



A New Year message to employees from the Managing Director

It is once again with great pleasure that I wish you all a very happy New Year and express the hope that you and your families will enjoy good health and good fortune in the year ahead.

The old year has been an epic one in the history of The Rover Company. As you can read in the adjoining 'Calendar of Achievement', events of momentous importance to our Company followed one upon another with great rapidity during the past 12 months.

Significant among these have certainly been the launching of the Rover 2000, upon which we have pinned such high hopes; the success at Le Mans of the Rover-B.R.M. gas turbine car, and the tragically sudden death of our Chairman, Mr. M. C. Wilks, whose brilliance has been to a great degree responsible for the high regard in which the name of Rover is held in engineering circles. His passing cast a gloom over what has otherwise been one of the brightest years in the Company's progress.

Our long term expansion plans at Solihull, Acocks Green and Cardiff have come to fruition and the Cardiff project was honoured

Mr. WILLIAM
MARTIN—HURST



only recently by the visit of H.R.H. The Princess Margaret and Lord Snowdon whose delight in T3 and the 2000 was personally witnessed by our Welsh employees.

The demand for the 2000 has been most gratifying and for our other cars has continued at a satisfactory level, while that for Land-Rovers has been so heavy that the Board is planning an expansion of production facilities.

Our all-important task in the year ahead is to build up production of the Rover 2000 and Land-Rovers to the maximum possible extent. On this the prosperity of us all depends and if we fail nothing is more certain than that competition will step in and reap where we have sown.

I thank every one of you for the many ways in which you have contributed to the Company's welfare during the year which has passed and in the year which is now beginning I ask you to make even greater efforts to uphold the reputation of the Company for top quality at reasonable price and for first-class after-sales service.

CALENDAR OF ACHIEVEMENT

Compiled from the pages of
ROVER NEWS).

- JANUARY** — £A780,000 Australian Army order for 600 CKD Land-Rover units for Sydney assembly. Worth £350,000 to Rover in Britain.
- FEBRUARY** — Mr. Winston Field, Premier of Southern Rhodesia, opens £150,000 Rover Rhodesia Land-Rover assembly plant at Salisbury. Potential capacity: between 1,000 and 2,000 vehicles a year.
- MARCH** — Announced that a gas turbine sports car sponsored by Rover and the Owen Organisation would run in the 24-hour Le Mans race.
- APRIL** — Rover 3-litre car wins its class in the East African Safari. The car was one of seven to finish out of 84 starters.
- MAY** — Thousands of Americans see the very successful Rover stand with its "Alice in Roverland" theme at the New York international motor show.
- JUNE** — The Rover-B.R.M. gas turbine car triumphs at Le Mans. Finished lapping at 108 m.p.h. Most trouble-free vehicle in the event.
- JULY** — The Queen and Prince Philip tour the Royal Show at Stoneleigh Park in a specially-adapted Land-Rover. Big order for Land-Rovers for the South African Defence Force, with assembly at Port Elizabeth.
- AUGUST** — Rover's gas turbine "quads" have a family outing at Silverstone. Demonstration cheered by crowd of 115,000 race fans. Four major orders for a total of 1,400 Land-Rovers from Turkey, Jordan, Malaya and Venezuela.
- SEPTEMBER** — Death of Mr. M. C. Wilks and appointment of Mr. L. G. T. Farmer as Chairman. 3-litre wins its class in Spa-Sofia-Liege rally for second time in succession. Rover gas turbine powered launch introduced to the boating public off Cowes (I.O.W.).
- OCTOBER** — The Rover 2000 car launched and acclaimed with enthusiasm by the motoring world.
- NOVEMBER** — Princess Margaret and Lord Snowdon tour Penam and drive the T3 and 2000. Chairman's report reviews year of expansion, refers to consideration of plans for increased Land-Rover production capacity. Another huge Australian Army order for upwards of 900 CKD units for Sydney assembly. Worth £A1,350,000 on delivery and more than £500,000 to us. 3-litre car assembly now under way at Port Elizabeth, South Africa.

Computer's appetite increases with feeding

With the symbolic pressing of a button, Mr. A. B. Smith (Director and General Manager) officially set the Company's newly-installed electronic computer in motion at a Solihull ceremony on November 25.

The computer—official title I.B.M. 1401 Ramac Data Processing System—has in reality been progressively fed with information since its installation in April in single-storey purpose-built premises near the Solihull transport area.

Working in the computer block under the overall charge of Mr. Howard Jones (Organisation & Methods & Computer Manager) are five programmers, a systems analyst, two computer operators and four punch operators under the control of Mr. Bryan Claydon (Computer Manager), and the two O. & M. staff under the charge of Mr. E. A. Salmon.

Since its installation the computer has been progressively loaded with the basic information required for stock records, material schedules and purchase requisitions. The transfer of this information from manually-kept records to the

computer has been a complex and exacting task for M.C.D., Costs and Computer personnel, and it will take until mid-1964 to complete.

Computer-prepared material schedules are already going out to several of our largest suppliers, and this has meant a change of routine and a new way of life for the material scheduling staff in M.C.D.—a change to which they have adapted themselves very quickly. The clerical man hours required to calculate this information will have been reduced by many weeks, but the full advantages cannot be finally assessed until this stage of the work is complete.

The second phase in this complicated problem of overall stock control is already in an advanced state of planning. Soon a punched card will accompany every vehicle through its production stages at Solihull, and this card will serve several purposes. It will be used to help assemble the daily build programme and then to progress vehicles through production in their correct sequence.

A copy of this card will be used in the Programme Control Department and the computer room to produce the documentation for each vehicle. Furthermore, and this is probably the biggest task of all, as the vehicle passes from one production area to another, the information on the card will be transmitted to the computer room and summarised so that the computer can "explode" this information into the details of the material used.

The new 2000 line will be the first area to come under the new system, and it will then be progressively extended to the other areas of Solihull. It is expected that this operation will take at least two years to complete, by which time the computer will be working about 16 hours a day.

It will be possible ultimately to balance regularly the assembly plant loading with the material position, a task which is almost impossible to do manually because the clerical procedures begin as long as 16 weeks before a vehicle is made. By using the computer together with the departmental clerical facilities, it is hoped to organise a day-by-day control of material availability. But much development work needs to be done towards this end.

See "Feeding a robot"—P.3

Acropolis and Alpine on our 1964 rally list

Two additions and one deletion. These are the alterations to the list of international rallies in which Rover works teams will be competing in 1964.

Competitions to be entered for the first time will be the Acropolis in Greece (May 21-24) and the Alpine in France (June 23-28). Dropped from the list is the East African Safari, in which 3-litres have competed for the last two years.

Rover teams will again be seen in the Spa-Sofia-Liege event (August 25-29) and the R.A.C. Rally (November 9-14.)

Crews so far chosen for the 1964 events are Ken James and Mike Hughes, and newcomers to the Rover team, Logan Morrison and Ross Finlay, Scots who have driven regularly for B.M.C. Rover foreman Tony Cox will also have another trial, and other drivers and navigators will be selected relative to the type of rally.

Competitions Manager Ralph Nash told ROVER NEWS: "At least three top-line drivers have approached us to join our team for 1964, and the Rover 2000 should be qualified in January for use as a rally car".

Two privately-entered Rover 3-litres will be in next month's Monte Carlo Rally, starting from Glasgow on January 18 and finishing at the Mediterranean resort on the 21st.

Crews will comprise I.T.V. producers Raymond Joss (who competed in a private entry 3-litre in January this year) and Bill Ward, and Ken James and Mike Hughes. It is possible that a Rover team will service the vehicles at Dover and four points on the Continent.

While the Competitions Department is prepared to assist private entries in the Monte Carlo Rally, the event is not considered highly suitable for a 3-litre works team.



Messrs. Powis (right) and Possee leaving the Boardroom at Solihull with their £250 and £30 cheques.

£250 CHEQUE MAKES HIM IDEAS CHAMP

A new champion reigns over the Rover Solihull Suggestion Scheme. He is Mr. Norman Powis (Land-Rover Final Inspection) who took the title along with a cheque for £250—the biggest ever given by the Company for an employee's suggestion.

Mr. Powis, who received his cheque from Mr. A. B. Smith (Director and General Manager) at a Boardroom ceremony on November 29, gained his award for an idea which he often used as a temporary measure during the 30 years he was on engine test at Tyseley before he came to Solihull three years ago.

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Mr. A. B. Smith (Director and General Manager) presses a button to set in motion the electronic computer at the Lode Lane factory. Watching, left to right, are Messrs. C. J. Peyton (Company Secretary), P. Harbage (IBM), H. Butler (Supplies Manager), S. Longman (IBM), D. Thompson (IBM), B. J. Claydon (Computer Manager) and H. Jones (O & M and Computer Manager). The IBM personnel were at Solihull for the ceremony and to make a film for their own purposes. The IBM organisation is most interested in the Rover computer project and is watching progress very keenly.

£80,000 Xmas box to employees

Every works payroll employee, who was in the Company's employ on July 31 last and in such employment on December 6, received a Christmas bonus this year. This gift—the first of its kind to works payroll personnel—cost the Company about £80,000 and nearly 9,000 employees at Solihull, the Birmingham factories, Cardiff, London and Coventry benefited. Skilled workers each received £10, semi-skilled £9, unskilled £8, women £6, youths and girls under 18 £4.

A gas turbine sales drive at home and abroad



This regular Land-Rover had a key role in an Italian car rally organised under the patronage of Caltex Italiana for journalists on Italian specialist journals and magazines. Sasamotors, our Modena dealers, were charged with providing rally "assistance service" and for this purpose they naturally used a Land-Rover. The vehicle followed competitors over the Appenine mountains to the Adriatic riviera coastline. This "Rally of the Press"—and the service Land-Rover—received good coverage on Italian television. Sasamotors gave the Auto Rover Cup for the rally.

Americans putting diesel engines to marine use

Two big orders calling for nearly 1,500 2½-litre diesel engines have come from the United States and Belgium.

The Kiekhaefer Corporation, of Wisconsin, U.S.A., is buying 504 units for fitting into marine craft in conjunction with the Mercruiser outboard drive system. Shipment is to Toronto, Canada, and the bulk order follows very thorough and successful tests.

Belgian distributors have ordered 960 more diesel units for installation in Soviet-made Volga cars. This order will follow on completion of delivery in the spring of the last of the 1,488 units ordered last year. Delivery of the new batch will be at the rate of 96 a month.

A further order for 300 short wheelbase Regular petrol vehicles takes Land-Rover strength in the Swiss Army to nearly 1,400 units.

50 ambulances for Libya

Important Land-Rover orders for the Libyan Govt. have been received through our Tripoli distributors, Gordon, Woodroffe (Libya) Ltd.

Fifty Land-Rover Pilcher ambulances are being purchased by the Road Transport Dept. Twenty of these are required for use in the outlying districts of Tripolitania, ten for the Fezzan and 20 for Cyrenaica.

Also on order for the Road Transport Dept. are 31 Regular petrols and 30 ten-seater Long station wagons. Thirty Long vehicles are on order for the police and two Land-Rover Dormobiles are being purchased from Martin Walter for use by the Libyan Royal household.

These Libyan orders are to be followed up early in the New Year by the personal visit to the Solihull factory of Mr. Gebali, Director of the Libyan Govt. Road Transport Dept.

Other Land-Rover orders:—50 Regular diesels for Iceland, 18 Regular petrols, 1 Regular station wagon, 4 Long station wagons and 3 Forward Controls for the Jamaica police, 37 Long Land-Rovers for the Kenya Police and 24 assorted station wagons for Nyasaland Govt.

Safety Corner

by W. G. KANE

Surveying the 1962 report of the Chief Inspector of Factories, we are reminded that there were 190,158 reportable accidents, 668 of which were fatal.

The local factory inspectorate recently reported that 7,461 people were involved in accidents at work in the Birmingham area during 1962. Thirty of these lost their lives and many others were maimed and disfigured for life. Of the reported injuries, 6,171 occurred to men, 903 to women, 289 to boys under 18 and 98 to girls under 18.

"In many parts of industry a complete change in the climate of opinion is needed", says the Chief Inspector. "I know that many people still think it is clever to operate unguarded machinery, and that there is a good deal of very foolish and unnecessary resistance to the use of protective equipment".

From among the accident figures comes a grim story concerning a young woman of 20 (not a Rover employee) who absentmindedly patted her hair as she bent over her machine. Seconds later, the

An intensive drive to sell gas turbine units at home and abroad has been launched by Rover Gas Turbines Ltd.

The United States, Scandinavia, West Germany and possibly Italy are regarded as potentially good overseas markets, and as part of the sales campaign Mr. J. E. Griffiths (General Sales Manager) and Mr. G. Cowan (Technical Sales Manager) recently had talks with interested firms in Germany.

Recent orders for gas turbine generating units include 10 for the Danish Navy. These will be fitted into four fast patrol boats—two in each vessel with two spares.

Earlier in the year the West German Navy bought five similar generating units for fitting into two patrol boats, with one unit spare.

The Rover gas turbines launch, *Turbintia II*, which first showed its paces in public off Cowes in September, will be the star attraction of the Rover Gas Turbines Ltd. stand at the Earls Court International Boat Show in early January.

It will be attractively displayed on a banked angle with a raised walk round. The stand will be Rover's biggest-ever at this event.

Uffa Fox, the famous small boat designer, is designing a boat carrying a 2S 150 Rover gas turbine engine—the type which powers *Turbintia II*. The design will be exhibited on the Rover stand at Earls Court.

From strength to strength...

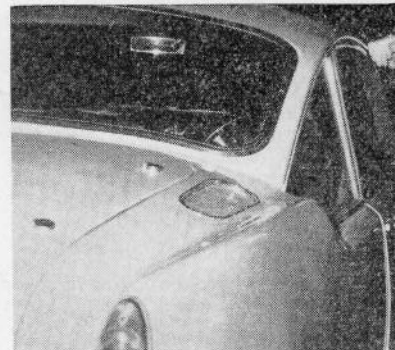
The Rover Staff Contributory Pension Fund continues to gain strength, financially and in membership. The latter has reached a record 1,940 compared with 1,771 last year, and this rise is reflected in the increase of ordinary contributions from £121,154 last year to £135,326 this year.

These facts were given in the report of the committee presented to the 19th annual meeting of the fund held at Solihull on December 12. Membership progress was given as: 1945—387; 1950—556; 1955—994; 1960—1,375; 1963—1,940.

It was stated that 305 new members had been admitted during the year, 105 had left the Company's employ and nine had withdrawn for other reasons. Ten members retired and received lump sums in commutation of small pensions and seven died while still in the Company's service. Dependents of these members were paid a total of £5,508. Five pensioners also died during the year.

Total number of pensioners is 107 and their pensions in a full year total £17,898.

An increase in the fund account of £213,844 represents more than 17 per cent on last year's figure. "Members will recall that the significant landmark of £1,000,000 was reached in 1961 and it is a cause for satisfaction that the £1,500,000 mark is in sight only two years later", said the report.

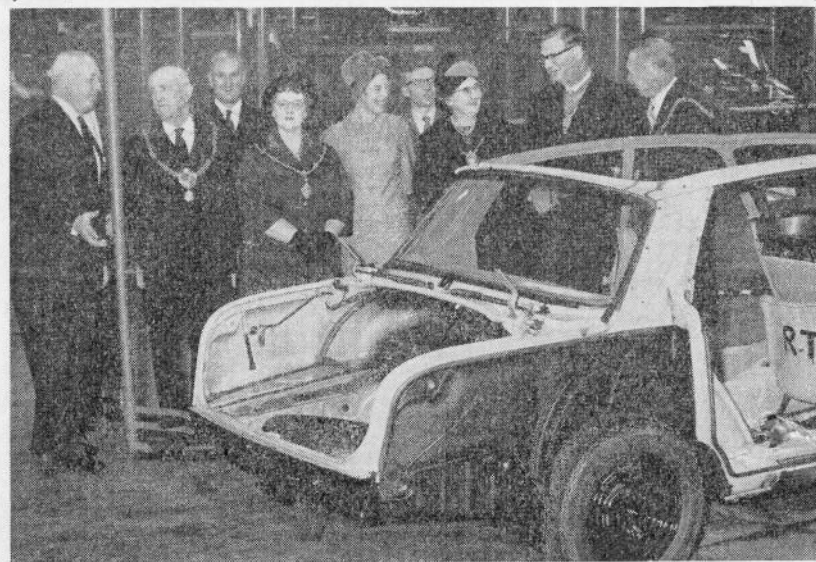


Mr. A. B. Smith (Director and General Manager) introduces the Luxembourg Premier, M. Werner, to the T3 gas turbine car during the Prime Minister's visit to Lode Lane. RIGHT. Russian hands hold on tightly as a Land-Rover begins its trip round the now famous "Jungle Course" at the Solihull factory. Conditions—wet and muddy—were perfect for impressing the Soviet visitors with the Land-Rover's capabilities in such terrain.

Tyseley dance

More than 600 people attended Rover Tyseley's annual dance held in the Solihull ballroom on November 8 when Eric Winstone and his Orchestra were a big attraction for the second successive year. Supporting was the Renegades Rhythm Group, managed by Mr. E. M. Brown (Gauge Inspection, Perry Barr).

CIVIC VISITORS SEE 2000 IN PRODUCTION



Civic leaders on the Rover 2000 production line at Solihull. Left to right: Mr. W. J. Robinson (Executive Director, Production—Solihull) explaining a point to the Lord Mayor of Cardiff, Ald. Horwood; Mr. P. Hall (Car Production Manager); the Lady Mayoress of Cardiff, Miss Horwood; the Lady Mayoress of Birmingham, Mrs. Glass; Mr. R. Phillips (Chief Inspector); the Mayoress of Solihull, Mrs. Shaw; the Lord Mayor of Birmingham, Ald. Dr. Glass; the Mayor of Solihull, Coun. Shaw.

Visiting season is with us once again following the launch of the Rover 2000. Russians, Iraqis, Luxembourgers and civic parties from Birmingham, Cardiff and Solihull have all be round the Lode Lane and Acocks Green factories in recent weeks.

Leading the party from Luxembourg was the country's Prime Minister, M. Werner, and Madame Werner. With him, among others, were M. Glasen, Luxembourg Ambassador to Britain, and Madame Glasen; Mr. Aldington, British Ambassador to Luxembourg, and Mrs. Aldington.

The civic visitors were the Lord Mayor and Lady Mayoress of Birmingham (Ald. Dr. L. Glass and Mrs. Glass); the Lord Mayor and Lady Mayoress of Cardiff (Ald. C. A. Horwood and Miss A. Horwood); and the Mayor and Mayoress of Solihull (Coun. and Mrs. H. B. Shaw). They made a comprehensive tour of the new Rover 2000 assembly plant at Solihull and the engine factory at Acocks Green. Components for the 2000 are manufactured at the Rover factory at Pengam, Cardiff—hence the particular interest displayed in the finished car by the civic visitors from Cardiff.



MAKE PROTECTION FASHIONABLE... AND STOP OVERRATING YOUR LUCK!

factory echoed to her screams as her hair became entangled in the machine's mechanism and was ripped from her head.

Some people say that it is natural for the factory girl of today to compete with her opposite number in the office. That may be so, but glamorous hair styles worn when operating factory machinery can be fatal. That is why Management provides protective headwear to prevent loose strands of long hair making contact with rotating mechanism.

I earnestly implore Rover employees to make the fullest use of the protective equipment provided; one has only to go into any eye hospital to see personally the ever-increasing number of industrial eye accidents which could have been avoided had injured persons worn protective goggles supplied by employers.

Some of our machines carry warning notices, prominently displayed, reminding users that eye protection is required. Yet individuals still foolishly fail to take heed, and learn only too late just how precious eyes really are.

People may not be aware of it, but they are breaking the law by failing to use the protective equipment provided and they can be fined in some instances. I urge you all—if a job hazard has been recognised, and protection provided, then for goodness sake make full use of it!

Once again there has been a noticeable increase in the number of foot accidents, which could have been avoided by the use of safety footwear. I urge you to purchase and wear a pair of these specially-made safety boots and shoes. The modern styles now available are very presentable in appearance and a "must" for those engaged in heavy work. This safeguard costs less than the price of one cigarette a day!

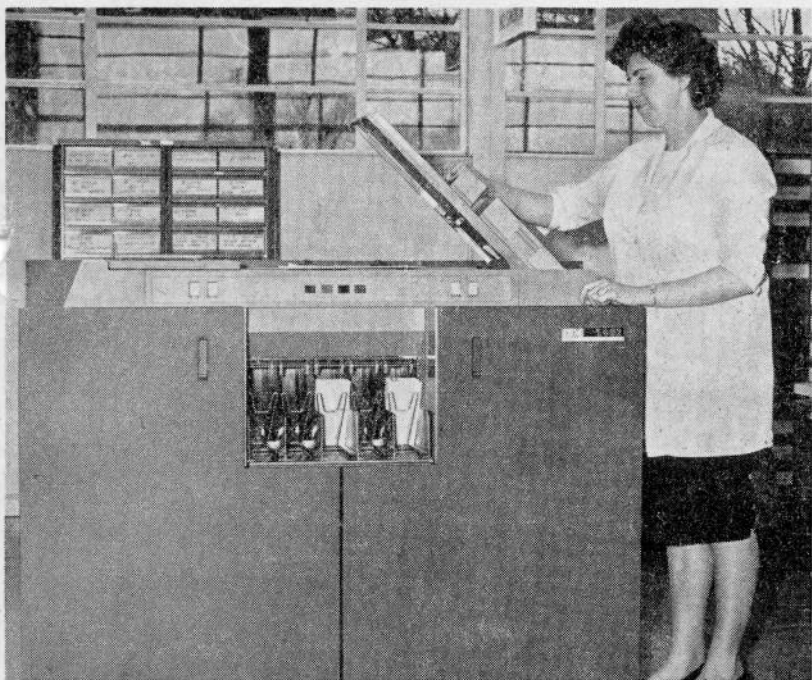
Do please remember: "No matter what the job—don't underestimate the danger and don't overrate your luck!"

(This is the last Safety Corner article in the present series. My sincere thanks to Mr. Kane for his thought-provoking contributions over the last 18 months—Editor.)

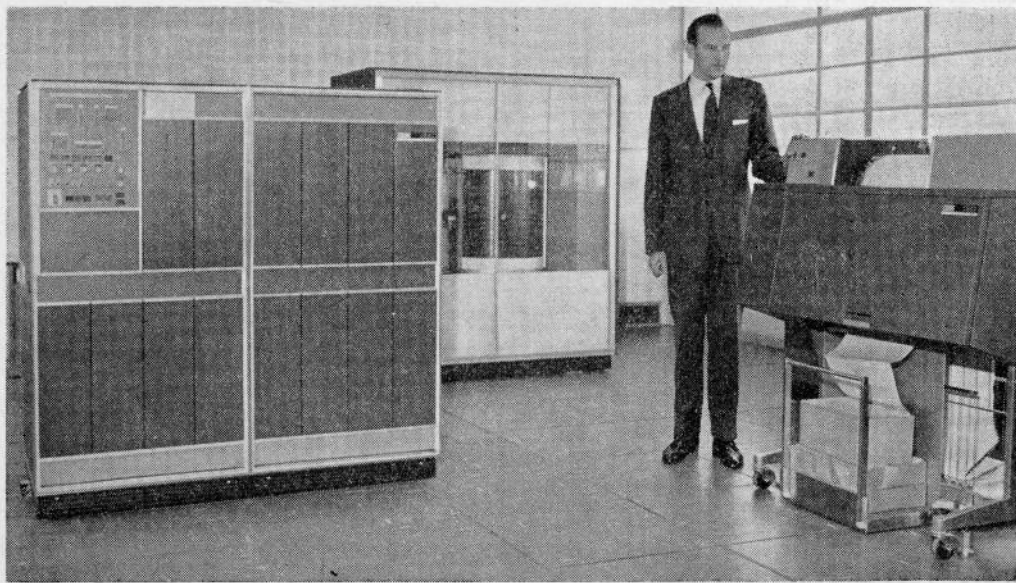
'Feeding' a robot



LEFT: The computer block at Solihull as seen by passers-by. ABOVE: Information for the computer being punched into cards by girls in the preparation room. This operation is also carried out in Hollerith. From foreground to the rear of the room are Miss Ann Goodyear, Miss Helen Rose, Miss Janet Dutton and Miss Janet Grindrod.



LEFT: Punched cards being fed into the computer by Mrs. Maureen Hounsome.



RIGHT: Mr. G. Baker, supervisor of the computer room, stands beside the computer as it prints material schedules at the fantastic speed of 600 lines a minute. In the left of the picture is the control panel and process unit — the "brain" of the system—and in the background is the RAMAC disc store in which revolving discs store 20,000,000 characters of information with random access facilities.

Met U.S. niece (22) for first time

Miss A. R. Crease, secretary to the Chairman, Mr. L. G. T. Farmer, recently met her 22-year-old American niece for the first time when she went to visit her brother and his family in Chicago. Miss Crease had not seen her American relatives for nearly 30 years, except for meeting her brother briefly in 1954.

After spending just over a fortnight in Chicago, Miss Crease had a day in Washington and then a day or two in New York sightseeing and visiting the Rover North America offices, before returning home.

Trim girls keep fit

Girls from the P4 and P5 Trim Shop (Service block), Solihull, have formed their own Keep Fit class. They meet between 5 and 6 p.m. in the Junior Staff dining room on Thursdays under the direction of Mrs. Doris Stone.

About 14 girls are attending the Rover class and recruits are welcome. Names should be given to either Mrs. Stone or Miss C. Burns (supervisor).

THE SEQUENCE OF OPERATIONS

1. Preparation of information by MCD input staff.
2. Cost Office personnel check information for Cost purposes.
3. Information punched into cards in preparation room.
4. Cards fed into the computer.
5. Computer printing.
6. Schedules go back to MCD for despatch to suppliers.
7. Programmers at work preparing future computer "feeds".



The background boys at work. ABOVE: Programmers writing the order and vehicle processing routines scheduled for feeding into the computer in 1964. Left to right: Messrs. B. Taylor, J. Wallbank, K. Dixon (senior programmer), B. J. Claydon (computer manager), R. Mason (systems analyst), and G. Newall. RIGHT: Assistant Cost accountant Mr. T. J. Stone with the Cost Office computer input staff, Messrs. J. A. Jephcott (left) and G. Morris (right). These men are responsible for input and output control of computer information on behalf of the Cost Office. LEFT: Supplies and production control information being prepared in MCD for the computer. Left to right: Messrs. H. Taylor, E. Bowen, G. F. Holbeche, D. Briggs, F. Rigby and A. Bennett. ABOVE RIGHT: The final act in the computer process. From the material schedule section in MCD schedules are forwarded to suppliers after receipt from the computer. Left to right: Messrs. O. M. D. Boyle, L. N. Callaby (Material Control and Stores Manager), A. T. Wilde and A. V. Bolshaw.



LEAVES ROVER TO SET UP OWN BUSINESS

Mr. Paul Rutter has left after three years with the Company to go into business on his own account at the Birchwood motor works, Birchwood Corner, near Swanley, Kent, specialising in accident repair and panel beating and spraying. During his period with Rover, Paul worked in Publicity, the Competitions Section (of which he was an early member) and latterly in Engineering looking after Press cars. Good luck, Paul!

RETIREMENT ROUND-UP

P6 'backroom boy' joins a

U.S. friend in business

A man who has been a top "backroom boy" in the planning of the Rover 2000 factory at Solihull severed a 23-year link with the Company on November 15 in favour of joining an old friend in business in the United States.

He was Mr. William Townroe, a senior planning engineer at Solihull, who is going to Fullerton, California, as Service Manager of Thrall Motors. His departure and past long service to Rover was commemorated by the presentation of two leather-bound suitcases by Mr. R. G. Harris (Chief Planning Engineer). Mr. Townroe also received a leather wallet containing cash. The gifts were presented on behalf of Mr. Townroe's many friends and associates in Planning Dept.

Mr. Townroe began his Rover service in 1940 at the Waterloo Mill works in Clitheroe, Lancashire, where he helped to develop fuel injection for the Meteor tank engine. Soon afterwards he worked on the gas turbine aero engine, known then as the Whittle engine. Later he went to the old Coventry factory in Oliver Street where he worked in connection with the actual Meteor engine.

After the war Mr. Townroe moved to Solihull and after nearly nine years in Experimental Test he joined Planning and became a senior engineer in 1961—early in the P.6 era.

As well as having worked hard at his job he also worked hard in Rover social life, being a founder member and chairman of the badminton section, secretary of the tennis section, a potter and mountaineer, as well as racing mechanic to Mr. O. Poppe in the post-war era.

After the presentation ceremony, Mr. Townroe invited all present for a drink in the main canteen. Those accepting the invitation included Messrs. O. Poppe (Executive Director, Planning), R. G. Harris, J. Davis, J. Flowers, G. Fuller, W. H. H. Gostling, K. Greaves, H. D. Hague, P. R. Jones, C. B. Powell and L. Spicer.

On the 'inside' of vital decisions . . .

Miss Margaret Eld, who as secretary to Mr. S. B. Wilks and to the late Mr. M. C. Wilks has had a unique "inside view" of every major develop-



Mr. Townroe (left) receiving his wallet from Mr. R. G. Harris.

ment which has influenced the course of the Rover Company during the last 33 years, retires at the end of December.

Miss Eld—in private life Mrs. Clifford Ward, her husband being on Land-Rover Sales Inspection, Solihull—worked for Mr. S. B. Wilks before he came to the Rover Company.

She went to work for him in 1928 at the Hillman Motor Car Co. Ltd., of which Mr. S. B. Wilks was Managing Director. When he joined Rover as Managing Director in 1930, Miss Eld came with him as his secretary.

In 1957, when Mr. S. B. Wilks became Chairman and his brother, the late Mr. M. C. Wilks, was joint Managing Director with Mr. L. G. T. Farmer, Miss Eld became secretary to both brothers. She retained this position when "S.B." relinquished the Chairmanship in favour of his brother in 1962 and until the recent death of "M.C.W."

Miss Eld began her Rover service at Hertford Street, Coventry, and later moved to the Helen Street works. After the Coventry factory was bombed she worked at Chesford Grange and then again at Coventry before coming to Solihull.

Miss Eld will continue to do secretarial work for Mr. S. B. Wilks, who is still a Director of the Company, from her Coventry home. Both she and her husband, who has been with the Company since 1931, hold gold watches for long service.

The specialist in 'hand-made' cars

The man who has supervised the modelling and mocking-up of every Rover car since the days of the '60' to the birth of the '2000' goes into retirement at the end of the year.

He is 70-year-old Mr. Frank Underwood (Chief Modeller, Styling and Mock-up Department, Solihull) who has had 38 years' service with the Rover Company.

Mr. Underwood, a gold watch holder, first joined the Company on piece-work on the 12 h.p. tourer at Parkside, Coventry, in January 1922. His stay was short, for he left in May 1923. He rejoined Rover in 1927 again on piece-work, and his service since then has been continuous.

From 1928-40 Mr. Underwood was on experimental and jig work under Mr. W. J. Robinson, then a foreman, and he began model-making at Chesford Grange in 1940 after the Experimental Shop at Coventry had been destroyed in the blitz.

At this time Mr. Underwood was modelling possible post-war production cars, and with the end of the war in 1945 he became foreman of a four-man mock-up department working under Mr. M. C. Wilks and Mr. W. R. Boyle. Mr. Underwood remained foreman until a few months ago when he was appointed Chief Modeller.

Mr. Underwood has always played an active part in Rover sports and social activities. He was chairman of the Sports and Social Club for several years before the war and has been chairman of many of its sports sections. At 70 he still plays cricket for Experimental, and turns up at matches with his kit in the boot of his car hoping that the team will be a man short!

He has had the unusual distinction of working with four generations of one family. As an apprentice he often did jobs for Mr. Tommy Nichols; later he worked alongside Mr. Bert Nichols, and the latter's son, Cyril, is superintendent in Planning Department. The fourth generation Nichols to work with Mr. Underwood was Trevor—great-grandson of Tommy—who was in the Styling and Mock-up Department for 21 years until he recently moved to Service School.



Mr. Underwood with a model of a Rover 3-litre car.

Helpful friend of all in trouble

A woman who has appeared like a helpful angel on the doorsteps of countless Rover homes in times of trouble, will not be knocking on any more doors after December 31. For Miss Laura Mabel Marson, Welfare Officer for the Solihull and Coventry works, is retiring after 35 years' service with the Rover Company.

Miss Marson joined Rover in 1928, and for 20 years was secretary to Mr. L. Jackman until he retired. He was Works Manager of the Helen Street and Parkside, Coventry, works when Miss Marson joined him and their self-contained department coped, among other things, with records, wages, insurance and labour matters.

Welfare work grew largely out of the war and it is 16 years since Miss Marson took it up full-time. Since then numerous Rover families struck by bereavement and prolonged illness have had cause to remember Miss Marson's visits to their homes, for she has been ever-ready with sympathy and information about a family's financial entitlements.

In her office at Solihull, Miss Marson has been the recipient of urgent calls from hospitals, schools, the police and relatives with urgent news for employees. Not all the news has been bad, for Miss Marson has also been the bearer of tidings of "happy events" too.

She told ROVER NEWS: "I have really enjoyed my years in welfare. I really could never have stood an office job; it would have driven me crazy".

Miss Marson, who is 65 and a holder of a long-service gold watch from the Company, has a full-time job ahead of her in retirement—that of looking after her Coventry home which she shares with her 85-year-old mother.



Miss Marson at her desk.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

CANTWELL—To Mr. and Mrs. R. Cantwell, a daughter (Dawn) on December 1. Mr. Cantwell is employed in P6 Trim.

COOPER—To Mr. and Mrs. J. Cooper, a daughter (Deborah) on November 22. Mr. Cooper is employed in P6 Trim.

GREGORY—To Mr. and Mrs. K. Gregory, a son (Andrew) on November 6. Mr. Gregory is a draughtsman in the Car Body Drawing Office, Engineering Department.

OLDITCH—To Mr. and Mrs. I. Olditch, a daughter (Ginny Elizabeth) on November 24. Mr. Olditch is in Publicity Department, Solihull.

ROBERTS—To Mr. and Mrs. J. Roberts, a daughter (Tracy Lynn) on December 1. Mrs. Roberts was formerly employed in the Drawing Office Print Stores, Engineering Department.

MARRIAGE

We offer our congratulations and best wishes to . . .

GOODE-ENTWISTLE—On October 26 at Solihull Church, Mr. E. Goode (P6 Works Engineers) to Miss S. Entwistle (C.K.D. Office).

SILVER WEDDINGS

We offer our congratulation and best wishes to . . .

COLLINS—Mr. and Mrs. C. Collins celebrated their silver wedding on November 26. Mr. Collins is a driver in the Transport Department at Acocks Green, and has been with the Company for 23 years.

DAVIS—Mr. and Mrs. C. W. Davis celebrated their silver wedding on December 3. Mr. Davis is employed in the Preservation Section, Parts Stores Department, Pengam.

LEE—Mr. and Mrs. W. Lee celebrated their silver wedding on December 18. Mr. Lee is a toolsetter at Acocks Green, and has been with the Company for 10 years.



Mr. Jeffrey Moore and Miss Diane Francis (Planning Dept., Acocks Green) after their wedding at St. Giles' Church, Sheldon, Birmingham, on October 12.

DEATHS

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

BURDEN—Mr. A. T. Burden died on November 24, aged 47. Mr. Burden was employed for 6 years in the Photographic Section of the Engineering Department, Acocks Green.

CLIVE—Mrs. Ada Clive died on November 18, aged 48. Mrs. Clive was employed in the Inspection Department, Acocks Green, and had been with the Company for 9 years.

MORGAN—Mr. Harry Morgan died on December 1, aged 73. Until his retirement two years ago Mr. Morgan was employed in the stores at Ryland Road, and had been with the Company for 28 years.

MURPHY—Mr. Thomas Murphy died on November 11, aged 64. Mr. Murphy was employed as a Works Policeman at Percy Road, and had been with the Company for 8 years.

SCHOFIELD—Mr. Alfred William Schofield died on November 30, aged 60. Mr. Schofield was employed as a Works Policeman at Ryland Road, and had been with the Company for 7 years.

Land-Rovers for border duties

Two hundred specially equipped Land-Rovers have been ordered from Solihull through Deutsche Rover for the West German border police. Vehicles were last sold to this source in 1953.

The Land-Rovers will be used on all West Germany's frontiers, particularly along her eastern boundaries. A detailed tour of border posts undertaken recently by the German Rover Company's Service Manager was an outstanding success, and police comments on the Land-Rover were very favourable indeed.

Apprenticeship Completed

Apprenticeship completed last month: Mr. D. Smellie (Public Relations).

He was a 'founder member' of M.C.D.

Mr. Eric Smith, who was in charge of obtaining all consumable parts for vehicles, retired on December 24 after 33 years' service with M.C.D.

He joined the Company in 1930 and was part of a small band of seven who formed the nucleus of the new Material Control Dept. With Mr. Smith's retirement only three of the original group at Queen Victoria Rd. Coventry, now remain—Mr. F. W. Allen, Mr. L. N. Callaby and Mr. J. McKay (Tyseley).

When the old Meteor works closed, he moved to Tyseley and later returned to the new Meteor works in Helen Street, Coventry, where he helped to control material for the Sports 20. Following this he was given the task of preparing requisitions for the new Addressograph system to be installed at Tyseley.

After the outbreak of war, and the Company being given Government work, Mr. Smith was engaged in the control of supplies for the repair of Cheetah engines, and later he was concerned with supplies for the Meteor tank engine as well as with C.K.D. Army vehicles received by Britain from the United States under Lease Lend.

Mr. Smith rejoined M.C.D. at Solihull in 1946 after helping to wind-up affairs at the Helen Street premises.

During the war period, Mr. Smith served with the Rover section of the Home Guard.

Winning Band

Two Rover employees were in the Shirley Silver Band which won the Mitchells and Butler Trophy in the Birmingham and district counties championship for brass bands held at Wolverhampton on November 17. The pair were Mr. L. A. Pipe (foreman, Inspection, Perry Barr) and Mr. D. C. Hodson (Tyseley Toolroom shaper). The council of brass bands has since invited the Shirley band to represent Birmingham in the 1964 annual contest.

Gardeners elect their officers

Officers elected at the annual meeting of Rover Horticultural Society on November 12 were: chairman, Mr. H. R. Brown (Land-Rover Final Line); vice-chairman, Mr. A. C. R. Greenwood (Secretarial); secretary, Mr. A. Thomas (Land-Rover Chassis Weld); treasurer, Mr. D. Pontin (MCD); show secretary, Mr. T. Perrins (MCD). New vice-presidents: Mr. W. J. Robinson (Executive Director, Production—Solihull) and Miss L. M. Marson. Committee: Messrs. A. Ross (Land-Rover Final Line), A. Whitehouse (Experimental), J. Morris (Land-Rover Chassis Weld), J. A. Daniels (Drawing Office), E. Brown (Land-Rover Assembly). Show committee: Mrs. R. Bedford, Messrs. A. Ross, A. Whitehouse, J. Whitehouse, W. Bradshaw, A. Thacker, B. George, E. Brown, R. Sandon, B. Tinney and L. Ford.

Five started, five finished... and no works servicing!



A 100 per cent finish without works servicing en route. Such was the magnificent achievement of Rover 3-litre cars in this year's R.A.C. Rally which took competitors from Blackpool, through rugged country in northern England, Scotland and Wales and across south-west England to Bournemouth.

All five 3-litres in the event — four works-entered cars and a private entry — purred effortlessly to the finish at Bournemouth after covering 2,200 miles of wet, slippery roads and tracks in weather conditions which made the rally one of the toughest on record.

The Rover team won third place, and the Lombank Shield, in the Manufacturers' Team Award, and 3-litres gained 3rd, 4th and 5th places in the class for touring cars over 1,600 c.c.

Only 88 of the 161 starters finished the rally and the final overall positions of the Rover competitors were: Bill Bengry and Barry Hughes 22nd; Tony Cox and John Davenport 24th; Ken James and Mike Hughes 26th; John Sprinzel and Peter Marshall 46th; Richard Martin-Hurst and A. Taylor (private entry) 49th.

With no works service facilities being provided, the Rover crews were restricted to repairs and service carried out themselves; paid-for service from garages en route; and facilities provided by major component manufacturers for all competitors.

Our crews were restricted to the use of spares carried in the competing cars, plus any bought from garages and those provided by component manufacturers on the rally route.

None of the Rovers had any mechanical trouble of consequence and the only serious body damage was to the front offside of Tony Cox's car resulting from colliding with a churchyard wall on the last stage of the rally, and to the side of Ken James's car which crashed into a stranded rally car in Scotland. All drivers expressed delight at their vehicles' performance when they arrived, tired, unshaven but cheerful, at the Bournemouth finish.

Here is a driver-by-driver report on individual fortunes as told to ROVER NEWS at Bournemouth:—

Bill Bengry — No bodywork damage, though the crew had a spot of trouble with the exhaust pipe flange at one stage. Had dozens of skids, going off the road twice. Once the crew got restarted without aid, but the car had to be pulled out of trouble on the second occasion. This was on a stage in Scotland where 17 cars were off the road. Comment: "A very wet and muddy rally; more skid than last year, though the stones didn't seem so rough".

Three incidents

Tony Cox — His car was in three incidents. ONE. The vehicle dropped its front wheels over a 500 ft. drop in the Lake District, but was pulled back by willing hands "who seemed to appear from nowhere". TWO. The 3-litre went into a skid on a bend at Oulton Park,



The Lombank Shield won by the Rover team for being third in the Manufacturers Team Award is displayed by Bill Bengry against a background of 3-litres.

but Tony corrected and continued. THREE. The car hit a churchyard wall near Bovington, slid into a ditch, spun its wheels a few times — and then "climbed" out of trouble and continued to Bournemouth. Comment: "The Lake District incident was fantastic; I thought we were out of the rally".

'Liquid mud'

Ken James — Side of the 3-litre damaged when the vehicle hit a car stuck across the road at a T-junction on a special stage in a Scottish forest. Crew spent 20 minutes getting the 3-litre "out of liquid mud" back on to the road. The car also hit a log on the road, burst a rear tyre and had to be driven on the rim two miles to the end of the stage. On another section, a car rolled over in front of the James car and the Rover crew had to put this vehicle back on its wheels before the 3-litre could continue. Comment: "I think it was a better rally than last year, rougher and harder".

John Sprinzel — A fairly uneventful run, except for brake adjustments and the changing of a spotlight. Comment: "It was the best-prepared rally car I have had in 60 rallies".

Richard Martin-Hurst — Also a trouble-free and damage-free rally. Comment: "I wanted to finish and this I achieved".

Hill climb win in the mud

Mr. J. Tidmarsh (Land-Rover Experimental) and his 86" Land-Rover were again in good form at the Land-Rover Owners' Club Bredon Hill trial, near Pershore, Worcs., on November 16, despite appallingly wet, muddy conditions. He won the petrol class hill climb and had the best performance among the Class 'A' (Open) competitors.

The rest of the Rover Solihull team also did very well, R. Seager winning the diesel class hill climb in his Long Land-Rover, and D. Woodcock gaining second place in the Class 'B' (Restricted) trial in a short wheelbase model.

Taking it easy

Gone into retirement . . . Mr. H. Hankinson (clerk, Purchase Dept., Acocks Green), aged 70, after nine years' service. He was presented with a fireside chair.

Bill Bengry and Barry Hughes drive away to the clapping of spectators at Bournemouth after receiving the award for third place in the class for touring cars over 1,600 c.c. BELOW: Tony Cox cornering at Oulton Park. Heavy rain made the going greasy.



Land-Rovers led way every day in world plough contest

Land-Rovers were very much to the forefront of this year's ten-day World Ploughing Competition held in Canada. The event attracted entrants from 18 countries and 150,000 visitors.

Four Land-Rover station wagons were used to transport V.I.P.'s who included the Hon. William Steward, Minister of Agriculture; Deputy Minister Everett Briggs; Mrs. Hoffman of the Bank of America, and executive officers and governing board members of the World Ploughing Organisation.

Heading the daily procession of tractors, ploughs and ploughmen from the marshalling yard to the contest fields, was Mr. Alec Joyce (Agricultural Field Executive, Publicity) in a 10-seater station wagon. This was televised each day. The judges also used Land-Rovers for their duties.

At the Golden Plough banquet in Toronto, Mr. Joyce was presented with a W.P.O. medal for services with Land-Rovers.

Mr. Joyce told ROVER NEWS: "Much interest was taken in the Land-Rovers and many remarks were heard about their use for safaris. I was asked to speak in a live, two-hour round-table broadcast with members of the W.P.O. and representatives of five countries, about the part Land-Rovers had played in the contest".

When the competition was over, Mr. Joyce began an 11-day Land-Rover demonstration tour which took him to Toronto, New York, Long Island and

into Pennsylvania.

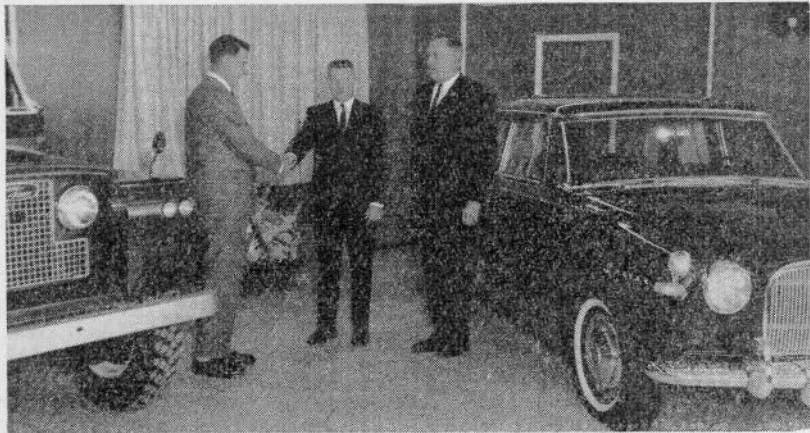
At Rover Toronto, a jungle demonstration track was prepared in woods behind the offices and Mr. Joyce then gave demonstrations and driving instruction to dealers and members of the Sales staff. Enthusiasm following the visit is such that the demonstration track is to be extended for further dealer instruction.

A trip into the New Jersey forest with Sales staff was arranged for Mr. Joyce by Rover North America and once again he gave driving demonstrations which onlookers agreed were most instructive. He and Mr. Steve Puskar then travelled 400 miles to visit four dealers on Long Island and sand and forest demonstrations were again well received, as were similar functions at other towns in New York State and Pennsylvania.

At Glenshaw (Penn.), Mr. Joyce attended the opening of new showrooms of the Malone Motor Car Co., Rover dealers, who sold two Land-Rovers in the first two days.

FOOTNOTE: Mr. Joyce returned home for another presentation — a barometer presented by the British National Ploughing Association for Land-Rover services.

Mr. Joyce (left) is welcomed at the new Malone Motor Car Co. showroom in Glenshaw (Penn.) by the proprietor, Mr. J. A. Malone. On the right is Mr. H. A. Mooney, Rover North America field representative.



Items reporting the presence of trainees from overseas appear in ROVER NEWS with monotonous regularity. But what happens to these former trainees with Rover after they disappear from the Solihull and Tyseley scene and return to their own lands?

The above photograph gives the answer — they pass on the knowledge gained with us to trainees in their own countries. Pictured here are Matheo Womenor and Peter Mensah, who did a six-month Land-Rover training course at Solihull last year, explaining the workings of the transfer gearbox to their young Togolese apprentices at Lome, Togoland (West Africa).

Messrs. Womenor and Mensah are responsible for maintenance and repairs on all Land-Rovers belonging to the Togo Government. They are also training youngsters to be "Land-Rover specialists" like themselves.

In a letter to Mr. L. S. Shaw (Apprentices Supervisor) the two Togolese say: "We are doing our best to show to all people in Togo the capability and dignity of Land-Rovers".

So great is the need for trained mechanics in a developing country like Togo, where Land-Rovers are invaluable, that arrangements are in hand for sending two more Togo trainees to Solihull early in the New Year.

SNOOKER (played by top-rank) SUPERB (cue-men was just)

Midland and all-England amateur snooker champion Gary Owen just failed by one to make a century break against professional snooker player Rex Williams at a snooker exhibition held in the Solihull games room on November 19.

A capacity audience of snooker enthusiasts saw first-class play by both players and several high double-figure breaks were made during the exhibition, which Gary Owen won by 5 frames to 3.

Mr. Owen can hold his spectators by his immense knowledge of the game and

his terrific concentration. No wonder the Press places him very high in snooker entertainment and in a class of his own as an amateur with present-day standards.

Both players deserved their ovation on completion of the frames, and to give added pleasure Mr. Rex Williams entertained with complex billiard, snooker and trick shots. Here again the cuemanship of this player was outstanding.

Referee for the first half of the programme was Miss A. Bailey, secretary of the Midland Referees Association, and the latter half was conducted by Mr. A. Raison, Efficiency League secretary.

A cue raffled during the interval to defray expenses was won by Mr. Deeley (Ryland Rd.). Mr. R. S. Taylor, secretary of the snooker section, was in charge of the proceedings and thanked players and helpers for a memorable evening, which will give our snooker players something to talk about for many days. R.S.T.



Solihull angler Ivor Jones receives a "special" award from Mr. J. Lawrence at the section's prizegiving evening. His club record of having fallen into the river three times in one season had its reward—an air-filled 'float' for the next time!

Anglers out in force to hook Xmas fare

Christmas fur and feather contests invariably attract strong support from anglers and this year's Solihull and Tyseley events were no exceptions.

The Solihull section fished its event—the last one of the year—in the Worcester canal at Tibberton on November 23 after flood conditions forced a change of venue from Bever on the Severn.

Ernie Griffin won the match with 3 lb. of nice perch and thereby ensured a handsome turkey on the family Christmas dinner table. Major prize-winners: 1, E. Griffin (3-0-0); 2, S.

Adams (1-14-8); 3, R. Mansell (1-9-4); 4, R. Scott (1-6-8); 5, R. Burden (0-15-6). There were 31 prizes, to the total value of £39. 15s., in Christmas fare which included turkeys, wines and spirits. Two ounces took the last prize!

Earlier in the month the section held its annual dinner, prize presentation, concert and dance. Among those present were senior officials of Birmingham Angling Association.

The Tyseley fur and feather event held at Evesham on November 16 again lived up its promise of becoming the most popular event in the year. More than 100 contestants participated. The match was in three sections, four turkeys constituting the major prizes in each section supplemented by several bottles of good cheer.

Overall winner to complete his hat-trick was Charlie Dickinson with a comfortable 3 lb. to spare over J. Bradnock. Charlie has thus won the event every year since its inception. In third place was another consistent Tyseley angler, J. Stockton, who is rarely out of the top placings.

Results: C. Dickinson (9-8-0), J. Bradnock (6-6-10), J. Stockton (5-8-2), R. Hawkins (4-8-14). The river was in good condition but the weather showery for this year's inter-works contest held at Pershore on November 2. Tyseley won the team event with a weight of 40 lb. 15 oz. 6 dr.; Solihull followed with 33 lb. 3 oz. 15 dr. and Acocks Green netted 22 lb. 10 oz. 5 dr.

Individual winner was Solihull's K. W. Collis (8-11-12), who won last year's event. Second was Mr. Tatarzyn, Acocks Green (6-12-9) and third Charlie Dickinson, Tyseley (6-9-1).

From Page One.

Suggestion awards—latest list

Mr. Powis's winning suggestion proposed a change in the type of clips used for securing the rubber hoses to the air cleaner unit. Although the saving per clip is only small, a substantial annual saving is effected by reason of the fact that there are four of the clips on every Land-Rover and we make a large number of Land-Rovers every year.

A cheque for £30 was also presented to Mr. John Possee (Land-Rover Assembly) by Mr. A. J. Worster (Production Director). He found that transfers affixed to the breather on the oil filler pipe giving instructions about the type of engine oil required, constantly came off during assembly. So he suggested that instructions be stencilled on. This idea has been adopted by the component manufacturers for cars and Land-Rovers. Mr. Possee is in his 10th year at Rover.

Neither Mr. Powis nor Mr. Possee have previously received awards under the Suggestion Scheme.

Other awards given in October were: Messrs. G. Brawn (Works' Engineers) £10, original safety precaution; R. W. Whitehouse (Land-Rover Test Rectification) £7. 10s., modification to reduce drill breakages; D. H. Griffiths (Toolroom) £5, tyre inflation device; H. White (Toolroom) £5, tyre inflation device; W. J. Revell (Press Shop) £5 modification to a guard in Press Shop; A. W. Mills (Press Shop) £5, tool for cropping blanks; D. H. Griffiths (Toolroom) £5, universal fixture for dressing electrodes; Mrs. H. L. Brewer (Works' Liaison) £5, simplification of office cleaners' duties; Messrs. W. C. Webb (Works' Engineers) £2, safety precaution; J. H. Webb (Land-Rover Assembly) £2, modification to high tension coil.

Most unadopted suggestions are now cleared within three weeks and the reasons for non-acceptance are always given. There is, however, still some unavoidable delay in reaching decisions on some suggestions. This is due to certain projects which must have priority, but it is hoped to catch up very soon.



Chairman chief guest at apprentices dinner

Guest of honour of Rover apprentices at their annual dinner on November 7 was Mr. L. G. T. Farmer, the Company's Chairman. About 125 present-day and former apprentices attended the function.

A former apprentice, Mr. R. Harvey (Inspection) proposed the toast to the Company. The Worster Motoring Cup was presented to this year's winner, Michael Dick, by Mr. A. J. Worster (Production Director) and the Shaw Snooker Cup was awarded to Mr. George Hicks by Mr. L. S. Shaw (Apprentices Supervisor).

Among those present were Messrs. G. F. Searle, E. G. Bacon, R. W. Bromley, C. J. Peyton, E. S. Richards, W. J. Robinson, W. E. Walton (all Executive Directors), E. Scott and R. R. Hillen.

Quick goals put Perry Barr in Wilkinson Cup final

Coming very close to scoring in the opening stages, Perry Barr took command of the Wilkinson Cup semi-final match against Metro Cammell Colts on November 23 and was two up within 15 minutes. A strong defence kept the Metro attack at bay and Perry Barr had a comfortable 7-1 victory. Lindsay, Drew and Gregory were outstanding in the Rover attack. Scorers: Gregory (3), Gill (2), Smith and Goodman.

In an exciting top-of-the-table clash on November 2, Perry Barr was narrowly beaten 7-5 by Post Office Stores. Post Office were leading 4-1 after the first 15 minutes, but Perry Barr fought back and was doing all the pressing when two "own goals" by Rover's D. Lindsay and J. Drew helped to clinch the match for the Post Office.

Consistent good league form is enabling Tyseley Seniors to keep their second place in Division I, though they were narrowly beaten by Tubes in the semi-final of the Birmingham City Shield competition on November 23. Recent results: beat L. H. Newton at home 4-0; beat Hamstead Colliery away 6-1; lost at home to Lucas G.K. St. 2-1; lost to Tubes (cup semi-final) 3-1.

The 'A' team is also faring well in Division 9, having dropped only two points in league games. The team is also in the final of the Silversmiths Cup.

Rover Solihull first team had three consecutive wins early last month, beating Alans 2-1 on October 29, B.S.A. Tools 5-2 on November 2 (a Junior Cup match), and Metro Old Park 7-4 on November 9. But these successes were followed by two defeats, one to Fisher and Ludlow 2-0 on November 16 and the other to Hardy Spicer 5-1 in the Edward Hansell semi-finals on November 23.

Solihull Reserves' good league positioning was helped by a 4-0 win against Lucas G.K. St. Reserves on November 2 and a 5-4 victory over Fisher and Ludlow on November 16. But they, too, lost two matches—one to G.E.C. Reserves 2-1 (Rover playing only nine men), and 5-4 to Bermid Reserves in the Old Brewery Cup semi-finals, though at half-time Rover's team was leading 4-0. Bermids winning goal was a penalty.

Apprentices had two recent successes, a 3-1 win over Kynoch Colts on October 26, and a 2-1 victory against James Booth Reserves on November 9. They lost 4-0 to Delta Group Athletic Reserves on November 2.

17 (employees) x 25 (years each)
= 425 (years' Rover service)



A total of 425 years' service to the Rover Company was represented by 17 long-serving employees who received gold watches from Mr. A. J. Worster (Production Director) last month at presentation ceremonies at Acocks, Green, Tyseley and Seagrave Road.

Recipients, each of whom has completed 25 unbroken years with the Company, were:

TYSELEY (above): Messrs. W. Page (foreman inspector); F. L. Barker (Development Machine Shop foreman); G. T. Quinney (Inspection); G. Allen (toolsetter); W. H. Adams (Finished Stores).

ACOCKS GREEN (left): Messrs. A. J. West (Inspection); A. A. Mulcock (Planning); S. R. Merchant (maintenance supervisor and asst. Safety Officer); A. E. Holland (Heat Treatment); T. P. Mulholland (Machine Shop); A. Roff (Machine Tool fitter); T. E. Thorington (Inspection chargehand); Mrs. H. Evans (Welfare assistant).

SEAGRAVE RD., LONDON (below): Messrs. F. P. Phillips (Reception clerk); P. J. Holden (cellulose sprayer); R. C. Lowe (storekeeper) and G. E. Alexander (fitter-electrician).



Rover man progresses in darts championship

Mr. J. J. Healey (40 Stores, Solihull), won the Rover section of the "News of the World" darts tournament held on November 19. There were 14 contestants and Mr. Healey's success means he will represent Rover in the competition's next round, meeting representatives from other works in England and Wales.

Following this success, he also did well in the "Sports Argus" Midlands darts team championships held on November 23. Although his team was defeated in the semi-finals, Mr. Healey did not lose a match and won a Butlers tankard for making the most progress in the Butlers house team.

DONATIONS

Further donations have been made by Mr. D. H. Simkiss on behalf of Rover Solihull Works Engineers Dept. They were £2 to West Heath Hospital League of Friends, and £10 to a family whose breadwinner, a former Rover employee, is incapacitated by paralysis.