



Seen by thousands at the Royal Show



The Rover stand at the Royal Show. (Below) Mr. Peter Lloyd, of ATV, interviews Mr. B. H. Liggins, Rover Home Sales Manager, while the ATV camera team films the Land-Rover moving over the stand "bridge".

'Royal' occasion

Thousands of pairs of eyes were focussed on the Queen and the Duke of Edinburgh as they toured the Royal Show at Stoneleigh Park on July 4 in the specially-adapted royal Land-Rover.

The royal couple drove slowly up and down the avenues between the trade stands during their visit of the third of the four-day show.

As usual, the Land-Rover stand—well positioned near the ring—attracted considerable attention and the bridge over which a Land-Rover was driven forwards and backwards by Mr. Alec Joyce (Publicity) at a 45-degree angle, drew, and held, the crowds.

Twelve vehicles were on display, including a L.W.B. Forward Control small beast carrier with milk churns and bales of hay to show farm use, a S.W.B. with Lincoln portable welding generator, a S.W.B. with a BEN AC52 Air Compressor and a fully tripping snowplough in front, a S.W.B. in un-

Painted Birmabright to show the metal's non-rust qualities, a S.W.B. with almost all obtainable extras and sheepcase, a Long Forward Control small beast carrier, a L.W.B. with a Kenwall spreader for distributing nitrate chalk fertiliser and a L.W.B. Evers and Wall crop sprayer.

Other stands made incidental use of Land-Rovers for their own displays and other Land-Rovers were used by

show officials. These Land-Rovers really came into their own and showed their worth when heavy showers turned the ground into a slippery quagmire of mud and straw.

Associated Television cameramen filmed the Land-Rover on the "bridge" and photographers used the grandstand view afforded by the Birmabright tower on the stand to take pictures of the Royal couple as they passed.



LATE NEWS

Savings scheme starting date

Scheme to enable Birmingham area Rover employees to save through Birmingham Municipal Bank will start on August 16th pay day for weekly staff and August 31st for monthly staff. Employees without existing Municipal Bank accounts who wish to have deductions made from wages and salaries from the above dates must return application forms to Wages or Salaries offices by August 1st.

South African Govt.'s biggest order

The South African Govt. has placed its biggest-ever order for Land-Rovers with The Rover Company. Because the vehicles are for the South African Defence Force, the total ordered cannot be divulged, though the figure is described as "very substantial indeed".

All the units—of varying types—will be assembled at the Rover South Africa manufacturing plant at Port Elizabeth and will incorporate a high percentage of South African manufacturing content

ranging from 40 to 47 per cent in special vehicles.

Deliveries will begin from Solihull next month or September and the order is scheduled for completion by Rover South Africa by the end of the year.

In past years, relatively small quantities of Land-Rovers have been ordered for the South African Defence Force and the fact that such a large order has now been placed indicates that vehicles already in use with the Force have been highly

AMERICAN ROVER CHIEF'S FIRST SOLIHULL VISIT

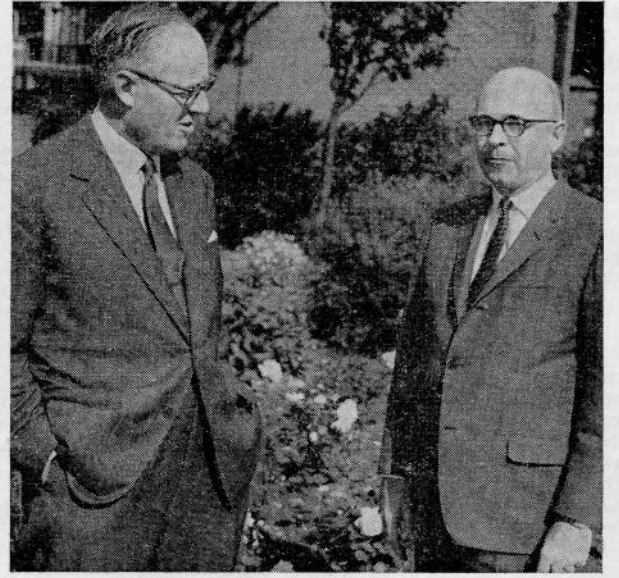
Making his first visit to Rover Solihull last month since becoming President of Rover North America, was Mr. J. B. McWilliams. He is pictured below right having an open-air chat with Mr. W. Martin-Hurst, our Managing Director.

Mr. McWilliams was on the spot at Le Mans when the Rover-BRM gas turbine car made motoring history and his telephoned report to New York was in the post to between 400 and 500 newspapers two hours after the race had ended. It was also mentioned on the N.B.C. network that same night.

After the event, Mr. McWilliams returned to England with Mr. Martin-Hurst whom he had met at Le Mans by arrangement, and the Rover North America President then spent two weeks at the Solihull factory.

During his stay he had talks with many executives and others whose work affects operations in the United States—i.e. Production, Engineering, Sales, Service, Shipping, etc.

He also went to Cardiff and was most impressed by the



Rover site at Pengam and also fitted in time for some research into Rover Company history with Mr. H. B. Light (Service).

Mr. McWilliams told ROVER NEWS that he hopes to arrange for as many American dealers as possible to visit Solihull. Some 60 new dealers have been appointed in the last four months.

United Kingdom delivery orders for Rover cars from the United States so far this year have quadrupled on the same period last year and car and Land-Rover sales are also substantially ahead despite a shipping strike and other problems outside the control of Rover North America.

The 'Liege': Team choice now completed

Driver selection has now been completed for all four Rover 3-litre cars entered in next month's Liege-Sofia-Liege Rally.

In addition to Ken James and Mike Hughes (paired) and John Sprinzel and Willy Cave (paired) announced in ROVER NEWS last month, completing the team are Bill Bengry and Barry Hughes (paired) and Johnny Cuff and Norman Baguley.

'Recce' scheduled

Like Messrs. Sprinzel and Cave, Barry Hughes (no relation to Mike) is a newcomer to the Rover team, though all are experienced rally drivers. Norman Baguley was in the 3-litre team in last year's R.A.C. Rally.

John Sprinzel and Willy Cave will start a reconnaissance of the course on August 7, and the cars are scheduled to leave for the Continent on August 19. The rally begins on August 27.

Top salesman in N. Rhodesia gets his reward—a U.K. trip



A congratulatory handshake from Mr. A. G. S. Herbert (Executive Director, Sales) for Mr. W. Williams, the prizewinning salesman from Northern Rhodesia.

A 10-day visit to Solihull—this was the "prize" awarded by Central African Motors Ltd., our Northern Rhodesia distributors, to Mr. W. Williams for being their most successful Rover salesman over a year.

Mr. Williams, who is based at Kitwe, a town with a European population of 8,000 to 10,000, sold 18 cars and 25 Land-Rovers—43 Rover vehicles in all—to qualify for the prize under a points system operated on area density of population. As vehicles sold to the mining companies and municipalities did not qualify for points towards the prize, the actual total of Rover vehicles sold by Mr. Williams in the year is much higher than the figure of 43 quoted above.

A South African by birth, Mr. Williams has lived in Northern Rhodesia for more than 25 years and has worked with C.A.M. for 3 years. His visit to Britain last month included a five-day course at the Service School and detailed visits round the Solihull, Tyseley and other works in the Rover group.

Mr. Williams combined holiday with his prize visit and, in all, is spending two months in England before returning by boat to resume the sale of cars and the popular Land-Rover in a territory with tremendous potential from the sales viewpoint.

Mr. Williams' "prize visit" was the first of its kind from an overseas distributor, and the idea may commend itself to other Rover distributors in various parts of the world.

Other Sales Dept. News . .

● Three 12-seater station wagons and six Regular station wagons have been ordered for the Royal Greek Air Force.

● Five Long petrol station wagons have been ordered for the Peruvian police.

A Land-Rover climbs Ben Nevis: up and down in 13 hrs.

Britain's highest mountain—the 4,400 ft. Ben Nevis in Scotland—has been climbed by a Regular petrol Land-Rover in a record 8 hours 40 mins. running time. The round trip took 13 hours 10 mins. and eight gallons of petrol.

The expedition was undertaken by 13 members of the Scottish area, Land-Rover Owners' Club using three vehicles—the Regular petrol which made the assault, and a Regular diesel and a Long petrol in support.

A reconnaissance in June last year saw a Land-Rover reach 750 ft. up in 20 minutes and this confirmed that the climb was feasible and that it was possible to do what no other wheeled vehicle had done—the round trip in less than 24 hours.

The weather plays a big part in the success or otherwise of all ventures on Ben Nevis and an assault in August, 1962, was beaten by heavy rain and a high wind. The June, 1963, assault, however, was undertaken in superb weather.

Only feasible route

The track from Achintee was known to have been washed away in several places below the 2,000 ft. contour, and the only feasible route lay via the Distillery, through the river, up a steep climb to the 1,000 ft. contour and then along a gradually rising slope between two streams (the Allt Coire an Lochain and the Allt a' Mhuilinn) which led up to the 2,000 ft. contour, rejoining the track above the Lochan Meall an t-Suidhe.

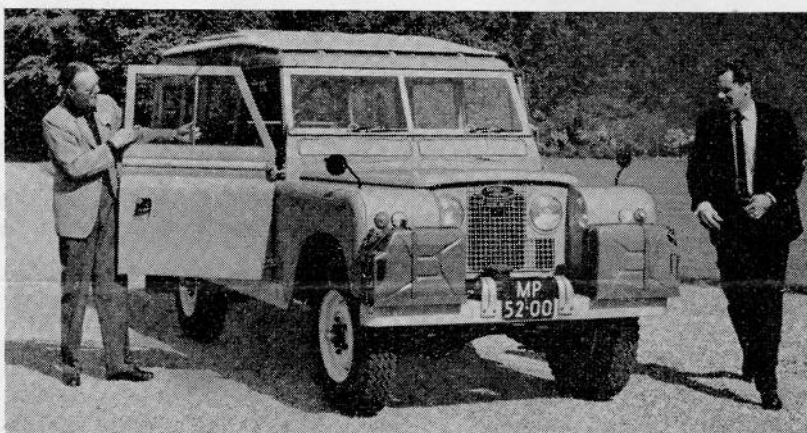
From this lake the mean slope is of the order of 1-in-2½, but very rocky and uneven, and obviously the line of the track was the only feasible route. The problem was one of avoiding the ultra soft places on the lower slopes and the ultra steep and rocky parts higher up. But apart from these extremes, and several awkward gullies, there was nothing worse than the sort of rough going with which Land-Rovers have coped for years.

Many tight corners

Traction during the climb was good on the whole, but in many places the track was very narrow, with many tight corners and awkward angles and slopes. Not a place for inaccuracy or an unstable vehicle, for the drop down to Glen Nevis was at least 3,000 ft.

Towards the top there was an appreciable amount of snow up to 5 ft. deep in places. The Land-Rover overcame most of these by repeated charges; full ahead until the snow packed up solid under the frame, reverse, and then hard ahead again. In only three places did the hydraulic winch on the front have to be brought into play—twice in very deep snow and once to move a rock. In fact, on the whole climb winching was only resorted to in five places.

Ultimately the summit was reached just 8 hours and 40 minutes running time from the start. This time was exclusive of a return by the crews to Fort William and back during the climb, a lunch break, and the setting up of tents (for emergency use only and not used), but includes a stop for wheel



LAND-ROVER FOR DUTCH PRINCE

H.R.H. Prince Bernhard of the Netherlands slides a window open in the Long station wagon recently bought by the Dutch prince consort for personal use. In the right of the picture is Mr. E. Pereboom, of H. C. L. Sieberg N.V., Amsterdam, our Dutch distributors, who supplied the vehicle. As the Land-Rover will be used mainly for hunting and fishing abroad, special extras such as jerrycan holders, rifle catches and a roof hatch have been provided in Amsterdam in addition to a front capstan winch and extras fitted at Solihull. The Prince took possession of the vehicle after a test run and inspection in the gardens of the royal palace at Soestdijk.

Dealers see 14 variations of the Land-Rover in action

A section of Packington Park was lent to the Rover Company by Lord Aylesford on June 13 for demonstrating various projects developed and approved for the Land-Rover, to eight dealers of the Compagnie du Niger Francais and two from British Guiana.

The demonstration was laid on by Special Projects Dept., Solihull, and the staff involved were Messrs. H. J. Topping, H. A. Lenton, P. Charles-

Snowdrifts charged

changing.

The descent was comparatively simple and the Land-Rovers were back on the level 4½ hours from the top.

Exact comparisons with the times of previous attempts are not easy to make, since the early climbs in 1911 and 1929 were made up the track and are not comparable. But they certainly took much longer. The figures for the climb by another four wheel drive vehicle in 1962 are only quoted up to 3,700 ft.—some 700 ft. below the top—but this apparently took 15½ hours, the whole expedition lasting two or three days. By any standards the climb by the Scots and their Land-Rovers was a tremendous achievement, and required not only the right vehicle, but much effort, courage, and skill.

worth, J. Poole, D. Millard, D. Lee, P. Watson and Miss A. C. Cooke.

In the morning a demonstration of a dual purpose vehicle for use on road or railway took place in the goods sidings of British Railways at Tyseley where the visitors were shown the ability of the road/railer to get on to the rails, travel forwards and backwards and to get off the rails in a very short time. Several of the visitors also had a short ride on the rails.

This was followed by a film show and an inspection of various types of Army Land-Rovers.

After lunch the visitors were taken to Packington Park where they witnessed demonstrations by 14 special projects vehicles in natural surroundings.

Vehicles 'on duty'

Each vehicle performed its special duties and on display were: the Evers and Wall exhaust nozzle sprayer for desert locust control; the 'Roadless' 109 ins. with large tractor wheels traversing swampy ground and climbing over tree trunks; the Dormobile showing its camping uses and 4-berth sleeping arrangement; the Hesford

DEATH OF LIEUT.-COL. R. H. COLLIER

Lieut.-Col. R. H. Collier, D.S.O., O.B.E., M.I.Mech.E., F.I.M.T., who died, aged 75, on June 14 after a long illness, was head of the firm bearing his name which has held the Rover distributorship of great Birmingham since 1944.

He formed R. H. Collier and Co. Ltd. in 1926 and the firm is now one of the largest distributors of Rover cars in Britain. He won the D.S.O. and O.B.E. with the Royal Flying Corps in World War I and during the second great conflict he was Director of Aero production under Lord Beaverbrook and later Midland Regional Controller, Ministry of Production.

In a tribute to Col. Collier, Mr. A. J. Worster (Director and Consultant), a personal friend for many years, writes:

"'Dick' Collier, whose name was a by-word in local motoring circles, joined the motor industry as long ago as 1903, and drove in the 1907 Tourist Trophy Race in the Isle of Man.

"He was a well known and much loved figure throughout the Rover organisation, and to give an indication of his personal interest in the Rover Company the registration number of the car he used was ROV 1".



Lt.-Col. Collier

Giving danger a 'helping hand'

Hand tools account for approximately nine per cent of factory accidents. They caused 20 deaths in the country last year—a very high number when one considers the general lightness of hand tools. Many of these accidents were undoubtedly due to defective or unsuitable tools; the remainder to misuse.

The fundamental cause is bad craftsmanship. A person who takes a real pride in his work and tools, even if they are not his own, will not misuse a good tool and will send a defective one for repair. A defective tool will seldom do a job as well as a sound one. It is dangerous to use a defective hand tool and even if it does not hurt the man, it usually damages the tools or the job.

SAFETY CORNER

If you have to drive a nail, use a hammer! Unnecessary advice? Don't you believe it. It's a great temptation to use the first thing that comes to hand—a spanner perhaps—and the next thing you know, the nail is flying across the shop like a bullet . . . that is, if YOU don't get in its way first!

It is wise to use the proper tools for the job because makeshifts cause accidents. Tools must also be kept in good condition at all times. Cold chisels or centre punches with 'mushroomed' heads are deadly; and do not forget that it is not only the user who is in danger—anyone passing or working in the vicinity is just as likely to receive a sliver of metal in the eye.

Using a spanner with splayed jaws is another common fault and is just asking for trouble. And by the way, that hammer you are using—is the head securely fixed?

Never use that file without a good sound handle. If you really have to use knives and scissors on your job, keep them in a safe place. Pockets are not safe receptacles for unsheathed knives or scissors.

To recapitulate, DO NOT:—

- Use a hammer with a loose head or split handle.
- Use spanners or wrenches with splayed jaws.
- Use spanners or files as hammers and drills as punches.
- Use chisels or similar tools with 'mushroomed' heads; they can be dangerous to hands and eyes.
- Hold loose objects in your hands when using a screwdriver or chisel. Hold the work in a jig or on the bench.
- Use a file without a handle or with an insecure or split handle.

AND PLEASE DO:—

- Make sure the spanner you use is the correct size for the job, and . . .
- Take care in protecting the edges of sharp tools when these are being carried or stored.—W. G. KANE.

● Mr. H. W. Stowell, who has been appointed assistant to Colonel A. P. Le Blanc, our Middle East representative, with effect from June 1. Both he and the Colonel visited Solihull last month for discussions. Mr. Stowell has lived in the Middle East for 21 years. This includes the war period when he served in the Navy.



The 'arrival' of the gas turbine

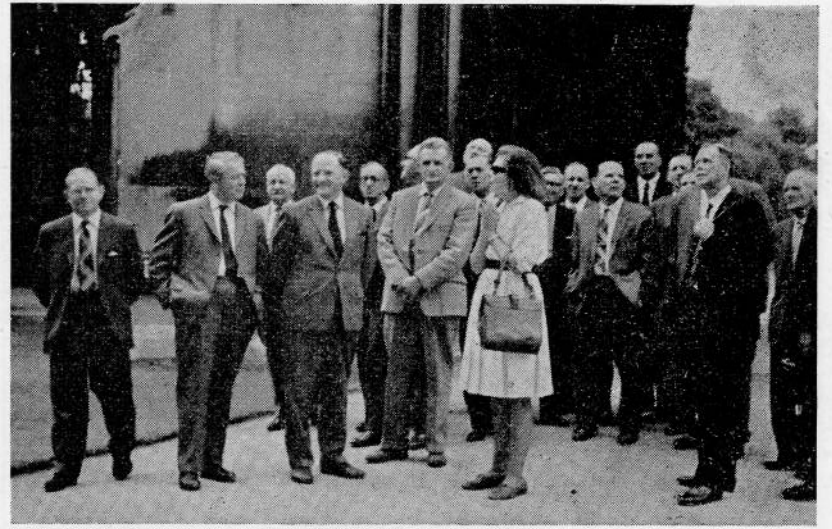
'HERE TO BE RECKONED WITH' ... VICE-CHAIRMAN

Solihull supervisors were told by Mr. L. G. T. Farmer, Executive Vice-Chairman of the Rover Company, on June 22 that following the Le Mans success, the gas turbine for cars had ceased to be a gimmick in the minds of the public and the motor industry. "It is here to be reckoned with", he said.

He said at a Banbury dinner, which concluded the annual outing for 85 members of Solihull Supervisors' Discussion Group: "Our reputation has been enhanced and if there is a future for gas turbines—and I think there is—we are in a better position to profit from it today than we were before the Le Mans event".

Mr. Farmer said no-one could have been at Le Mans and seen the staggering performance of the Rover-BRM without feeling, not only immensely proud, but that history was being made.

"We have proved that this organisation of ours can really rise to the occasion when it has something to get its teeth into", said the Vice-Chairman.



A guide explains features of interest to Tyseley supervisors during the latter's tour of Cambridge colleges.

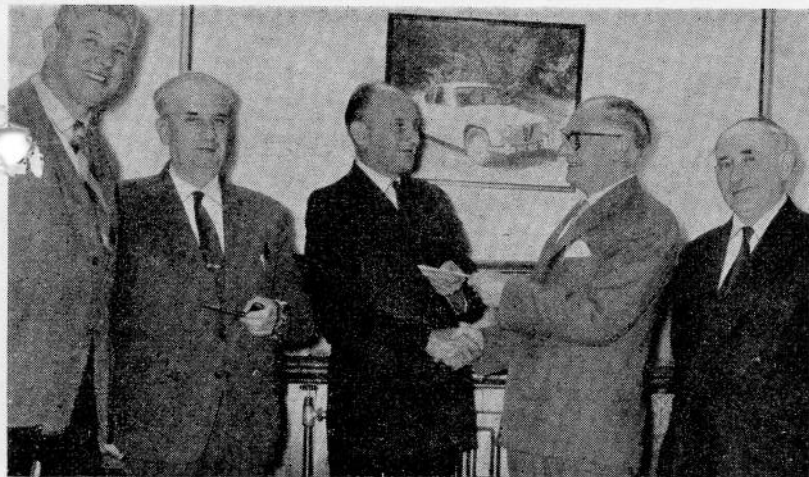
He emphasised Rover's solid background of experience of gas turbine engines—a background so vital to a venture of the kind undertaken at Le Mans.

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The Solihull supervisors had earlier visited Woburn Abbey, home of the Duke of Bedford, who joined the Rover party for an informal chat during lunch.



The Duke of Bedford chats with Solihull supervisors lunching at Woburn Abbey.



A £50 handshake for Mr. W. Hobday as he receives a cheque from Mr. E. Scott, General Works Manager, Tyseley Group. In the picture from left to right are Mr. R. Peacock (£12 winner), Mr. R. Knowles (Personnel Officer, Tyseley Group), Mr. Hobday, Mr. Scott, and Mr. R. Hutchins (£2 winner).

'Best idea of the month' prize for Percy Road men

Winner of the special £25 National Productivity Year award offered for the best idea adopted in the Tyseley Group of Factories during May was Mr. W. Hobday (Group 446, Percy Road).

In all, Mr. Hobday pocketed £80 from his efforts—£50 for suggesting the elimination of a grinding operation on primary pinion (the idea which also gained him the £25 for the best idea adopted in May) and £5 for another idea.

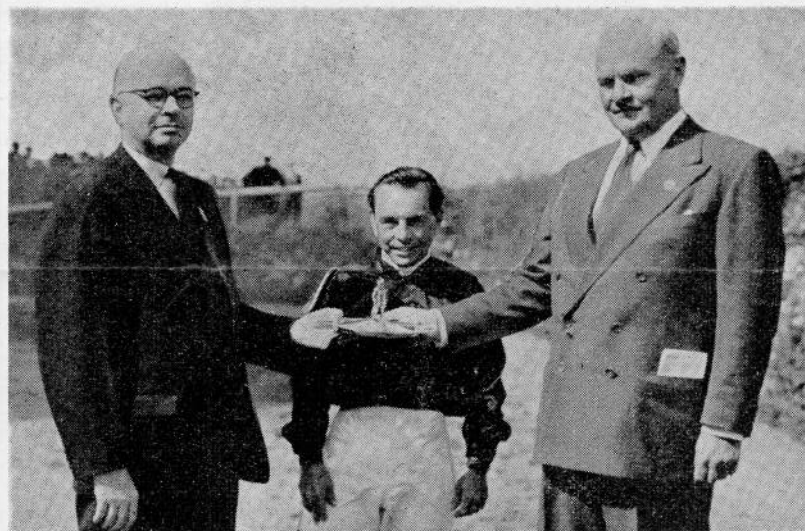
Some 71 suggestions were submitted in May and in addition to Mr. Hobday's awards the Tyseley Group Suggestion Scheme Committee granted cash awards as follows:—£12 to Mr. R. Peacock (Jig Inspection, Perry Barr.); £3 to Mr. K. G. Cure (Universal Miller, Springfield) and £2 to Mr. R. Hutchins (Springfield).

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A saving of bolts and washers in Land-Rover production also meant £50 in the pocket of Mr. J. E. Ogden (Land-Rover Assembly, Solihull). His suggestion resulted in the award being agreed at the June meeting of Solihull Suggestion Scheme Committee.

In all, £165 were given for ideas put forward by ten employees. In the money with Mr. Ogden were: Messrs. M. J. Donovan (Land-Rover Final Line—elimination of brackets, screws and washers) £30; H. Taylor (Land-Rover Final Line—improved method of fixing seats) £30; D. M. Phillips (Land-Rover Final Line—easier fitting of front apron panel) £25; E. F. Hollis (Land-Rover Final Line—shortened bumper to avoid damage during packing) £10; G. Thomas (Test Rectification—fitting of a tappet cover breather) £5; K. G. Howell (North Block Production—use of "pop rivets" instead of bolts and nuts) £5; F. J. Playdon (Stores—drilling of hole in steering column tube) £5; A. C. Callow (Press Shop—safety and security precautions) £3; and W. E. Rogers (Land-Rover Assembly—radiator assembly) £2.

Mr. Phillips had previously received an interim award of £25, so the total awarded to him for this particular suggestion was £50.



Mr. J. B. McWilliams (left), President of Rover North America presents the silver Rover Viking Trophy to Mr. Ogden Phipps owner of "The Ibex", which won the Rover Handicap at Aqueduct Raceway on June 8. Looking on is jockey H. Woodhouse, who rode the horse in the race. The event was specially created by the New York Racing Association in recognition of Rover North America's contribution of a 3-litre car and a Land-Rover station wagon as top prizes at the Belmont Ball, proceeds of which were for the National Museum of Racing and the Memorial Sloan Kettering Cancer Centre. The ball was held at the Waldorf Astoria and the Rover Handicap was run prior to the Belmont Stakes.

THE NAVY'S HERE! (AND IN THREE LAND-ROVERS)

An unusual sight on the highways of the eastern and mid-western United States and Canada recently was a convoy of three Land-Rover station wagons bearing the insignia of the Royal Navy and carrying Naval officers and cadets.

The three Land-Rovers were advance units of the Royal Navy's Dartmouth training squadron consisting of the frigates Tenby, Wizard and Torquay

which was on a six-week official tour of the United States and Canada.

Function of the Land-Rover advance parties was to reach ports ahead of the frigates to ensure that berthing preparations had been completed.

Lock checks

In addition, the vehicles' crews also checked preparations at each of the locks along the St. Lawrence Seaway during the frigates' journey down the narrow waterway.

The Land-Rovers are pictured (left) at Annapolis, Maryland, before the ships' tour of eastern and mid-western parts of the U.S.A. and Canada began.



Two '21sts' at Acocks Green

Two Dianas were 21 this month—Miss Rowe (Allocation, Acocks Green) on the 13th and Miss Francis (Planning, Acocks Green) on the 16th. Congratulations to both.

A tour of the state rooms and gardens followed and a seven-mile coach tour of the Woburn grounds rounded off an enjoyable visit. The party then drove to Banbury where it was joined at dinner by Mr. Farmer, Mr. J. B. McWilliams, President of Rover North America, Mr. A. J. Worster, Mr. W. J. Robinson (Executive Director, Production—Solihull), Mr. W. Winters (Executive Director, Production), Mr. E. G. Bacon (Executive Director Quality Control), and other senior members of Management. A concert followed the speeches.

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A week earlier some 160 Tyseley Group supervisors went to Cambridge for their annual outing. A 2-hour tour of the colleges was followed by lunch and the Tyseley party also rounded off its day out with dinner and concert at Banbury attended by members of Management, led by Mr. A. J. Worster.

GAS TURBINE CARS

The shaping of public demand

Two executives with something to say to ROVER NEWS about future gas turbine developments following the Le Mans success were Mr. Peter Spear, Director of Research, Rubery Owen Co., and Mr. R. N. Penny, Chief Engineer, Rover Gas Turbines. They agreed that, technically speaking, the gas turbine was almost ready for the saloon car, but posed the question: Are members of the public ready for such a vehicle?

Their thoughts on this were: "If they are not one of the most convincing arguments is the physical demonstration of the gas turbine's assets and potentialities. And what better way than to prove the point on the race circuit before such a wide audience of spectators, television viewers, radio listeners and newspaper and technical Press readers?"

They thought that if aims were clear and defined, and if claims for the gas turbine could be supported by monotonous success, then the public would be 'more than ready' for a gas turbine saloon car. The decision to give the public a gas turbine car boiled down to hard economics—we must be able to make at an economic price and sell in quantity at a profit.

MAIN AIM

Mr. Penny said "It would be a pity not to race again after the Le Mans success but it must be remembered that Rover's main aim in developing gas turbines was to introduce them into vehicles.

"Our entry this year was not simply to have a crack at the prize money, but to demonstrate one of the cardinal virtues of the small gas turbine—reliability. Critical examination of the

Continued Page 5, Col. 3

ROVING REPORTS

THE DAY A ROVER CAR 'LOST' A PASSENGER . . .



● The last of the Fielders leaves Seagrave Road. Three months after his sister, Katie, had retired after 51 years' service, Mr. Alfred J. Fielder (Maintenance Engineer) left on June 21 after 42 years' Rover service. Mr. Fielder (left) is pictured being presented with a clock from work colleagues and a tankard from the Social Club by Mr. L. C. Munn (Works Manager). A third Fielder, Arthur, left the Company in 1951 to emigrate to the United States. Between them, the brothers and sister "clocked" 123 years' service to the Company.

Success of the Rover-BRM at Le Mans last month has prompted a former Rover employee, now nearly 80, to recall an incident which occurred in practice for the 1907 International Tourist Trophy Race in the Isle of Man, which was won by a Rover car.



Mr. Mattocks sorts through photographs taken more than 50 years ago at T.T. races in the Isle of Man.

Works On Cost retirement

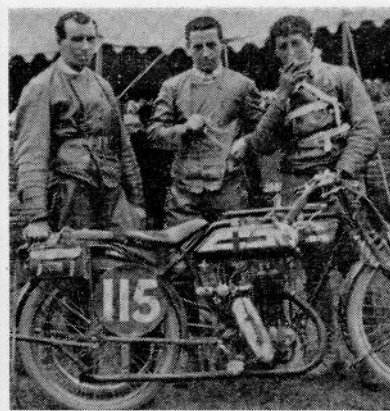
Mr. E. R. Williams, in charge of Works On Cost Control Dept., Solihull since 1946, retired on June 21 after 21 years' Rover service.

At a presentation attended by some 100 colleagues, Mr. C. J. Peyton (Executive Director, Finance) gave him a transistor radio and an electric toaster subscribed for by departmental friends of Mr. Williams.

Mr. Williams joined the Company in 1942 in charge of the Works On Cost Control area office for the Northern wartime dispersal factories at Bracewell Hall. He moved to Solihull in 1946.



Mr. Peyton (right) presents Mr. Williams with his gifts from colleagues.



£28 donation

A collection in the Tyseley Group of Factories raised £28-7-10 for the Freedom from Hunger Campaign. The Assembly Shop contributed £7-8-7 of this.

Three months after retiring, Mr. J. H. Henshaw, formerly in charge of Progress Records and Statistics, Tyseley, returned to the factory on June 14 to be presented with a transistor radio by Mr. R. Kendrick (Progress Manager) on behalf of Mr. Henshaw's colleagues in the Tyseley group and at Acocks Green. Mr. Henshaw, who is pictured receiving his gift, had been with the Company in the one position for 27 years.

Scholarship takes him to university

A Savage Memorial Scholarship to Birmingham University has been awarded by the Company to Mr. Brian Phillips (Assistant Diesel Development Engineer, Solihull). He will take a year's course in Production Engineering starting in the autumn.



Mr. Phillips

The scholarship, named after the late Sir Geoffrey Savage, is awarded every other year and Mr. Phillips is the fourth Rover employee to receive it.

He was a Rover apprentice from 1954 to 1959 and was in Planning Dept. before transferring to Engineering.

DOMINO PLAYERS' TROPHY TRIUMPH

Rover Solihull domino players won the Alan Simcox Memorial Trophy on July 9 by defeating a first division team, Wheatheaf, 8-7.

The Rover team in in Div. II of the Sheldon and District Domino League

and did well to beat first division opponents.

Thirty-two clubs entered the knock-out competition for the Simcox trophy, presented two years ago in memory of a former league secretary.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

BENNETT — To Mr. and Mrs. A. Bennett, a daughter (Sian Elizabeth) on June 28. Mr. Bennett is a fitter at 'A' Shed, St. Mellons, Cardiff.

BONAS — To Mr. and Mrs. Bonas, a daughter (Lynne-Maria) on June 21. Mr. Bonas works in the Wood Mill and his wife was formerly in the Land-Rover Trim Shop.

GIBSON — To Mr. and Mrs. Harry Gibson, a son (James Damian) on June 5. Mr. Gibson works in Transport Dept.

PENNY — To Mr. and Mrs. R. N. Penny, a son (Roland Paul) on June 19. Mr. Penny is Chief Engineer, Gas Turbines.

PRICE — To Mr. and Mrs. Eric Price, a daughter (Julie Elizabeth) on June 11. Mr. Price works in Transport Dept.

WILDE — To Mr. and Mrs. Barry Wilde, a son (Kevin) on June 9. Mr. Wilde works in the Time Study office, Solihull.

MARRIAGES

We offer our congratulations and best wishes to . . .

BLACKWELL-BENTON — On June 22 at St. Cyprian's Church, Hay Mills, Mr. Tony Blackwell to Miss Iris Benton (Accounts Dept., Solihull).

HICKMAN-FERRIS — On June 22 at Solihull Parish Church, Mr. N. Hickman to Miss J. Ferris. Miss Ferris formerly worked in the Land-Rover Trim Shop.

WILLIAMS-WILDGOOSE — On June 1 at Hall Green Church, Mr. Michael Williams (electrician, P.4 Line) to Miss Pamela Dorothy Wildgoose (B.O. Supplies Office).

GOLDEN WEDDING

We offer our congratulations and best wishes to . . .

WRIGHT — Mr. and Mrs. A. S. Wright celebrated their golden wedding on July 20. Mr. Wright worked in the Stores at Seagrave Road for 22 years before his retirement in 1954.

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

ANDREWS — Mr. and Mrs. William Andrews celebrated their silver wedding on July 23. Mr. Andrews is foreman, B.O.F. Percy Rd.

BIRD — Mr. and Mrs. Harold Bird celebrated their silver wedding on July 23. Mr. Bird works on Group 446, Percy Rd.

LOWE — Mr. and Mrs. Lowe celebrated their silver wedding on June 6. Mrs. Evelyn Lowe works on Group 29, Tyseley, and has been with the Company for 7 years.

MacPEARSON — Mr. and Mrs. Tom MacPearson celebrated their silver wedding on May 30. Mr. MacPearson works on Group 446, Percy Rd.

MORRIS — Mr. and Mrs. A. Morris celebrated their silver wedding on July 9. Mr. Morris is an electrician on P.5 Car Line, and Mrs. Morris works in the Land-Rover Trim Shop.

NOONS — Mr. and Mrs. W. J. Noons celebrated their silver wedding on July 2. Mr. Noons works in the Inspection Dept., Tyseley.

POTTER — Mr. and Mrs. D. F. Potter celebrated their silver wedding on June 6. Mr. Potter works in the Toolroom at Tyseley.

TOMPKINS — Mr. and Mrs. Charles Tompkins celebrated their silver wedding on May 28. Mr. Tompkins works on Group 446, Percy Rd.

DEATHS

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

COLLINS — Mr. Archibald Collins died on May 28, aged 57. Mr. Collins was employed in the Machine Shop, Acocks Green, and had been with the Company for 16 years.

CUMMINGS — Mr. John Cummings died on June 18, aged 45. Mr. Cummings was employed as a Progress Chaser at Tyseley, and had been with the Company for 2 years.

ELTRINGHAM — Mr. Walter Eltringham died on June 8, aged 48. Mr. Eltringham was employed as a machinist at Ryland Road and had been with the Company for 2 years.

GOWAN — Mr. William Gowan died on June 3, aged 81. Mr. Gowan was employed in the Plating Dept., Tyseley, for 22 years, until his retirement in September 1952.

JACKSON — Mr. Frank Henry Jackson died on June 6, aged 61. Mr. Jackson was a packer, C.K.D. Dept., and had been with the Company since 1949.

MATTHEWS — Mr. George Matthews died on June 7, aged 29. Mr. Matthews was a fitter, Chassis Line, and had been with the Company since 1949.

REDDING — Mr. John Redding died on June 25, aged 49. Mr. Redding was employed as a fitter in the Engine Assembly Shop, Tyseley, and had been with the Company for 3 years.

SMITH — Mr. Francis Smith died on June 15, aged 67. Mr. Smith was employed as a labourer at Tyseley, and had been with the Company for 23 years.



Mr. Harry Stevenson (Works Police) shows fellow Springfield employees the St. John Ambulance Brigade service medal presented to him at a brigade county review at Edgbaston on June 9 by Rear-Admiral Royer Dick, Commissioner-in-Chief. The medal is for 15 years' service with the brigade—almost the same length of service he has given to the Rover Company, first at Acocks Green and latterly at Springfield.

Director gives long service watch to...another director

Mr. J. W. E. Walton has been to many gold watch presentations in the past in his capacity as Executive Director, Production (Tyseley). But on July 4 he attended one in another capacity — a personal one as recipient of a watch to commemorate his own 25 years' service to the Company. In all, 16 employees received watches at three presentations at Solihull, Acocks Green and Tyseley. Awards were made by Mr. A. J. Worster (Director and Consultant) and Mr. Walton is pictured on the right receiving his watch.



Recipients were :

SOLIHULL : (left below) Messrs. R. G. Leighton (fitter tester, Gas Turbines), R. L. Watts (semi-skilled chassis fitter, Chassis Erecting), R. Middleton (paint sprayer) and F. G. Swingler (works fireman).

ACOCKS GREEN : (right) Messrs. J. W. E. Walton (Executive Director, Production, Tyseley), S. R. Chew (deputy to Chief Chemist), F. R. Holliwell (field service engineer), W. Smith (asst. fore-



man, Inspection), G. Woollard (senr. foreman, Inspection), L. J. Groves (skilled bench hand, Toolroom), G. Hale (skilled surface grinder, Toolroom), S. C. Burton (skilled grinder, Turbine Shop) and J.

Faulkner (skilled polisher, Processes).

TYSELEY : (left) Messrs. R. Griffin (Plating Dept., Tyseley), G. A. Hartley (chargehand millwright), and R. G. Danks (gauge inspector).



Model fans pioneer their own railway network

Members of the Rover Railway Society are building a model railway to the scale of 4 mm.-1 ft. (00 gauge). Baseboards are complete and tracklaying is under way.

Outdoor activities arranged for the near future include a day trip to the Pendon model railway and museum at Long Wittenham, nr. Abingdon, Berkshire on September 15.

Museum visit

The Pendon museum is a model of the Great Western Railway and surrounding countryside as they were about 30 years ago. A visit to the British Railways

works at Derby and the Derby museum, which houses a 7 mm. scale (0 gauge) model of the Midland Railway as it was about 1905, is to be arranged for a Sunday in October, and also an evening visit to Tyseley loco shed and works on a week day in August. Dates for these outings will be announced.

Visitors are welcome to outdoor visits; anyone interested and prospective new members should contact one of the following: G. Hinds (treasurer) Planning D.O. internal phone Solihull 228, 764; J. Hillier (secretary), Land-Rover Body D.O., 466; or G. Morley (chairman), Land-Rover Chassis D.O., 635.

Competition reminders

DON'T FORGET (1) . . . that entries are wanted for the annual ROVER News Snapshots Competition. The lens focus this year is on children; first prize will be five gns., second three gns. and third two gns. and 10s. 6d. will be paid for any other pictures published.



So watch out you Dads, Uncles and Grandfathers—catch the little ones in the camera's eye at the right time and it may win a prize to help offset those recent holiday expenses.

Entries (black and white only) must reach ROVER News, Meteor Works, Solihull, by August 31. Envelopes should be marked "Summer Snapshots".

DON'T FORGET (2) . . . you Rover girls that entries are wanted for the Miss Motor Show 1963 beauty competition. The contest is to be held in conjunction with the London Motor Show Dance on October 22.

Entry forms containing details can be obtained from the ROVER News office (internal phone Solihull 713) situated in Hut 6, near Service pumps.

Blood donors

A unit from the National Blood Transfusion Service was in operation at Percy Road factory on June 20. Twenty-two employees made donations.

Venezuela plant takes shape



Going up—the Land-Rover assembly plant near Caracas in Venezuela. Assembly of vehicles will be by Mack de Venezuela. Immediate potential upon completion of the factory in the near future: 500 Land-Rovers a year.

Gas turbine performance — 'a joint success'

(Continued from page 3)

engine and vehicle by Rover and the Owen Organisation after the race showed that both would have been capable of carrying on for at least another 24 hours without difficulty".

The engine used was the simplest form of car engine and work was already well advanced on the next generation engine with which it was hoped to demonstrate many of the other achievements in this form of power plant—e.g. fuel economy, low maintenance requirements, long life and extreme smoothness throughout the power/speed range.

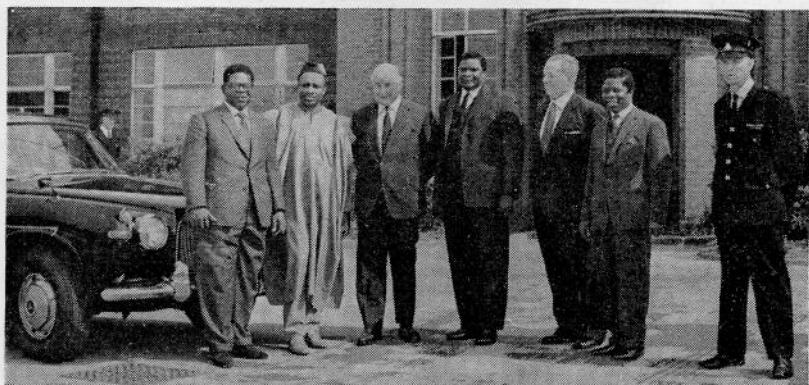
Engine braking

This new engine would also contain variable pitch turbine nozzles to give engine braking.

Mr. Penny emphasised that the Le Mans success was, in every way, the

joint success of the Rover and the Owen Organisation, makers of the prototype gas turbine BRM sports car so successful on the French circuit. The un-

surpassed technical know-how of the Owen Organisation had produced a vehicle perfect for the gas turbine engine.



Colourful visitors at Solihull. This photograph was taken when the Nigerian High Commissioner in London, Albaji

Abdul Maliki, accompanied by education, commercial and information attaches, visited the Lode Lane works.

Reader's Letter

We always read ROVER NEWS with great interest and enjoy the fine layout and differentiated news it contains.

It might interest you to know that a '95' was delivered last month to the Peruvian Ambassador in Holland, His Excellency Cesar A. de la Fuente, who has been driving a Rover '100' since the beginning of 1962.

Moreover, in May His Excellency Philip Jessup, Judge to the International Court of Justice at The Hague, took delivery of his Rover '110'.

(sgd.) K. Schildmeijer, Sales Manager, Automobielbedrijf Pewan N.V., Den Haag, Houtweg 7.8, Holland.

A fine sight from any angle! This Land-Rover displayed on a pile of heavy stones was an eye-catcher at Graaff-Reinet Agricultural Show in South Africa. It was displayed by R. L. Weir and Co., Land-Rover distributors of Port Elizabeth and Graaff-Reinet.



SOLIHULL BATSMEN HOLD A WARWICKSHIRE XI TO DRAW

Rover Solihull cricketers held a Warwickshire County XI to a draw in a R. Hitchcock benefit match at Lode Lane on June 23. The Warwickshire players batted first and totalled 267 for the loss of 7 wickets (T. Cartwright 61, R. Hitchcock 58, N. F. Horner 48, R. Barber 43). Rover batsmen held the Warwickshire attack by replying with 102 for the loss of only 8 wickets (B. Womwell 33, E. Lindsay 18).

Five-hundred people watched the game and declared it to have been a well-spent Sunday afternoon.

At week-ends, the Solihull players have been having another successful season. Both league teams are at the top of their tables in the Midland Works and Business Houses League and the Sunday 1st XI has not lost a game.

Details: League 1st XI: played 10, won 6, drew 2, lost 2; League 2nd XI: played 7, won 4, drew 2, lost 1. Club 1st XI: played 8, won 3, drew 5. Club 2nd XI: played 5, lost 4, tied 1.

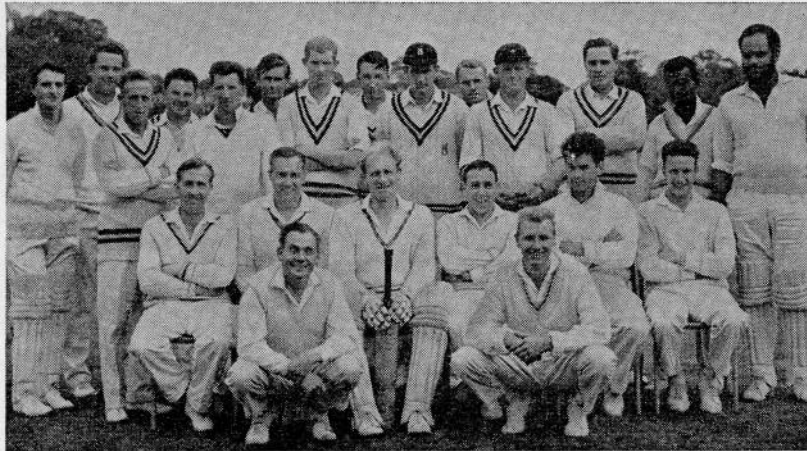
In the mid-week interdepartmental cricket section, Sales Dept., promoted from Division 2 last season, has "rocked the boat" in Division 1 by beating Land-Rover Assembly (champions) and Land-Rover Final Line in consecutive weeks to head the League table with the Final Line making up lost ground.

In Division 2, Service Dept. started off with four successive wins to gain a clear lead at the top of the table, but the team fell away to allow Staff Administration to head the table.

★ ★ ★

Tyseley cricketers are now showing improved form and have won eight of the 14 games played. Dyke, V. Lovell and K. Lovell have topped 100 runs, and Johnson and Dyke have taken 44 and 33 wickets respectively.

Results since the last issue: beat All Saints Hospital by 28 runs (Evans 13, Lovell 17, Johnson 6 for 20); beat Fosco by 8 wks. (Lovell 29, Carter 14, K. Lovell 8 for 18); lost to Coleshill Hall by 32 runs (Evans 17, Green 5 for 18); lost to Reynolds Tubes by 63 runs (Hodges 24, Dyke 5 for 46); beat Pearsons by 15 runs (Collins 37, Johnson 6 for 42); beat Alkamatic by 7 runs (Johnson 14, Johnson 6 for 24).



Rover and Warwickshire cricketers before their match on June 23. They are left to right (W denoting Warwickshire) back row: E. Lindsay, R. W. Barber (W), N. F. Horner (W), R. E. Hitchcock (W - beneficiary), J. King (Rover capt.), D. Mence (W), R. W. Miller (W), T. E. Cartwright (W), A. Wright (W), A. C. Smith (W), D. Amis (W), J. Jameson (W), C. Payne, L. Burnett. (Seated) A. Everall, R. Robbins, A. Rooke, D. Hall, B. Womwell, D. Sollis. (Front) C. Studholme (secretary), N. A. Cox.

Newcomer's bad luck with an 8lb. barbel

Solihull anglers fished their bye contest at Newbridge-on-Thames on June 22. Because it was a Thames size limit contest many competitors had to return numerous undersized fish to the water.

Had it been an "all-in" contest no doubt the winner would have had double figures in weight.

The catches were mainly roach but Mr. W. Morby had bad luck when attempting to net a barbel of the 8 lb. calibre from a high bank. This was a very exciting and disappointing experience for a newcomer to angling and the section.

Some 87 members took part and the thanks of the section go to Mr. W. Jones and Mr. G. Hodgetts for pegging out.

Major prize winners were: Messrs. R. Weston (3 lb. 14 oz. 12 dr.); L. Hare (2 lb. 5 oz. 2 dr.); F. Haywood (1 lb. 15 oz. 10 dr.); J. Newey (1 lb. 4 oz. 8 dr.); A. Johnson (1 lb. 1 oz. 12 dr.).

The next contest is the inter-departmental match, open to all members of the Solihull Sports and Social Club. Entrance fee: 5/-. Peg fee: 2/-. Closing date for entries: August 12. Venue: M.E.M. Waters, Alveston, Nr. Stratford-on-Avon.

The contest is limited to the first 70 entries. All entrance fees will be devoted to prizes. There will also be trophies for the individual winner and the winning team.

Tyseley anglers' first contest of the season took place at Walcot Lakes on June 22. Apart from a varying wind, conditions were ideal.

Forty anglers fished a keenly contested match, during which more than 100 lb. of fish were caught. Best of the day was a 1 lb. 1 oz. roach caught by R. Henderson.

Overall winner was Charlie Dickinson with a mainly roach catch totalling 6 lb. 11 oz. The next six positions, all topping the 5 lb. mark, went to: E. Henderson (5 lb. 13 oz. 11 dr.); A. Whitehouse (5 lb. 6 oz. 4 dr.); L. Stokes (5 lb. 4 oz. 12 dr.); B. Stockton (5 lb. 3 oz. 2 dr.); A. Thompson (5 lb. 0 oz. 5 dr.); R. Cutts (5 lb.).

Tyseley bowlers retain trophy

Tyseley bowlers ensured retention of the Worster Cup when they beat Solihull by 24 shots in an inter-works match at Olton Hall on June 13. They won all their games in a competition which reached a high standard of bowling.

Match scorers (Solihull names first): W. Green 21, L. Whitehouse 11; W. Lock 12, D. Herbert 21; G. Branford 8, L. Phillips 21; W. Stubbs 21, B. Dickinson 18; S. Higgins 19, D. Griffiths 21; R. Pearson 19, A. Harding 21; W. Hemming 9, B. Edwards 21; J. Whittaker 21, C. McNally 18; L. Moore 21, C. Carpenter 12; D. Cooper 5, H. Mason 21; K. Baylis 12; F. Seymour 12; A. Long 17, A. Boden 21.

The individual championship will be played from 10 a.m. on August 18 at the Fox Hollies Inn, Acocks Green. The draw will be made by committee members on the green.

The following players will be competing: Acocks Green: C. Courtney, J. Wess, H. Wetton, L. Baker, H. Silvers. Solihull: R. Harwood, W. Stubbs, W. Green, J. Whittaker, L. Lawrence. Tyseley: L. Phillips, H. Mason, W. Edwards, G. McNally, C. Carpenter, B. Dickinson.

Arrangements are in hand for an evening's entertainment when members of Management will be invited to match their skill with the bowling sections in singles and foursomes at The Greville Arms, Solihull, on August 29. Full details to be posted on factory notice boards.

Experience wins in foursomes final

The final of the Solihull snooker foursomes resulted in a win for the most experienced pair in the competition, Mr. L. C. Gibson (Gas Turbine) and Mr. H. Nixon (Press Shop), who convincingly beat Mr. A. Everall and Mr. R. Charles (Works Engineers).

Prizes were presented by the snooker secretary, Mr. R. S. Taylor (Land-Rover Design), and the marker was Mr. H. Baird (Stores).

This was the first experience in running a foursomes at Rover Solihull. It is hoped to make it an annual event.

Home again after its successful run at Le Mans, the Rover-B.R.M. sports car attracted considerable attention from Rover employees when it was put on view in the Main Canteen at Solihull.



Solihull's successful football teams and their respective trophies. ABOVE (left to right standing): 1st XI W. Newnes (secy), E. Pully (committee man), B. Shaw, C. Timmins, D. Hill (substitute for A Roberts), A. Cox, T. Millington, I. Goddard, J. Possy (committee man). Seated: K. Moseley, C. Tandy, A. McNab (captain), S. Brown, R. Okey. Trophies: Birmingham City Shield, League Div. 2 trophy and individual medals. LEFT (left to right standing): 2nd XI W. Newnes, E. Pully, F. Whitehouse, M. Turton, D. Hill, P. Allen, R. Murphy, T. Bevington, R. Cole, J. Possy. Seated: M. King, T. Burns, B. Womwell (captain), T. Smith, A. Humphries. Trophies: Div. 6 Championship Shield and individual medals.

Spray smartens tennis courts

Tennis courts on the Solihull sports ground, which were relaid early last year with an all-weather surface, have been sprayed green and are now in excellent condition.

Vacancies still exist for those interested in joining the section, and membership forms can be obtained from the following committee members:—Mr. E. J. Walden (Engineering 769), Miss A. Oliver (O. & M. 663), Mr. R. Clifton (Land-Rover Assembly Track Inspection), Mr. R. Plenderleith (Works Engineers 412), Mr. R. Rimmington (Works Engineers 717), Miss P. Dingley (Land-Rover Trim Shop).

£7 FOR CHILDREN

The Birmingham Society for Mentally Handicapped Children gained £7-15-6 as a result of a collection in Export Dept., Solihull.

Show Schedules now available

Schedules for the third annual vegetable and flower show to be held by Rover Horticultural Section in the Solihull canteen on August 17 can be obtained from the show secretary, Mr. T. Perrins (C.K.D.).

A visit to the Royal Horticultural Society's gardens at Wisley has been arranged for September 23. Highlights of this occasion will be the dahlia trials, herbaceous borders and a wonderful display of greenhouse plants. Cost: 17/- return.

On September 10, Mr. R. J. Huntley, of Sutton's Seeds, will be giving a talk on growing flowers from seeds. He will illustrate his talk with colour slides. Tickets: 1/- each.

Fencers in 'friendly'

Four Rover fencers were defeated 12-4 in a friendly match with Cadbury's at Bournville. It is hoped to have a return match at Solihull in the near future. New secretary of the Fencing Section is Mrs. M. O'Sullivan (Schedule Dept., 'phone Solihull 677).



YOUR ROVER NEWS

ROVER NEWS is posted free each month to all employees and anyone not in receipt of a copy should notify the editorial office immediately (Internal phone: Solihull 713). The newspaper is normally published on the last Friday in each month (next issue: August 30) and news items for inclusion can be given to any of the following correspondents.

SOLIHULL: Miss A. Bluck (Land-Rover Trim Shop), Mr. R. G. Brindley (Land-Rover Experimental), Miss C. Burns (Car Trim Shop), Messrs. T. Davies (Car Final Line), R. Dixon (Works Liaison), A. T. Draper (Works Engineers), W. Ethell (Staff Employment Officer), A. Faulkner (Laboratories), J. T. Flowers (Planning Liaison), F. A. Folkes (M.C.D.), G. Gardner (Car Despatch), H. Gardner (Works Police), A. Glass (Press Shop), W. V. Gledhill (Service Dept.), Mrs. J. Goodman (Apprentices Inspection Dept.), Messrs. A. Greenway (Secretarial), R. R. Hillen (Industrial Relations), G. McCall (Paint Shop), B. Marks (Transport Dept.), S. Oliver (P4 Foremen's Office), B. Payne (Sales Division Commercial Dept.), Mrs. Rothwell (Engineering Dept.), Messrs. P. Rutter (Engineering Dept.), N. Stoneham (Fire Station), T. J. Stone (Accounts Dept.), P. J. Waters (Gas Turbine Division).

ACOCKS GREEN: Messrs. W. J. Cooper (Personnel Officer), H. T. Jones (Manager's Assistant), C. C. Blackwell (Accounts Dept.), E. Glossop (Transport Dept.), J. E. W. Greenway (Machine Shop), T. Guthrie (Machine Shop), S. R. Merchant (Works Engineers), M. Pearce (Machine Shop), S. Shore (Machine Shop).

TYSELEY: Messrs. R. Knowles (Personnel Officer), W. J. Cantrill (Group 53), H. C. Cox

(Assembly Shop), A. Evans (Group 26, No. 2 Machine Shop), L. Iliffe (Electricians Shop, Maint. Dept.), J. Maloney (Group 14, No. 6 Machine Shop), E. Wingrove (Cutter Grinding).

PERCY ROAD: Messrs. L. Coombes (Gauge Inspection), R. D. Iliffe (Maintenance Dept.), T. Williams (Time Study).

SPRINGFIELD: Mr. T. S. Williams (P.D.-E.D.).

PERRY BARR: Messrs. E. M. Brown (Gauge Inspection), J. H. Froggatt (Machine Shop Foreman), W. J. Park (Consumable Stores), B. J. Taylor (Group 316).

RYLAND ROAD: Messrs. C. P. Hanson (Superintendent), M. Buttress (Group 204), A. J. Geobey (Planning Dept.), Morrin (Group 78, Solihull Section), Mrs. Smith (Group 79, Solihull Section), Mr. R. H. Rhodes (Inspection).

CARDIFF: Mr. J. Fisher-Evans (Assistant to General Manager), Miss Valerie Edwards (Parts Manager's Office), Miss Judith Grey (Production Manager's Office), Mrs. Eileen Simons (Parts Supt's Office), Mr. Tony Parsons (Production setter).

COVENTRY: Messrs. G. Tyler (Production), Gardner (Service).

SEAGRAVE ROAD: Mr. R. S. Sykes.