incident occurred which illustrated Maurice's persistence and patience in achieving the high standards which he knew to be necessary. We had altered the shape of the lettering on a switch

knob several times in an effort to obtain the perfect combination of "readability" and good appearance. He asked one of his staff what he thought of the latest result. The answer was—"I reckon that's about right". Maurice's reply was typical. "I don't like the word 'about': have another try".

His next move, requiring outstanding foresight and courage, was to introduce the Company to the main task of the design and development departments during the war: the development of the Whittle turbo-jet aircraft engine. Bearing in mind how far away this was from motor car design, and how little was known in those days about the gas turbine, I still marvel at that decision.

I remember Maurice's reply when I questioned our technical qualifications for undertaking work in a field of technology which was entirely new to us. "If our fundamental engineering knowledge is sound, there is nothing to stop us designing a good submarine, a good aircraft engine, or a good machine for making milk bottles. We shall have to collect a little specialised knowledge to get started. That part is easy. If we fail, it will be because our basic science and engineering is inadequate. I hope you aren't suggesting that!"

clear thinking

The decision to continue in the gas turbine field after the war was another matter which required clear long term thinking, and the knowledge that all good engineering comes out of the same text-books. Then came the joint decision, with his brother, to introduce the Land-Rover. This probably had a bigger effect on the Company's future than any other action in which he was involved. I remember questioning the wisdom of this move. Remembering my fit of nerves over the gas turbine business, Maurice smiled sweetly and

said—"Scared again?" That was how he encouraged his staff with his own superb confidence.

In case I am giving the impression that all Maurice's abilities concentrated on technical matters, remember that he introduced a revolution in styling for the P.4 range of cars, for which he was responsible in principle and in detail, and which must have required a great deal of courage. He certainly collected a good deal of criticism, but as usual with Maurice Wilks, history showed that he could see further down the road than the critics.

Again, he had quite exceptional ability in a matter which is as much legal as technical. He was an artist at dealing with patent problems and was a fund of information on patent law. "I know what the inventor thinks about his patent before I look at it. What I want to know is what the judge will think about it in the event of a legal action". That is typical of the way he could unravel an apparently complicated situation, so that lesser mortals, using his eyes, could see the wood for the trees.

We shall all miss Maurice Wilks for very many reasons. As one of his technical staff, I shall miss him particularly for his astonishing versatility, for his ability to give sound advice on anything to do with engineering, and a great many other things as well, and most of all perhaps, for the obvious pleasure he took in doing so.

by F. R. S. SEALE
Chief Designer

Mr. M. C. Wilks had an exceptionally retentive memory for engineering details. Of the many experimental schemes developed over the years, he was able to remember, not only the design work involved, but also the results obtained from testing on experimental vehicles. As a result of this he was able to spot potential weaknesses in new designs and to correct them before they left the drawing board. "Never make the same mistake twice" was the rule he laid down and the one which the Engineering Department strove to observe.

In a new design he was never satisfied until the fundamental principles involved were clearly understood. In his office he had a



by A. B. SMITH
General Manager and Director

Having spent my early days with the Company at Tyseley and later with the Rover Shadow Factories, my close association with Maurice Wilks is confined to recent years. He was a mine of information on almost any subject and lunchtime sessions could be as informative as any Oxford seminar.

One of his hobbies was astronomy, and he possessed an American-made telescope capable of adding to his photographic interests with astral snapshots.

He was a perfectionist in most things, and golf was always a challenge to him. How well he played is impressed on many of us with numerous trophies to their testimony.

The Editor has asked to relate any incidents which I specially remember. M.C.W. used to pilot his own plane. Only a few weeks ago Mr. William Martin-Hurst, Mr. M. C. Wilks and myself made an

emergency trip to Southampton in a private plane. It was dual-controlled and too late Mr. Martin-Hurst and myself realised we had made a mistake in seating M.C.W. in front with the pilot. He was especially young at heart that day, and itching fingers soon had the joystick.

As the horizon disappeared and reappeared in the most odd places it flashed through my mind that a general emergency had gone out at the U.S. Air Force Base at Brize Norton which we seemed to be circling tail first at times! I remember thinking of the Duke of Wellington's words upon reviewing his troops before Waterloo—"I do not know what effect they will have on the enemy, but by God they terrify me". What they thought in the control tower at Brize Norton we shall never know, but Mr. Martin-Hurst and I will never forget that day.

The Martin-Hurst resourcefulness came into play at Southampton where he collected some plastic potato bags for the return trip! What he paid the pilot is not disclosed but M.C.W. was not allowed to pilot again.

Friendship with a man such as Maurice Wilks is an experience and an endowment which happens to few in a lifetime. Neither his engineering brilliance, and great intellect, nor the eminence of his position in industry ever diminished his readiness to listen to, and advise, those who sought his help.

Quietly and always with his reassuring smile he was approachable in a way that has made so many people spontaneously refer to him as a great gentleman.

A tremendous number of letters of condolence have been received from all parts of the world, from top business executives to the little unknown man who still runs a 1935 model Rover. All in itself a gratifying testimony of appreciation for his great work.



● At Birmingham Airport in 1961 with other Rover executives when a turbo-propeller engine for light aircraft was demonstrated. BELOW: The first gas-turbine achievement—JET 1—with M.C.W. at the wheel.



ROYAL AUTOMOBILE CLUB
Report of Test
of
A ROVER GAS TURBINE CAR
Wednesday, 8th March, 1950

(HOLD UNDER THE AUSPICES OF THE ENGINEERING AND TECHNICAL DEPARTMENT OF THE ROYAL AUTOMOBILE CLUB)

The Rover Company Limited, Solihull, Birmingham, England, submitted a car fitted with a Gas Turbine Power Plant for Test.

The following leading particulars apply to this car:—

Wheelbase	9' 3"	Type of Body	Open
Tread	4' 4"	Number of Seats	2-3

The general design of the car, apart from the power unit and transmission, was on conventional lines, and its external appearance normal.

The Test was held on the Motor Industry Research Association Proving Ground circuit at Nuneaton, Warwickshire, and at the time of the Test the surface was dry, weather calm, wind speed 5 m.p.h., temperature 54°F., Barometer 30.1".

The Experiment intended the Test to show the progress achieved by the Rover Co. Ltd. in the application of the Gas Turbine as a power plant for Road Vehicles.

The report which is issued immediately after the test.

● The R.A.C. report on JET 1 issued after the gas-turbine car's test on March 8, 1950. In the passenger seat of the car incorporated in the report—M.C.W.

drawing of a disconsolate puppy sitting in an inverted umbrella which was gradually filling with water during a heavy shower. The caption read "It's no good, it won't work!" This emphasised the importance of a thorough understanding of the techniques of testing and the importance of correct experimental development procedure.

Mr. M. C. Wilks always showed a lively interest in the Arts and Crafts Exhibitions which we held before the war. In addition to giving his services as a judge in the Working Model Sections he also exhibited work of his own in the Photographic Section. The exhibitions, which were on a quite ambitious scale, were organised by a member of the Drawing Office staff, Mr. J. Bamford, to whom he gave much good advice.

My earliest recollection of Maurice Wilks was around 1927 when as an energetic young man he was Planning Engineer at the Hillman Motor Co. He decided he would build his own sports car so he bought a Morris Minor chassis, designed himself a light wooden and fabric two-seater body, and together we completed a vehicle that would not look old-fashioned today. His enthusiasm was tremendous and I agreed to join him at Hillman's, so starting a friendship which has lasted to the end.

By

A. J. WORSTER

Production Director

In the early 1930's M.C.W. (as he was affectionately called) left Hillman's together with his brother, Mr. S. B. Wilks, and joined the Rover Company. In those early Rover days he was

engaged on designing, and putting into production, a small four-wheel independently sprung car with an air-cooled V-twin engine in the rear named the "Scarab" and which was much ahead of the then current designs.

About this time I joined Rover and shortly afterwards a decision was made not to go ahead with the "Scarab", but to concentrate on quality cars. We worked very closely together in designing and manufacturing the prototypes of new vehicles.

I recall that at this particular period (when the Rover Company was going through a lean time financially) M.C.W. and I used to spend most of our weekends testing the forthcoming models. The prototype which we had named "Blue Boy" was, I believe, the first freewheel 6-cylinder car, and a forerunner of the vehicles that did so much to place the Rover name in the lead with quality car production.

On one occasion we had driven the car to our usual testing ground in North Wales and my turn for driving coincided with our arrival at Holyhead at approximately one o'clock on a Sunday morning. We pulled up close to the pier and before we could settle down in the car for a rest a policeman strolled up and asked us our business; on being told we were on a test run he promptly informed us we could not stay there for the rest of the night and that we should have to move on.

We moved away and in changing gear somewhere between Treardur Bay and Rhosneigr one of the selector forks went over centre and we were, in the early hours of the morning, unable to use our gearchange. We decided that after a sleep I would visit the nearest farmhouse and ask if we could borrow a file.

So while Maurice was dismantling the gearshift mechanism I visited a farmhouse at around 9 o'clock on the Sunday morning and asked to borrow a file but was promptly told that it was Sunday and that they never worked on the Sabbath day; furthermore they did not possess a file!

I returned to the car and we decided to remove the burr damage by rubbing with a stone from a nearby stream. A photograph on this page shows us doing this, the picture having been taken by a pre-set camera.

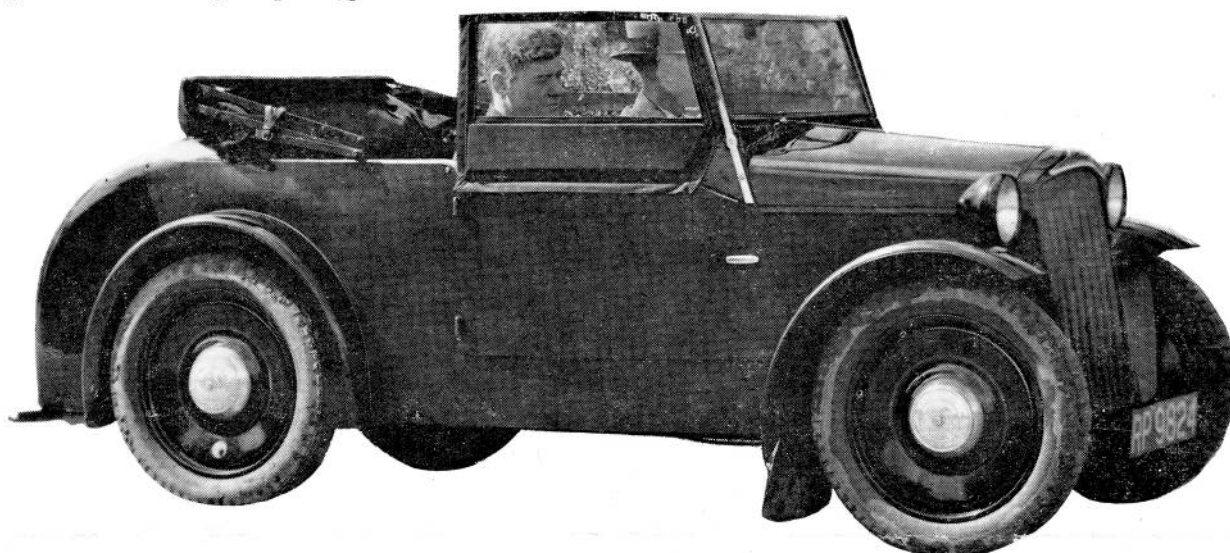
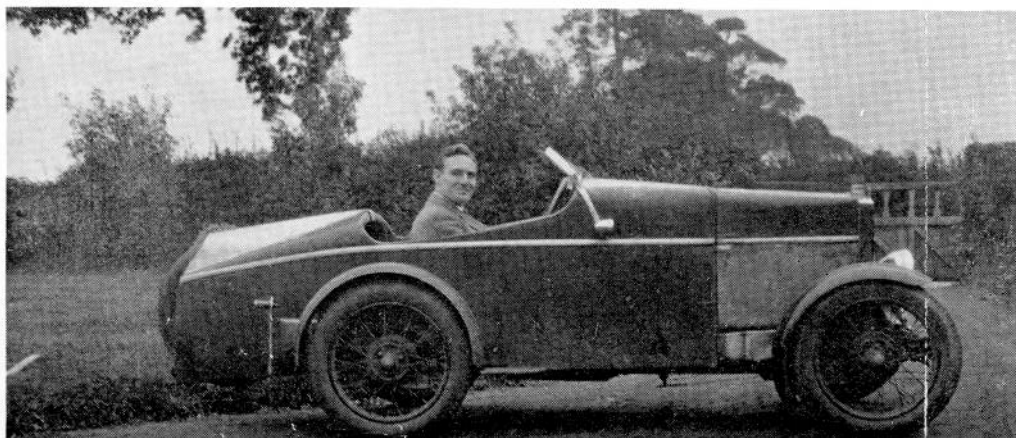
Various other things went wrong on that trip but it was amazing how soon the factories had the changed designs

through. This was due to the personal attention of M.C.W. on the designs side and production following it up very quickly.

Around this period Maurice bought himself a small Westland Widgeon aircraft in which we had many adventurous trips. He had, by this time, obtained his pilot's 'A' licence.

Another memory I have of Maurice is that of the time he and his brother designed a Birmabright boat—28 ft. long—in which we installed two Rover 12 h.p. engines with Vee drives which Maurice designed and which were made at the Tyseley factory. After the engine installation the boat was launched on the Trent and was then taken by M.C.W. and his brother up the east coast, and then by the late Sir Geoffrey Savage, M.C.W. and I through the Caledonian Canal to the Isle of Lismore.

● M.C.W. behind the wheel of his self-designed sports car based on a Morris Minor chassis and having a wooden and fabric two-seater body.



● The "Scarab"—revolutionary car of the early 1930's on the design of which M.C.W. was working when Mr. Worster joined the Company. A decision to concentrate on quality vehicles meant that the project was abandoned, and it was nearly 20 years before a Continental manufacturer introduced a small, light car with "Scarab" features of four-wheel independent suspension and an air-cooled engine at the rear.

The trip from Bowling to Ardrishaig is one that we often used to talk about; we seemed to be the only boat that braved the very bad seas running at the time. We arrived at Ardrishaig with great relief and found Mr. S. B. Wilks there to meet us. The latter part of the journey through the Crinan Canal and to Lismore was a pleasure trip.

In the early days of the second world war, when we were tooling up for the Cheetah engine, we were also engaged in making the first of the W.2.B. Whittle engines, and I have a distinct recollection of M.C.W. and I going to see Sir Frank Whittle (Frank Whittle as he was then) at the Whycliffe Foundry, Lutterworth, where he had made his headquarters for the development of the gas turbine engine.

● M.C.W. and his Westland Widgeon aircraft in which he and Mr. Worster had many adventurous trips.

He was very proud to show us his first engine punching a hole in the clouds; M.C.W., with his usual foresight was very impressed, and gave his opinion that eventually the gas turbine engine would replace the piston type firstly for aircraft and afterwards for other uses.



● Removing burr damage with a stone in Wales! This incident occurred when M.C.W. and Mr. Worster were refused the use of a file because it was a Sunday!

As is well known, during the war M.C.W. moved the designs department of the Rover Company's activities to Waterloo Mill, Clitheroe and with his brother made fur developments which were to influence the gas turbine engine designs up to the present time.

After the war and the changeover to peacetime activities he was instrumental in making decisions that changed the Company and its products. One of the major developments grew from his desire to have a 4x4 vehicle which could haul some trees around his small estate. He and I went to a War Department Dispersal Depot at Hereford and bought a half-track vehicle with a Ford V8 engine at a very low cost. This did not exactly suit his requirements so he then bought a Jeep and from that small beginning the Land-Rover, as we know it today, was developed.

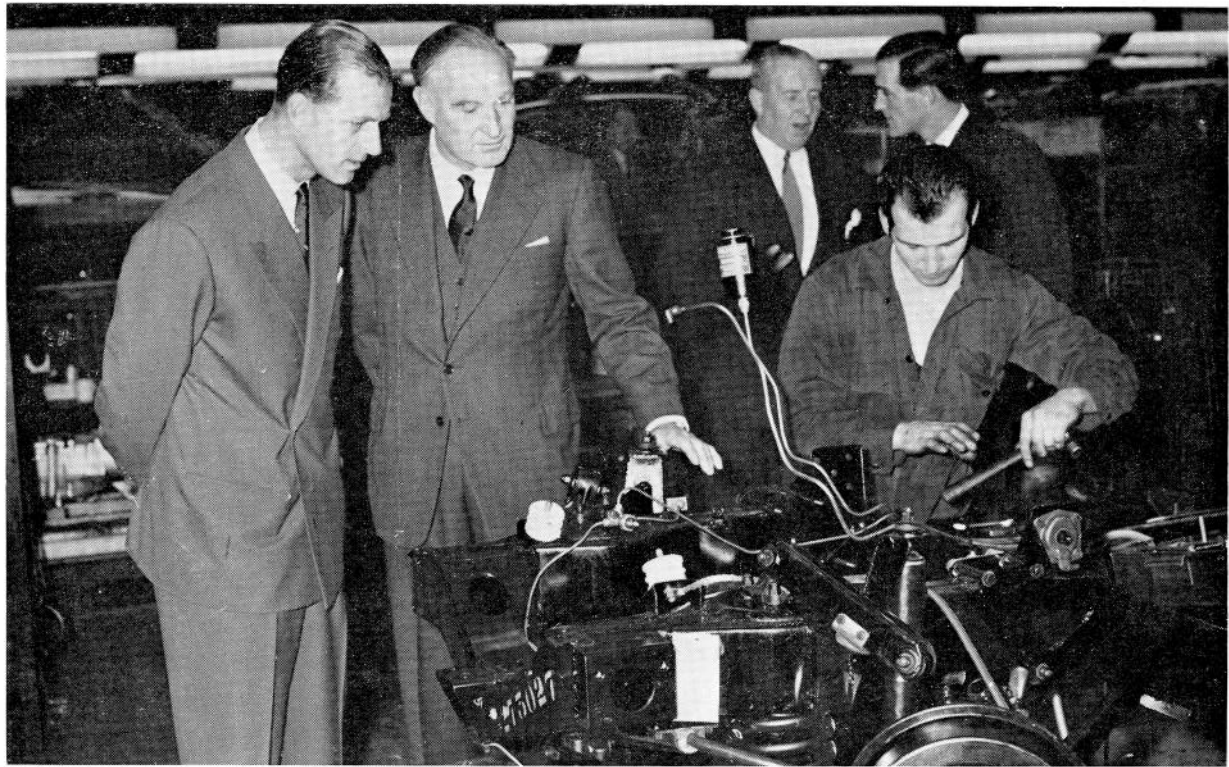
In his later years M.C.W. took on other responsibilities in addition to design. He became Joint Managing Director of the Company and as you all know, he later became Chairman. But his true love always remained with inventions, forward planning and forward design, or to quote him—"making the ironmongery work".

He has been acknowledged as one of the most far-seeing and forward thinking design engineers of our time. He held quite individual and, in some ways, radical views on many social questions, but in all things was very fair-minded and generous in his outlook.

As many of his friends know, M.C.W. was a keen golfer and, in spite of ill-health, remained so to the end. His going is a very great loss not only to the Company, to his numerous friends and to myself, but to the whole of the motor industry.

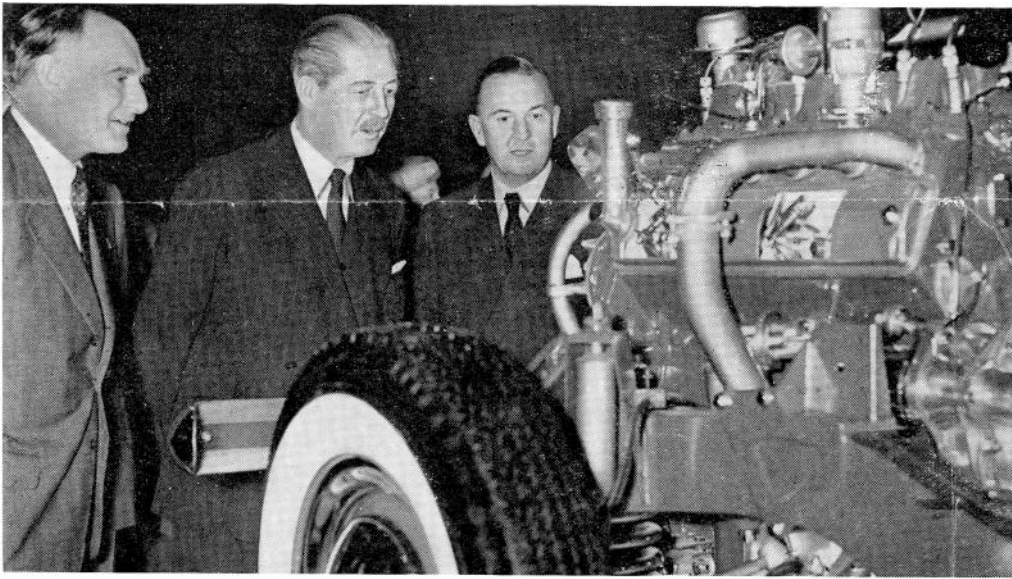
WITH ROYALTY...

when the Duke of Edinburgh toured the Solihull factory



WITH THE PRIME MINISTER...

when Mr. Harold Macmillan toured the assembly lines



WITH CIVIC LEADERS...

. . . . when the Lord Mayor and Lady Mayoress of Cardiff visited Solihull. Mr. Wilks is with the Lady Mayoress, Mrs. Vera Lewis, J.P.



By MAJOR B. H. THOMAS O.B.E.
Former Manager
Rover Shadow
Factories

The very sad death of M. C. Wilks has set me thinking back over more years than I like to remember to the old days of the Hillman Co. when, according to my recollection, he came back from the United States and joined the team there which already included Geoffrey Savage, George Bedford and myself under Mr. S. B. Wilks as Managing Director.

Later on, and some time after the takeover of the Hillman Co., I was in touch with Rover over some consultant work, and it was largely owing to M.C.W.

that I joined the Rover Company after a casual conversation with him on the subject of hard chrome plating.

This led on to the Ministry Shadow Scheme for aero-engine construction in which we all co-operated throughout the war and post-war years.

Since my retirement from Rover I have been fortunate in being able still to keep in touch, and it was a stimulating experience to be taken round the Development Shop by him with his vivid enthusiasm and technical knowledge.

He carried his scientific outlook well into his private life—even on the golf course, where he experimented with weird shapes of putter and, incidentally, was no mean performer.

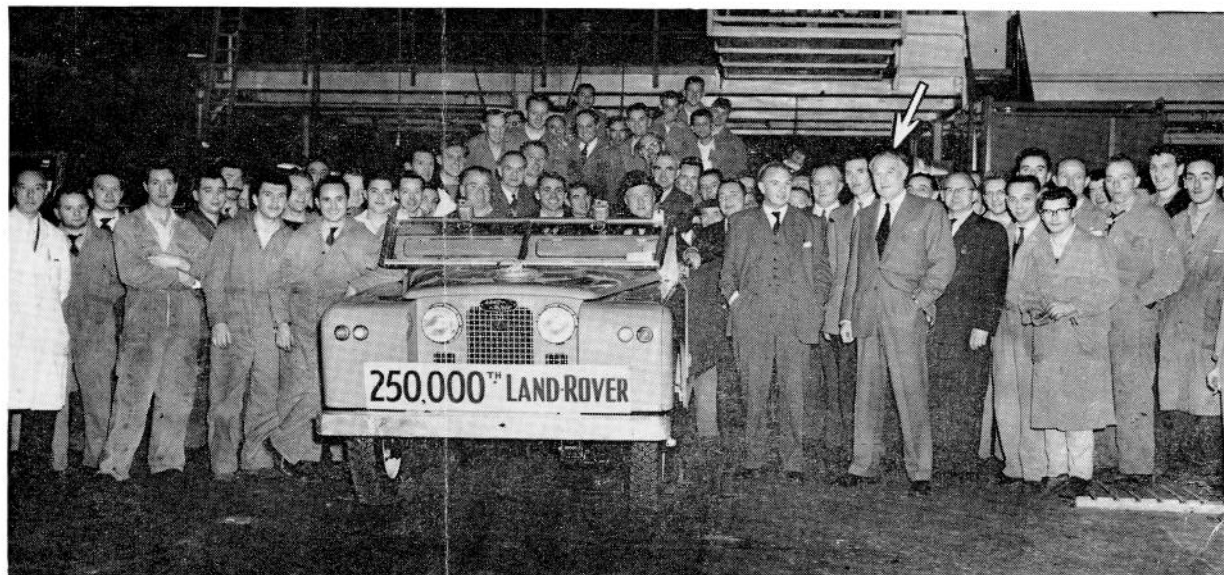
In his home, too, there was always a collection of scientific gadgets and I remember being fascinated by an elaborate wireless outfit and tape-recorder of advanced design and construction made by him and beautifully housed out of sight in an opening cupboard by the side of the fireplace.

In my early days as an engineering pupil at Thornycrofts I remember paying a visit to the late Tom Thornycroft one evening and finding him and his wife on their knees on the drawing-room hearthrug dismantling a magneto.

So, I think, with M.C.W. science and engineering were not just a means of livelihood but a major part of his whole life and outlook.

As one grows old one of the sadder penalties is the loss of friends and associates of one's working life. M.C.W. will be remembered and sorely missed not only by the Rover Company but also by all those who knew him.

... AND WITH ROVER EMPLOYEES



. . . . on the occasion of the production of the 250,000th Land-Rover, with which vehicle's "birth" he was so closely associated.