



## A Message from our

★ **Managing Director**

★ **Mr. W. Martin-Hurst**

'One of the outstanding cars of the decade' . . . 'In the top three European cars (for ride), irrespective of price' . . . 'A car that sets new standards' . . . 'The first truly excellent car produced in Britain'. These are but a few of the tremendously encouraging Press comments that have greeted the Rover 2000.

Long before the public was admitted to the Motor Show at Earls Court, our stand was packed with people craning their necks to see the car which had caused so much favourable comment. One member of the trade expressed his opinion that the Rover 2000 is the finest car introduced since the war while a distributor said that in his 40 years experience no new car has been received with so much enthusiasm.

This is heady stuff and something to make us all feel good. But Monday morning arrives and what faces us? The urgent need to turn to and to make every car we can while the going is good. Our customers are no different from you and me — they will wait a certain time to get what they want but if the time is unreasonable or a delivery promise is broken, they will transfer their allegiance elsewhere, sometimes with a sense of bitterness at being let down.

In the Rover 2000 we have a great opportunity — possibly the greatest in the Company's history of motor car manufacture. Let us all, each and every one of us, do everything we can to build up the output to the maximum of which our plant is capable and in so doing show that we can still maintain the standard of quality which the world has learned to associate with the name Rover.'

# IT'S HERE! — THE ROVER 2000

Five years of secret design and engineering work and factory expansion came to fruition this month when the 2-litre Rover 2000 saloon car burst on the motoring world. This new four-cylinder car has been hailed with great excitement by pressmen, dealers and distributors alike and if the tremendous public interest shown in the car by the thousands who attended the London Motor Show is any guide, when the car has a very bright future indeed.

It is fast, comfortable and very economical in fuel and servicing. It is immensely strong and has astonishing handling, ride and road-holding qualities. Without doubt it is one of the safest cars ever produced. Advanced design, simplicity of line and elegant appearance with excellent vision and high aerodynamic efficiency combine to make the car a significant step forward into the future by the Rover Company.

The car, selling at £1,264, including purchase tax, is directed at the younger senior executive. Behind it is knowledge and experience gleaned from 15 prototypes driven more than 450,000 miles in Britain and abroad and 266,000 miles covered at high speed on motorways. The car weighs less than 25 cwt. and its fuel consumption is remarkable. Cruising is easy in the upper 90's, and Rover road tests have shown a maximum speed of 104 m.p.h.

With production of the car taking place in a 466,000 sq.ft. purpose-built assembly hall and paint shop, the



Company has more than doubled its Solihull premises. A measure of Rover faith in the project is that for the first time in its history, the Company has built a new factory for the specific production of one model.

Some £10.6m. has been invested in the new car and its production premises. Assembly and painting is at Solihull, engines are made and tested at Acocks Green and suspension, final drive and gearbox at the new 456,000 sq.ft. Rover factory built at Pengam, Cardiff.

At all three factories, a steady build-up of personnel has been taking place over a long period and this was accelerated as 'P6. Day' neared. Potential capacity of the new Solihull factory is

● *The Rover 2000 — the result of five years' secret work which has taken motoring years ahead in design, engineering, styling performance and comfort.*

550 cars in a 42-hour week, or one car in just over four minutes.

Like the car, which takes motoring years ahead, the factory is the last word in modern motor car assembly. Semi-automation is the theme throughout all stages, and equipment is of the very latest design—much of it to Rover specification.

Running like a steel thread through the years of planning and preparation for car and factory alike has been the determination to maintain the Rover tradition of quality and craftsmanship.

Motoring correspondents were at one in praising the Rover 2000 when it was announced on October 9. Here are some of their comments:—

● **THE MOTOR** — It inherits practically nothing from previous Rovers except quality and good taste . . . they have priced it at a figure low enough to astonish most people who have examined it carefully . . . Comfort is the keynote . . . One has the imp-

Mr. L. G. T. Farmer, the Rover Chairman and President, Society of Motor Manufacturers and Traders, points out to Lord Hailsham details of interest inside a Rover 2000 displayed at the London Motor Show. Lord Hailsham opened the show.

ression that it (the car) was planned by engineers who are enthusiastic drivers and by stylists who put function before decoration and the result is something of an object lesson to other manufacturers . . . From the point of view of ride we would put it in the top three amongst European cars, irrespective of price.

● **DAILY TELEGRAPH** (John Langley) — If the company can maintain its traditional production quality at this price (£1,264), it should be a handsome success. . . .

The Rover 2000 has the high-speed cornering power and responsiveness of a sports car with the refinement of a quality saloon. . . . It corners without

Though the car is "home market only" for the next few months, the vehicle is particularly suitable for use overseas and a large export market is expected. In view of this potential, the Rover 2000 Supplement is included with copies of this issue which go overseas.

roll and the steering and other controls are particularly light to operate.

● **THE BIRMINGHAM POST** (Jack Hay) — . . . It is the standard of comfort of the Rover 2000 which will make the biggest impact on the driver. Cruising at 85 m.p.h. there is barely any wind noise and the handling is delightful. . . . The reaction of the 2000 is superb— instant and safe, even at high speeds.

● **DAILY MAIL** (Denis Holmes) — The Rover 2000 is one of the safest and most comfortable fast cars I have driven anywhere in the world . . . a magnificent example of British engineering skill. It provides performance, safety and luxury at one of the most competitive prices in the world. . . .

● **DAILY EXPRESS** (Basil Cardew) — Without question Rover engineers have brought out an enormously zippy and graceful motor car that sets new standards . . . Rover's investment of £10½m . . . is far-sighted and will hit the jackpot. The new car is up to the minute in design, fast, zestful and still with the Rover tradition of quality first.

● **DAILY HERALD** (Barrie Gill) — . . . A brisk, new-look saloon . . . clean-chiselled bonnet that hides a vigorous, four-cylinder 1978 c.c. engine. . . .

● **DAILY SKETCH** (Michael Kemp) — . . . a new shape in motoring . . . a stylish, pace-setting 100 m.p.h. plus saloon to declare 'war' in the rich, quality-car market. . . .

● **DAILY MIRROR** (Patrick Menem) — . . . a crisply-styled car with a cracking performance . . . the image of the professional man's motor car is swept aside. . . .

## Five cars in 1964 range

With the introduction of the Rover 2000, the Company's range of cars for 1964 will consist of five models. As well as the new car, there will be the 3-litre coupe, 3-litre saloon, '110' and '95' which continue unchanged.

★ ★ ★ ★ ★  
 Launching of the Rover 2000 was preceded by several weeks of intensive sales, service and publicity work at Solihull. Some 1,200 dealers and sales managers of distributing organisations from all over the United Kingdom attended introductory sales courses. They came in daily parties of about 100 over a three-week period and the course included a talk by Mr. B. H. Liggins (Home Sales Manager), a description of the features and history of the car, a film of production processes, talks on sub-assemblies, a tour of the new factory and demonstration runs in the car. Ninety-nine per cent of those invited attended the courses. Motoring writers also had previews of the car and test runs.

★ ★ ★ ★ ★  
 Some 200 home distributors, more than 100 journalists and nearly 400 suppliers attended separate receptions at Solihull Civic Hall during "Launching Week". At the Press event, Mr. W. Martin-Hurst, Managing Director, said that when design began on the new car the Company was looking years ahead to build a car which would attract a wider section of the public, particularly the younger generation, and be suitable for today's road and traffic conditions. Guests, who had earlier toured the Rover 2000 assembly line, saw two films — "24 Hours to History" (Rover-B.R.M. at Le Mans) and "Assignment P6".





## The Company's new Chairman

As was announced in the late news panel of last month's issue of ROVER NEWS, Mr. L. G. T. Farmer, Executive Vice-Chairman since 1960, has been appointed Executive Chairman of The Rover Company in succession to the late Mr. M. C. Wilks.

Mr. Farmer, who joined the Company as an accountant in 1940, became Assistant Company Secretary in the same year. In 1945 he became Secretary and seven years later he joined the Board as Commercial Director. He became Assistant Managing Director in 1954, Deputy Managing Director in 1956, Joint Managing Director in 1957, and Executive Vice-Chairman three years later.

He is in his second year as President of the Society of Motor Traders and Manufacturers: re-election for a second term is a rare honour which had not occurred for 14 years until this year.

Mr. Farmer was also re-elected this year as President of the Motor and Cycle Trades Benevolent Fund and among his many outside appointments are membership of the Advisory Council of the Exports Credits Guarantee Department, the Engineering Advisory Council to the Board of Trade, Council for Middle East Trade, Midlands Regional Board for Industry and the management board of the Engineering Employers Federation.

He is also a governor of the Royal Shakespeare Theatre, Stratford, and Chairman of the theatre's finance committee, and a life member of the Court of Governors of Birmingham University.

Within the Rover Organisation, he is Vice-President of the Rover Social and Athletic Clubs at Solihull and in the Tyseley group of factories.



Mr. D. N. STEED

Two Executive Directorships also announced were those of Mr. D. N. Steed (Production - Cardiff) and Mr. E. S. Richards (Industrial Relations and Welfare).

Mr. Steed was appointed General Manager of the Cardiff factories in 1961. He was apprenticed at the Brierly Development Engineering Company and spent 16 years with Short Bros. and Harland where he became Works Superintendent of a dispersal factory. He then joined Lines Bros. (South Wales) Ltd. as Works Manager in charge of a development contract and was promoted to Director and General Manager.

Mr. Steed subsequently went to Teddington Aircraft Controls Ltd. as Works Manager and during his nine years with that company became Works Director.



Mr. E. S. RICHARDS

Mr. Richards joined the Rover Company in January this year as Industrial Relations Manager. He was formerly Group Personnel Manager with the British Thermostat Co. Ltd., Sunbury-on-Thames, prior to which he had experience of personnel work with the Ford Motor Co., Dagenham, and Kelvin & Hughes Ltd. Mr. Richards is a member of the Institute of Personnel Management and the Institute of Office Management.



Mr. L. G. T. FARMER

## PACKINGTON PARK—TWO

### 'STAR' EVENTS



Two photographs taken at the highly successful Land-Rover demonstrations held in Packington Park last month. LEFT. A 100 spectators watch from an advantageous position in a stand as a "tracked" Land-Rover emerges from the edges of the water-filled quarry. This vehicle has exceptional ability to travel over soft ground, whether above or below the water, and it amazed onlookers by the ease with which it moved over the muddy edges of the quarry through the shallows. BELOW: Electricity Board employees show how, with the aid of Land-Rovers fitted with winches, they can erect poles and connect live wires even in the wildest terrain. The men worked throughout with the wires "live". In the background, a man on an hydraulic platform—also fitted to a Land-Rover—takes photographs of the display from a bird's-eye position.

### Examination Successes

Two members of the Solihull Chemical and Metallurgical Laboratories staff, Messrs. A. D. Webb and C. G. England, have been notified of successful examination results qualifying them for the Licentiatehip of the Institution of Metallurgists.



## '74 per cent of Land-Rover output is exported'

Some 50 visitors from new countries of French-speaking Africa were told by Mr. W. Martin-Hurst, the Rover Managing Director, on September 24, that 74 per cent of the total Land-Rover output, and 60 per cent of our total production, were sold in overseas markets.

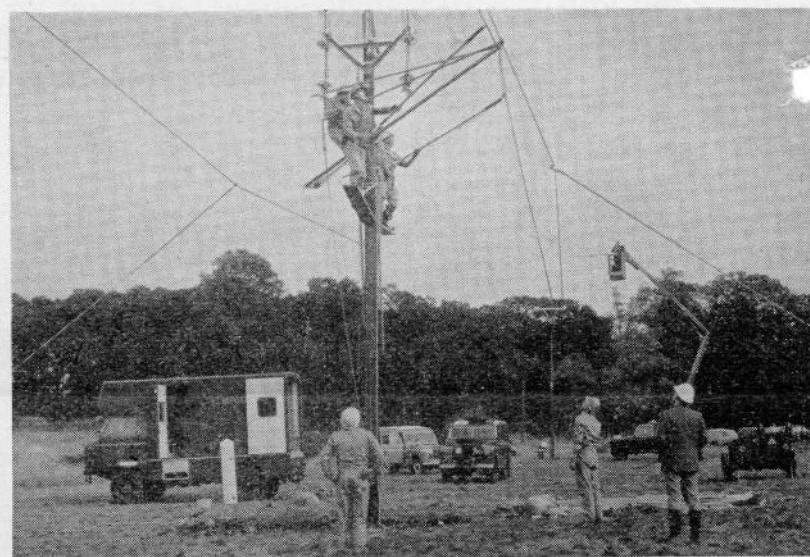
"This is the highest proportion of overseas sales achieved by any company in the industry in the United Kingdom", said Mr. Martin-Hurst. "I feel sure you would like to know that the largest number of Land-Rovers in use anywhere in the world is on the continent of Africa".

The Managing Director said it was always Company policy, in co-operation with our distributors, to work very closely with government authorities by providing technical assistance and using local labour and materials wherever possible.

Service training was given by Rover factory experts and already Land-Rovers were assembled in East Africa, Morocco, Nigeria and Ghana.

Mr. Martin-Hurst was speaking in the Albany Hotel, Birmingham, at a dinner to welcome the visitors whose presence was sponsored by the Company and the Compagnie du Niger Francaise, our distributors in many parts of French-speaking Africa, to enable them to attend the Land-Rover demonstrations at Packington Park.

In the party were dealers and diplomatic, Service, government, contractor and Press representatives.



### Sales Dept. news and order book items

Sanction has been granted by the Company for its German subsidiary, Deutsche Rover GmbH, to be its own importer of cars and Land-Rovers from January 1.

The Frankfurt Motor Show was an outstanding success for Rover. The Company had two stands—for Land-Rovers and cars—in prominent positions and on show were the Rover-B.R.M. gas turbine car and the full range of Rover cars and Land-Rovers.

Orders were taken for a number of cars and other serious inquiries for vehicles are being followed up.

Rover has sold its first Land-Rover to Hungary. It has been purchased by that country's state purchasing commission.

Fourteen Regular station wagons are on order for the Trinidad police, with delivery scheduled before the end of the year.

Our distributor in the Republic of Malagache (Madagascar) has ordered 54 assorted Land-Rovers.

A further 48 four-cylinder Forward Control Land-Rovers have been ordered for the Federation of Malaya Army.

More than 100 Land-Rovers have been imported into the French-speaking part of Switzerland by our distributors Sares S.A., of Lausanne.

## FIVE 3-LITRES IN THE R.A.C. RALLY —ROVER FOREMAN BEHIND A WHEEL

Five Rover 3-litres are entered for the R.A.C.'s 12th International Rally in Britain next month. Three comprise the Rover works team and the other two are private entries.

Driving one of the works cars will be Tony Cox, the Rover Competition Section foreman, and behind the wheel of one of the private entries will be Richard Martin-Hurst, son of the Managing Director, in his own 3-litre car with A. Taylor, of Solihull, as his navigator.

Crews of the three works-entered cars will be: Ken James and Mike Hughes; Bill Bengry and Barry Hughes; Tony Cox and John Davenport. Like Tony Cox, Mr. Davenport is new to the Rover driving team. He writes for "Motoring News" and is a first-class navigator.

Tony Cox is, of course, a first-class driver in his own right and has done well



Tony Cox

in club rallies. He is fast and full of enthusiasm and the opportunity to give him a seat behind the wheel spells from the fact that it is not intended to provide the Rover cars with service teams during the 2,000-mile rally. Thus, Mr. Cox is freed from his normal rally duty of controlling a servicing team "jumping" from point to point along the rally route.

The rally will begin at Blackpool on November 10 and entrants will travel through the Lake District, Scotland, then back to Blackpool and on through Wales and Devon to finish at Bournemouth on November 16. Two Rover

fitters will be at Blackpool to see the 3-litres away and others will be at Bournemouth in case of need at the finish.

The only servicing available to the Rover crews during the run will be what they perform themselves and that afforded by interested companies, such as Dunlop, Lucas and Champion, which is available to all competitors, amateur and works-sponsored.

This decision to dispense with factory service teams is an innovation by Rover and an indication of confidence in both cars and crews.

Last year the Rover Competition Section serviced its vehicles at some half dozen points during the R.A.C. Rally.

Contact with the travelling cars, for exchange of information only, will be maintained by Mr. R. Nash (Competition Section Manager) and Mr. M. Alford (Publicity) at various points on the rally course.



# Summer Snaps Competition

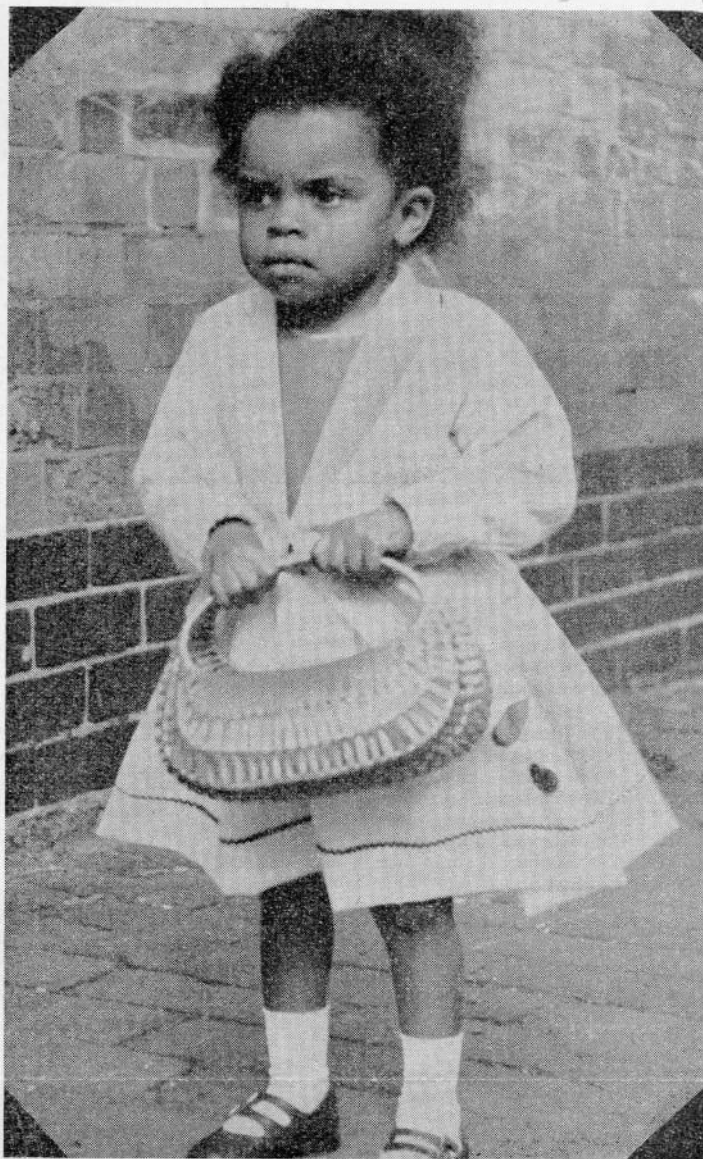
# JOINT WINNERS



The judges looked long and hard at the photographs reproduced on the left and right of this column. Both appealed equally and they just couldn't decide which one should take first place in this year's ROVER NEWS Summer Snaps Competition, the emphasis of which was on children.

Finally, they compromised and decided that the two snapshots would be judged as equal firsts and that the competitors who entered them would each be awarded five gns. for such excellent, candid snaps of children.

The snap on the left was submitted by Mr. E. B. Francis (W.D. Land-Rovers) and the equal winner on the right by Mr. B. E. Child (formerly of the Land-Rover Final Line). No captions were requested, but there has been competition in the ROVER NEWS office in suggesting a few. Suggested ones include LEFT: "The joke's on — who?" and RIGHT: "Eggs, bacon, butter — what else did Mummy want?"



## Highly Commended

Third prize (RIGHT) of three gns. was won by Mr. S. Taylor (Costs Dept., Acocks Green) with a most appealing snap. Suggested caption: "The water's wet".

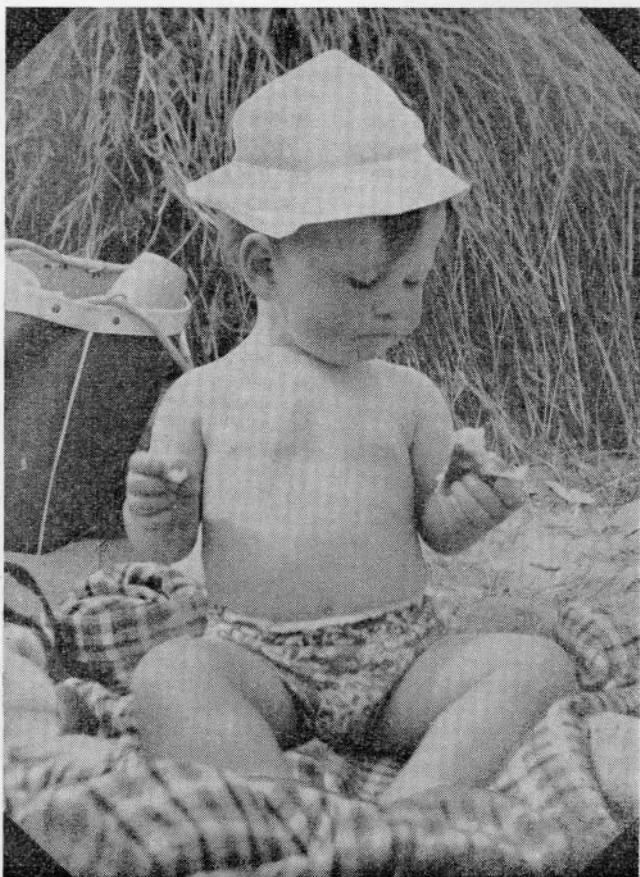
Judges in the competition, for which there was a commendably high number of entries, were Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare), Mr. D. Lyons (head of the Photographic Dept., Acocks Green), Mr. E. Glossop (Transport Manager, Acocks Green), a keen photographer, and the Editor of ROVER NEWS.



Two snaps were highly commended and one guinea each will be paid to Mr. A. E. Clinton (Stores) for his picture below and to Mr. D. Bond (Springfield) for his submission on the left. Suggested captions. BELOW: "The job in hand". LEFT: "Rest and refreshment".



## Highly Commended



## The game that nearly wasn't ...

Forty-eight hours before kick-off in the soccer match between Rover Tyseley and W. G. Allens on September 7, Rover postponed the match because of a shortage of players. But an objection by Allens was upheld and the game was on again.

An hour later the match was off again—Rover's field was not available. But Cliffords Covering saved the day by offering the use of one, and the game was on once again.

Then the match itself proved to be troublesome. First the teams turned out wearing the same colours and at the cry of "all change" Allens dashed off to Association headquarters for different coloured shirts. Then half-way through the match the ball developed a slow puncture!

But yet again the match was rescued when a ball was borrowed. Not that it helped the Rover team which lost 4-6 for the first time in two seasons. And no wonder! All in all, the game was quite a start to the new season.



A much stronger Tyseley Seniors team beat B.S.A. Tools 7-0 away on September 14. Scorers: Brookes (1), Farragher (2), Johnson (2) and Hemming (2).

Tyseley 'A' started the season well with a 1-1 draw against Tubes 'A' on September 7 and an 8-0 win against Accles and Pollock's 'A' on September 14. Brian West scored six goals in this match.

## TAKE TIME TO TAKE CARE

In an industry such as ours, in which so many thousands of people are employed and in which such a great variety of trades and operations are performed, one cannot always expect to read a short safety article appropriate to one's own particular job.

There are, however, several points each of us needs to be reminded about occasionally to reduce the risk of injury to ourselves and to other people.

It is hard to get out of bed these cold mornings, isn't it? The old pillow feels better than ever and the temptation is strong to turn off the alarm, roll over and catch a few extra winks! Of course there's one remedy for that tired feeling in the morning. It's more sleep—and it's better to get that additional sleep by going to bed earlier, not by sleeping later!

Time plays a very important roll for us all. Do we really allow ourselves sufficient time to arrive at our place of work in an orderly manner? You know, those last minute scrambles are known to be the root cause of so many accidents and to start the day in confusion is rather like asking for trouble.

Time must be spent on dressing properly. Machine operators, or people working in the vicinity of machinery, should beware of any form of loose clothing—ties, overall belts, long sleeves easily caught up in revolving parts, even trailing boot or shoe laces or badly shaped heels—which can bring a person to the ground in a very undignified manner.

How many of us can say that we have never stumbled or fallen down a stairway? This is a very common form of accident we all know too well, and yet it occurs repeatedly at home and at work. Investigations of such happenings nearly always show that more time and care should have been taken and the handrail used.

### Safety Corner

Even in this supersonic, jet-propelled, ultra-streamlined age, surely that most precious commodity, time, is not so scarce that we cannot make a reappraisal of our set ways to see whether we are being positive or negative in our approach to our daily tasks. I ask you to think and allow yourself just that little extra time, which is so important in taking care.

W. G. KANE

### Visit to daughter in Canada

Mr. A. C. R. Greenwood who deals with pensions in Secretarial Dept., Solihull, flew to Canada recently to join his wife in visiting their daughter, her Danish husband, and their three grand-children, who live in Toronto. His wife had been in Canada for just over two months when Mr. Greenwood joined her.

During their three-week stay, they went to a cottage tucked away in the vast, lonely forest nearly 200 miles from Toronto. The most impressive thing about the journey there, Mr. Greenwood said, were the huge eight-lane highways, which were to be widened to 12 lanes!

The Greenwoods returned home by boat.



● Three long-serving employees at Seagrave Road received 25-year gold watches from Mr. W. C. Mason, the London depot manager, in August. Pictured with Mr. Mason (second from left) are the recipients, Messrs. F. Spalton (Land-Rover shop chargehand), C. A. Gardner (Reception tester) and J. H. Brazier (driver).



### Salesmen on top of the world

Autindustri A/S, our Norwegian distributors, are literally feeling "on top of the world", for they claim to have a world record in northernmost sales of Land-Rovers.

This year they have sold to the Norwegian-Spitsbergen Coal Mining Co. two 12-seater Land-Rovers, one Regular hard-top Land-Rover and a Forward Control. The company has previously bought other Land-Rovers, and it tried other makes of vehicles for a short time before deciding that Land-Rovers were the best for their uses.

Longtown, from where the mining company operates, is within the Arctic Circle, 78 deg. north, 14 deg. east. The sun never rises over the horizon from October to February so the Land-Rovers' batteries work overtime during the five months of perpetual darkness, thus contributing to the "Northern Lights!"

Miss Audrey Sprague (Export Sales, Solihull) and Mr. Parviz Mokhtari, a Persian engineer (pictured right) after their wedding at Birmingham Register Office on September 21. The bride wore an oyster-coloured duchess satin mandarin-type coat lined with coral silk over a ruched chiffon dress and carried coral roses.

After a stay in London, where there was another ceremony in a mosque, the couple left for Amsterdam, Athens and Beirut en route for Teheran for a four-week honeymoon. Mr. Mokhtari is to take up a post with the Iranian Oil Co. at Abadan.

Colleagues in Export Dept. gave the bride gifts in stainless steel. The bridegroom studied at Birmingham University and his brother came from Beirut for the Birmingham wedding ceremony.



## He got closer than most to history in the making . . . .

The man who had a close-up view of every stage of Rover Company progress between 1943 and 1956 died in retirement at Leamington Spa on September 13, aged 72.

He was Mr. John Toft-Bate, the Company's industrial photographer during vital years which saw development on the Whittle jet engine and the Meteor tank engine, the birth of the Land-Rover and the appearance of Jet 1, the world's first gas turbine car.

Mr. Toft-Bate was literally as close to all these exciting occurrences, and the stages attached to them, as any man in the Company. He recorded it all with his camera, and three apple boxes full of negatives at his Leamington Spa home contain many pictorial gems, some of which have been accepted by Mr. H. B. Light, the Rover historian, from Mr. Victor J. Toft-Bate, the photographer's son, who works on 3-litre car glass inspection at Solihull.

Mr. Toft-Bate's relationship with the Company was a somewhat flexible one since he was engaged on a freelance basis. He did all his Rover work on the Company premises so that none of it (for much was highly secret) ever went out of the factory gates.

Many people knew him, from Board level to the shop floor where he had engines and components moved about to suit his photographic purposes.

Mr. Toft-Bate, a chemist in his youth, began his work for Rover at Barnoldswick, Skipton. He worked under Mr. C. T. Newsome and thus began a 13-year association with the Company, which only came to an end with the introduction by the Company of its own industrial photographer employees.



Mr. J. TOFT-BATE

In his younger days, Mr. Toft-Bate ran early silent and "talkie" films for Pathe in London and before the war he had a business in Eastbourne. He was also a water-colour artist, and wrote articles and lectured on moths and butterflies as well as on photography.

(In an appreciation, Mr. Light writes: I would like to thank Victor Toft-Bate for his willing agreement to hand over to me, on behalf of the Company, his father's collection of negative. Amongst them will be many which will provide vital links in Rover's chain of history.)

I knew Victor's father very well and in the early post-war years he helped me considerably. I could always rely on "Toft" for any special photograph I needed and it was only last year that he wrote to me offering further help. I little thought then that with his passing I would have in my possession his wonderful collection in furtherance of my interest.

I am sure Mr. Toft-Bate would be happy with the decision made by his son, Victor, which is certainly appreciated by the Company.)

## PERSONAL NEWS FROM THE FACTORIES

### RUBY WEDDING

We offer our congratulations and best wishes to . . .

**SPERRING** — Mr. and Mrs. J. T. Sperring celebrated their ruby wedding on September 13. Mr. Sperring works in Production, Acocks Green, and until fairly recently Mrs. Sperring worked in Stores Department, Solihull.

### DEATHS

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

**ALLEN** — Mr. E. H. Allen died on September 13, aged 58 years. Mr. Allen was employed in the Stores, and had been with the Company for 18 years.

**BAKSH** — Mr. Quadir Baksh died on September 9, aged 51 years. Mr. Baksh was employed in Transport Department at Perry Barr Works, and had been with the Company for eight years.

**COLE** — Mr. Charles O. Cole died on September 22, aged 60 years. Mr. Cole was employed in Transport Department, Tyseley, and had been with the Company for three years.

**CROXFORD** — Mr. Reginald W. Croxford died on September 13, aged 48 years, while on holiday in Switzerland. Mr. Croxford was staff foreman, Tyseley Toolroom, and had been with the Company for 20 years.

**GOMM** — Mr. Edward H. Gomm died on September 20, aged 67 years. Mr. Gomm was employed as an inspector at Tyseley Works, and had been with the Company for eight years.

**ROUGHT** — Mr. Fred Rought died on August 15, aged 74 years. Mr. Rought was employed in Land-Rover Trim, and had been with the Company for 13 years before his retirement in 1959.

**SKAN** — Mr. Frank Skan died on September 17, aged 60 years. Mr. Skan was employed in the Print Room at Solihull and had been with the Company for six years.

**STOTT** — Mr. Wilfred Stott died on September 16, aged 64 years. Mr. Stott was employed as chargehand labourer and had been with the Company for four years.

**TINLEY** — Mr. Albert Tinley died on September 16, aged 42 years. Mr. Tinley was employed in the Electricians' Department, and had been with the Company for five years.

### Flower enthusiast's show successes

Perry Barr flower enthusiast John Weir was in among the awards in the recent City of Birmingham Show. He won two first prizes in the dahlia section.

Mr. Weir also won a first prize and an award of merit for a display of 40 pot plants at a major show in Sutton Town Hall.

His 9-year-old son, David, gained second prize in an open competition in the fuchsias section at a Kingstanding show. Dad was unsuccessful on this occasion. A case of teacher being taught?

### BIRTHS

We offer our congratulations to . . .

**BRADSHAW** — To Mr. and Mrs. D. H. Bradshaw, a son (Andrew Donald) on September 11. Mr. Bradshaw is employed in the Transport Department, Tyseley.

**GOWEN** — To Mr. and Mrs. R. Gowen, a daughter (Deborah Elizabeth) on September 16. Mr. Gowen is a draughtsman in the Gas Turbine Drawing Office.

**JEFFERIES** — To Mr. and Mrs. K. Jefferies, a daughter (Susan Elizabeth) on August 31. Mr. Jefferies is a draughtsman in the Gas Turbine Drawing Office.

**PARKER** — To Mr. and Mrs. D. T. Parker, a daughter (Julie Anne) on September 10. Mr. Parker is employed at Acocks Green as a skilled grinder and for 7½ years until March 1957 Mrs. Parker was also at Acocks Green.

**WICKFIELD** — To Mr. and Mrs. O. Wickfield, a daughter (Sharon) on September 12. Mr. Wickfield is employed in the Inspection Department, Tyseley.

### MARRIAGES

We offer our congratulations and best wishes to . . .

**ALLEN-BANNISTER** — On September 7 at Hall Green Church, Mr. David L. Allen to Miss

Margaret E. Bannister. Mr. Allen is in the Efficiency Department, Acocks Green, and Miss Bannister is a secretary in Sales Department.

**BANKS-CLEMENT-DAVIES** — On August 24 at St. Martin's-in-the-Bull-Ring, Mr. R. (Frank) Banks to Miss S. (Jackie) Clement-Davies. Mr. Banks is in the Production Development Engineering Department, Springfield, and Miss Clement-Davies at Ryland Road in Mr. Hodder's office.

**BUSH-WOHLER** — On September 14 at Yardley Wood Baptist Church, Mr. Peter Bush to Miss Sheila Wohler. Miss Wohler was booking office clerk at Ryland Road.

**CROFTS-WOMWELL** — On September 14 at St. Giles' Church, Sheldon, Mr. Robert Crofts to Miss Valerie Womwell. Miss Womwell is a typist in Export Sales and Mr. Crofts works in P.6.

**DREW-BRYON** — On September 11 at Birmingham Register Office, Mr. David Drew to Miss Josephine Bryon. Miss Bryon is a telephone operator at Solihull.

**GIBSON-SIMPSON** — On September 14 at Shirley Parish Church, Mr. D. W. Gibson to Miss Jean Simpson. Mr. Gibson is a technical assistant at Solihull.

**GLAVIN-EDWARDS** — On September 14 at St. Cadoc's R.C. Church, Llanrumney, Cardiff, Mr. John Glavin to Miss Valerie Edwards. Miss Edwards is secretary to Mr. J. Whitby, Parts Manager, Pengam.

**HEFFERNAN-MORRISSEY** — On September 28 at Olton Monastery, Mr. T. Heffernan to Miss E. Morrissey. Mr. Heffernan is employed at Acocks Green as a progress and transport worker, and Miss Morrissey in the Trim Shop, Solihull.

**JULLIEN-JEFFS** — On September 14 at Olton Monastery, Mr. M. J. Jullien to Miss D. P. Jeffs. Mr. Jullien is in the Cost Department and Miss Jeffs was once employed in Service Department.

**KITCHING-JAMES** — On September 28 at St. Nicholas's Church, Elmdon, Mr. Colin Dowson Kitching to Miss Sheila James. Miss James has been a typist in M.C.D. Solihull for the past four years.

**MARTIN-PREECE** — On August 24 at St. Mellon's Church, Cardiff, Mr. Anthony Philip Martin to Miss Barbara Preece. Miss Preece is in the Hollerith Department, Pengam.

**MAY-WILCOX** — On September 7 at St. Andrew's Church, Kinson, Bournemouth, Mr. Peter R. W. May to Miss Margaret Ann Wilcox. Mr. May is technical assistant in the Gas Turbine Projects Department.

**PERKS-ASHBURNER** — On September 14 at St. Cyprian's Church, Hay Mills, Mr. R. Perks to Miss Valerie Ashburner. Mr. Perks is a development engineer in the Gas Turbine Projects Department.

**SANDERS-MINNIS** — On September 28 at Solihull Parish Church, Mr. Roger Sanders to Miss Diane Minnis. Miss Minnis is a typist in the Export Sales Department and Mr. Sanders is in the Issuing Department.

**SCOTT-PARKES** — On September 14 at The Oratory, Hagley Road, Birmingham, Mr.

Raymond Scott to Miss Patricia Parkes. Mr. Scott is employed in Standards Room as a gauge inspector.

**SHANAHAN-JONES** — On September 4 at St. David's Cathedral, Cardiff, Mr. James P. Shanahan to Miss Beryl Jones. Miss Jones works in the Export Department, Pengam.

**WALKINSHAW-HUTTON** — On September 14 at Great St. Mary's Church, Cambridge, Mr. N. J. C. Walkinshaw to Miss Sibyl Hutton. Mr. Walkinshaw is a technical assistant in the Gas Turbine Department.

**WILSON-TOWNSEND** — On September 7 at All Saints' Church, Adamsdown, Cardiff, Mr. Kenneth Hubert Wilson to Miss Margaret Townsend. Miss Townsend works in the Hollerith Dept., Pengam.

**WOODHALL-FARMER** — On September 28 at St. Giles' Church, Sheldon, Mr. Terence Woodhall to Miss Veronica Farmer. Mr. Woodhall is in Export Sales Department and his bride came from Brisbane, Australia for the wedding.

### SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

**HARRIS** — Mr. and Mrs. A. Harris celebrated their silver wedding on September 23. Mr. Harris is Print Room Supervisor at Solihull.

**ROFF** — Mr. and Mrs. Albert Roff celebrated their silver wedding on September 24. Mr. Roff is a machine toolfitter at Acocks Green.

While Mr. Tony Woods (Inspection and Samples Library) and his wife, Constance, were on holiday in Spain they came across this police Land-Rover which had been assembled at Santana. This fact was of particular interest to Mrs. Woods, for she is a typist in C.K.D. Dept., Solihull, and was probably concerned with the necessary paper work which preceded the Land-Rover's arrival in parts at Santana. Mr. Woods decided to photograph his wife with the Land-Rover, but 30 minutes' persuasive talk with the police authorities was necessary before permission was received.



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Happy smiles all round as Miss Sheila Wohler, a booking office clerk at Ryland Road, is presented with a linen basket, sheets, bedspread and a tea-service by Mr. W. Garland, Senior Foreman, on behalf of staff and friends in the works, on the occasion of her leaving the Company to be married.



# Audience eye-view in the Rover 'little theatre'

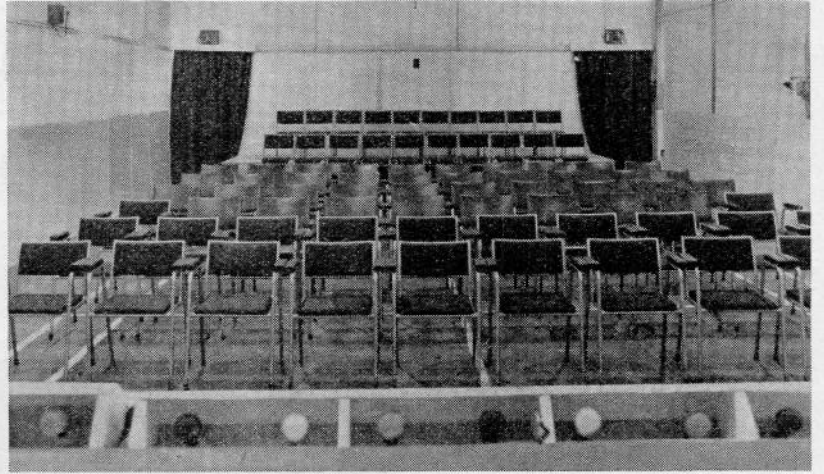
Many Rover employees and their families have not yet taken the opportunity of seeing a Rover Theatre Club production and the photographs on the right and below are reproduced to give potential "theatre-goers" some idea of what they will find when they pay their first visit to the Rover theatre at Tyseley factory.

Club members are proud of their theatre and rightly so, for much work has been put into renovation and redecoration since the Theatre Club was re-formed a year ago. The club has a powerful friend in Mr. E. Scott, General Works Manager, Tyseley Group, whose assistance has been invaluable in giving the theatre its "new look".

During the day the theatre area is part of the canteen

space. Removable wall partitions, seats and wall lighting soon transform the area into a comfortable little theatre seating 120 people. Messrs. A. J. Finney, Les Coombes, John and Helen Spencer and Chris Scott have been responsible for making many of the stage props.

In its first season the club produced four plays; it is being slightly less ambitious for the forthcoming season when only three are planned. The first of these, "Small Hotel", a comedy by Rex Frost, is being staged on Friday and Saturday, November 1 and 2 and the picture below was taken during rehearsals. It shows the stage as seen by spectators sitting at the back of the theatre, while the photograph on the right shows how the audience area is seen from the stage.



## Share-buying through savings

In response to numerous requests, arrangements have been made in conjunction with the Birmingham Municipal Bank for Employees' Shares to be bought through savings.

Regular deductions from wages or salary can be credited to an employee's account at the bank and, when sufficient funds have accumulated, the bank will transfer the purchase price of shares direct to the Company.

Any employee who is interested can obtain full details of the scheme, and of his entitlement to shares, from Secretarial Dept., Solihull.

## Coventry names wanted

Savings facilities similar to those afforded by the Birmingham Municipal Bank to Birmingham area employees have been requested by a number of Rover employees working and/or living at Coventry.

Since it will be possible to introduce such a scheme only if demand is sufficient, employees living at Coventry (whether working there or in Birmingham) who are interested in participating are invited to give their names and departments to local wages offices or the Salaries Dept., Solihull, by November 8.

If such a savings facility is implemented it would be in conjunction with the Coventry Trustee Savings Bank and the principle of the scheme would be the same as that operated with the Birmingham Municipal Bank—i.e. agreed deductions from wages and salaries are paid direct by the Company to the bank for entry into individual accounts. It would not be possible, however, for one employee to belong to both Coventry and Birmingham schemes.

A further announcement will be made at a later date.



## GUINEA MECHANICS ON COURSE

Seven apprenticeships and one graduate apprenticeship were completed last month. The graduate was Nicholas Walkinshaw (Gas Turbine Dept.) and the apprentices were Robert Chapman (Research Dept.), Phillip Woodward (Gas Turbine), John Hamilton and Rolf Orchard (Engineering), Alan Firth (Percy Road), Roger Whitehouse and William Udall (Service Repair Shop). Udall has now left the Company's employ to take a post with one of our distributors.

During the month two motor mechanics from Guinea began a six-month

training course on Land-Rovers. The pair, Amara Camara and Mamadou Barry, have come to Britain on International Labour Organisation scholarships. They began their course in the Car Shop at Tyseley.

Both men are French-speaking but can speak and understand English reasonably well after undergoing a month's intensive course at Bromsgrove. Their English colleagues on the shop floor at Tyseley have been very helpful and patient while the two visitors learnt the English language.

On September 18, a party of apprentices from John Thompson Ltd. toured the assembly lines at Solihull.

## Oldest employee retires at 86

Rover's oldest employee, 86-year-old Mr. Robert D. Turner (Inspection, Percy Road) retired on October 4 after 28 years' service with the Company.

Mr. Turner—born December 16, 1876—began his Rover service in the Electrical Department at Tyseley in 1935. Later he was an inspector on the assembly line for about five years and he had been at Percy Road for seven years.

At Percy Road he ground components ready for Brinell testing, a method whereby the hardness of material is assessed. He also did acid testing of material for chrome contents, etc.

## Silver paper target raised

Response to the appeal in the August issue of ROVER NEWS for silver paper to enable the Rover Teenage Section to buy a dog for a blind person has been so great that the section has raised its target total from 320 lb. to two and a half tons—or £250 worth of silver paper!

Already, generous financial contributions have helped the fund, one being a cheque for £6 presented by Mr. D. H. Simkiss on behalf of employees in the Works Engineers Department.

Mr. A. C. Ashworth, section leader, also acknowledges the interest shown by the following: Bullows Engineers (contractors to the Rover Company), Mr. H. Butler (Land-Rover Design Office), Mrs. J. Harding (16 Dursley Close, Solihull), ladies of the W.R.A.F. Training Depot, Grantham, Lincolnshire, and Miss S. V. Harding, who collected and delivered foil for the section. Miss Harding is now in the W.R.A.F.

Mr. Ashworth also appeals to the ladies of the Cleaning Department to help by saving waste silver paper.

Mr. W. Martin-Hurst, the Managing Director, chats with Major-General E. S. Lindsay, Assistant Master General of Ordnance (left) and Lieutenant-General F. Detige, Administrator-General of the Budget, Belgian Ministry of Defence, during the general's recent visit to Solihull. In the background is the Rover gas turbine car, T4.

General Lindsay's duties include the encouragement of the sale of British military equipment to overseas countries and General Detige is concerned with military equipment purchase for the Belgian Army.



## NEW TYPE OF LAND-ROVER AMBULANCE

This new type of ambulance has been constructed by Martin Walter Ltd., of Folkstone. The design incorporates a single stretcher carried on the rear floor in channel runners and folded when not in use on the inside at cant rail level.

An additional patient can be carried if both rear Dormatic seats are shifted to bed position and two small supplementary rear seats are eased down to take the feet. If necessary, the front passenger seat can be reversed to allow an attendant to look after one or both patients while the ambulance is stationary.

In normal running trim four passengers can be carried, facing inwards on each rear seat. When the stretcher is not in use the normal table position is useful, although the table is not normally supplied as part of the basic ambulance specification.



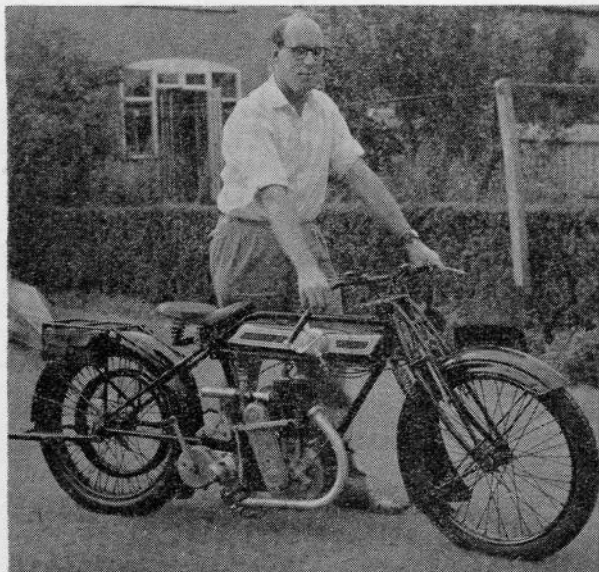
## NEWS IN BRIEF

A recent Seagrave Road presentation was that of a clock to Mr. Harry Panton upon his retirement after 43 years' service. Mr. Panton was kit storeman with Reception and a tester in his earlier years. Another London retirement was that of Mr. W. Harding, body trimmer, after 27 years' service. The best wishes of all Seagrave Road colleagues go to those who have retired.

A collection in the Tyseley Group of factories for the British Sailors Society Anchor Day realised £18. 0. 2d. Details: Percy Road—£4. 6s. 0d.; Perry Barr—£3. 17s. 7d. Ryland Road—16s. 3d. Tyseley—£7. 4s. 10d. Tyseley (night-shift)—£1. 15s. 6d.

Mr. C. J. Spencer (Engineering general office) was 21 on September 3 and received a leather brief case and a calf wallet from friends in the Company. John is a committee member of Rover Dramatic Society and has appeared in several productions.

Mr. Peter Martin (Land-Rover Assembly) has been working hard in his spare time putting together what is believed to be a 1915 Rover motor-cycle at his home, 57 Coverdale Road, Solihull. The vehicle was found, in pieces, in a Wolverhampton house due for demolition and the vehicle number dates it to 1915. He is here pictured with the machine.





# Rover angler 4th in national championship

Tyseley angler Charlie Dickinson gained fourth place in the National Angling Championship fished on a 12-mile stretch of the Gloucester Canal on September 14. Competing were 1,260 top-class British fishermen.

Mr. Dickinson, fishing for the Hinckley team, was fortunate to draw a peg in the much-favoured milk factory stretch at Freetharne Bridge. Fishing the bottom in 12 ft. of water, he took 8lb. 4oz. 8dr. of roach while many top-class anglers had dry nets.

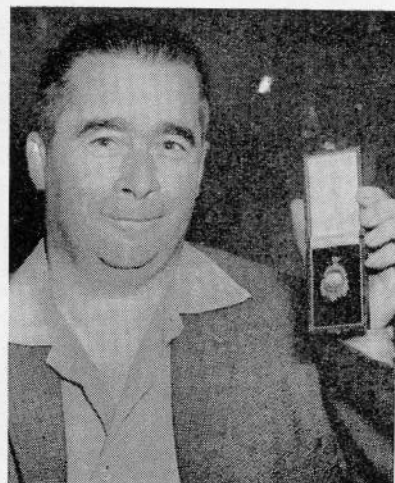
A good bream, estimated to weigh 2lb., got away to the disappointment of Mr. Dickinson and his spectators. But his catch was enough to give him fourth place overall and top weight among Midland entrants.

His success won him two gold medals—one for fourth place and one from the Hinckley club for having the team's top weight—and £400 to £500 in cash, plus a place in the England team to play in either Yugoslavia or Portugal.

★ ★ ★

Solihull anglers staged their main contest of the year on the River Trent at Attenborough on September 7. Forty of the 85 members taking part were

pegged on the right bank, looking downstream, and they had the slight wind behind their backs and to their advantage for most of the match.



Charlie Dickinson shows the gold medal "caught" by coming fourth in the national angling championship.

This advantage soon became apparent when the time came to "weigh-in", for 30 of the 47 prizes went to these competitors. F. Haywood had the top weight of 6lb. 3oz. 10 dr. Roy Burden "worked" extremely hard to record 4lb. 4oz. on the far bank and so did Ernie Griffin (3lb. 4oz. 12 dr.) and Dave Haywood (3lb. 2oz. 8 dr.).

Ken Collis, who weighed in 2lb. 1oz. 4 dr. on this bank, was second the very next day in the Sheldon Piscatorial annual contest with over 10 lb. of fish caught only yards from where he had fished in the Rover match.

Major prizewinners in the latter were: 1. F. Haywood (6-3-10); 2. F. Cox (5-6-8); 3. S. Adams (5-5-0); 4. R. Checkley (5-1-14); 5. R. Weston (5-1-12).

F. Haywood won the Aggregate Trophy with 219 points and R. Weston was a close runner-up with 216. Prizes and trophies will be presented at a concert and dance in the Rover Solihull Ballroom on November 9.

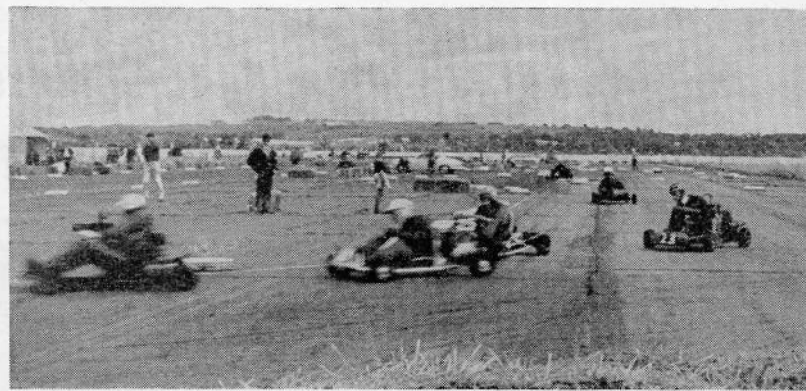
★ ★ ★

Despite poor weather conditions, most competitors caught fish in the annual Acocks Green contest held at Bewdley.

The winner was E. Hayes with a weight of 5 lb. 4 oz. 12 dr., second A. Jones (3 lb. 4 oz. 6 dr.) and third W. Buzzard (2 lb. 13 oz. 4 dr.).

By winning this contest Ernie Hayes also won the aggregate medal. He has had a good season to date; earlier in the year he won the Harford Roach Cup for catching the biggest roach during the year's contests.

The annual meeting of the section was held on the bank when Mr. G. Williams was elected chairman and Mr. G. Wilson re-elected secretary. New members will be welcome.



## Rover's karting 'families' gain recruits

Rover karters take a bend on the Honeybourne track after coming down the fast straight on which 70 to 80 m.p.h. can be achieved. In the picture are Messrs. Jack Watts, George Fullwell, Harry Goodyear and Brian Afford in a heat for 200 c.c. Class IV karts with gearboxes.

Rover karters had an eventful meeting on September 8 at Shennington, with the racing Livesey and Johnson families well to the fore.

## END-OF-SEASON BAT AND BOWL ANALYSIS

The Rover (Solihull) Cricket Club has completed another successful season. The League 2nd XI, which has lost only one game, won the Reserve Division 'C' in the Midlands Works & Business Houses League and will enjoy cricket in the 1964 season in the newly-formed Premier Reserve League. The League 1st XI narrowly missed the Division 2 championship.

Club cricketers (Sunday) enjoyed a mixed season; the 1st XI only lost two games—one to Rover Tyseley—but the 2nd XI failed to gain a win, though the cricket played was very enjoyable.

The G. F. Searle Trophy for the "Cricketer of the Year" was awarded to Club 1st team wicket-keeper A. Cox (Engineering Department) who played both Saturdays and Sundays, and had a successful season with the bat, scoring 370 runs from 13 completed innings.

Other awards for 1963—and made at the cricket annual dinner and dance and prize presentation on October 11—were:—

Batsmen: League 1st XI, E. Lindsay (Average 27.2); Club 1st XI, A. Cox (26.6); League 2nd XI, D. Hill (40.5); Club 2nd XI, D. Rhodes (13.00). Bowlers: League 1st XI, D. Sollis (7.5); Club 1st XI, L. Burnett (6.6); League 2nd XI, A. Chapman (5.4); Club 2nd XI, J. Buzzard (9.6).

By the end of the season Tyseley cricketers had won 14 matches, drawn 8 and lost 10. The season ended, appropriately, with Tyseley beating Solihull by six wickets to avenge the earlier defeat.

Final averages were:

Batsmen	Inns.	Runs	H's & T's	Av.
Lovell, K.	17	365	85	21.47
Lovell, V.	20	353	49	18.10
Bannister	16	278	76	17.38
Dyke	21	353	75	16.81
Hodges	11	161	47	14.64
Evans	11	158	37	14.36

Bowlers	Overs	M'dens	Runs	Wkts.	Av.
Lovell, K.	164	44	379	47	8.06
Johnson	243	52	674	81	8.32
Dyke	142	25	395	44	8.98
Green	78	9	269	26	10.35
Lovell, V.	79	13	280	23	12.17

Catches: Evans (9), Bannister (9), Lovell (8), Chandler (8).

## Bowling skill praised

Rover bowlers were congratulated upon the evenly-spread skill in the various factory teams by Mr. J. W. E. Walton (Executive Director, Production—Tyseley) at the annual dinner and concert of the inter-works bowls section held at Acocks Green on October 4.

He detailed the best bowling performances during the season as follows: Acocks Green—R. Holdsworth 21-7; R. Wilson 21-4; J. Webb 21-10; J. Green 21-10. Solihull—S. Higgins 21-8; L. Ward 21-11; H. Green 21-11. Tyseley—H. Mason 21-5 (twice); L. Phillips 21-8; W. Edwards 21-9; C. Carpenter 21-9; D. Griffiths 21-8.

Mr. Walton presented trophies and prizes and he is pictured above right, with all the prizewinners, handing over the Worster Cup to B. Dickinson, skipper of the Tyseley team which retained the trophy in this year's competition.

Prizewinners were: H. Mason (Tyseley)—the Joe Hughes Merit Cup for the individual championship; B.



Harwood (Solihull)—runner-up; B. Dickinson, G. Plater, A. Boden, G. MacNally, C. Carpenter, D. Griffiths, D. Herbert, K. Pevie, A. Harwood, L. Whitehouse, B. Edwards, L. Phillips, F. E. Seymour (all Tyseley), B. Harwood (Solihull).

Guests at the meal and concert included Messrs. W. J. Robinson, E. Scott, J. Lawrence, P. Hall, H. Hayer and T. Brindley.

## Nurses confer at Solihull

Some 85 industrial nurses from the West Midlands converged on the Solihull factory on October 12 for the annual study day of the Birmingham area, Occupational Health Section of the Royal College of Nursing.

The nurses, who included several from R.C.N. headquarters in London, were welcomed to the Rover factory by Mr. A. J. Worster (Production Director). During the day, the visitors took time from their lectures to see the Solihull surgeries and tour the Rover 2000 assembly plant.

Sister G. Waterman, who is in charge of all surgeries within the Rover organisation, is a member of area committee of the Occupational Health Section.

(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.

## 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: November 29) 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 Dept.), Messrs. A. Greenaway (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



The act of presentation within an office or shop is so often the prerogative of the male that it is refreshing to see a woman presenting gifts to a man! Mr. T. Hefferman (Progress and Transport, Acocks Green) is seen receiving a kitchen table and four chairs from Mrs. M. O'Donovan (Progress Dept.). They were a wedding present from friends and work colleagues on the occasion of his marriage to Miss E. Morrissey (Trim Shop, Solihull).

## Departmental snooker final

Maintenance proved to be a little too strong for Sawmill 'A' in the final of the Inter-Departmental Snooker Competition on September 12 and were worthy winners by two games to one.

The winning team comprised Messrs. T. L. Knight, N. Bell, J. Warbuton and E. Taylor. Runners-up were Messrs. L. Docker, R. W. Checkley and M. Whittle.

The cups and prizes were presented by Mr. A. E. Wilford, Export Marketing Manager.