



A YEAR OF EXPANSION

A special two-page pictorial feature devoted to the visit of Princess Margaret and Lord Snowdon to the Rover plant at Pengam, Cardiff, is contained in this issue.

Chairman refers to plans for more

Land-Rover production capacity

. Board to raise additional capital

A new record level of sales for the present year is foreshadowed by Mr. L. G. T. Farmer, Chairman of The Rover Company, in the annual statement to shareholders. He reports that demand for the new Rover 2000 is such that the problem will be to build up production sufficiently quickly to meet it during the coming months. The Chairman says that an expansion of production facilities for Land-Rovers is being considered.

Mr. Farmer begins his report with a tribute to the late Chairman, Mr. M. C. Wilks and then continues: "The year under review has been a most exacting one for all concerned, and I would like at the outset to thank all our employees for what has been achieved. We have seen the major part of the expansion plans on which we have been working for so long substantially completed within the time and cost originally contemplated.

"The capital expenditure under these plans was principally in connection with the provision of entirely new spare parts storage and despatch facilities located at Cardiff, and production facilities for the new Rover 2000 which was shown for the first time at the recent Earls Court Motor Show.

Successful future

"The substantial orders already placed for the Rover 2000 following the enthusiastic reception that it has received from the trade, the Press and the public confirm our confidence that it will have a successful future.

"Since the last report I believe we have still further increased our reputation as the makers of one of the world's best engineered cars, and we were particularly gratified that both our 2000 and 3-litre cars were awarded a gold medal for coachwork at the 1963 Earls Court Motor Show. We have repeated our success of the previous year by again winning our class for production saloons over two litres in the Sofia/Liege Rally against strong British and Continental competition, and one of our cars was the only one of its class to complete the course in that most gruelling of all rallies, the East African Safari. The highlight of our competition activities

LATE NEWS

R.A.C. Rally

All five competing Rover 3-litres finished Bournemouth still running perfectly after gruelling 2,200 mile run in atrocious weather conditions. Rover gained 3rd, 4th and 5th places in class for touring cars over 1600 c.c. and also won 3rd place (Lombank Shield) in Manufacturers Team Award, for which only three teams finished out of 15 starters. Final overall positions of Rover cars: Bengry 22nd; Cox 24th; James 26th; Sprinzel 46th; Martin-Hurst 49th. Only 88 of 161 starters finished the rally. Rover cars completed the course without any works servicing en route. Results regarded as very satisfactory.

was undoubtedly the success of the Rover/B.R.M. gas turbine car at Le Mans, and I would like to pay tribute to the Owen Organisation for the important part it played in this achievement.

"Our gas turbine engines are already used for a variety of applications, ranging from auxiliary power units for aircraft to pumps for portable fire-fighting equipment, and further applications are under consideration. Meanwhile, development of this unit for use in motor vehicles proceeds satisfactorily.

Record turnover

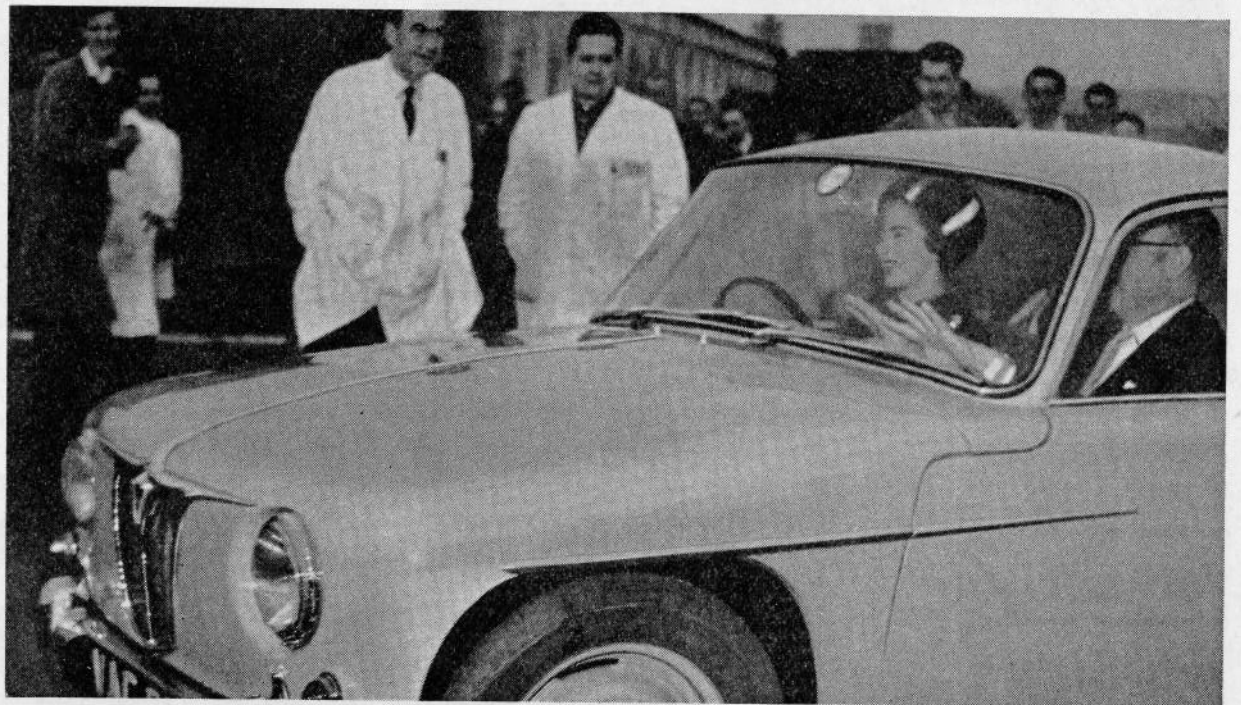
"Trading conditions during the early part of the year under review were difficult and the exceptionally severe winter prevented the welcome reduction in purchase tax announced by the Chancellor in November, 1962, from having its full effect until the Spring of this year. Since then business, both in cars and Land-Rovers, has improved considerably, and I am pleased to tell you that our group turnover for the year was a record.

"During the year we have continued our policy of providing facilities for the assembly and partial manufacture of our products in those countries abroad where such a course seems desirable. These operations abroad are not only a necessary safeguard to our business in those territories, but contribute to the Company's profitability.

"In South Africa we are extending our factory at Port Elizabeth to meet the increased demand for our vehicles, and in Southern Rhodesia sales from our Salisbury factory have been satisfactory, despite the difficulties through which that country has been passing. In North America, where today conditions are highly competitive, a new management team has recently been appointed and we are hopeful that, as a result of this, increased sales will be achieved in this territory. Both our Australian and New Zealand subsidiaries have had most

Continued in Page 2

The second huge Land-Rover order within a year has been placed by the Australian Army. Upwards of 900 vehicles are called for and the contract follows the order for 600 vehicles announced earlier in the year and completed during the summer. The vehicles will be despatched C.K.D. for assembly incorporating local components at the Rover Australia plant in Sydney. Full story on Page Two.



Princess Margaret at the wheel of T3. The hands are those of Mr. W. Martin-Hurst, waving excited employees out of the car's path. ('Western Mail' photograph)

ROYAL HANDS TAKE T3 WHEEL

Princess Margaret and Lord Snowdon drive the gas turbine car during Pengam visit.

Then to the airport in a Rover 2000

Protocol gave way to a delightfully informal royal driving lessons in the T3 gas turbine car when Princess Margaret and Lord Snowdon visited the Rover Cardiff factory at Pengam on October 31.

The official presentations and tour of the premises over, the couple began a hectic half-hour driving session in T3 and the Rover 2000, which delighted the watching hundreds of Pengam employees and had photographers scurrying in all directions in search of vantage points.

Informality took over when, after touring the plant, the Princess and Lord Snowdon were invited to try the 2000 and T3 which were lined up outside the works. Pointing to the 2000 Lord Snowdon told the Princess: "You go in there and I'll try this one". (T3).

With Mr. Peter Wilks (Executive Director, Engineering) driving, Princess Margaret set off for a trip round the factory's three-quarter mile road circuit. In the rear passenger seats were Mr. and Mrs. W. Martin-Hurst.

Lord Snowdon started off as a passenger in T3 with Mr. Tony Worster (Project Engineer), but soon took over the wheel and roared off round the circuit.

When the Royal couple met again in front of the Parts Department offices,

Lord Snowdon beckoned to Princess Margaret to join him as passenger in T3. Off they sped, and the car was soon back — with Princess Margaret driving.

She, too, drove the car like a veteran, on one occasion weaving her way through a by now very excited crowd of watching Rover employees.

Princess Margaret took over the controls at the back of the factory, away from the crowds and photographers. She had a few moments instruction on the two pedal controls from Mr. Martin-Hurst before releasing the hand-brake and moving away.

After another spell in the 2000, with the Princess as his passenger, Lord Snowdon returned eagerly to the driving seat of T3 and drove off to go over a "chicane", an obstacle course, at speeds of more than 50 m.p.h.

Mr. Martin-Hurst told ROVER NEWS later that the Princess had commented on how simple the car was to drive. He added "The Princess drove with great competence and Lord Snowdon with very considerable skill".

There was another break from protocol when the Princess and Lord Snowdon were leaving the Pengam factory to catch their plane at Cardiff airport. Lord Snowdon asked if he could drive the Princess there in a Rover 2000.

So a blue 2000 took the place of the royal Daimler, and the visitors left the plant by Rover car, to deafening cheers from employees.

Princess Margaret and Lord Snowdon were received on their arrival at the factory by Mr. W. Martin-Hurst (Managing Director) and Mrs. Martin-Hurst, and Mr. D. N. Steed (Executive Director, Production - Cardiff).

After receiving a posy of lilies-of-the-valley from Miss Ann Steed, the following presentations were made: Mrs. D. N. Steed, Mr. A. B. Smith (Director & General Manager) and Mrs. Smith, Mr. A. J. Worster (Production Director) and Mrs. Worster.

The Royal visitors then signed the Visitors' Book and the Princess unveiled a plaque in the main office entrance hall to commemorate her visit. The inscription read: "Her Royal Highness the Princess Margaret, Countess of Snowdon, unveiled this plaque on the occasion of her visit with the Earl of Snowdon on Thursday, the 31st day of October, 1963, to mark the establishment of this factory in the City of Cardiff".

Then the factory tour began, starting in the Production block where samples of major 2000 components manufactured at Pengam — gear box, front suspension unit and rear axle unit — were on display. In attendance with Mr. Martin-Hurst, to explain production techniques, was Mr. R. C. Shand (Production Manager).

The visitors were particularly interested in the machine for testing gear teeth, operated by Mr. G. W. Perry, and they spent several minutes with him while he explained the process.

From the Production block, the visitors walked across to the Parts building where Mr. R. W. Bromley (Executive Director, Service) and Mr. J. Whitby (Parts Manager) were waiting.

The Princess showed special interest in the fork lift truck method of raising and lowering heavy engines into and out of storage racks. She spent some time in the Cartoning Section, and questioned Mrs. V. M. Bloomer about overhaul kits she was packing.

From the stores floor, the Royal visitors walked through the Parts Department offices where girls were working, and the Princess stopped to talk to Miss Joyce Lewis who was operating a stores labels tabulator.

Before leaving for the airport, the Royal visitors had tea with specially invited guests and Rover Management personnel in a marquee. Music during the afternoon was provided by the band of the 6th Bn., The Welch Regiment, complete with goat mascot.

£A1,350,000 L/Rover contract with Australian Army



Messrs. G. R. Skinner (Works Manager, Rover South Africa), George Tate and A. I. Moffett (Managing Director, Rover South Africa) with the first two 3-litre cars assembled at the Port Elizabeth plant.

Another huge contract for petrol Land-Rovers has been signed with the Australian Army. Less than 12 months after ordering more than 600 units, the Army authorities have placed another order, again through Rover Australia, for upwards of 900 vehicles.

The latest order is worth more than £500,000 to the Rover Company in Britain and after assembly by Rover Australia in Sydney the total value of the vehicles will be more than £A1,350,000.

Over half the total number of vehicles ordered are long wheelbase models, the remainder being short wheelbase versions. Despatch of C.K.D. units from Solihull will be completed by the end of next March and the finished Land-Rovers are required to be delivered to the Australian Army by the middle of 1964.

As was the case with the earlier order, the Land-Rovers will utilise a considerable number of components manufactured in our own Australian organisation and will incorporate a high degree of Australian content.

With completion of the latest order, there will be about 3,500 Land-Rovers operating with Australian Army units in various parts of the world. Total value of the 1,500 Land-Rovers involved in this year's two big orders is approximately £850,000 to the British company and more than £A2,000,000 upon delivery to the Australian Army.

Devonshire House — A statement

The following statement concerning Devonshire House, the Company's premises in Piccadilly, London, has been issued to ROVER NEWS by Mr. A. B. Smith (Director and General Manager):

"With the advent of the model 2000, and in order to create an adequate sales showroom in London for all our products, our area has been merged with the adjoining showroom operated by Messrs. Henlys Ltd.

"The first floor offices above the showroom are still being retained for the use of the Rover Company and will be concerned largely with home delivery orders for export sales".

Sick Benefit Society imposes 3d. levy

Because of the heavy drain on funds during the year, the management committee of the Rover Sick Benefit Society is charging a levy of 3d. a week on all its adult members.

The levy, which does not apply to juniors, has been applied under rules and followed the committee's careful consideration of the Society's finances and recent heavy drain on funds. Operation of the levy began on November 18.

A statement issued on behalf of the management committee said: "The committee assures members that this levy will be constantly kept under review".

15 coaches take 500 to cathedral service

Fifteen coaches took more than 500 Rover employees from the Solihull, Birmingham, Coventry, London and Cardiff factories to Coventry Cathedral on October 14 for a "Service of Thanksgiving for the Life of Maurice Cary Wilks", the late Chairman of the Rover Company.

Family mourners at the service were Mrs. Barbara Wilks (widow), William Wilks, Mr. Patrick Wilks, Mr. Stephen Wilks (sons), Mr. S. B. Wilk. (brother and a director of the Rover Company), Mr. William Martin-Hurst (brother-in-law and Managing Director of the Company) and Mrs. Martin-Hurst, Mr. Peter Wilks (nephew and an Executive Director), Mr. Spencer King (nephew) and Mr. Nicholas Wilks (nephew).

Firms represented

Senior members of the Rover Company present included Mr. L. G. Farmer (Chairman), Mr. A. B. Smith (Director and General Manager), Mr. A. J. Worster (Production Director) and the following Executive Directors: Mr. E. G. Bacon, Mr. W. R. Boyle, Mr. R. W. Bromley, Mr. A. G. S. Herbert, Mr. C. J. Peyton, Mr. O. Poppe, Mr. E. S. Richards, Mr. W. J. Robinson, Mr. D. N. Steed, Mr. J. W. E. Walton.

The address at the service was given by Prebendary A. Stephen Hopkinson, General Director, Industrial Christian Fellowship, and the lesson was read by Mr. W. Martin-Hurst, the Managing Director.

In addition to Rover employees, the congregation also included many representatives of firms from all over Britain with which the Rover Company has business associations.

FOR URUGUAY

More Land-Rovers are going to Uruguay. Sixteen short wheelbase diesels have been ordered for the government agricultural department and 10 short and seven long vehicles for the police.

Lessons for early learning . . .

Much was said about safety education in H.M. Chief Inspector's annual report for 1962. It stressed that education in safety could not begin too early in life and went on to refer to the valuable role played by schools in helping to promote safe habits of work and action by teaching forethought or alertness of mind.

You are asked to be safety conscious, but have you ever thought what "safety conscious" really means? Unfortunately, you will not find the meaning in a dictionary, but here are three points to help us towards a definition.

(1) Being safety conscious means knowing as much as possible about how to do any job you tackle—the safe way. This does not mean one has to be a super "know-all", for you would not be very popular with your workmates if you told them how to do their jobs!

(2) Safety conscious also means passing on any ideas you have for making your job safer. Management will appreciate your efforts, for members of Management want your work to be as safe as possible for you and as efficient as possible for them. It is worth remembering that they know from experience that sound ideas come from the people on the job.

(3) Safety conscious means reporting promptly any hazards you may spot anywhere within the works. The training of youngsters to be safe and setting a good example for them helps one to become more safety conscious oneself, as safety is a "family affair".

Safety ideas really do pay off. Some of us have at times been amused by the "pavement superintendent"—the type of person who stands around a construction job offering free "expert" advice. A certain contracting firm gave this idea some serious thought and then employed a person to do nothing else but gather comments and suggestions from on-lookers!

We are quite sure that some of you could do some "pavement superintending" with your own jobs. Is there some

Mr. M. E. James was presented with a transistor radio by Mr. Tom Edwards (Controller, Service Repair) on behalf of colleagues in the Service Dept. on November 8 when he left the Company to go to R. H. Collier and Co. Ltd., our Birmingham distributors. He had been in the Service Dept. for eight years.

3-litre car assembly gets under way in South Africa

Rover 3-litre cars are now rolling off the Rover South Africa assembly line at Port Elizabeth. Target for the first year of production is approximately 300 and output will quicken as employees familiarise themselves with techniques.

On hand at Port Elizabeth for consultation during assembly of the first cars to ensure that they met exact specifications was Mr. George Tate (Chief Inspection Engineer, bodies), who is responsible to Mr. E. G. Bacon

Mr. J. B. Earl, who has joined the Company as Quality Engineer, Bodies and Fitments. As such he is concerned with both cars and Land-Rovers and is responsible to Mr. E. G. Bacon (Executive Director, Quality Control).



A Christmas carol festival will be held in the Solihull main canteen on Monday lunchtime, December 23. The opening carol, sung by Miss Ellen Spencer (Transmission Drawing Office), will be followed by a selection of carols rendered by the choirs of Elmdon and Bickenhill churches. Carol sheets will be available for employees' use. This festival is in addition to the usual Christmas lunchtime dance, which this year will be held on Tuesday, December 24.

SAFETY CORNER

By
W. G.
KANE

idea for a safety gimmick gathering at the back of your mind? Have you thought of an idea whereby an operation can be carried out more efficiently?

So what about it? Pass your suggestions along to the appropriate places. I am sure your works suggestion committees will be pleased to receive your ideas and reward those whose suggestions are adopted.

It is always a good idea to remember that:—

"Safety has many tools—but thinking is the 'handle' that fits them all!!"

FOR PENSIONERS

Mr. D. H. Simkiss made a contribution of £5 to the Solihull Old Age Pensioners' Fund on October 9 on behalf of the Rover Solihull Works Engineers Dept.

(Executive Director, Quality Control).

Mr. Tate was in South Africa for several weeks recently and his stay was unexpectedly extended when he was caught up in a flu epidemic and had to spend some days in bed.

Speaking of his task at Port Elizabeth, Mr. Tate told ROVER NEWS: "Co-operation was really marvellous; everything went very smoothly indeed in the workshop".

Recently completed factory extensions have made the start of car assembly possible at Port Elizabeth and a further extension of the premises has now begun to enable Land-Rover production to be increased. More than 3,000 Land-Rovers have been built since the Port Elizabeth plant opened in February, 1961, and the vehicles now assembled have more than 40 per cent local content.

Two apprenticeships completed last month were those of Robert Little (Machine Tool Repair, Tyseley) and Peter Grinnell (Land-Rover Design Drawing Office, Solihull). Congratulations and best wishes to both.

(Continued from Page 1)

successful years and the prospects for sales in the current year are good. Our German subsidiary has made an encouraging start and we expect increasing sales during the present year. The output of Land-Rovers from our Spanish associate company, Metalurgica de Santa Ana, continues to expand in a satisfactory manner, and part of the output of vehicles produced in this factory has been exported to certain overseas markets where there is difficulty in supplying from the United Kingdom.

Year's surplus

"The profit for the year has been reduced by the considerable depreciation and other standing charges relating to the new factories and facilities provided under our expansion plans, which are only just coming into production, coupled with heavy development and pre-production expenditure inevitably associated with an entirely new model. Reference was made to this in the Chairman's statement last year. In the light of this heavy expenditure, in respect of which there has so far been no corresponding increase in income, the profits for the year can be considered satisfactory.

"Surplus for the year is £1,406,269. From this there has to be deducted taxation which this year absorbs only a relatively small proportion of the profits due to the investment and other allowances on our capital outlay under the expansion scheme. After deducting the proportion of the profits attributable to minority shareholders in subsidiary companies, there is a profit of £1,285,131, of which £1,207,465 is dealt with in the accounts of The Rover Company Limited. Adding the balance brought forward from last year and £50,000 taxation provision no longer required, there is £1,654,042 available for disposal. The Directors recommend a dividend of 9½d. per share, less tax, and in view of the effect of the capital allowances on the future annual charge for taxation, have transferred a further £200,000 to Taxation Equalisation Account. In addition, the Directors have transferred £500,000 to General Reserve, £25,000 to the Provision for Staff Pensions and Welfare, and £100,000 to the Reserve towards the Cost of Replacement of Body Dies, leaving £331,804 to carry forward to next year's account.

"Turning to the future, I have every hope that, subject to no unforeseen difficulties or serious disruption in production, sales for the present year will

reach a new record level. The demand for the new 2000 is such that our problem will be to build up production sufficiently quickly during the coming months to meet the sales demand. Meantime, sales of the 3-litre, 95 and 110 cars continue at a satisfactory level. Our manufacturing capacity for Land-Rovers is fully employed, and as the demand is increasing the Board are considering expanding our production facilities for these vehicles.

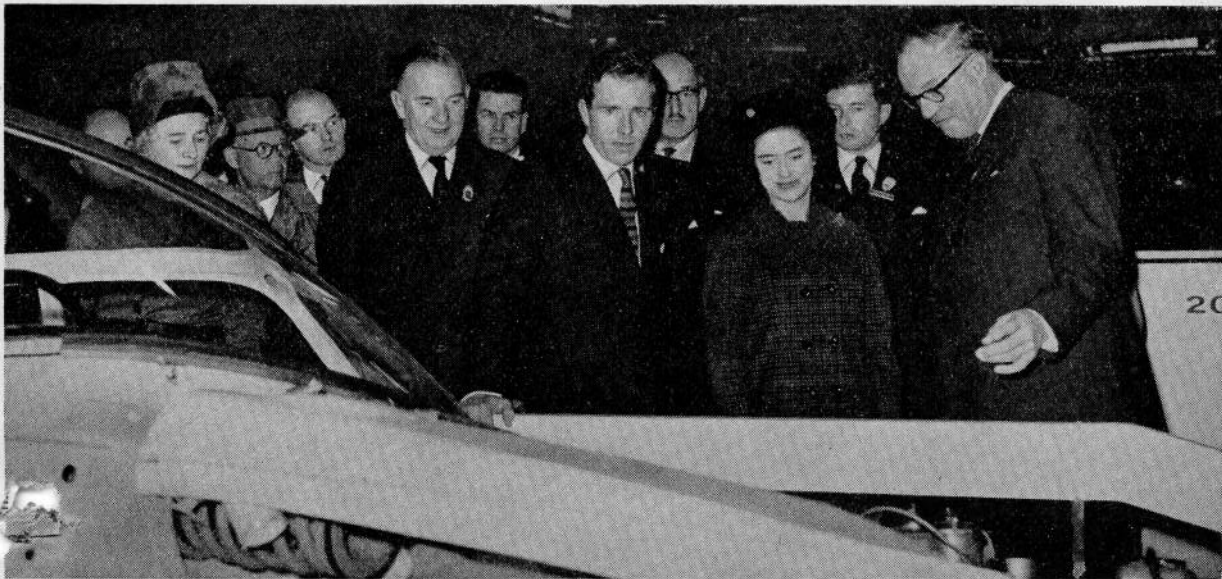
5/- ordinary shares

"Plans are not yet completed, but your Board consider that in the light of these needs and the future prospects of the Company as they now see them the liquid position of the Company should be improved by raising additional capital. It has therefore been decided to raise approximately £2 million by means of a Rights Issue.

"The present authorised capital is insufficient for the purpose of this issue and therefore a resolution to increase it to £6,500,000 by the creation of 4,000,000 additional ordinary shares of 5/- each will be proposed at the forthcoming annual general meeting".

The Chairman surveys the scene

MOTOR SHOWS PIC-PAGE



Royal visitors on the Rover stand at Earls Court. With Princess Margaret and Lord Snowdon as they view the engine of the Rover 2000 are Mr. L. G. T. Farmer, Executive Chairman of the Company and President of the Society of Motor Traders and Manufacturers, who conducted the Royal visitors round the show; Mr. W. Martin-Hurst (Managing Director) and Mrs. Martin-Hurst (extreme left).



President de Gaulle stops during his tour of the Paris Motor Show to look at the Rover-B.R.M. gas turbine car. Talking to the French president is Mr. Farmer. Also in the picture: Mr. D. Sleator, of Franco-Britannic Autos Ltd., Paris, and Mr. Martin-Hurst.

EARLS COURT—'our best show since the war'

says Mr. A. G. S. Herbert
(Executive Director, Sales)

Unquestionably the best show for the Rover Company in the post-war period. The Rover Stand was the centre of attraction at the Earls Court Motor Show, where the new Rover 2000 was acclaimed by the public, trade and Press alike.

Within minutes of the show opening, the Rover stand was packed with people eager to view our revolutionary new car at close quarters. And this tremendous interest was sustained until the very last hour of the show.

As a result of the show we hold many thousands of orders for the 2000. Our plan is to ensure that every Rover franchise holder receives a model by the end of the year, and the New Year will see the car available for sale to the public.

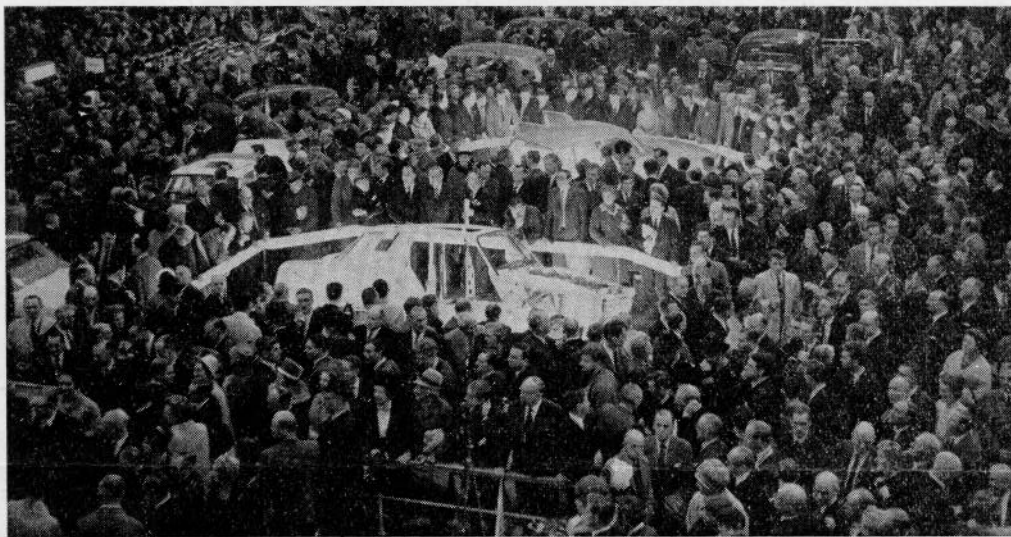
Plans for follow-on production are such that we hope to reach volume figures by the Spring.

Our engineers are to be congratulated on designing and producing such a brilliant car, and now that it has been launched so successfully we must see that we can meet the very heavy demand that this car has generated.

Deliveries of the 2000 will be confined to the home market for the first six months, so it will be the Spring of 1964 before we commence exporting this model.

The motor trade is very much behind us in this new car, a fact which became very evident during the pre-release period when dealers and distributors from all over Britain came to Solihull in a steady stream to attend introductory sales courses arranged by Mr. B. H. Liggins, our Home Sales Manager.

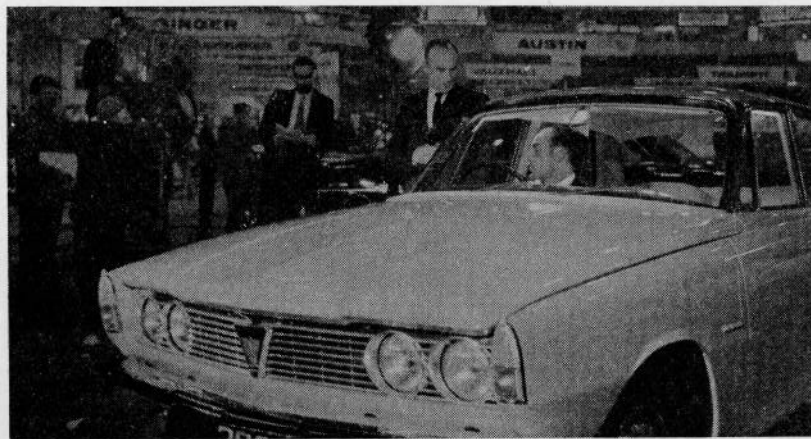
In our enthusiasm for the Rover 2000 we must not overlook the consistent demand for our other cars. Indications are that demand for these will continue at a high rate, for they suit the particular requirements of a most discerning class of motorist.



This bird's-eye view of the Rover stand gives some idea of the constant public interest in our new car. The Earls Court stand was packed with onlookers for the whole of the show period.



Many well-known people showed keen interest in the 2000 at Earls Court. Among them was stage, screen and television star Sidney James, who took possession of a 3-litre coupe early this year.

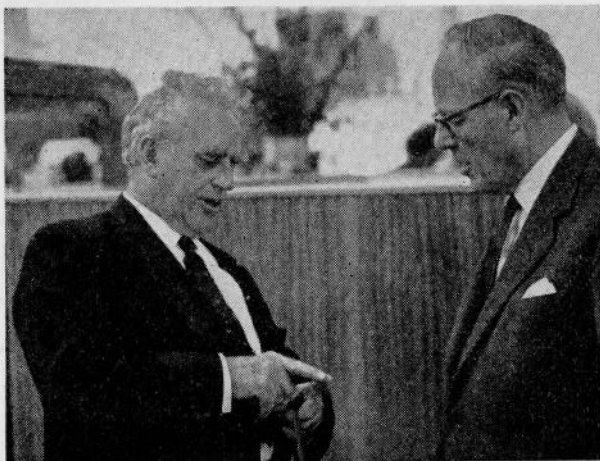


LEFT. From the seat of the 2000, former racing driver Stirling Moss gives his impressions of the car to a television interviewer. ABOVE. Kenya Premier Jomo Kenyatta and his party talk with Mr. Martin-Hurst and Mr. W. J. R. Warren, Export Sales Manager (left). ABOVE RIGHT. Comedian Arthur Askey was another celebrity to try out for comfort the driving seat of the 2000. BELOW LEFT. Uffa Fox, yachtsman friend of Prince Philip, deep in discussion with Mr. Martin-Hurst at the Paris Show.



Rover clinched a highly-successful Motor Show at Earls Court by winning two gold medals for the coachwork of the Rover 2000 and the 3-litre saloon. The medals were awarded in the annual coachwork competition organised by the Institute of British Carriage and Automobile Manufacturers at the show, and will be presented at the institute's annual meeting in February.

Last year, the Company was awarded a silver medal for the Rover '95' coachwork. The last gold medal won by Rover was for the 3-litre saloon in the year it was introduced.



RIGHT. Sales supervisor Frank Smith extolls the advantages of a new Rover sign to overseas dealers and distributors in a several-nation get-together. Left to right: Mr. P. F. Van der Wansem (Holland), Mr. F. Martorelli (Italy), Mr. Schreer (Dusseldorf, Germany), Mr. Hans Hageney (Deutsche Rover), Count Deym (Munich), Mr. Nessling (Helsinki, Finland) and Mr. Smith.



**Souvenir
Picture
Page**

THE ROYAL VISIT

Princess unveils plaque . . . Signs



Princess Margaret unveils the plaque commemorating her visit to Rover Pengam. LEFT. The Princess chatting with Mr. and Mrs. W. Martin-Hurst after arriving at the plant.

WHAT THEY WORE

Princess Margaret toured the Pengam factory wearing a deep-red hopsack coat, with a brilliant diamond brooch on one shoulder, and a snugly-fitting, black and white cloque hat.

Mrs. W. Martin-Hurst, wife of the Rover Managing Director, was dressed in a two-piece green costume with suede gloves and fur hat to match.

Mrs. D. N. Steed, wife of the Executive Director, Production — Cardiff, was in a red and black fleck costume with a little black pillar box hat.

Miss Ann Steed, who presented a posy of lilies-of-the-valley to Princess Margaret upon her arrival at the main entrance to the Production block, wore a black and white dogtooth costume with a cape effect.



Mrs. Evelyn Sexton, a machine operator on the gear line, discusses details of the job in hand with the Princess. Mr. Martin-Hurst looks on.



In the Parts Dept. The Princess looks up at components stacked high in "baskets" as Mr. Bromley explains storage and despatch procedures.

Among



Mr. Bromley details a Parts Dept. office procedure to the Royal visitor. RIGHT. Delight is obvious on the faces of the Princess and Lord Snowdon as they accept from Mr. Martin-Hurst a model Land-Rover for their small son, Viscount Linley.

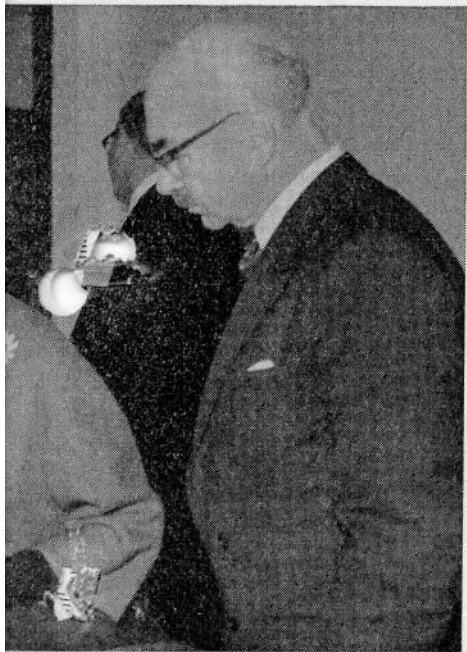


Princess Margaret walks among Pe . . . RIGHT. With Mr. Martin-Hurst.

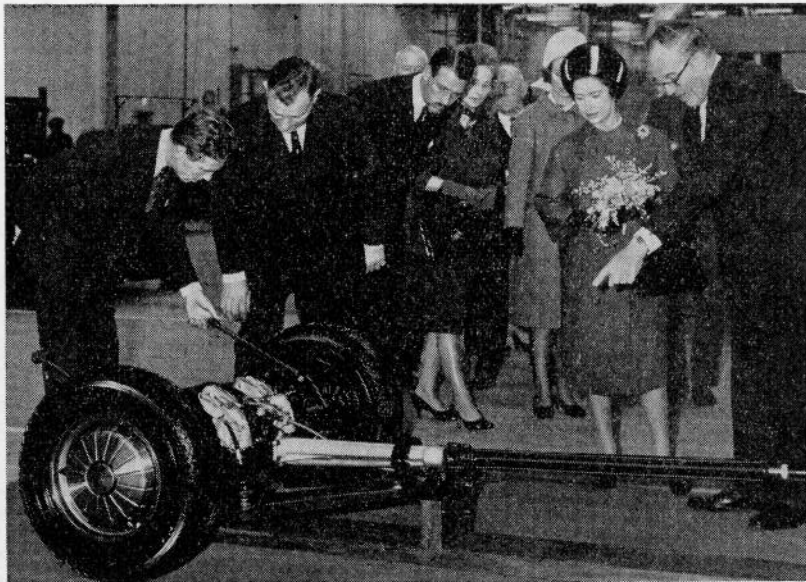
TO ROVER CARDIFF

Thursday
October
31st, 1963

Visitors' Book



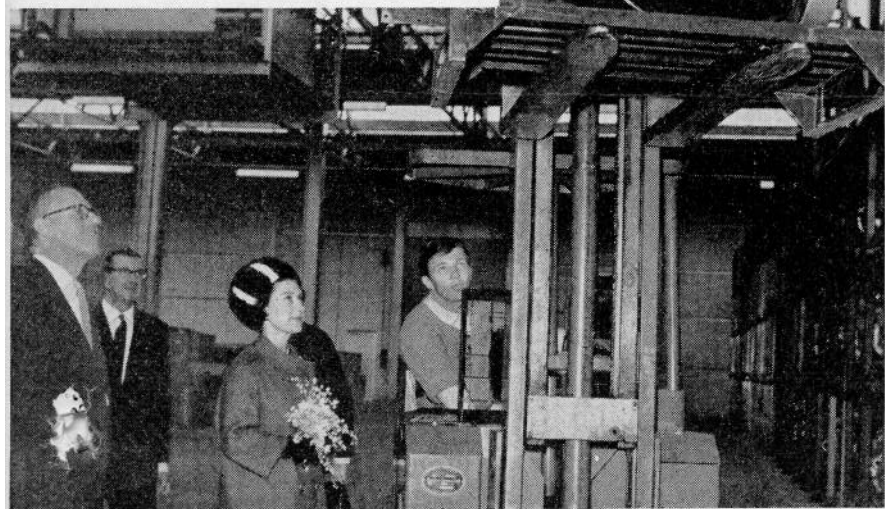
Mr. R. W. Bromley (Executive Director, Service) watches as the Princess signs the Visitors' Book.



ABOVE. The Royal visitors show keen interest as Mr. Martin-Hurst (right) and Mr. D. N. Steed (second from left) explain details of components made at Cardiff for the Rover 2000.



Mr. G. W. Perry (left) explains briefly to the visitors how his gear teeth testing machine operates. This stop was during the Royal progress through Production block.

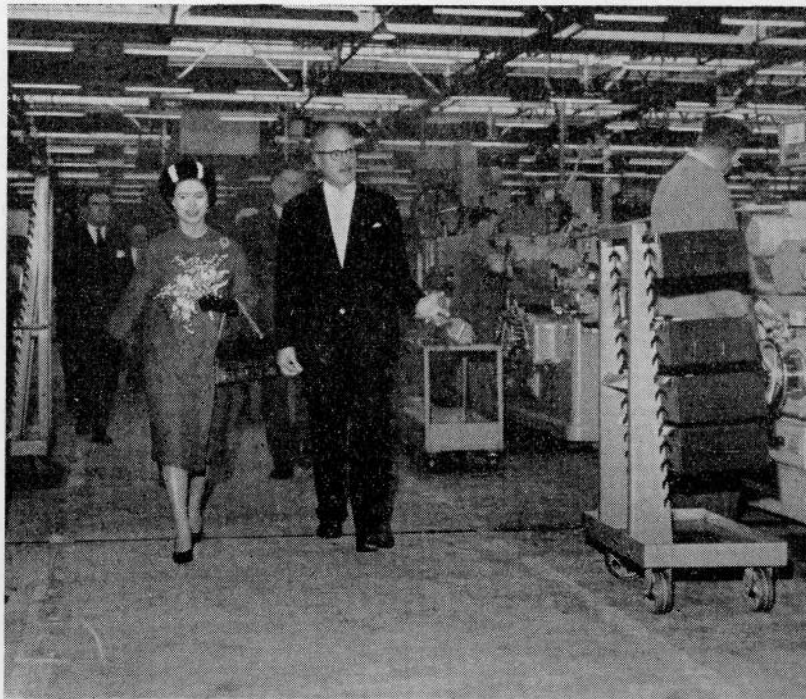


Fork lift truck driver G. Escott demonstrates to the Princess the ease with which a heavy Rover engine is lifted and lowered into and out of storage racks. Standing behind the Princess with Mr. Martin-Hurst is Mr. J. Whitby (Parts Manager). ABOVE RIGHT: Miss Joyce Lewis, who operates a stores labels tabulator, talks to the Princess about her work.

employees



Employees after touring the plant. Mr. Martin-Hurst in the Production block.



While Mr. Tony Worster (Project Engineer) secures the door, Mr. W. Martin-Hurst prepares to take Princess Margaret for a spin in T3. Once out of sight of employees and photographers, the Princess took over the controls after a few moments' instruction from the Rover Managing Director. BELOW. The grand finale to a memorable visit. With Lord Snowdon driving, the Royal visitors leave the factory for the airport . . . in a Rover 2000.



PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

BAKER—To Mr. and Mrs. Baker, a daughter (Amanda) on October 8. Mrs. Baker was formerly employed in the Land-Rover Trim Shop.

HARRISON—To Mr. and Mrs. F. Harrison, a daughter (Denise) on October 21. Mr. Harrison is employed in the Press Shop, Solihull.

HILLIAR—To Mr. and Mrs. J. Hilliar, a daughter (Sharon Michele) on September 24. Mr. Hilliar is a draughtsman in the New Vehicle Projects Drawing Office.

SUMMERS—To Mr. and Mrs. H. W. Summers, a daughter (Gaynor) on October 15. Mr. Summers is a toolsetter at Acocks Green.

MARRIAGES

We offer our congratulations and best wishes to . . .

BRADSHAW-PHILLIPS—On October 12 at Solihull Register Office, Mr. R. Bradshaw to Miss J. Phillips (Land-Rover Trim Shop).

CROSS-RYDER—On September 28 at Birmingham Register Office, Mr. J. Cross to Miss B. Ryder. Miss Ryder works in the Land-Rover Trim Shop.

DAVID-JUDD—On September 14 at St. Margaret's Church, Cardiff, Mr. Richard David to Miss Margaret Maureen Judd (Hollerith Department, Pengam).

DUMBLETON-BIRD—On October 5 at St. Margaret's Church, Olton, Mr. Stanley T. Dumbleton (Central Drawing Office Services Section, Engineering Department) to Miss Valerie Bird. Miss Bird is a staff nurse at Solihull Hospital.

HATFIELD-BROWN—On October 12 at St. Mark's, Stockland Green, Mr. A. Hatfield to Miss Winifred J. Brown. Mr. Hatfield is employed as an engine tester at Tyseley.

HAWKINS-BARRATT—On September 7 at Lyndon Methodist Church, Sheldon, Mr. Reginald Hawkins to Miss Pauline Barratt. Mr. Hawkins works in L.F.V. Department, and Miss Barratt is a member of Hollerith Department staff.

HOGAN-DANKS—On October 26 at the Church of the Holy Family, Small Heath, Mr. Liam Hogan to Miss Jean Danks. Miss Danks is an operator on Group 248, Ryland Road.

HUGHES-LEEK—On October 12 at Solihull Church, Mr. John Trevor Hughes (Jig Shop) to Miss Joan Ann Leek (Trim Shop, Solihull).

LEWIS-MOORE—On October 5 at the Church of the Blessed Sacrament, Cardiff, Mr. Bernard Lewis to Miss Veronica A. Moore. Miss Moore is a typist in the Shipping Department, Pengam.

LEE-FALLON—On October 12 at St. Giles' Church, Sheldon, Mr. Allan Lee to Miss Rosalind Fallon (Purchase Department, Solihull).

MOORE-FRANCIS—On October 12 at St. Giles' Church, Sheldon, Mr. Jeffrey Moore to Miss Diane Francis (Planning Department, Acocks Green).

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

BELCHAMBER—Mr. and Mrs. J. T. Belchamber celebrated their silver wedding anniversary on October 22. Mr. Belchamber works in Service Inspection, Solihull.

FITCHEW—Mr. and Mrs. A. Fitchew celebrated their silver wedding on November 26. Mr. Fitchew is employed in Car Despatch, having been transferred from Service Stores in 1961.

JAMES—Mr. and Mrs. A. S. James celebrated their silver wedding on November 12. Mr. James is employed in the Planning Department and Mrs. James in Purchase Invoice Department.

STEWART—Mr. and Mrs. D. Stewart celebrated their silver wedding on October 15. Mr. Stewart is an inspection foreman at Ryland Road.

DIAMOND WEDDING

We offer our congratulations and best wishes to . . .

SPURGEON—Mr. and Mrs. W. Spurgeon celebrated their diamond wedding on October 17. Until his retirement 12 years ago Mr. Spurgeon, who is now 81 years old, was foreman in the Test Rectification & Experimental Department, and had been with the Company for 40 years.

DEATHS

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

ALDERSON—Mr. Thomas Alderson died on October 5, aged 68. Mr. Alderson was employed as body moulder on the car line from 1929 until his retirement, through ill health, in 1961.

CARTER—Mr. Charles Henry Carter died on October 7, aged 62. Mr. Carter was employed in the Transport Department, Tyseley, and had been with the Company for 9 years.

CURTIS—Mr. William Curtis died on October 19, aged 58. Mr. Curtis was employed on the Finishing Line, and had been with the Company for 10 years.

HODSON—Mr. William Hodson died on October 18, aged 64. Mr. Hodson was employed in the Cost Department, Acocks Green, and had been with the Company for 23 years.

MOXLEY—Mr. George Moxley died on October 9, aged 66. Mr. Moxley was employed in the Rough Stores at Tyseley, and had been with the Company for 10 years.

ROVING REPORTS

Test track tuition for the under 17s in 'catch-em-young' driving scheme

Birmingham area youngsters under the age of 17 are learning to drive . . . on the Rover Company's test track at Solihull.

By permission of the Company, the Alpha School of Motoring—the only one in this area offering the R.A.C.-sponsored 'Junior Driver' course—uses the track from time to time on weekday evenings to give practical group instruction to young 'L' drivers.

The law does not allow young people under the age of 17 to hold provisional driving licences in respect of cars, and so they cannot drive on public roads until they have attained their 17th birthdays.

But there is nothing to prevent young people learning to drive on private tracks, in car parks and other places not classified as public highways. Hence the 'Junior Driver' course and the use of the Rover test track.

The visits to the track are by day-to-day arrangement with Mr. H. Gardner (Chief Security Officer) who confirms or otherwise that the track is clear of Company vehicles and available for use by the youngsters and their qualified instructors.

Group tuition

The 'Junior Driver' course incorporates some 40 periods comprising classroom instruction, practical instruction on the vehicle and group driving tuition, including some hours at the wheel. Until recently, when permission was given for the Rover test track to be used, practical group instruction and driving tuition had been held at the Bromford Bridge racecourse.

Some 16 young people from many parts of Birmingham were on the first course to use our test track for which Mr. G. C. Jackson, principal of the Alpha driving school, is full of praise. "It's absolutely perfect for our purposes", he told ROVER NEWS.

Better drivers

Whole idea of the course is to teach youngsters to be better drivers than their parents. The course allows for all classroom instruction to be given before the age of 17 and half the driving tuition (15 hours) if private roads, car parks, etc., are available. The R.A.C. specifies, however, that the course cannot be regarded as completed unless 15 hours' group tuition has been received in traffic on public roads after the pupil's 17th birthday.

Although the Ministry of Transport driving test is not part of the course, Certificates of Achievement are awarded to teenagers passing both the practical and theoretical tests and a very high percentage of Mr. Jackson's pupils succeed in gaining this award.

Other users

The Rover test track is also used by other beginner road users—on Sunday mornings periodically for the local RAC/ACU scheme for learner motorcyclists and scooterists. Pupils are given instruction on riding technique on the track and also gain practical riding experience before venturing on to public roads.

Thus, the Company is playing a valuable part in schemes which aim to "catch 'em young", by stimulating a correct attitude among young people to driving, and so increase road safety by initiating a higher standard of driving proficiency.



Mr. Callaby presents Mrs. Walker with her gold watch and bouquet of flowers, watched by dozens of M.C.D. colleagues.

M.C.D. DEPT'S 'MOTHER' RETIRES AGED 78

One of Rover's oldest women employees, 78-year-old Mrs. Ethel Walker, retired on October 11 after nine years in M.C.D. at Solihull. Colleagues in the department contributed towards a gold wrist watch and a bouquet of flowers which were presented to Mrs. Walker by Mr. L. N. Callaby (Material Control

and Stores Manager) in the presence of many members of the staff.

Mr. Callaby paid a warm tribute to Mrs. Walker for the excellent way she had "mothered" juniors in M.C.D. and the efficiency of her work in general. He wished her much happiness in her retirement.



Wedding presents for an Acocks Green man. Mr. T. Brown (second from left) presents an electric fire and a cheque, on behalf of colleagues, to Mr. Raymond Scott (Inspection Dept.) on the occasion of the latter's wedding to Miss Patricia Parkes. Also in the picture are, left to right, Messrs. M. Wootton, A. Gumley, D. Averill, B. Tidmarsh, J. Archibald, Miss J. Webb and Mr. C. Lang.

PEARSON—Mr. John Pearson died on October 22, aged 62. Mr. Pearson was employed as Stores Assistant, and had been with the Company for 8 years.

ROGERS—Mr. David L. Rogers died in October, aged 49. Mr. Rogers was employed as a labourer in Works Engineers Department.

STEPHENS—Mr. Reginald Stephens died on October 31, aged 40. Mr. Stephens was employed in the Inspection Department.

WHITE—Mr. Thomas White died on October 27, aged 71. Mr. White was employed as an inspector at Tyseley, and had been with the Company for 13 years.

Staff at Pengam have bidden au revoir to Miss Judith Grey, the Production Manager's secretary who was one of the earliest 'pioneers' at Rover's Cardiff development. She has satisfied a long-standing ambition to go to the United States by taking up an appointment in Boston, Massachusetts.

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.

Professional advice for amateur actors

First play of the new season to be presented on the Tyseley stage by Rover Dramatic Society on November 1 and 2 drew the best-ever audience support. Nearly 200 people saw "Small Hotel", a comedy by Rex Frost, on the two evenings and guests included Mr. Roger Price, of the Alexandra Theatre, Birmingham, and Mr. Leslie Dunn, of Associated Television.

Mr. Price gave valuable, constructive criticism to the Rover cast of 11 on the Friday evening which was put to good advantage the following night. In the cast were Rita Ellis, Audrey Taylor, Elizabeth Osborne, Andy Lane, Ellen Spencer, John Wallbank, John Spencer, Pamela Best, John

Bradney, Chris Greatorex and Josephine Smith. Alec Finney directed.

Increasing popular support for productions means improved amenities for the audience. When the next play—"The Whole Truth", a drama by Philip Mackie—is staged on January 24 and 25, a confectionery shop and bar will be open for the benefit of members of the audience. A new cloakroom will also be in use.

The January play, described as "not a whodunit, but a he-done-it-but-how-to-prove-it", will be produced by John Bradney. Its cast will number seven.



In the three months since Mr. J. Tidmarsh (Land-Rover Experimental) bought his first Land-Rover, he has won all four of the Land-Rover Owners' trials he has entered.

The two most recent successes were at Launcester, Cornwall, on October 6 when he won the W. H. Benham Trophy, and at Grantham, Lincs., on October 20 when he was overall winner.

The Launcester trial included the skillful navigation of a Land-Rover round trees on muddy slopes, seeing how far the vehicle would go up steep slimy slopes, plus numerous other obstacles.

Mr. Tidmarsh is pictured above with the W. H. Benham Trophy.

Emigrated . . . now in the motor industry again

Mr. and Mrs. Clive Gammage, who left the Company's employ in July to emigrate to Australia, have resumed working in the motor industry. Both are employed by two distributors in Adelaide, South Australia.

Mr. Gammage was formerly in charge of Purchase Invoice, Solihull, and Mrs. Peggy Gammage was secretary to the Chief Buyer. Between them they had given 28 years' service to Rover before deciding to emigrate "down under" with their teenage daughter, Carol.

At the time of writing to ROVER NEWS, telling of their safe arrival the other side of the globe, the Gammages' new home was not quite ready for them, but they should have moved in by now.

"Weather here (it's spring) was wet and windy at times when we arrived", Mr. Gammage wrote. "But for the last three weeks or so it has been dry. Temperatures have varied between 65 and 86, mostly the former. They don't expect much more rain until next March!

"Manufactured articles here are pretty expensive, but it pays you to shop around more than at home. Trade-ins apply to most domestic appliances as well as cars. Not having kept house yet we aren't too sure how the cost of living compares with the U.K., but I would advise anyone coming out to bring out all the household goods they can manage, even to lamp shades".

For the benefit of former colleagues wishing to write, the Gammages' address is: 8 Lorna Road, Para Hills, South Australia.

Welcome note: Sixteen-year-old daughter Carol was soon in the news in Australia. A large photograph of her walking off the liner *Fairsea* at Adelaide was displayed prominently on the front page of the Adelaide "Sunday Mail" with the caption: "Every migrant is welcome . . . especially when they are as attractive as Carol Gammage".

HUNGARY'S SOLE '75' STILL GOING STRONG...

The only known Rover car in Hungary (apart from one in use at the British Legation in Budapest) is still on the road, thanks to a quantity of spare parts being sent by the Company to its Hungarian owner for a token payment of £5.

It was in March, 1961, that the "Case File of the Hungarian Rover Car" was opened upon receipt of a letter from Mr. Karpati Bela, of Papa, Kossuth U 12, Hungary—owner of one of the few private repair garages in Hungary and a former racing driver for his country—asking for parts for his 1951 Rover '75' which needed an extensive overhaul. At that time the car had done 360,000 kilometres without much attention.

Ensuing correspondence lasted more than two years, the bulk of time being due to translation and postal delays and enquiries as to the exact parts needed by Mr. Bela.

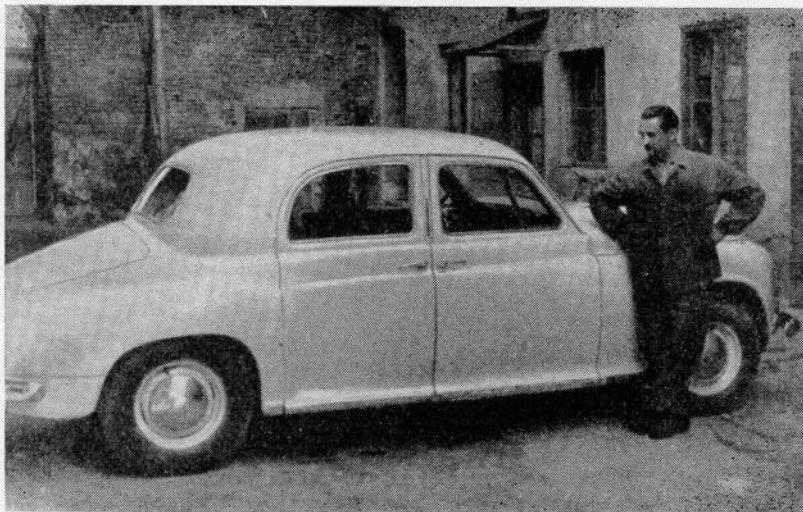
Mr. Bela's initial letter was written in English with the help of a visiting American. In it he explained that he could not get the necessary parts in Hungary because his vehicle was the only one of its kind in the country and he could not afford to buy the parts from the factory at the current rate of exchange. Neither could he obtain the necessary currency permit. He therefore begged the parts on which he would only have to pay customs duty.

The Company's reply stipulated a token payment of £5. A manual and catalogues were sent to Mr. Bela as well as detailed advice about repairs and use of parts. Mr. Bela was also told that he could receive the parts through the British Legation in Budapest.

By chance, an Englishman visiting Hungary met Mr. Bela and acted as courier for the £5 token payment requested by the Rover Company. By another stroke of fortune, the Englishman had a Hungarian relative living in Britain and a translator was thus found for correspondence between Mr. Bela and the Company.

So after two years' effort, Mr. Bela's wish to keep his Rover car on the road has come true. "I want to be able to use this wonderful car for many years to come. It is surely one of the world's finest ones", he said in one of his letters. His English visitor said in a letter: "The car is quite a prestige vehicle because it leaves all local products standing for performance, etc."

TAILPIECE: The sale of the first Land-Rover to Hungary was reported in last month's issue of ROVER NEWS. Now the country has two of a kind!



★
Mr. Bela with his 1951 Rover '75', for which parts have been sent from Britain. The car is the only known private Rover car in Hungary.
★

Land-Rover first vehicle out of 'quake town'

A short wheelbase Land-Rover was in the centre of Skopje, Yugoslavia, during the night of the terrible earthquake which killed so many people made others homeless and destroyed the town.

Two tents were being supported on either side of the vehicle and the force of the quake not only ripped down the tents, but threw the Land-Rover forward some 18 inches despite the handbrake being fully on.

The five students who were driving the vehicle on a trip to Teheran, Persia, claim that they were the first people to leave the city after the disaster—by employing the Land-Rover's low ratio drive to get them over the rubble!

The students had bought the 1955 vintage vehicle for £100 from the North Western Electricity Board. It already had 203,000 miles on the clock when they began loading it for the trip after only minor modifications.

Mr. D. Kimpton, of Hale, Cheshire, one of the student quintet, told ROVER NEWS: "We ladened it with enough tinned food for five people for nine weeks and this occupied every inch of space from back to front axles, under the floorboards and a roof rack from front bumper to the back. The average human weight was 11 st., and in spite of 13 leaves in each spring the vehicle was perpetually on the rebound blocks".

12,000 miles in all

The vehicle was then driven across Europe and through Yugoslavia to Istanbul. The students drove the length of Turkey and they reckon the roads in the eastern part of the country to be among the worst in the world, three days being spent at a height of 8,000-10,000 ft. At Teheran the Land-Rover was given a "fortnight's rest", but no major repairs were necessary.

The return journey was made via Bagdad, the Holy Land, Beirut, Turkey, Greece, Italy and Switzerland—the St. Gothard Pass being taken by the vehicle with extreme ease after its very hard and long life.

"We covered 12,000 miles", said Mr. Kimpton. "We all drove the Land-Rover hard, with probably more abandon than the machine deserved, and a wheel bearing on the rear offside has had to be replaced. But for this, no trouble was experienced and the vehicle is receiving a fresh coat of paint before being resold, certainly not at a loss.

"Mileage to date is 218,000 with plenty of life left in the vehicle. It has given me fantastic respect for Land-Rovers and we will all expound very favourably indeed on the reliability and ruggedness of your product for many years to come".

Well done, gentlemen—and well done the eight-year-old veteran with 218,000 on the clock and still going strong.

A rambling family in the news

The front page headline in the Swedish newspaper read—Direktorsfamilj kors och tvars pa Dal i Landrover—Director and family criss-cross Dal in Land-Rover.

In the news to the tune of half a column and a photograph were Mr. D. W. Cooper, managing director of a London engineering concern, and his wife, son and daughter. The family became news to the Swedes while the Coopers were enjoying a nature rambling holiday in their Land-Rover in south-west Sweden recently.

"We are nature lovers", Mr. Cooper told the Swedish journalist who interviewed him and his family. "We like to go places off the beaten track—places where we can have an opportunity of meeting the local people and feeling the pulse of the area.

"I had been told about Dalsland and Bengtsfors by some business friends in Sweden and they strongly recommended us to come here. And we have not regretted for an instant our decision to come".

In their Land-Rover, the Coopers criss-crossed some 140 miles in the area and even bad weather did not dampen their spirits. They found their Land-Rover particularly suitable for the forests regions. As Mr. Cooper said: "We can drive it practically anywhere".

NAME NOTE: A local Swedish tendency to refer to the Cooper family Land-Rover by the name of another well-known 4x4 vehicle was firmly corrected by the British travellers!

Two more take posts in S.W. Africa



Pen and pencil sets were presented to Mr. Godfrey (left) by Mr. D. Neal and to Mr. Nailor (right) by Mr. J. Hurford, on behalf of Service Dept. workmates, before their departure to South West Africa. Mr. W. Spurgeon, Mechanical Foreman, Repair Shop, is in the centre of the group.

Two more Solihull Service Dept. employees have left to take up posts with Terry's Motors (Pty) Ltd., our South West Africa distributors. The pair are Mr. H. Godfrey (accident repair), who has been with the Company for six years, and Mr. H. Nailor (fitter), who has been with Rover for 12 years.

Mr. Godfrey has gone to Windhoek as service foreman and he and his wife plan to stay about 16 years. Mr. Nailor has gone to Terry's as a fitter and he intends to stay indefinitely.

At Windhoek the two men will join Mr. Peter Dent whose departure from the Service School at Solihull for Terry's Motors was reported in the August issue of ROVER NEWS. Mr. Dent is concerned with sales and he is available to Rover South Africa for urgent service work.

Party time ahead at Pengam

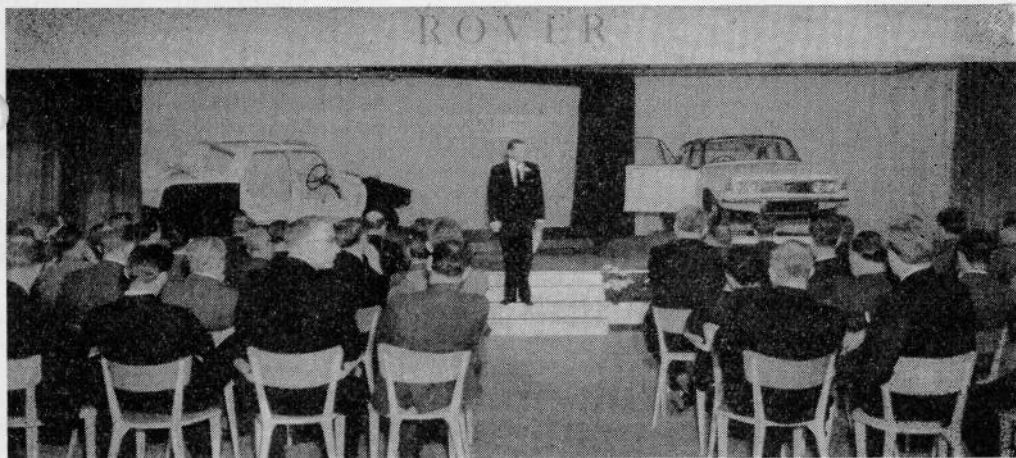
With the election of a social committee, Pengam Parts Dept. employees are all set for a round of organised activities this winter.

The first major event organised by the new committee was a weekend coach trip to see the Blackpool illuminations on October 18. Two coaches left Cardiff on the Friday evening and after travelling overnight the Pengam party spent all Saturday sightseeing. Bed and breakfast was booked at a seaford hotel and the party returned to Cardiff via Chester on the Sunday.

A series of dances have been arranged at the Ocean Club, Pengam, and highlight of a comprehensive programme of Christmas festivities

will, it is hoped, be a buffet dance to be held at the Cardiff Suite on December 23. Some 500 people are expected to attend. A Christmas party for employees' children aged between 3 and 10 will be held in St. Peter's Hall, Cardiff, on the Saturday before Christmas. Needless to say, Father Christmas has promised to be present!

Members of the Parts Dept. social committee are Messrs. W. Emmott, B. Gee, D. Walsh, F. Seymour (representing stores personnel), Mesdames M. Harris, A. Andrews, V. Glavin and Mr. W. Elsmore (office personnel). Mr. R. Goode (secretary/treasurer) and Mr. S. Clare (chairman) provide Management representation.



★
Mr. B. H. Liggins (Home Sales Manager) talking to some of the 1,200 dealers and sales managers of distributing organisations in the U.K. who came to Solihull in daily parties of 100 for Rover 2000 pre-release sales courses.
★



Mr. A. J. Worster (Production Director) presented long service gold watches to four Solihull male employees on October 25, while the pleasure of giving the one woman recipient her award went to Mr. A. B. Smith (Director and General Manager). Pictured from left to right are Mr. Worster, Mr. F. W. Heffer (labourer), Mr. M. D. Quigley (Time Study), Mr. A. Jones (Inspection), Mrs. N. Dones, Mr. R. C. Sargeant (Stores assistant, Coventry) and Mr. Smith. Mrs. Dones is a waitress in the Directors' Dining Room.

FATHER . . .

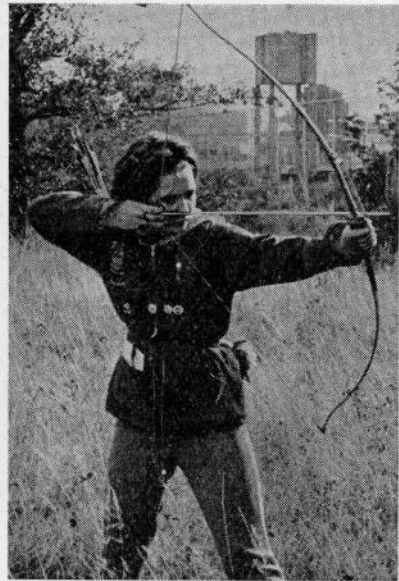
Rover archers among the trophies at regional shoot



Father and daughter competing in the regional championship shoot. ABOVE, the Rover archery section secretary Neville Bedford and RIGHT his daughter, Mavis.

For the second year in succession the British Field Archery Association held its West Midland regional championship shoot on the Rover sports ground and adjoining land on October 13. Some 99 competitors—more than last year—converged on the Lode Lane venue from all parts

. . . and DAUGHTER



of the country and unlike the 1962 event, which was marred by fog, this year's shooting had the advantage of fine weather.

Mrs. W. J. Robinson, wife of the Executive Director, Production—Solihull, presented the prizes. Mr. D. Stockman, an American from South Carolina, won the open gents' event and among other successful archers were the following Rover bowmen and women:—Ladies open: 3rd, Mrs. M. Howell (240 pts.—winner gained 296). Junior open: 2nd, Miss M. Bedford (242 pts.—winner gained 268). Under 15's: 4th, Master D. Howell (52 pts.). Under 10's, girls: 1st, Barbara Russell (62 pts.).

West Midlands championships:—Junior barebow: 2nd, Miss M. Bedford (242 pts.—winner's total 328). Ladies freestyle: 1st, Mrs. M. Howell (P6 Trim) 240 pts.; 2nd, Mrs. B. Russell (36 pts.). Junior freestyle: 2nd, J. Howell (212 pts.—winner's total 242). Under 15's: 1st, D. Howell (52 pts.).

(The section has begun its winter indoor archery sessions on Tuesday evenings from 7 o'clock. Newcomers are welcome).



Mrs. M. Howell (P6 Trim) receives her trophy from Mrs. W. J. Robinson (right). In the centre—Mr. Bedford.

GOOD PLAY IN TENNIS FINALS

Though the weather could have been better, it did not detract from exceptionally good play in the Acocks Green tennis section finals on October 6. Awards were presented by Mr. E. Scott, General Works Manager, Tyseley Group, and Mrs. Scott.

In the pavilion after play, a speech by section secretary Mr. G. Coton was followed by the presentation of a bouquet to Mrs. Scott by Mrs. E. Wyatt, runner-up in the ladies' final. Mr. J. Fieldhouse, section chairman, thanked the Acocks Green management committee for its help in the arrangements and Mr. A. A. Hughes, management committee chairman, replied. Mr. B. Wyatt thanked Mr. J. Fieldhouse and Mr. Coton for organising the section and the finals day.

Winners and runners-up were: ladies' singles, Miss R. Jenkin beat Mrs. E. Wyatt; men's singles, Mr. D. Farragher beat Mr. J. Avery; men's doubles, Messrs. J. Avery and D. Farragher beat Messrs. H. Walker and J. Baker; mixed doubles, Mr. D. Newbold and Mrs. E. Wyatt beat Mr. P. Machin and Mrs. E. Lees.

Slippery hands may have lost him angling match

Fifty-one Solihull anglers fished in a scramble contest at Shrewsbury on October 19, despite high winds which spoil the chance of good weights.

Winner was Ken Collis with 5 lb. which included a 2 lb. chub. Ivor Jones, who took up angling only this year, was runner-up with 4 lb. 5 oz. 12 dr. He might well have won the match with more experience, for several fish slipped through his hands back into the river. He does hold one club record, however—that of falling into the river three times in one season!

Major prizewinners were: 1, K. W. Collis (5-0-0); 2, I. A. Jones (4-5-12); 3, R. Weston (3-5-8); 4, H. King (2-15-8); 5, F. Haywood (2-11-14); 6, G. Hodgetts (2-8-0).

Winners of Percy Road angling club's annual contest fished on the Avon at Tewkesbury on October 20 were: 1, R. Rendell; 2, R. Vanes;

3 (tied), P. Roberts and C. Allen; 5, J. Rendell; 6, L. Jaynes; 7, B. Boyce; 8 (tied), W. Hobday and E. Dingley; 10, J. Attwood; 11, A. Thompson.

★ ★ ★

Solihull anglers hope to organise a trip to Ireland for the September holiday weekend next year. Proposed departure date will be Friday, September 25, returning on Tuesday, September 29.

The trip will be open to all Rover employees and friends and the cost, including plane fare and full board, is 16 gns. for adults and 12 gns. for children under the age of 12.

Payments can be made by weekly instalments of 7/6 after paying 25s. deposit. Subscriptions will be collected every Monday lunch hour in the main canteen.

Kart Club dinner was a winner all the way

Importance of the link between a prosperous company and an equally prosperous social club with its varied interests, and the mutual advantage of working hard and playing hard, was emphasised by Mr. W. J. Robinson (Executive Director, Production—Solihull) at the second annual dinner dance and concert of Rover Kart Club on November 1.

From the word 'Go' the evening was a winner. Guests included Mr. Robinson, Mr. A. S. Ostler (kart club president) and Mrs. Ostler, Mr. and Mrs. J. B. Wilson, Mr. and Mrs. H. Gardner, Mr. and Mrs. R. Dixon, Mr. P. Hall and Mr. and Mrs. K. Harris (from Bromsgrove Kart Club). Chairman and M.C. was Mr. John Fox, accompanied by Mrs. Fox.

Mrs. Ostler, assisted by Chris Johnson, presented trophies won during the past year. The awards—28 in all—were laid out on a stand within the folds of flags used to control a race meeting. Also on display was a specially-polished Class 1 Special kart in which guests were photographed.

More than 90 people sat down to the

dinner and 200 more arrived for the concert and dance, music for which was supplied by Stan White and his orchestra.

39 members of judo club

Membership of Rover Judo Club stood at 39, reported Mr. J. Llewellyn, treasurer, at the club's annual meeting at Solihull on October 28.

The meeting was opened by the chairman, Mr. J. Phillips, who welcomed new members. Then the secretary Mr. J. Cash, gave his report in which he detailed the excellent progress of members, especially at the gradings.

After discussion it was decided to retain the same club hours (7.30 to 9.30 p.m. on Mondays) and also apply for renewal of the club's membership of the British Judo Association for the present season.

Officers elected: chairman, Mr. J. Cash; secretary, Mr. P. George (internal phone 803); treasurer, Mr. J. Lloyd; committee, Messrs. J. Phillips, J. Llewellyn, N. Marshall and G. Ferans.

'Experimental' party

The annual Experimental Dept. "stag party" held at the Malt Shovel, Stonebridge, on October 4, included a dinner followed by entertainment. Among those present were Mr. P. M. Wilks, Mr. C. S. King and Mr. R. Nash. An enjoyable evening was had by all.

ROVER FOOTBALLERS IN WINNING FORM

Solihull 1st XI football team had a glorious win on October 19 when it beat Kingsbury Colliery 14-0. This followed a 6-2 defeat inflicted on them by Tyseley a week earlier after an exciting game.

Solihull reserve team is top of its league. A recent win was by a 6-2 margin over Metropolitan on October 19.

Rover Apprentices are also well up in their league, having won three of the four league matches played. Although the apprentices won 3-0 against Reynolds Tubes in an away match on October 12, a team weakened by

injuries lost a home game 5-1 to Tubes on October 19.

★ ★ ★

Rover Perry Barr, the chopping block of many teams last season, has sharpened its own axe this season and has been cutting opponents down to size. Recent results include: beat Rover Tyseley 4-3; beat S.U. Carburetter 6-5; lost to Reeds 3-7; beat Serck Radiators 10-0; beat Moss Gears 11-1; beat Lucas Shaftsmoor Lane 6-1.

The team is third in its league. Chief goal scorer is Russell Gregory who netted 13 of the first 36 league goals.



Mrs. A. S. Ostler, wife of the Rover Kart Club president, presents Mr. Brian Livesey with his award at the club's annual dinner and presentation. ABOVE RIGHT: The Class 1 Special kart in which Brian has been the club's most consistent winner this season has a new man behind the wheel in the form of Mr. W. J. Robinson (Executive Director, Production—Solihull). Giving him a "handy" start is Mr. Ostler.



Gas Turbine man's billiards win

Mr. L. Gibson (Gas Turbine) notched another trophy to his credit by winning the 1963 billiards handicap. He is a very keen and astute player and always gives of his best in every event he enters.

Runner-up in the competition was Mr. J. Dunn (Land-Rover chargehand) who also did well to maintain his winning run up to the final. The losing semi-finalists were Mr. H. Baird (Stores) and Mr. E. Denham (Land-Rover).

The highest break prize was won by Mr. N. Bell (Maintenance) with 34 to his credit. Prizes were presented by the secretary of the Solihull billiards and snooker section, Mr. R. S. Taylor (Land-Rover Design).

Mr. Charles Harry Gee, a former Solihull Service Dept. employee, who retired two years ago aged 77, has had many successes in his 22 years of growing and showing chrysanthemums. His latest was at the recent Birmingham Chrysanthemum Society Show, the second largest in the British Isles, when he won second prize in the 24 varieties class with a show of Japanese blooms. There were five other competitors in the class from all over the Midlands.

His wife, who competed in the domestic section, won one first prize and eight runners-up awards. Not bad for a first time! Mr. Gee is pictured above in his greenhouse among some of his prize-winning chrysanthemums.