



## £A780,000 AUSTRALIAN ARMY ORDER

An order for more than 600 CKD petrol Land-Rover units has been placed by the Australian Army through Rover Australia. The order is worth approximately £350,000 to the Rover Company in Britain, and after assembly in Australia utilising a considerable number of components manufactured in our own organisation and after incorporating a high degree of Australian content, the total value of the vehicles will be about £A780,000.

Such a large combined order is good news for the Company and gives a strong initial boost to the 1963 sales drive. Of the vehicles, 575 are short wheelbase and the remainder Long vehicles in various forms.

Production at Solihull began in mid-January and every effort is being made to ensure that the majority of the units will be delivered by Rover Australia to the Army before the end of June.



The Shah of Persia reviews units of his armed forces from a Land-Rover at Jalalieh Stadium, Teheran, during Azerbaijan Day celebrations in December. He was accompanied by his Prime Minister and senior officers.

### 600 Land-Rover units going CKD for Sydney assembly

The order, following on the considerable number of vehicles already ordered by the Australian Army, is yet another vote of faith and confidence in the world-renowned Land-Rover, particularly by the Australian Army which already has some 2,000 of the vehicles operating with its forces in various parts of the world. In the 14 years of Land-Rover production, about 30-40,000 vehicles have been supplied in all to the Australian continent, the terrain of which is ideal for the rugged Land-Rover.

Our success in securing the order is due, not only to a high degree of priority given at Solihull, but to the fact that having established Rover Australia we are able to meet the special requirements of Australian customers.

#### CONSIDERABLE BOOM

As well as representing substantial production work at Solihull, the incorporation of local components and manufacture means that about half of each of the 600 vehicles ordered is being completed at Solihull and half by Rover Australia in Sydney.

On the civilian side of Australian business, the Company is enjoying the benefit of a considerable boom in the Australian economy resulting from the lifting of import and credit restrictions. The effect of this is felt in car as well as Land-Rover business.

Since the formation of Rover Australia (Pty.) Ltd., the Land-Rover has been in great demand and following the expressed policy of the Australian Govt. the Rover Company has increased local content both manufactured by our own organisation and by a wide variety of Australian suppliers.

(More Sales Dept. News—see Page 2)



Mr. J. B. Wilson (Works Engineer, Solihull) has been appointed Vice-President of the British Fire Services Association (Midland District).

This is an honorary title which recognises, not only Mr. Wilson's past services in the fire service field, but also the Company's longstanding association with the Fire Services Association.

At the annual dinner and concert of the Midland District, the President of the Association, Lord Faringdon, presented Mr. Wilson with the Vice-President's medallion.

### 3-litres to tackle the East African Safari once again

Rover cars will again be competing in the gruelling East African Safari which will once again be held over the Easter weekend from April 11-15.

Four 3-litres have been entered as a works team. One of the cars is a veteran of last year's Safari in which two of the four Rover entries finished

and were placed 3rd and 5th in the class for cars of 2,500 cc and over. The other three cars entered competed in the Liege-Sofia-Liege and R.A.C. Rallies.

Drivers so far selected are Ken James and Mike Hughes (paired in one car as they are the most successful Rover rally drivers to date), Johnny Cuff and Bill Bengry. The latter two will each be partnered by a local driver well-versed in language and geographical knowledge. The fourth car will have a fully local crew.

The crated cars are being freighted to Africa in the *Tantallon Castle* which sails next Thursday. Servicing during

the rally will be undertaken by Mr. R. Nash (Competitions Liaison Manager), Mr. Tony Cox (Competition Section foreman) and two or three fitters from Solihull. Every co-operation is being given by the Cooper Motor Corporation Ltd., our East African distributors, in rally arrangements.

Accepted as one of the toughest car rallies in the world, the East African Safari takes in 3,000 miles of Kenya, Uganda and Tanganyika—850 miles being on tarmac roads, 1,400 miles on main trunk roads and nearly 800 miles on inferior roads.

## Keys that will open the door of big business to small turbines

Materials development and production development, together with long overhaul life, were the keys which would enable the small turbine to become big business.

So declared Mr. Noel Penny (Chief Engineer, Gas Turbines) in a paper presented to the Automotive Engineering Congress and Exposition in Detroit this month.

Declaring that mass production of the small gas turbine presented a unique problem, Mr. Penny said that with justification of the high initial tooling cost, no fundamental production difficulties would exist.

He continued: "Although quantity production is vital to low manufacturing costs, competitive selling price is largely a function of material cost. Some gas turbine materials are costly almost solely due to undeveloped material production techniques. However, the real answer will lie in design development to permit the increased use of cheap materials without compromising performance and also the redesign of the exotic material components to ease and cheapen their manufacture.

#### Fuel economy

"New materials have been, and must continue to be, developed and used; materials such as glass ceramics, silicon nitride, aluminium oxide, nickel oxide and aluminium irons. These and others will contribute substantially to the production of small gas turbines competitive in every sense".

Mr. Penny said the small gas turbine had already achieved a fuel economy

comparable with engines in the petrol range. Latest small gas turbine design estimations showed fuel consumption near to engines in the diesel range.

Many virtues attributed to the small gas turbine and based on the achievements of large gas turbine engines had yet to be demonstrated and proved—e.g. long overhaul life. But there were no big fundamental obstacles in this direction—hard work was all that was required. The big question was cost.

Mr. Penny said earlier in his paper that it was estimated that approximately 90 per cent of the world's output of power plants below 300 h.p. was used

### door of big

for vehicle propulsion. Thus, it was reasonable to assume that a substantial market existed for a turbine power unit which had advantages to offer over traditional engines.

The paper traced the history of Rover's activities in the automotive gas turbine field and, after dealing briefly with its successive engine designs, gave a detailed and expansive survey of the current twin shaft automotive gas engine, the 2S/140.

Much original information was given, particularly on the design and manufacturing problems associated with static heat exchangers and on the little-discussed subject of gas cleanliness.



A completed ambulance order lined up outside the premises of Rover South Africa before the vehicles were delivered to Katanga.

## Rover marine gas turbine seen at the Boat Show

On display at this year's Boat Show in London was the first Rover marine gas turbine unit offered for general sale.

It was the 2S/150 engine, a two-shaft, free power turbine with a shaft output of 150 b.h.p. Installed in the stern section of a boat, it showed the requirements for installing gas turbine units for marine propulsion.

The 2S/150 consists of a gasifier section and a power output section which can be operated from the stalled condition to maximum speed without a clutch. This compact, vibrationless engine is simple to maintain and has an accessibility far in advance of anything hitherto associated with this type of power unit.

This unit can operate efficiently on a wide range of liquid distillate fuels and over widely varying climatic conditions. It has a power take off speed of 6,000 r.p.m. (max. power) and continuous rated shaft horse power at 60°F. of 150. It measures only 20 ins. x 24 ins. x 36 ins. and weighs 200 lb. (including first stage reduction gearing).

Also on show on the Ruston and Hornsby Ltd. stand was the Ruston Rover unit which created such widespread interest at last year's show. Three versions of this lightweight 2½ litre diesel engine were exhibited.

The Ruston Rover unit, first introduced at last year's Boat Show, has had a popular appeal to boat builders and owners all over the world. A large number of export orders have been completed for Scandinavia, the Benelux countries, Australasia, North America, Iceland, Thailand, the Philippines, the Middle East, Malaya, Pakistan and to east and west Africa.

# New U.S. depot can process 300 vehicles a month

New car preparation facilities have been established at Newark, New Jersey, by the Rover Motor Company of North America Ltd.

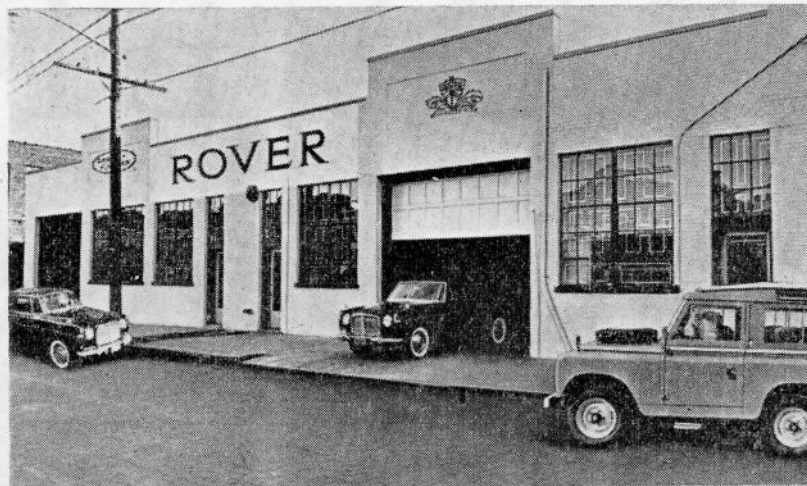
Its service and parts organisation is also being substantially expanded and parts inventories at the Company's Newark, San Francisco, Toronto and Vancouver master depots are being increased to improve still further the service offered to Rover dealers in the United States and Canada.

The new Newark depot is a headquarters for technical field and service staffs and comprehensive dealer service school training will be offered later. A processing capability of about 300 units a month, and a standing reserve of more than 100 vehicles ready for shipment to dealers on order, is also offered at the depot.

Expansion of parts, service and warranty staff and facilities are necessary to



back the sales increase expected in the U.S. and Canada in 1963. Pictured are general views of the exterior and interior of the New Jersey depot. The veteran cars displayed are 1907 (left) and 1909 Rovers.



## Vietnam missionary in Land-Rover defies Red guerillas

Deep in central Vietnam, in an area heavily infiltrated by Communist guerillas from the North, works a Birmingham-born missionary and his wife. Their faithful companion and means for doing their work is a Land-Rover.

The hill tribes among whom the couple work have had little or no previous contact with Europeans. In fact, the tribesmen often 'meet' the Land-Rover before clapping eyes on their first white man!

Missionary Roy Spraggett, of the

World-wide Evangelisation Crusade, is the brother-in-law of Mr. Harry Goodyear (Gauge Inspection, Solihull) to whom ROVER NEWS is indebted for use of the accompanying photographs.

Mr. Spraggett has been in Vietnam for several years and in letters to his sister, Mrs. Goodyear, he stresses over and over again that his only means of moving about is the Land-Rover. Judging by the pictures, one can appreciate why!

Headquarters for his Land-Rover sorties to the hill tribes has been Cam Phu near the 17th parallel and every month Mr. Spraggett crosses three mountain ranges in his Land-Rover to visit the W.E.C. field base at Da Nang.



Disembarking from a Vietnamese river ferry is a tricky operation which draws attention from local inhabitants.

Although the probing Communists are suspected of being concerned in the violent death of one of Mr. Spraggett's 'boys' and the disappearance of a second, the W.E.C. is determined to press

on with evangelical work among the tribes in this part of Vietnam. Towards this end a house is being built at Cam Phu for Mr. and Mrs. Spraggett and their baby daughter.

"Every letter tells of adventure", says Mr. Goodyear. "In one he told how he used the Land-Rover to rush to hospital a woman bitten by a snake in a pad field, but unfortunately the woman died".

What vehicle other than a Land-Rover could 'rush' over terrain seen in the adjoining photographs?!



The sort of 'road' which Mr. Spraggett's Land-Rover has to traverse to enable him to work among the hill tribes of Central Vietnam.

## GOOD IDEAS THAT HIT THE JACKPOT

Further awards totalling £120 have been made by Solihull Suggestion Committee and recipients of the two largest individual amounts—£50 and £20—received cheques from Mr. A. J. Worster in the main canteen on December 12.

Half the total award went to Mr. G. Thomas (Test Rectification) for two ideas which won him £50 and £10 'prizes'. He was £50 richer for a suggestion regarding the Land-Rover oil cooler piping system.

### His suggestions bought a van . . .

Mr. Graham Thomas, a native of Swansea, has been earning money with good ideas for 12 years; in fact, he bought his first van with £75 saved from numerous small awards!

Mr. Thomas joined Rover in 1949—and a year later began his 'winning run' which has so far brought him a total of about £130 from 30 separate awards. Most of these have been small ones—the first in 1950 was for £1—and the £50 cheque he was given last month was the biggest 'win' of his Suggestion Scheme career.

Early awards were for modifications to the Land-Rover but latterly savings of labour and material on the job have figured prominently. Mr. Thomas always likes to keep a few suggestions pending.

Proof that suggestions pay. Left to right: Messrs. E. Tasker (£20 recipient), A. J. Worster, W. Ethell (Suggestion Scheme secretary) and G. Thomas (£50 recipient).

A cheque for £20 went to Mr. E. Tasker (Land-Rover Final Line), who questioned the use of galvanised runners on the wheel arch. This resulted in a change being brought about earlier than would otherwise have been the case.

Mr. J. A. Sackson (Test Rectification), a former representative of the Workers Committee of J.P.C.A., was not present on December 12 to receive his £25 reward for devising a tool for tightening gear shift to the ball joint of P5 cars. He has emigrated to New Zealand and was given his award before leaving the Company's employ.

Other awards were to Mr. E. E. Watkins (Stores Dept., £10); Mr. I. F. Haynes (Land-Rover Final Line, £3); and Mr. J. A. Davis (Land-Rover, £2).



### Pensioners' dinner: Names wanted

A dinner and concert exclusively for retired Company employees is being arranged for early in the New Year. Unless they have already done so, pensioners wishing to attend the function should write to Mr. R. Dixon, Social Club secretary, giving age, approximate years of employment with the Company and date of retirement, in order that a register can be compiled.

Because of the recent illness of Mr. W. G. Kane (Safety Officer, Tyseley Group), his next article in the series "Safety Corner" does not appear in this issue. The feature will be resumed next month.

## SALES DEPT. NEWS BRIEFS Assembly in Venezuela

Land-Rover assembly will begin in Venezuela during 1963. Final approval for the project came through while Mr. D. Gower-Johnson (Regional Manager) was in Caracas during his recent South American tour.

Assembly will be by a new company, Mack de Venezuela, formed jointly by Mack Trucks Inc. and our Caracas distributor, Auto Agro. Immediate potential capacity will be 500 vehicles a year.

A Rover 3-litre car has been demonstrated in Stockholm to the King of

Sweden. The Swedish royal garage has had Rovers in it for some time.

Visits: Mr. E. Armitage (Regional Manager) is on a 2-month tour which is taking him to Turkey, the Lebanon, Iraq, Persia, Afghanistan, India, Ceylon, West and East Pakistan, Burma, the Arabian Gulf, Egypt and Cyprus before his return to Solihull in mid-March.

Mr. R. L. Richter (Regional Manager) will be in Reykjavik on February 2 for the opening of extensions to the premises of our Iceland distributors, Heild-verzlunin Hekla Ltd.

A confident wave from two Thai provincial governors as the Land-Rover in which they are passengers 'takes a dive' on the Solihull Jungle Course. Nai Van Surakul (left), Governor of Pukhet, and Nai Prapan Na Patalung, Governor of Suraasdhani, were two of four Thai governors to visit the factory under C.O.I. sponsorship.





# 'Bleeper' finds its man

While Rover Cardiff Telephone Supervisor Mrs. Grace Haskell (right in the adjoining picture) attends to calls, her assistant on the Pengam switchboard, Miss Vera Saunders, contacts an executive by means of a novel radio-paging system operating throughout the factory.

Through the system, security police and executives can be contacted when away from their offices. Ten of the total of 30 receivers carried have flashing lights as well as a very audible "bleep". Thus, even if noise on the factory floor prevents wearers from hearing the call they will be alerted by a beam emitted from transmitters in top pockets.

Clear reception is obtained across 200 ft. between the two large Pengam buildings. It is the job of the police to ensure that executives have their receivers with them when entering the factory and return them when they leave.

The brains of the paging system are two control consoles—message transistors—in the General Manager's office and the telephone room. The transmitters are fitted with warning lights so that the General Manager knows when the switchboard apparatus is in use and vice-versa.

At present, the system can only transmit one way—to the wearers—but the equipment company has been contacted to supply return-speech receivers when they become available in the near future.

Four ROVER NEWS correspondents have been appointed at Pengam to operate under the chief correspondent, Mr. J. Fisher Evans. Items for inclusion in the Company newspaper can now be given to any of the following: Miss Valerie Edwards (Parts Manager's Office), Mrs. Eileen Simons (Parts Supt's Office), Miss Judith Grey (Production Manager's Office) and Mr. Tony Parsons (Production setter).

## ROVER WIVES from MIDLANDS GET TOGETHER



Fifteen housewives, who moved their homes to Cardiff when their husbands were transferred from the Midlands, had a Christmas 'get together' party at the home of Mrs. R. Woodfield, wife of the Pengam Chief Demonstrator.

### The Festive Fifteen

All 15 wives are now firmly settled in Cardiff. Their families are attending local schools and some are carrying away honours for learning Welsh. "We're all in favour of Welsh being taught to our children", says Mrs. Woodfield. "My son, Martin, is only 15 months old but I shall certainly be in favour of his learning the language when the time comes".

In the South Wales Echo photograph are, left to right back row: Harold Hitchman, Roy Woodfield, Pamela Skermer, Nora Lomas, Madge France, Jean Hitchman, Joan Sievwright, Betty Goode, Pat Meaton, Veronica Collins. Front row: Brenda Houldey, John Fisher Evans (Assistant to the General Manager), Daisy Harper, Betty Kitchen, Roselle Woodfield, Ken Houldey (with dog Penny), Beatrice Jones and Florence Lea.

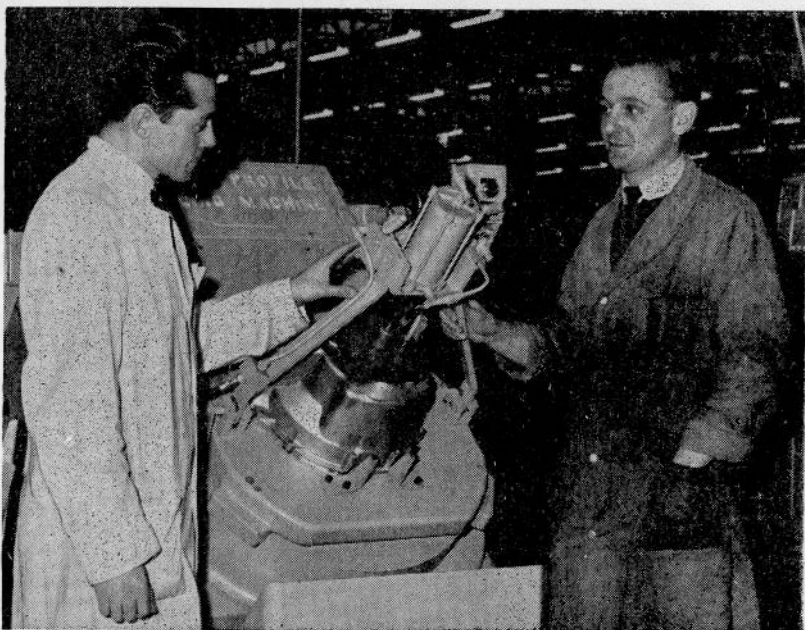
Mr. D. Joyce (Publicity) won the Sam Hay Cup in the Solihull Vintage Motor Cycle Boxing Day Run with a 1915 3½ h.p. Rover machine. The cup was for a motor cycle which had not previously won an award.

## 'Factory will do well', says the Managing Director

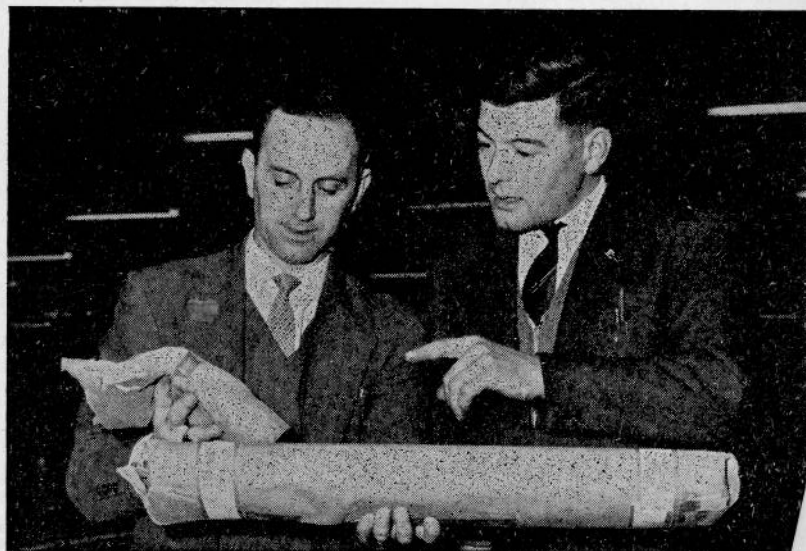
After recalling his past association with Wales, Mr. W. Martin-Hurst, Managing Director, told personnel at the Rover Cardiff dinner-dance on December 19:

"I am confident that the factory which has been built here is going to do well. I do most sincerely hope that it will provide for many, many years a good living for the people who work there, and happiness for them and their families without any of the fear which has in the past hag-ridden parts of Wales—that the industry in which they are engaged might fold up and leave them without employment".

To Rover families who had moved from the Midlands and were spending their first Christmas at Cardiff, he said: "Though some of you may be feeling a bit strange now, you will quickly find that you are part of this country and I sincerely hope that you will derive the same pleasure from living in Wales as I have done".



Two teachers iron out a problem. Messrs. D. Scott (left), Assistant Demonstrator, and Tony Parsons (setter) have been evening class tutors in engineering at Llandaff Technical College since September. They were also two of the organisers of the dinner-dance held on December 19; the third organiser was Miss Judith Grey (Secretary to Production Manager). LEFT: The official guides for visitors to Parts Dept., Pengam. Left to right: Messrs. Nigel Collins (Data Processing), Tony Bielski (Market Research) and Tony Allen (Air Freight). RIGHT: Junior foremen in consultation. Messrs. Ted John (left) and Kenneth Houldey identifying a hard top kit. Mr. Houldey has been with Rover for 13 years and was transferred from the Midlands; Mr. John, a Company employee for two years, is the first Cardiff-enrolled man to be promoted from the shop floor in the Parts Dept.



### Sprayer's death

Mr. Charles Cresswell, who collapsed and died on December 28, aged 63, was among the first sprayers to join the Company when the Solihull factory opened in 1945. He was at first in the Detail Paint Shop spraying cellulose and was transferred to the Body Paint Shop in 1946.

### Pengam employees married



Miss C. A. Richards (Typist, Shipping Section, Parts, Pengam) and Mr. Roger Hougardy (Provisioning Section, Parts) after their marriage at St. Augustine's Church, Runney, on December 22.

### Social occasions

A Rover Cardiff dinner-dance on December 19 organised by members of the Production Dept. was attended by some 135 employees and their wives. Guests included Mr. W. Martin-Hurst (Managing Director) and Mrs. Martin-Hurst; Mr. D. N. Steed (General Manager, Pengam) and Mrs. Steed; Mr. J. Fisher Evans (Assistant to the General Manager) and Mrs. Fisher Evans; Mr. D. Shand (Production Manager) and Mrs. Shand.

A similar social event arranged by members of the Parts Dept. was held early this month.

### He 'climbs' up family trees



If you want to climb up your family tree but are rather nervous about what you might find in the branches, then Mr. Arthur F. Smith (Commissionaire, Pengam Main Offices) is your man. His hobby is genealogy—tracing the family tree.

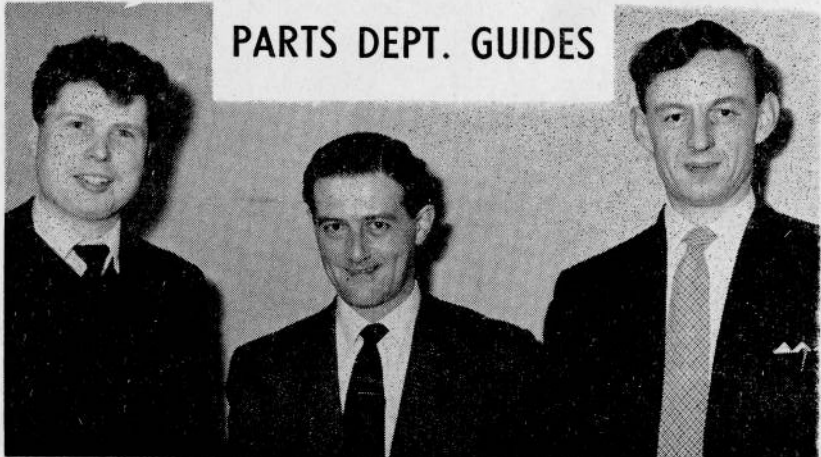
Mr. Smith (pictured above) has traced his own family back 250 years and that of his wife some 300 years. "Originally, I took it up as an interest", says Mr. Smith, "but I became very keen when I began tracing my own family".

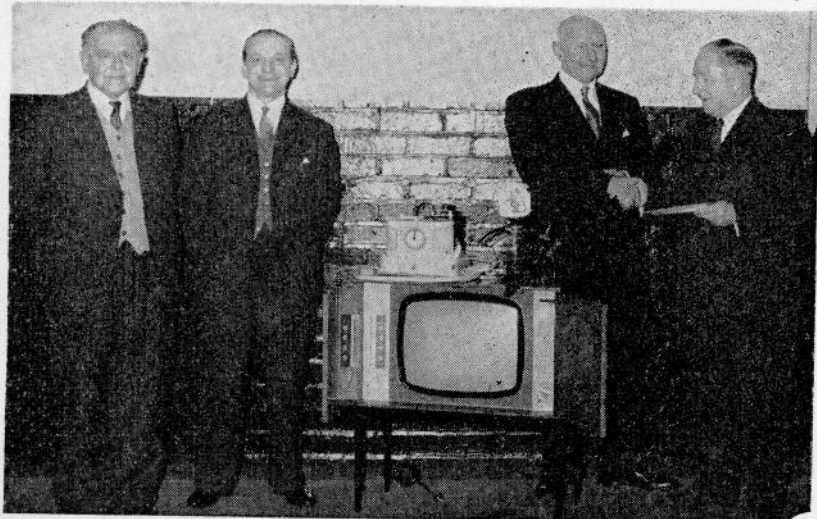
He is a member of the Society of Genealogists and would like to start a genealogy group among interested Pengam personnel.

Tracing family trees can be an expensive hobby, but not necessarily so with a little know-how. For 30s., a day can be spent browsing through the records of Somerset House which take a searcher back to 1837. Then there is the Public Records Office for those wishing to delve back even further into the past.

Mr. Smith has a firm conviction. "There is no such thing as a man being really lost—unless he wants to be, of course. If you search hard enough you can 'find' people classed as lost".

### PARTS DEPT. GUIDES





Presentation group at Tyseley. Mr. A. J. Worster (right) gives Mr. L. C. Welton a cheque from the Management and a farewell handshake upon his retirement after 50 years with the Company. Other gifts he received included a television set and automatic tea-maker, a percolator and a clock. Also in the picture are Mr. G. L. Kings (left) and Mr. C. T. Payne, who have also retired after long service.

### Trio with a common link — they're octogenarians

Three men with a common denominator are to be found working in the Tyseley Group. Their common link is age — great age, in fact, for all three are about 80 years old.

None of the trio makes any claim to be the Company's oldest worker; that distinction is held by Mr. Robert D. Turner (Percy Road), 86 years young, who was featured in ROVER NEWS last April.



Mr. Pearsall

But the three are certainly among the oldest in a Company which has many loyal veterans among its employees.

Oldest of the trio is 81-year-old Mr. Alf Pearsall, a fitter at Springfield. He has been with the Company for 21 years and was at Tyseley until moving to Springfield upon the factory's opening in 1954.

Alf has been a course angler since he was a lad of eight. Not unnaturally, he takes a good note of the weather before betaking himself to the river bank with rod and tackle nowadays. He says he finds his greenhouse warmer at this time of year!

He came fourth in a Tyseley angling contest not so long ago, catching a 12 oz. 4 dr. roach. A keen gardener, Alf specialises in chrysanthemums and begonias grown under glass and the results seen at Springfield from time to time are tribute enough to Alf's prowess as a gardener.



Mr. Caswell

Another octogenarian gardener is Mr. Arthur George Caswell, a toolroom turner and reliever at Tyseley. He was 80 on January 13 and has been at Tyseley for 38 years.

When Arthur joined Rover in 1924 the air-cooled 8 h.p. car was still in production. Still fit and happy at his job, Arthur, a Quaker, regards himself as "still useful"—a masterly understatement from a highly-skilled and competent craftsman.



Mr. Osborne

For the record, Arthur, a member of the Society of Friends at Hall Green, grows chrysanthemums and dahlias.

Third veteran is Tyseley Group 70 production turner Mr. John Osborne, 79 next month. He's had 58 years in the car industry, 32 of them at Rover.

Before the war John was a member of the angling section and during hostilities he was for 4 years secretary of the Tyseley works St. John Ambulance section and also a factory A.R.P. worker.

## Presentation parade

### 'End of term' for veteran employees

End of the old year was "end of term" for several employees of longstanding at Tyseley, Acocks Green and Solihull.

Mr. Leslie Victor Welton (Chief Wages Clerk, Tyseley Group), who retired after 50 years with the Company, joined Rover as a 15-year-old office boy at the Queen Victoria Road Works, Coventry, in August 1912.

At the time, the Company was making pedal and motor cycles as well as 12 and 18 h.p. cars. The single-cylinder 8 h.p. vehicle was also much in evidence. Mr. Welton owned one of the last Rover cycles to be made and he has presented it to the Company.

Mr. Welton returned to Rover after serving in France, Belgium and Italy with the R.H.A. during the first world war and he remained at Coventry until 1929 when he was transferred to be in charge of Tyseley wages office.



Mr. Christopher Thomas Payne (Chief Ratefixer, Tyseley and Acocks Green Group), who retired after 32 years' service, began in Tyseley toolroom as a universal miller and jig borer after six years with the Ford Motor Company in Detroit.



Mr. Hayes (left) receives a tape recorder and a farewell handshake from Mr. J. W. E. Walton (Executive Director, Production—Tyseley), who presented the gift on behalf of Mr. Hayes' colleagues at Acocks Green.



Mr. Warner receives his Walton walnut chime clock from Mr. A. B. Smith, Director and General Manager.

He was subsequently transferred to Ratefixing Department to assist in changing the method of piecework payment by time study. In 1932 he was promoted Chief Ratefixer. During the war he was in charge of ratefixing for the Tyseley works in Yorkshire, and in 1951 he added to his responsibilities by taking charge of Consumable Specifications.



Other notable departures included those of Mr. Arthur Edward Hayes (Chief Wages Clerk, Acocks Green—22 years service), Mr. Geoffrey Frederick Warner (Chief Storekeeper, Cars, Solihull—29 years' service), Mr. Gilbert Lawrence Kings (Chargehand, Rocker Section, Tyseley—32 years' service), Mr. Walter Ballinger (Perry Barr—42 years' service) and Mr. Bert Caunt (Jig Shop, Solihull—35 years' service).

Sixty-year-old Mr. Hayes is going into semi-retirement for health reasons, but he hopes to take up golf—a sport new to him.

Mr. Hayes began in the Wages Department at Acocks Green in 1940. He was destined to be placed in charge of Salaries Office, but a change in plans due to illness put Mr. Hayes in charge of wages.



Mr. Kings was with the Company during the days of 8 h.p. air-cooled engine manufacture and returned to Rover in 1930 after a period with another motor manufacturer.

Mr. Warner joined Rover as Chief Storekeeper at the Helen Street, Coven-

try, works in 1933. After the 1940 blitz, he went to the Barnoldswick factory in Yorkshire and eventually returned to Lode Lane as Chief Storekeeper (cars) in 1945.

Mr. Ballinger joined the Company on chassis erection at Tyseley in 1920. He moved to Group 368, Axle Assembly Dept., Perry Barr when the plant opened in 1953. He retired at the age of 70.

Mr. Caunt's service began in the Body Shop in 1913 and he returned after four years' service with the Royal Engineers during the first world war to work subsequently in the Jig Shop. His 35 years' service was achieved despite several breaks in his employment with the Company.



Twenty-one years of solitary service ended on December 31 for Mrs. Hannah Ellis (Drawing Office Misc.). She has worked in the Barco Darkroom at Solihull since this industrial photographic equipment was brought to Solihull from Coventry in 1945. For four years previously she worked in the Time Office.

Her work involved photographing drawings, articles from magazines, etc., and enlarging, reducing or general reproduction. She worked entirely on her own and visitors had to knock and await permission to enter before opening the door to her domain.

A barometer and money were presented to Mrs. Ellis by Mr. E. C. Davis (Specification Dept.) on December 21.

Mr. F. R. S. Seale (Chief Designer) made two presentations on December 21—a radiator, carry-cot and other items to Mrs. Kathleen Bedford, his secretary who left after 17 years' service, and an electric drill and attachments to Mr. George Tye, aged 70, who had been in the Land-Rover Drawing Office for 12 years.



Mr. H. Hayer (Works Supt., Perry Barr) presents Mr. Ballinger with an electric razor and Parker pen. Looking on are Mr. A. Turner (Assembly Shop foreman) and workmates of Mr. Ballinger.

## PERSONAL NEWS FROM THE FACTORIES

### BIRTHS

We offer our congratulations to...

ADAMS—To Mr. and Mrs. Raymond Adams, a son (Paul Raymond) on December 21. Mr. Adams works on Group 351 Diff. Assembly at Perry Barr.

DOWNES—To Mr. and Mrs. John Downes, a daughter (Julia Nicola) on December 4. Mr. Downes is an electrician at Solihull.

GALLETT—To Mr. and Mrs. Roland Gallett, a daughter (Sharon Joy) on November 22. Mrs. Eileen Gallett was formerly a secretary in the Buying Office at Springfield.

MEREDITH—To Mr. and Mrs. Jack Meredith, a son (Paul) on December 13. Mr. Meredith works in West Block Paint Shop, Solihull.

NEWITT—To Mr. and Mrs. Robert Newitt, a daughter (Andrea Carol) on December 13. Mr. Newitt is in Design Research, Solihull and Mrs. Anne Newitt was formerly in M.C.D. Solihull and also at Acocks Green.

### MARRIAGES

We offer our congratulations and best wishes to...

HOUGARDY-RICHARDS—On December 22 at St. Augustine's Church, Rumney, Cardiff, Mr. Roger K. Hougardy (Provisioning Section/Parts Pengam to Miss C. A. Richards (Shipping Section/Parts Pengam).

MADDOX-PRICE—On December 15 at St. Margaret's Parish Church, Mr. Ewart Maddox to Miss Beryl Price. Mr. Maddox works on Group 315 Land-Rover Stub Axle.

### SILVER WEDDINGS

We offer our congratulations and best wishes to...

FRADGLEY—Mr. and Mrs. W. Fradgley celebrated their silver wedding anniversary on December 18. Mr. Fradgley is chargehand of Group 236 Ryland Road.

HAWKINS—Mr. and Mrs. Frederick Hawkins celebrated their silver wedding anniversary on December 21. Mr. Hawkins works in the Land-Rover Assembly Shop and Mrs. Mildred Hawkins is in the Gas Turbine Stores.

ROUGHT—Mr. and Mrs. Frederick Rought celebrated their silver wedding anniversary on

December 27. Mr. Rought is in charge of phosphating on P.4 and P.5 cars.

TAYLOR—Mr. and Mrs. R. S. Taylor celebrated their silver wedding anniversary on December 18. Mr. Taylor is a design draughtsman in Land-Rover D/O and is also secretary of the Billiards and Snooker Section.

WILDE—Mr. and Mrs. Arthur Vincent Wilde celebrated their silver wedding anniversary on December 24. Mr. Wilde is a works policeman at Percy Road.

### DEATHS

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

ALLEN—Mr. David Allen died on December 4, aged 79. Mr. Allen was employed as a turner on the Camshaft Section at Tyseley and had been with the Company for 31 years when he retired in 1960.

CATCHPOWLE—Mrs. Gladys Catchpowle died on December 31, aged 67. Mrs. Catchpowle was employed in Inspection Dept., Tyseley and had been with the Company for 9 years.

GOWING—Mr. S. G. Gowing died on December 11, aged 63. Mr. Gowing was employed as a clerk in Plant Engineers Dept., Acocks Green, and had been with the Company for 21 years.

GRANFIELD—Mr. Rowland Granfield died on November 2, aged 69. Mr. Granfield joined the Company in 1932 and had been employed at Tyseley and Perry Barr until he retired 4 years ago.

Mr. Arthur Slater whose death was reported last month had been employed by the Company for 37 years and not 21 as stated. The error, a clerical one, is regretted.



A happy group snapped at the Experimental Dept.'s fourth annual dinner and dance before Christmas. Guests included Mr. W. Martin-Hurst, Managing Director, and Mrs. Martin-Hurst. From left to right in the picture are: Mr. E. Simmons, Mrs. B. Madison, Mr. R. Moore, Mrs. Parkes (senior), Mr. Parkes (senior), Mrs. M. Parkes, Mr. F. Parkes, Mr. B. Madison and Mrs. E. Simmons. Dancing was to Barrie Phelps and his Orchestra.

## 35 gold watches for 875 years of service



Thirty-five Company employees received 25-year-service watches at presentations last month.

Recipients, whose service totalled 875 years, were: ACOCKS GREEN (above): Messrs. J. S. Hibbert (Specifications Dept. supervisor); J. H. Wright (Staff chargehand, Engine Assembly); W. B. Hipkiss (skilled polisher); A. H. Jones ('A' inspector); A. Adams (semi-skilled operator, Machine Shop); H. A. Hall (cutter grinder); A. H. Phillips (canteen bar assistant); W. T. Tidmarsh (Gauge Inspection); W. H. Cope (former 'A' inspector—retired on August 24).

TYSELEY (right): Messrs. A. F. Raynor (assistant to Chief Inspector, Tyseley); J. E. Keogan (shop foreman, Maintenance Dept.); A. H. Blount (M.C.D.); J. L. F. Maloney (chargehand-setter); N. Skinner (Stock Audit); P. G. W. Ainge (axle assembly, Perry Barr); P. Baker (machinist, Rocker Section); N. Bamlett (drilling machinist); J. Clark (machine tool fitter); E. Harris (grinder, Group 58); W. A. Hatfield (setter, Grinding Section); H. L. Hopkins (toolsetter); S. Pollard (chargehand labourer, Ryland Rd.); T. E. Taylor (pipefitter); J. A. Thatcher (truck driver); F. S. Powell (senior storekeeper); H. H. Withers (chargehand inspector).

SOLIHULL (below right): Messrs. N. F. Wright (Scheduling Dept.); R. M. Hill (Gas Turbine/Project D.O. engineer); A. B. Taylor (personal assistant to Mr. H. R. Hill); W. L. Pritchard (staff inspector); R. F. W. Potter (Engineering Dept.); H. P. Taylor (M.C.D.); P. J. E. Watkins (car body painting); J. T. W. Davis (Inspection Dept.); A. L. Higgins (fitter, cars and Land-Rovers).

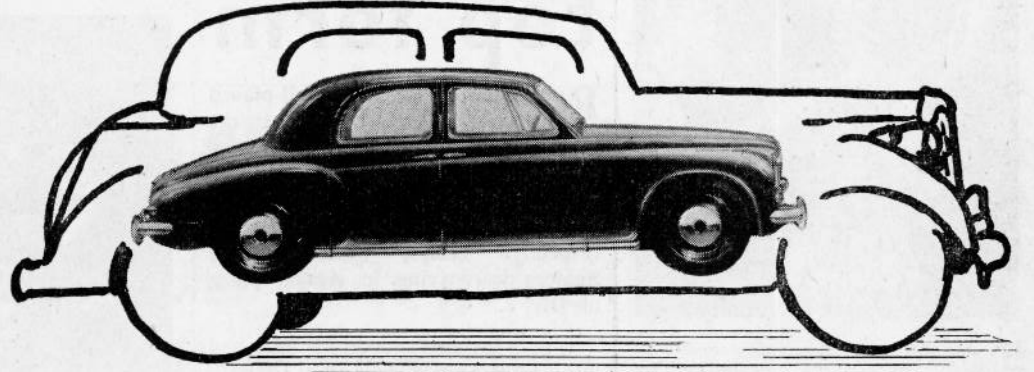
### Instruction in Nyasaland

A pause in service instruction while a photographer records the scene. These senior mechanics employed by the Nyasaland Govt. in Blantyre are seen receiving instruction from Mr. E. G. B. Gilbert Smith (Technical Service and Sales representative) during the latter's recent 10-day stay in the territory.



# Revolutionary era with a new look car

An indication of the good relationship which existed between employees and Management was the exceptionally large number of personnel with long service records.



The new car superimposed on the outline of the old. The outward design of the new Rover '75' was most unlike any Rover previously built. Gone were the familiar radiator, exterior head, side and spot lights . . .

In 1949 approximately 240 employees had service records of over 25 years and thirty of them had been with the Company for more than 40 years. The leading veteran at this time was Mr. Frank Ward, a Director, with a record of 60 years' unbroken service. Running very close was Mr. E. G. Commander (53 years); Mr. E. Jackson (48 years); Mr. Frank Mattocks (47 years); Mr. J. Worsley (45 years); Mr. A. E. Booth (44 years); Mr. E. Newns (42 years); Mr. C. Wyles (41 years), and others. Nearly 7,000 years service was covered by the 240 veterans, giving a near average of 30 years for each one.

To a very great extent the traditions of the Rover Company had been built up over the years by the loyal service given by employees who took a pride in their work and who had been happy in the knowledge that their labours would be reflected in the finished product when it left the factory.

It is not surprising, therefore, that this enthusiasm and loyalty placed the Rover Company in a very strong position and enabled the Management to plan ahead with confidence—designing, experimenting and testing out new ideas well in advance.

Much before the successful launching of the Land-Rover considerable thought had been given to the question of restyling the body of our cars to bring them into line with the latest trends evident in the motor manufacturing industry throughout the world. It was therefore no surprise when, for our 1950 season's manufacturing programme, we astonished the motoring public by introducing the new Rover '75'—an entirely new Rover, making its first public appearance on Stand No. 152 at the Earls Court Motor Show on September 28, 1949.

As will be seen by the illustration, in outward design the new '75' was most unlike any Rover previously built. However, whilst it followed to a large extent the accepted modern lines, the changeover had not been dictated by fashion but was the cumulative effect of the engineering improvements of many years brought together in one model and it combined the best of old and new, with Rover quality the pervading characteristic.

The '75' was the sole model in the Rover programme for 1950, the four-cylinder '60' edition being discontinued. There was an element of surprise in the announcement that the P.3 series of cars, which had won wide approval, was to give way to the new design, and some sharp comments came from those who regarded Rover as being a remaining stronghold of conservatism in appearance. Such was the way of things however, and this change had to be made even though Rover enthusiasts and employees felt a little sadness at the departure of "Rover's" traditional design.

Gone was the familiar Rover radiator. Gone also were the exterior head, side and spot lights—these were now built-in and blended into a most attractive frontal design. The outside-the-body wings were now moulded into the body side panels and the running board no longer existed. The shape of the bonnet was repeated at the rear of the car giving a perfectly symmetrical line from front to back.

The remarkable Rover 6-cylinder '75' engine introduced in the P.3 models was

retained with still further improvements, notably a new aluminium cylinder head with a built-in induction manifold giving considerable improvement in fuel economy. In place of the dual down-draught carburettor two horizontal carburettors were now fitted. The new '75' was priced at £865 plus a Purchase Tax of £241. 0. 7d.—total £1,106. 0. 7d.

The years 1947-1950 were somewhat revolutionary for the Company, what with introduction of the Land-Rover and the restyling of cars. But in addition to all this, in March 1950 the Company had the honour to demonstrate, under the supervision of the Royal Automobile Club, the first car in the world to be driven by a gas turbine engine. The tremendous interest which was shown throughout the world by this development not only enhanced the reputation of the Company but the British car industry as a whole.

At the beginning of 1949 additional capital was raised to increase the Company's production facilities. The financial year ending July 31, 1950, was the first full year to benefit from the additional capital and

the output of vehicles for the year was more than 20,000—an increase of over 50 per cent on the previous year's total which, at that time, was a record.

Government restrictions on the sale of vehicles in the home market still remained in force, but as the Company's output expanded, so did export sales and the export figures expected of the Company were achieved. The Land-Rover continued to enjoy world-wide popularity for its performance and versatility, and the outstanding orders for this vehicle and Rover cars, both home and export, absorbed maximum output for many months ahead.

Some concern, however, was still evident in regard to sheet steel supplies in view of the rearmament programme, and it was possible that some difficulty would be experienced in maintaining supplies at the current rate. The volume of our output was, of course, dependent upon adequate supplies of sheet steel.

For the year ending July 31, 1950, the net profit of the Company rose from £158,098 to £191,201, as a result of the considerable increase in turnover.

The appointment of an additional Director was carefully considered by the Board during 1950, and it was with much satisfaction to employees that in May of that year Mr. Maurice Wilks accepted an invitation to join the Board. Mr. Maurice Wilks was at this time responsible for technical design. The Board of Directors was now constituted as follows:—

- Chairman: E. Ransom Harrison, F.S.A.A.
- Managing Director: Spencer B. Wilks.
- Works Director: Geoffrey H. Savage.
- Director: Frank Ward, F.C.I.S.
- Director: H. Howe Graham, F.C.A.
- Director: Maurice F. C. Wilks.
- Secretary & Chief Accountant: L. G. T. Farmer, A.C.A.



### COMPLETED

One apprenticeship and two laboratory studentships were completed last month. The apprentice was Michael Woodcock (Experimental Engine Development, Solihull) and the two laboratory students were John Finney (Solihull) and Robert Wood (Acocks Green).

### Union award for Press Shop woman

A merit award in trade union education has been gained by Mrs. S. A. Holmes (Press Shop operator and shop steward). Twenty-five awards were made in the Midlands by the Transport & General Workers' Union, which sponsored the course over 8 months, and Mrs. Holmes was the first woman to receive an award for several years.

She had a 95.7 per cent pass and will be sitting for her higher certificate in the near future.

### Ryland Road social

Between 80 and 100 Ryland Road employees and their relatives attended a Christmas dance and social at the Mermaid Hotel on December 13. A letter thanking the Solihull Social Committee organisers has been received in the ROVER NEWS office.

### 64 yrs' unbroken service

Mr. Frank Ward, who had completed sixty years' service with the Company in 1949, having joined J. K. Starley & Co. in 1889. He became Company Secretary in 1902 and a member of the board of directors in 1932. Mr. Ward retired in 1953 after completing 64 years' service and he died in 1961 aged 87.



Mr. Frank Ward



Mr. and Mrs. Ronald Hall, winners of an old time dance competition on December 19, receive the newly-presented A. B. Smith Trophy from Mrs. Smith, wife of the General Manager. The trophy will be competed for annually. Mr. Hall works in Service Repair Shop, Solihull.

## lbs. of £s ...in pennies!

Coppers collected in the Works Engineers Dept., Solihull, and at clocking stations round the factory produced a bumper Christmas harvest of pennies for the benefit of handicapped children at Tudor Grange Special School, Solihull.

A total of £31. 10s. 9d. (in pennies!) was dropped into the lap of the Mayor of Solihull by Department representatives and the money was used to provide a Christmas Party and 64 gifts for children at the school. Then a further sum of more than £20 (also in pennies!) was collected and spent on gifts for 20 deprived children from Chelmsley Home who were also invited to the party.

This was not the Department's first effort on behalf of the children; last summer £60 was raised to send 10 children to convalescent homes and some £200 has been raised in all during the last year or two—all in pennies!

● Beside the mountain of gifts in the photograph below are the principal organisers of the Christmas collection—Messrs. H. Kirby, R. Upton and D. H. Simkiss.



# Tyseley, Solihull footballers hit top form

Rover footballers were well-placed in their league tables at the season's half-way stage before the weather fouled end-of-year games. Tyseley Seniors and Reserves and Solihull Reserves were leading their respective tables, while Solihull Seniors were lying in second place of Div. 2.

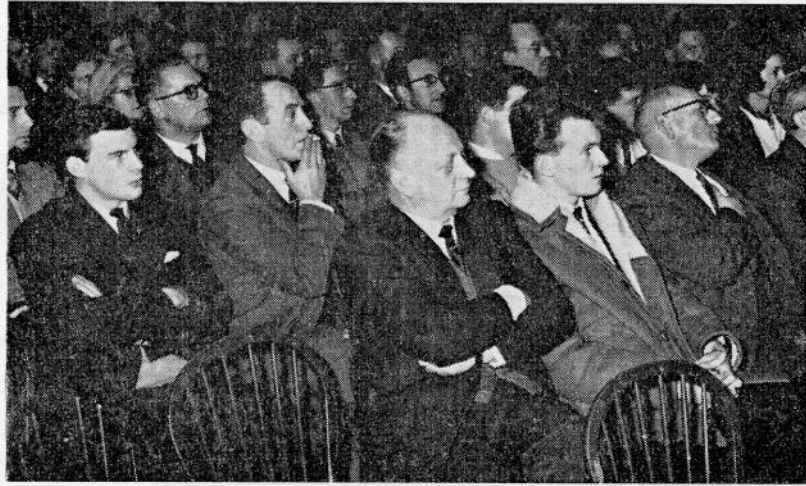
Tyseley Seniors' successful run had put them three points ahead in Division IIIa. They are finalists in the Lucas Cup and with most of last season's team intact they are aiming for promotion.

Peter MacPearson, Tyseley Reserves' star goal scorer, had notched 21 goals at the season's half-way point. Reserves were developing into a strong team, topping Div. 15.

Details: Solihull Seniors. Dec. 1, beat A.E.I. Birlec 6-1 (Rover scorers—Cramer 3, Millington 2, Cox 1); Dec. 8, beat Tubes 5-2 (Cramer 3, Moleley 1, Brown 1); Dec. 15, lost to Bellis and Morcom 3-1 (Timmins, penalty). Reserves. Dec. 1, beat Kynoch 7-2 (Womwell 4, Whitehouse 2, Lees 1); Dec. 8, beat Lucas 3-2 (Humphries 1, Whitehouse 2); Dec. 15, beat B.S.A. Tools 6-0 (Womwell 3, Okey R. 3).

Tyseley League details:—

	P	W	L	D	F	A	Pts.
1st team	10	9	0	1	64	12	19
(Also won 3 cup matches)							
Reserves	11	9	1	1	58	16	19



Mr. Raymond Baxter addressing his Rover audience, part of which is pictured on the left.

## Bodymaker (76) says farewell

A large gathering of workmates said farewell to 76-year-old Mr. Richard Handley (Body Shop) when he retired on December 21 after 17 years' service. He was a skilled bodymaker held in high esteem by both workmates and Management.

In the picture below, Mr. P. Hall (Car Production Manager) is seen presenting Mr. Handley with an electric fire and electric razor, the gifts of colleagues.



## Rally drivers 'a fine bunch of sportsmen' — Says RAYMOND BAXTER

With a bit of luck all four Rover cars entered in the R.A.C. Rally would have finished in the first 20, Mr. Raymond Baxter, B.B.C. Motoring Correspondent, said at the Solihull factory on December 13.

Mr. Baxter, who spoke in general terms about the Rally—in which he drove a Rover 3-litre—to 250 members of the Solihull and Tyseley Car and Motor Cycle Club Sections, said he was pleased to meet the people who built such an "extraordinarily strong car". He said the R.A.C. Rally was a

"doddle" for those who merely wished to finish; but it was quite a different proposition to be in the first 20.

Of works teams and drivers in rally, Mr. Baxter said: "My experience over the last 15 years is that they are as fine a bunch of sportsmen as you can find in any game—particularly in a major game in which the stakes are high. And in international rallies, the stakes are very, very high. One is well aware of being entrusted with a gold brick which is not even yours".

Mr. Baxter said that rushing over tracks at 50 m.p.h. was rather like playing Russian roulette. "Unless you have tried to average 50 m.p.h. on a track you really do not know what it is like". He added to laughter from the audience: "The cars are airborne more times than enough. Rovers motor extremely well on the sump guard, but in that particular attitude they do not steer very well".

### BEST IN SERIES

Saying that he thought the R.A.C. Rally was the best in the series so far, Mr. Baxter described it as being well planned and run, though the organisers did not have all the luck in the world in that they ran into timing difficulties some sections.

"We had just about every sort of weather", he went on, "—rain, fog and snow—and if it had been 48 hours later the Rally would have hit the daddy of them all. It would have run into the tremendous blizzard in Scotland and I think it is highly probable that no one would have finished!"

Mr. Baxter's talk was enlivened by humour and his speech was followed by questions from the audience. On the platform with the B.B.C. Motoring Correspondent were Messrs. Ken James, whose 3-litre was 11th in the Rally, Mr. Ralph Nash (Competitions Liaison Manager), Mr. R. N. Oxley, Assistant Chief Engineer (Cars), Mr. Colin Halls (car club chairman) and committee members from Solihull and Tyseley.

## Snooker team's average success

The Rover snooker team in the Birmingham Efficiency League has had average success, having gained 27 points from the 11 games played up to the season's half-way stage. It also won its Minor Cup game with B.S.A. Tools 'C' 267 points to 152.

R. Plenderleith (Furniture Stores) won the final of the Christmas snooker handicap over G. Bentley (Specification Car Trim) by 3 games to nil. Steady play and good potting were the outstanding features of this final, with R. Plenderleith having the better form.

C. Walker (Scuttle Weld) and C. Lewis (P5 Cars) were the losing semi-finalists and G. Bentley was the runner-up having the highest break prize. Mr. R. L. Richter (Regional Manager) presented the prizes.

### Darts thriller

The final of the Individual Darts Competition was a thriller between F. Mason (Land-Rover Weld) and W. Gorst (P.5 Cars). F. Mason won the first two games in championship form, and even took the third game to double tops. But his last dart finished just on the wrong side of the wire.

Nine darts were thrown by F. Mason but he never made it and W. Gorst stepped in to win his first game. At this stage a transformation came over the match and W. Gorst fought all the way to clinch matters by 3 games to 2.

The Billiards and Snooker Section Secretary, Mr. R. S. Taylor, presented the prizes and F. Richman (Maintenance) and C. King (Paint Shop) acted as checker and marker respectively.

## Boxing Day rally drew 10 starters

Nine of 10 starters finished the 25-mile rally organised by Solihull Car and Motor Cycle Club on Boxing Day. One car retired from the event which ran from the Lode Lane works to the Three Maypoles, Shirley.

Seven drivers tied for equal first place gaining full points on road sections.

### 21st supper

The 21st Christmas Supper of the Acocks Green Accounts Group held at the Four Oaks Hotel on December 17 was attended by 25 people. Members provided their own entertainment. Organising committee of three comprised of Messrs. C. Blackwell, C. B. Clarke and W. Hodson.

## KARTERS FIND TRACK ICY

Five hardy Rover karters who entered races at Chasewater on December 2 found the circuit covered with ice. Nevertheless, approximately 100 karts carried on with the day's racing.

During the practice period, 18 karts were involved in one major pile up due to icing up of the track. This took quite an effort to untangle. Also one kart had a head-on collision with a lap scorer's stand.

Brian Afford, driving a 200 c.c. Dale Kart, spun on the ice in the Class IV final and found himself going backwards down the track with seven other karts hurtling towards him. Fortunately, he extricated himself from this unenviable situation.

Mrs. June Johnson had her baptism on ice in more ways than one, but still

carried on. Other Rover drivers were Brian Livesey, Barry Johnson and Simon Ostler supported by a dozen mechanics and helpers from Rover. Despite the numerous spills throughout the day, no one suffered more than a few minor bruises. Considerable trouble was experienced by some of the karts with highly-tuned engines, as carburettor icing problems seemed to be pretty general.

Only two Rover karters raced at Shennington, nr. Banbury on December 9, but quite a number helped to run the meeting as marshals, etc. Brian Livesey, hot on the tail of one of the leading karts, "overcooked" it at a bend and almost finished up in the pig sty which lies adjacent to the circuit. His mother, Mrs. Lucy Livesey, contented herself with running-in a brand new West Bend engine.



★  
Pause for a picture at the Staff Party at Solihull on December 14. The revellers included a coachload from Rover Cardiff.  
★