



## International motoring writers vote the Rover 2000 as . . .

# CAR OF THE YEAR

The new Rover 2000 has been elected "The Car of the Year" by a panel of international motoring writers.

Members of the panel, set up by the Dutch magazine "Auto Visie" were invited to judge on engineering conception and styling only. Price was not considered, as the result of the contest had to refer to specification and quality of product.

Models introduced earlier than 1963 were not considered. The Rover 2000 was awarded 76 marks out of a maximum 125.

Announcing the result, the magazine commented: "Only rarely has a car been introduced which so directly and strongly appealed to the taste of the real connoisseur as this Rover, with reference to its price class.

"It does not happen every day that an automobile brought into the market with great performance (and that the Rover provides) has been enhanced by such an attractive outward appearance. A sensible man will, whatever the difference in taste, find the 2000 an ugly car. In fact this is the most surprising part of the car; it is the sort of car that

will achieve wide acclaim in a difficult rally as well as a concours d'elegance. It is a car with which the driver and passenger . . . can be equally happy".

Among the comments of the panel were:

★ First place for the Rover 2000 because of the brilliant technical conception as a whole. Beyond all doubt the Rover 2000 is one of the most well-balanced designs that has ever appeared on the car market . . . .

★ The Rover 2000 is a special car with high engineering qualities . . . .

★ A car of which the construction of the independent body is outstanding . . . .

★ The complete design of the 2-litre is magnificent, making it possible for a factory, which in first place delivers quality, to penetrate into a new market without doing damage to the reputation which has been built up in the past 40 years . . . .

★ It is important to note that the Rover 2000 is a car of the future, breaking with older traditions but brought within reach of the present buyer . . . .

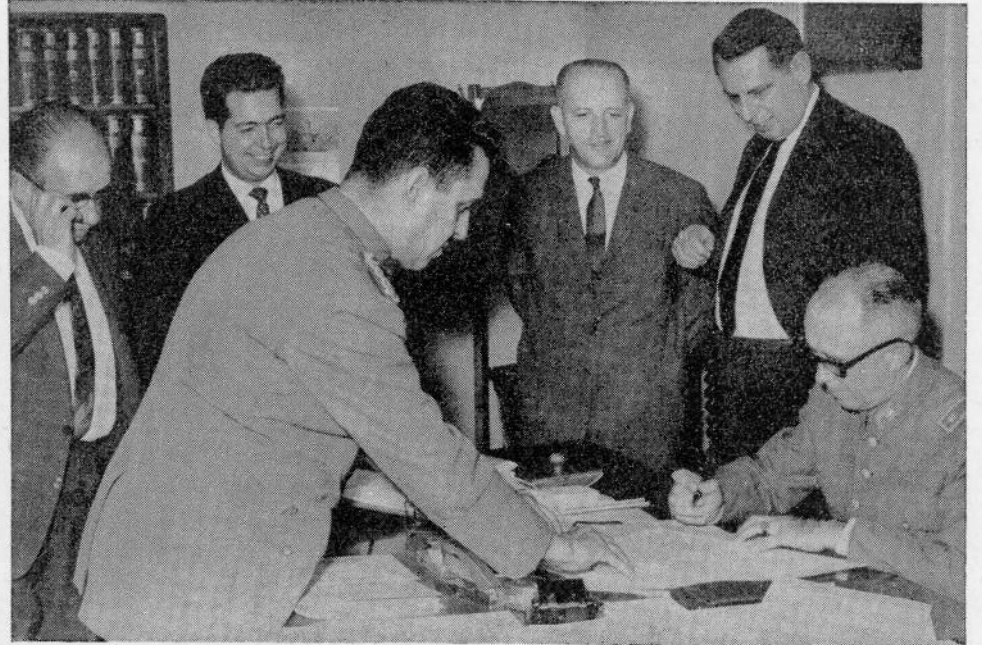
★ A wonderful car to drive in . . . .

★ A unique suspension, with regard to safety coming before all . . . .

★ A maximum of good and well-balanced intelligent thinking has gone into it (the car) . . . .

## Chilean Army buys Land-Rovers

Signing ceremony at the Chilean Ministry of Defence in Santiago. An important order for Land-Rovers has been placed on behalf of the Chilean Army and pictured signing the contract for Chile is General Carlos Hepp, director of the Army's Engineering Department. Also in the photograph from left to right are Dr. Mario Lira, of Importadora Fisk, our Chile distributors; Dr. Ricardo Claro, who acted as the Rover Company's legal advisor; Colonel Hornmazabal, Chilean Army; Sr. H. Cruz, General Manager of Importadora Fisk, and Mr. D. Gower-Johnson, Regional Sales Manager from Solihull who flew to Santiago for the signing of the contract. Almost two years ago two Chilean Army officers spent a week in England as guests of the Rover Company seeing the versatility of the Land-Rover in its adaptation to military requirements.



## UFFA FOX IS CONSULTING NAVAL ARCHITECT

Mr. Uffa Fox, the world famous boat designer, has been appointed Consulting Naval Architect to Rover Gas Turbines Ltd. The announcement was made during the period of the International Boat Show at Earls Court, London, at which Rover exhibited its gas turbine launch, Turbinia II.



Mr. Uffa Fox

It was announced in last month's ROVER NEWS that Mr. Fox was designing a boat carrying a 2S 150 Rover gas turbine engine—the type powering Turbinia II—and the design was exhibited on the Rover stand at Earls Court.

Though Rover has no intention of producing complete craft, the great interest aroused by the marinised Rover gas turbine engines

will involve the Company in marine work. Accordingly, it is felt that guidance is needed from an acknowledged authority.

Mr. Uffa Fox has worked as a designer of small boats since 1912 and he has become very widely known for his brilliant designs leading to greater speed on water. Initially Mr. Fox concentrated on the application to sailing craft of power boat principles, but more recently his outstanding designs for high speed power boats have been seen.

With Mr. Fox to advise on the marine application of advanced small gas turbine engines, the scene is set for a revolution in power weight ratios and, consequently, in speed and comfort in small craft.

## Joins the Main Board



Mr. P. M. Wilks was appointed to the main Board of Directors as from January 1 and he has assumed the title of Technical Director.

His appointment restores the strength of the main Board of the Rover Company to seven—the figure before the death of the late chairman, Mr. M. C. Wilks, created a vacancy.

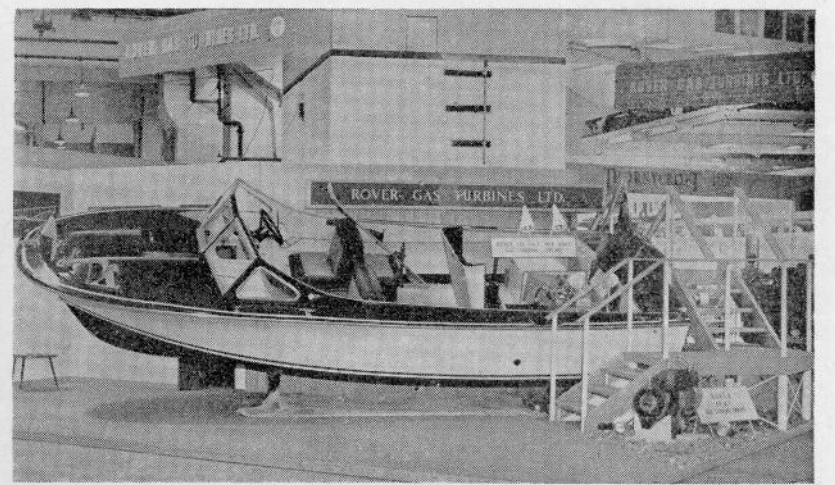
Mr. Peter Michael Wilks, who had been Executive Director (Engineering) since 1961, is aged 43 and a nephew of Mr. S. B. Wilks and of the late Mr. M. C. Wilks, both past Chairmen of the Company.

He joined the Company in 1946 but left in 1949 to start the Marauder Car Company. In 1954 he re-joined Rover as production manager of Rover gas turbines. In 1956 he became assistant chief engineer and later chief engineer (cars).

In his capacity as chief engineer and later as Executive Director (Engineering) Mr. Wilks played a prominent part in creating the Rover 2000.



Talking boats. Mr. J. E. Griffiths (left), General Sales Manager, Rover Gas Turbines Ltd., and Mr. Uffa Fox, the Company's newly-appointed Consulting Naval Architect, discuss a nautical point at the Earls Court Boat Show.



Great interest was created by the appearance of the Rover gas turbine launch Turbinia II on the Rover Gas Turbines Limited stand (pictured above) at the 11-day International Boat Show at Earls Court, London, this month.

The twin-shaft 150 h.p. turbine engine unit itself—the Rover 2S/150-aroused particular interest among individuals and large concerns, and several private boat owners questioned the possibility of using gas turbine units in their own craft.

Plans are now in hand for producing a single shaft engine, with a variable pitch screw, for marine craft. This unit, costing only a little over half that of the twin shaft engine, has previously only been adapted to generator and pump work.

As a result of the show, work is going ahead with a view to using gas turbine engines in commercial marine craft, and it is hoped to demonstrate such uses in the near future.

## GAS TURBINES MAN AGAIN AT AMERICAN CONGRESS

Mr. Noel Penny (Chief Engineer, Gas Turbines) appeared before the Society of Automotive Engineers Annual Congress in Detroit again this month for the second successive year. He went to the United States to deliver a joint paper with Mr. Peter Spear, Research Director of the Owen Organisation, dealing with the development of the Rover-BRM gas turbine car.

Last year Mr. Penny delivered a paper to the Society on the

development of the T4 car engine. This paper was widely acclaimed and is to be published in the Society's Annual Transactions—a particular honour since only a small proportion of papers presented annually to the Congress can be published.

After delivering the joint paper Mr. Penny linked up in the United States with Mr. W. Martin-Hurst, the Managing Director.

# Africa's new countries move forward... on Land-Rovers

More than 300 Land-Rovers were bought in 1963 for use in the emerging independent nations of East Africa.

Details to hand from the Cooper Motor Corporation Ltd., our East African distributors, show that fleet orders handled last year from normal monthly importations from Solihull included 14 Long hard tops for Brooke Bond; 22 Land-Rovers for the Uganda Rifles; 20 Long units for the Tanganyika Rifles; 59 Long vehicles for the Kenya police; 76 Long units and 10 station wagons for the Somalia Government, and 15 Regulars and 95 Long Land-Rovers for the Tanganyika Government.

"We feel that these figures are reasonably impressive and may highlight the fact that a considerable quantity of Land-Rovers are exported to East Africa every year", Mr. A. L. Ridgway, the Cooper Motor Corporation sales director, told ROVER NEWS. Current business in this area of Africa also augurs well for the New Year and includes orders from the Kenya police and Tanganyika Rifles.

Mr. R. J. Burn, Overseas Operations Manager, recently paid a three-week visit to Rhodesia and South Africa.

At Salisbury he had policy discussions with Rover Rhodesia personnel and our local partners, Messrs. Thomas Barlow & Sons. He also had talks with distributors and Government officials in Northern Rhodesia.

Some 40 Rover 3-litre cars were assembled and distributed by Rover South Africa at Port Elizabeth by the end of the year, and this rising capacity of the South African plant formed the background for Mr. Burn's talks with Mr. A. I. Moffett, the South African managing director, and Government officials, both civil and military. Progress of production and assembly of

vehicles ordered for the South African Defence Force was also reviewed.

Rover New Zealand has successfully tendered for 115 Land-Rovers for the New Zealand Government to be supplied CKD from Solihull for assembly at Christchurch using considerable local content.

Ghana has followed up an order for 80 built-up Land-Rovers with a request for 48 CKD units.

Sixty-four Land-Rovers have been ordered by our Portuguese distributors for dispersal within that country; 24 Land-Rovers are being purchased by the German Catholic Mission through the German Rover Company; 20 units have been ordered by the Danish Government and 17 for the Royal Netherlands Navy.

Recent overseas visitors to Solihull included: Mr. John L. Potter, general sales manager, Rover North America; Mr. Jack Robinson, principal of H. E. Robinson & Company Limited, our Trinidad distributors; M. L. J. Galler, manager, Rover division of Beherman-Demoen, our Belgian distributors; Herr J. Deppert, of Deutsche Rover, and Frau Deppert; Herr R. Muller, head of the Import and Export Department of Deutsche Rover; Herr H. Hageney, sales manager in Germany; Mr. F. Martorelli, our Italian distributor; Mr. R. Butcher, deputy chairman, Champion Motors (Malaya) Limited, our distributors in Malaysia; M. H. Badan, of Sares, our distributors in French-speaking Switzerland; Herr E. Ziegler, of E. Fehlmann & Company, our distributors in German-speaking Switzerland; Mr. A. Engelen, managing director of H. C. L. Sieberg, our Dutch distributors, and his son.

North of the border...



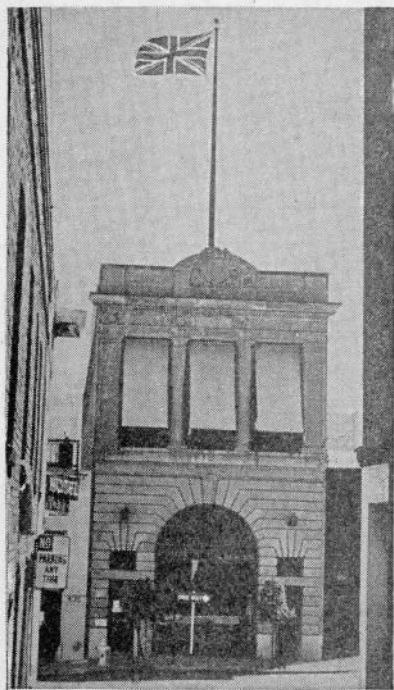
At the Scottish Motor Show. ABOVE—on the James Gibbon (Motors) Ltd., of Glasgow, stand. Left to right, Messrs. H. Gibbon junior, B. H. Liggins (Rover Home Sales Manager), H. E. Gibbon senior, A. G. S. Herbert (Executive Director, Sales), and Mrs. H. E. Gibbon. BELOW—on the Rossleigh Ltd., of Edinburgh, stand. Left to right, Mr. B. H. Liggins, Mrs. C. Sleight, and Messrs. C. R. W. Sleight, A. G. S. Herbert and W. Lowrie Sleight.



Mr. Butcher came to discuss a number of matters, including the assembly and progressive manufacture of Land-Rovers in Malaysia.

It is with regret that ROVER NEWS

reports the death in the Canary Islands of Mr. J. G. H. Tabanera, who had been associated with the distribution of Rover cars in Spain for more than 18 years.



The Union Jack flies over an old fire house in San Francisco, U.S.A. Freeman & Gossage, the advertising agency of Rover North America, flies the flag every time a Rover executive visits the agency from New York. On one such visit from Mrs. G. I. McWilliams, Advertising and Public Relations Director for Rover in North America, the agency was kept busy putting out more flags as other clients arrived. At one point the Union Jack was flying over the Pennsylvania and Texas state flags plus the Mexican flag which the agency sometimes hoists in memory of a happy Mexican holiday. BELOW: A wolf in sheep's clothing — that might describe this "town car" Land-Rover shown at the San Francisco Imported Car Show. It has wickered sides, carpets, lining (in the manner of old London town cars) and even has a candle-bearing carriage lamp!



## Rover place in Moscow and Peking exhibitions

Rover products will be making their debut in Moscow and Peking later this year.

At the request of the Central Office of Information, the Company will provide

### Experimental staff look to party No. 6!

Solihull Experimental Dept's fifth annual dinner and dance, held at The Belfry, Moxhull Park on December 14, was opened by Mr. L. Smith with a welcoming speech. Mr. P. M. Wilks replied on behalf of Mr. W. Martin-Hurst who, unfortunately, was unable to be present.

After the preliminary speeches Mrs. P. M. Wilks was presented with a bouquet, and then all present gave a vote of thanks to Mr. F. Underwood who, as reported in last month's ROVER NEWS, retired on December 24 after 38 years with the Company. Formalities over, dancing began to the Keith Hampton Band, ending at 2 a.m. Many spot prizes were handed out. All present enjoyed themselves and agreed that the evening had been well spent. Some even asked the date of the sixth annual dance!

an exhibit for the transport section in the "Role of the Designer in Industry" exhibition in Moscow. The section will contain everything from a bicycle to an aeroplane and the Rover contribution will take the form of a Rover 2000 "case history" from initial design to finished product.

Two Land-Rovers will be exhibited at a British industrial exhibition in Peking in November by Messrs. Biddle, Sawyer and Co. Ltd., Land-Rover distributors for China.

Other 1964 international motor shows at which the Company will be showing its products are Brussels (this month), Amsterdam (Feb. 6-16), Copenhagen (Feb. 28-March 8), Geneva (March 12-22), New York (April 4-12), Oslo (April 3-12), London Commercial Show (Sept. 25-Oct. 3), Paris (Oct. 1-11), Earls Court (Oct. 21-31) and Turin (Oct. 31-Nov. 11).

"In addition, Rover will participate in many overseas fairs and specialised exhibitions", Mr. P. F. Clough, Sales Promotion Manager, told ROVER NEWS.

## FIELD MOBILE UNIT 'CLOCKED' 120 SHOWS IN 1963

Another busy year has been completed by Mr. Alec Joyce (Agricultural Field Executive, Publicity) and his five drivers who comprise the team manning the Rover Agricultural Mobile Unit.

Some 120 shows were attended in Britain last year, from Land's End to John o' Groats.

A Land-Rover sales demonstration tour undertaken early in 1963 in Britain was a huge success despite the intensely cold weather. And so was a tour which

began early in November, taking in Manchester, Dumfries, Glasgow, Stirling, Inverness, Aberdeen and Kirkcaldy. The unit then moved south into England and Wales.

The pattern has been the same for the whole tour—demonstrations of Land-Rover ability and a display of ancillary equipment.



Apparently looking forward to his ride in a short wheel-base Land-Rover, the French Minister of Agriculture, M. Edgar Pizani, centre, waits well wrapped for the journey to begin. His excursion into the woodland was arranged by M. Hubert Aron, a Land-Rover dealer in Mayenne, France, when M. Pizani was visiting the area.

In addition to tours, Mr. Joyce attended national ploughing and hedge-cutting championships, distributors' weeks, fire brigade conferences and Land-Rover Owners' Club rallies all over the U.K. Overseas, he has demonstrated vehicles in Holland, Germany, Canada and the United States.

Bookings are coming in daily for the unit's presence at 1964 shows, and space has again been reserved by the Company at the four 'Royals—the Highland, Welsh, Ulster and Stoneleigh Park events—and at Smithfield.

"It is going to be a very full and busy year" was Mr. Joyce's comment to ROVER NEWS.

## Chairman's Middle East tour

Mr. L. G. T. Farmer, Chairman of the Rover Company, and Mr. R. W. Bromley (Executive Director, Service) returned to Solihull a few days ago after a 17-day tour of the Middle East studying servicing opportunities and the distribution network.

Large fleets of Land-Rovers are operated by agricultural and contracting firms in the Middle East, as well as by many governments of Middle East countries.

(It is hoped to publish a full report on Mr. Farmer's visit in the next issue of ROVER NEWS — Editor).

# Where pupils are 'schooled' in Rover sales and service

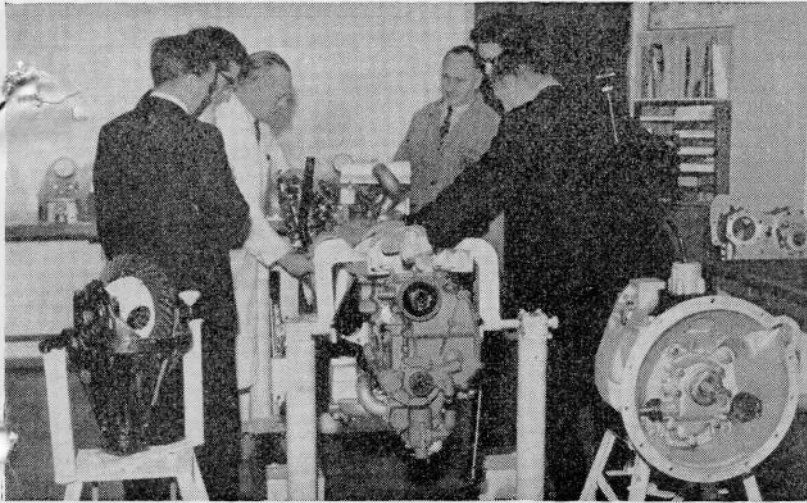


● A record figure of some 2,500 pupils from all over the world passed through the Rover Sales and Service School at Solihull during the first year of the latter's occupation of its new purpose-built premises.

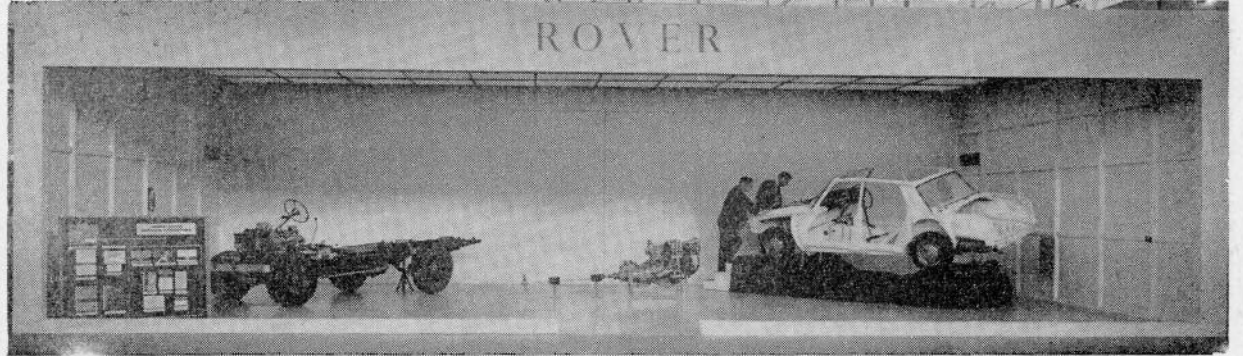
This high figure was due largely to the fact that the Rover 2000 sales introductory courses for home distributors and dealers were accommodated in the school.

Pupils who went through the service course included several names of note, such as Prince William of Gloucester, and former racing drivers Tony Brooks and Raymond Mays.

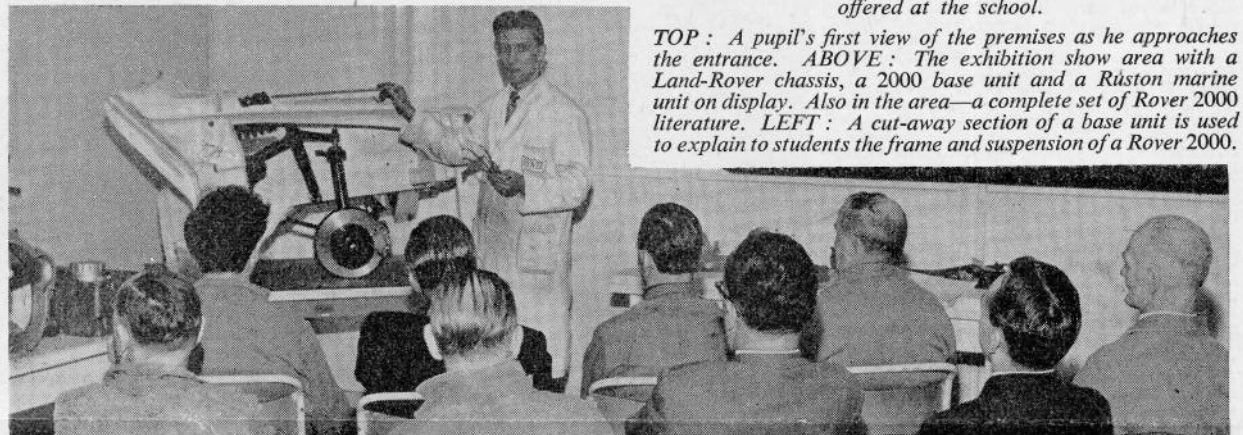
The photographs in this page give some idea of the "schooling" undertaken by pupils last year, and they will also give



The Land-Rover room in which students are having the principles of the diesel engine explained to them.



prospective pupils some idea of the comprehensive training offered at the school.



TOP: A pupil's first view of the premises as he approaches the entrance. ABOVE: The exhibition show area with a Land-Rover chassis, a 2000 base unit and a Riston marine unit on display. Also in the area—a complete set of Rover 2000 literature. LEFT: A cut-away section of a base unit is used to explain to students the frame and suspension of a Rover 2000.

# Cardiff employees see out 1963 with five festive occasions

The end of 1963 will be associated with five of the happiest festive occasions in the short history of the Pengam and St. Mellons factories at Cardiff. It is indicative of the excellent spirit which prevails that they all emerged from the body of the kirk with hardly any intervention from senior Management (writes a correspondent).

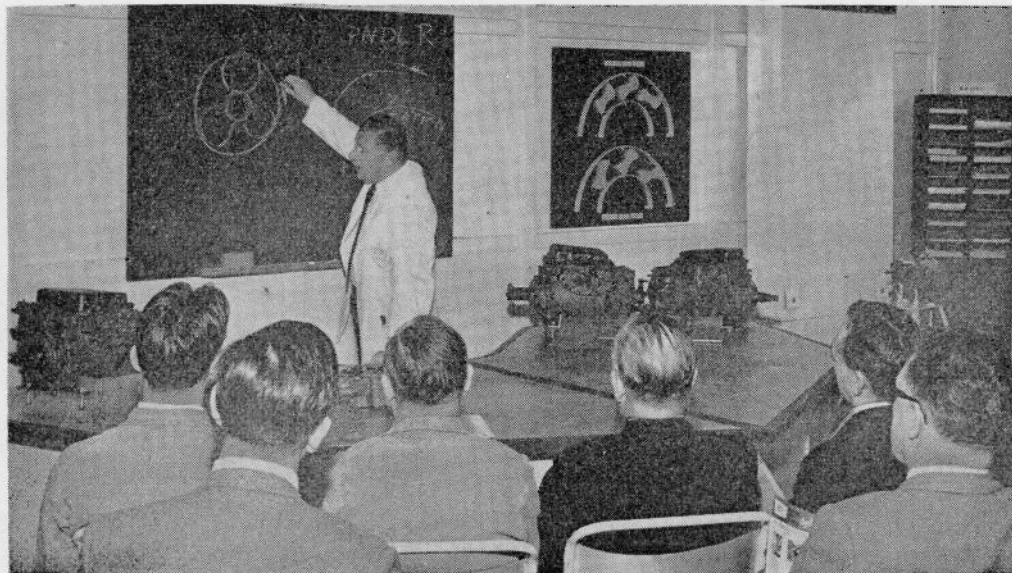
The first was a well-attended stag party in Treforest when it was only too noticeable that rank and dignity became happily obliterated by hilarity, song and the drums. The second event was a top of the pops dance for 800 people in the new Top-Rank Ballroom. This was really fantastic and it was a joy to witness the verve with which feet and limbs of young and old responded to the beat in turn of three vigorous bands. We will do this again, it is certain.

The organisers were Mr. R. Goode and his merry men from the Parts Department, who also arranged two other functions for our children—one a tea party with fun for the very young, and the other a visit to the pantomime for the little older.

The fifth event, which completed the round, was a dinner in the Royal Hotel for 200, followed by an equally "hit" dance for 300, organised this time by Mrs. Joyce Edwards and her youthful co-workers in Production Department. They did a terrific job and we shall do this also again.

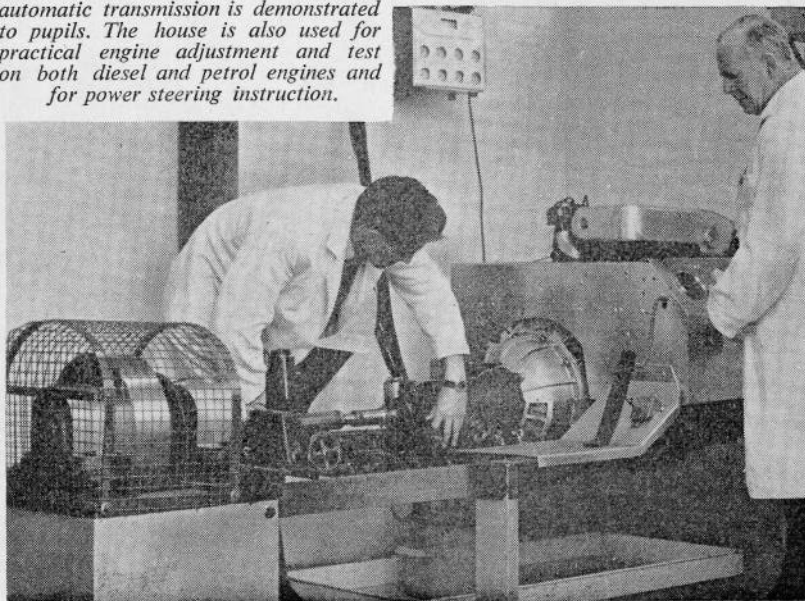
At the two dances Mr. D. N. Steed (Executive Director, Production, Cardiff) read messages of goodwill from Mr. W. Martin-Hurst, the Managing Director, and Mr. R. W. Bromley (Executive Director, Service) and these were very well received. And so with a joyous bang, we bade farewell to a momentous year, our truly Royal year, and it is hearty congratulations to all who worked so hard for success.

In a short speech at the dinner Mr. Steed wished us well, thanked all—Parts and Production—for their co-operation in the initial progress of the Rover Cardiff development, and declared his faith in bigger and better things to come. So to all, and especially our friends in Solihull, Tyseley, Acocks Green, Perry Barr, Seagrave Road and elsewhere, we send from Wales our *Dymyniadau goreu am y flwyddyn newydd mil naw cant tri ugain a phedwar* (Best wishes for the New Year one thousand nine hundred and sixty four). J.H.F.E.

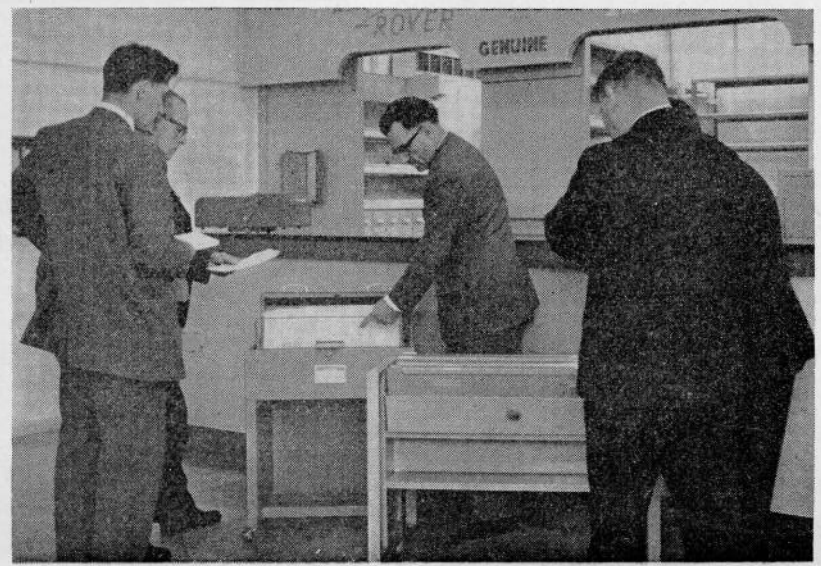


LEFT: Chief instructor Stan Johnson describes the principles of automatic transmission, making full use of blackboard and models. Slides and films are also used very extensively to enlarge detailed parts.

In the test house where Borg-Warner automatic transmission is demonstrated to pupils. The house is also used for practical engine adjustment and test on both diesel and petrol engines and for power steering instruction.



(Field Parts Manager). All aspects of stock control are dealt with in a very comprehensive course given by qualified Parts personnel.



## R.A.O.B. lodge

Mr. W. Thomas, a fitter at St. Mellons, Cardiff, is anxious to launch a Rover Cardiff lodge of the R.A.O.B. Any R.A.O.B. members at Cardiff interested in the formation of such a lodge should contact Mr. Thomas (check number 8528).

## School within a school . . . .

Students on a Parts instruction course examine stock control equipment in the one-room Parts school with Mr. H. V. London (Field Parts Manager). All aspects of stock control are dealt with in a very comprehensive course given by qualified Parts personnel.

# Retirement Pic-Parade



Occasions of farewell at Solihull. FIG. 1. Mr. W. Martin-Hurst, Managing Director, expressed Mr. S. B. Wilks' regret at being unable to be present at the retirement presentation ceremony to Miss Margaret Eld, secretary to "S.B." for 33 years. Before presenting Miss Eld with a pair of easy chairs on behalf of colleagues and friends, Mr. Martin-Hurst described her as the "right hand girl" of "S.B." and the late Mr. M. C. Wilks for many years. FIG. 2. When Mr. Frank Underwood (Chief Modeller, Styling and Mock-up Dept.) retired on December 31 he received quite a collection of gifts presented by Mr. P. M. Wilks (Technical Director) on behalf of Company friends. Mr. Underwood was given an aluminium tubed picnic chair, a radio for use in car or home (with car aerial), a pair of binoculars, a power drill set, flower vase for his wife and, a personal gift from Mr. Wilks, a presentation cigarette box with a gold-plated Rover 2000 car model on the lid. FIG. 3. Mr. A. B. Smith, Director and General Manager, presented Miss Laura M. Marson (Welfare Officer) with a stainless steel tea set and transistor radio when she left on New Year's Eve after 35 years' service. FIG. 4. Many members of the Jig, Model, Inspection and Trim Depts. attended the presentation of a shooting stick, photo-viewer and cash to Mr. G. Burton when the latter retired after 10 years in the Jig Shop. Mr. G. Savage, Jig Shop Supt., made the presentations.



# Home from Darjeeling . . . in just 12 days!

From Darjeeling to Britain in 12 days. This 7,578-mile marathon was accomplished by four people in a Long petrol Land-Rover, and it was an amazing performance.

Said Mr. M. P. Tinne, leader of the expedition, who was on leave from a West Indies firm of sugar planters: "We decided to see how quickly we could get back and so drove day and night. We would have done it in under 11 days but were delayed at Quetta for 24 hours as it was a public holiday, and as a result we were unable to get travellers cheques from the bank.

"We left Quetta at about mid-day, and seven days later we arrived at Boulogne. Our longest stop during the run was about 2 1/2 hours at the Persian-Turkish border; otherwise the vehicle ran continuously. Our average speed on the return trip, including the day lost at Quetta, was 27 m.p.h."

Mr. Tinne and his party—his sister, Miss D. M. Tinne, Mr. R. J. Gibb and the latter's sister, Miss A. Gibb—covered, in all, 18,609 miles from leaving Dover in August until returning in November.

They travelled through France, Belgium, Luxembourg, Germany, Yugoslavia, Bulgaria, Turkey, Afghanistan, Kashmir, Nepal, Pakistan, India and Sikkim. The return trip home also took in Greece and Switzerland. Over the whole trip the Land-Rover averaged 18 1/2 miles per gallon, which Mr. Tinne considers to be pretty good in view of the state of some of the roads.

"At one stage the vehicle was driven 60 miles in either first or second gear low ratio, and we took about 10 hours to do this distance. Our fuel consumption on this run could not have been more than five or six miles a gallon".

The party's Land-Rover was supplied by J. Blake & Co. Ltd., our Liverpool distributors, who cut an observation hole in the roof for photography purposes and supplied many extras and £60 worth of spares.

On another occasion the Land-Rover climbed 14,000 ft. into the Himalayas—higher than any other Long wheelbase hitherto—and this was accomplished without the slightest trouble.

Wanted: an old piano, no cash available but will collect. The seeker: Mr. D. Parsons (Perry Barr laboratory).



Eighty years young and still going strong! Mr. T. Brindley, Production Manager, Tyseley, congratulates Mrs. Amy Lilley on her 80th birthday on December 14. Mrs. Lilley has had unbroken Rover service since 1936, and she is still going strong as a capstan operator on Group 21, Tyseley.



## PERSONAL NEWS FROM FACTORIES

### BIRTHS

We offer our congratulations to . . .

**HUGHES**—To Mr. and Mrs. K. Hughes, a daughter (Tracy Jane) on December 11. Mr. Hughes is employed in the Experimental Engine Section, and Mrs. Hughes was formerly in Land-Rover Trim.

**MUNN**—To Mr. and Mrs. J. Munn, a son (Andrew David) on November 30. Mr. Munn is employed in Sub-Assembly, Ryland Road.

### MARRIAGES

We offer our congratulations and best wishes to . . .

**CARR-CONNOLLY**—On January 18 at St. Thomas Moore's Church, Sheldon, Mr. John Carr to Miss Margaret Connolly (Financial Department).

### SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

**JONES**—Mr. and Mrs. V. Jones celebrated their silver wedding on December 26. Both Mr. and Mrs. Jones are employed in the Progress Department, Ryland Road.

**HOLDSWORTH**—Mr. and Mrs. L. Holdsworth celebrated their silver wedding anniversary on January 28. Mr. Holdsworth works in P.D.E.D. (Springfield), and Mrs. Holdsworth is employed in the Financial Dept., Solihull.

### DEATHS

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

**BENNETT**—Mrs. Ivy Bennett died on December 30, aged 48. Mrs. Bennett had been employed as a cleaner for nearly a year.

**FISH**—Mrs. Gladys Fish (wife of Mr. H. Fish, Unit Reconditioning, St. Mellons, Cardiff) died on December 22 after a long illness.

**JAMES**—As a result of an accident on December 21, Amanda (2 years 7 months) beloved daughter of Mrs. Elsie James, Unit Reconditioning, St. Mellons, Cardiff.



Mr. Eric Smith takes possession of an engraved silver tray and tea-set from Mr. A. B. Smith, the General Manager, when the former retired on Christmas Eve after 33 years' service with M.C.D.



Mr. Jack Manning proved he 'wasn't' superstitious by retiring on a Friday the 13th. He left on December 13 after nearly 40 years' service, most of which was spent in Tyseley Transport Dept. The proceeds of a collection among friends at Tyseley was presented in cheque form to Mr. Manning by Mr. P. Wright, Senior Machine Shop Supt. The group is pictured above after the handing over.

Percy Road employees sent a Christmas tree laden with 100 presents to St. Christopher's Home for Children, Warwick Road, Olton. Last year £70 was sent to various charitable organisations.

A draw for a Christmas cake in aid of Oxfam took place in the Accounts Department at Solihull on December 18 and £10 was raised. It was promoted by Mr. Tom Snook.

# Women learn car maintenance...and practise on two Rover engines

What goes on under a car bonnet is not usually of absorbing interest to women — not even to women drivers, most of whom are quite content to slip into the driving seat, turn the starter and move away.

But when the car won't move away, what then? A group of Birmingham women, obviously having pondered on this question, are determined to discover what's what in the car propulsion line. To do so they are attending a motor car maintenance course held at the Northfield Institute of Further Education under the overall jurisdiction of Mr. E. B. Dewey, principal of Weoley Castle.

The women are finding some of the mechanical answers on several demonstration engines used in the classroom. Among these are two Land-Rover engines — a petrol and a diesel — which were acquired from the Rover Company by the institute some time ago.

Car maintenance courses are held at the institute on five evenings a week. Tuesday is "ladies only" night. Both men and women pupils receive instruction on the engines.

Mr. R. F. Higginson, the ladies' tutor, told ROVER NEWS that the first term was theoretical, the second saw the start of practical work and the third term was wholly practical.

The engines, he said, were used for two purposes — for practical demonstrations during which pupils can see moveable parts, and the practical exercise of dismantling and assembly by students. This includes stripping down the units, taking off the cylinder head, removing valves, going through the exercise of grinding, and timing ignition.



Mrs. Audrey Thomas, of Northfield, a pupil in the class, said: "I drive long distances and there may not always be a man in the vicinity in the event of a breakdown. If you cannot put right a fault yourself you can telephone a garage and explain intelligently what you think the trouble is — if, of course, you know something of what ticks in the engine".

Watching as Mr. Higginson checks tappet clearance are, left to right, Miss Mary Norris, Northfield, Mrs. Joan Pedley, Miss Margaret Randle, Bournbrook, Miss Cynthia Harper, Northfield, Mrs. Margaret Mytton and Mrs. Audrey Thomas, who comprise part of the ladies' class.

Said Mrs. Margaret Mytton, also of Northfield: "I'm learning to drive and I felt I wanted to know what went on under the bonnet". And Mrs. Joan Pedley, of Quinton, added: "I want to be in the picture. Men always get round to talking cars, so I want to know something about the subject".

All the women spoken to agreed that they wanted to know "what is what" about cars. And they're learning . . . with the aid of Rover engines.

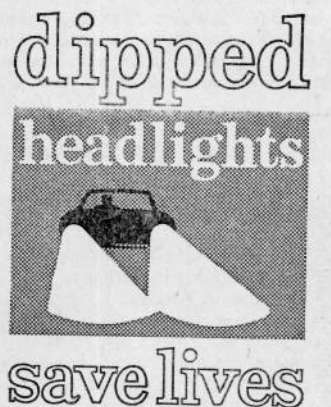
## SEE AND BE SEEN DIPPED LIGHTS DRIVE

The Rover Management wishes to place the Birmingham Dipped Headlights Campaign before readers for their serious consideration.

Motorists are told by the Lord Mayor of Birmingham (Ald. Dr. L. Glass): "The experiment depends entirely on your co-operation and to a certain extent your co-operation depends on vehicles of all types having their headlights checked for correct aim. If yours have not been done recently . . . have it done as soon as possible".

Accidents and casualties fell considerably in Birmingham last winter when the dipped headlights experiment was initiated, and a further saving of life and limb is the target of the current campaign.

The campaign began on October 28 and is continuing through the winter until the start of British Summertime on March 31. This will provide information over five months to be studied in conjunction with statistics gathered during the 1962/63 winter when there were 138 fewer accidents, 19 fewer deaths, 84 fewer injuries, 16 fewer pedestrians killed and 28 fewer pedestrians injured than in the previous winter when the dipped headlights campaign was not in operation. In addition, the death rate for elderly pedestrians fell by 63 per cent.



Though the value of dipped headlights on poorly lit streets has been proved to have statistical significance, some drivers still persist in driving on such streets on parking lights only — in many cases with one bulb out!

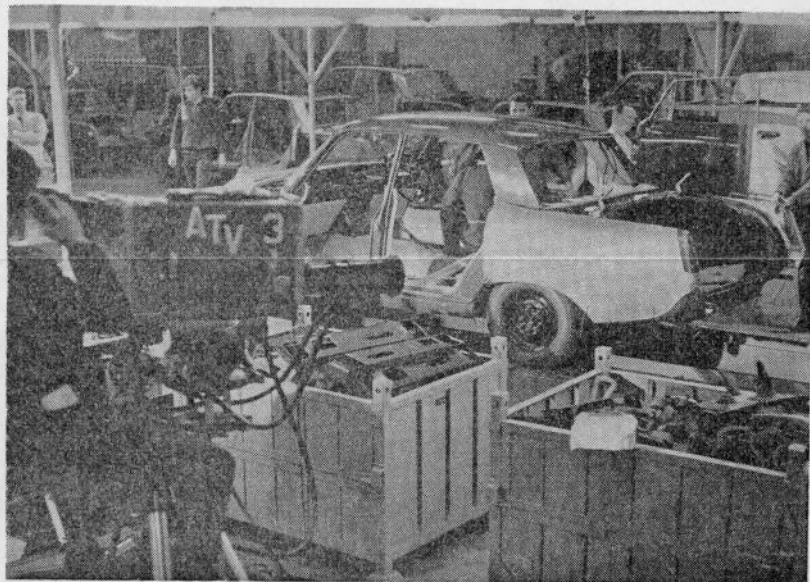
On well lit streets, accidents were down by 16 per cent last winter. The answer, therefore, is to relieve the driver of the responsibility of judging what is good or bad street lighting, and stop him fumbling for a switch at dangerous moments, by asking him to keep his dipped headlights on all the time when moving.

The experiment is not only for drivers, but for pedestrians who may find it difficult at night to decide whether a car is moving or stationary, or even assess a moving car's speed. Reduction of the pedestrian death rate at night by 53 per cent indicates that a better ability to judge the distance away of a car, due to its headlights being on, has been a major reason.

A massive advertising campaign in favour of dipped headlights has been conducted and driver co-operation in well-lit and badly-lit streets is being assessed by a census taken by the police and a large motoring organisation.

### ROVER 2000 IN THE PICTURE

Television cameras filming on the Rover 2000 production line at Solihull for a half-hour documentary entitled "The Birth of a Car". The film, which was scheduled for screening last Tuesday, included the voices of Mr. L. G. T. Farmer, Mr. W. Martin-Hurst, Mr. A. B. Smith, and Mr. P. M. Wilks.



### 82-year-old leads Rover veterans 'off duty'

Eighty-two year old Mr. John Alfred Pearsall — one of Rover's oldest workers — has decided to call it time . . . time to retire. He retired on December 27 after 22 years' service with the Company. Mr. Pearsall was employed at Springfield.

The end of a year always sees a large crop of retirements and 1963 was no exception. Among those who left the Company's employ were the following (length of service in brackets):—Mr. John Robert Craven on January 10. He was employed in the Assembly Shop at Tyseley (5 years); Mr. Alfred Thomas Bicknell on January 3. He was a polisher at Tyseley (4 years); Mr. William Bodman on December 20. He was a works policeman at Perry Barr (12 years); Mr. Frederick Lurkins on December 27. He was a works policeman at Tyseley (6 years); Mr. Frederick Leslie Loder on December 13. He was employed in the Finished Stores at Tyseley (14 years); Mr. William Albert Bragg on December 24. He was employed in the Assembly Shop at Tyseley (8 years); Mr. William Richards on December 24. He was employed in the Assembly Shop at Tyseley (9 years); Mr. George Henry Warren on December 31. He was employed in the Toolroom at Tyseley (31 years); Mr. Harry Gould on December 27. He was on Inspection at Tyseley (9 years); Mr. Patrick Goodchild on January 3. He was on Inspection at Tyseley (15 years).

Mr. John Patrick Connell on January 3. He was an electrician's mate at Acocks Green (15 years); Mr. George Albert Dyke on January 3. He was a stores labourer at Solihull (16 years); Mr. Harold Mason on January 3. He was a stores hand at Solihull (15 years); Mr. Geoffrey Parker Wagstaff on January 3. He was an assistant storekeeper at Solihull (16 years); Mr. Joseph Goddard Harris on January 3. He was a shop labourer at Solihull (13 years); Mr. Amos Bertie Jackson on January 1. He was a charge-hand fitter at Coventry (39 years); Mr. Jim Powell on January 10. He worked in B.O.F. Dept., Perry Barr (9 years); Mr. W. G. Richards on December 24. He worked on Differential Assembly, Perry Barr (9 years).

### Getting up steam . . .

The model railway that members of the Rover Railway Society are building (mentioned in July ROVER NEWS) is now well on the way to completion. It is being built in panoramic style (crescent-shaped) and represents a Scottish seaport in the 1930's, incorporating a station, sidings and a tunnel.

Other activities of the society include film shows covering all aspects of railway life and history, as well as the canals, and later in the year it hopes to show members films and slides, and also exhibit their models.



### NEWS IN BRIEF

Solihull Works Engineers Saturday Coppers Fund, which is devoted to a different section of charity every month, spent its December money on food hampers and flowers for a number of old-age pensioners. Six hampers, valued £2 each and including chicken, Christmas pudding, salmon and biscuits, were sent out, and also three bunches of flowers to people in hospital. Mr. D. H. Simkiss, the fund organiser, told ROVER NEWS that names of recipients were gathered from Works Engineers employees. He has received many letters expressing appreciation and thanks.

The annual meeting of the Solihull cricket section will take place in the Solihull main canteen at 5.30 p.m. on February 27. New and old members welcome.

Percy Road Angling Club held its

Two retirement pictures from Acocks Green. LEFT: Mr. James Harold Wood, who retired from the Acocks Green laboratory on December 20, is pictured with Mr. S. Heslop (right) Chief Metallurgist and Chemist, and the latter's assistant Mr. R. Chew. Mr. Heslop presented Mr. Wood with the tea trolley pictured in the foreground. RIGHT: Mr. Charles George Lawrence being presented with a barometer by Mr. S. Garrett (left), Engine Assembly and Test, upon his retirement on December 20 after 15 years with the Company. During all his Rover service Mr. Lawrence read barometers!

fur and feather contest at Hampton Ferry. Winners: E. Johnson, P. Roberts, C. Taylor, A. Thompson, E. Shepherd, D. Aston, F. Kempson, R. Neal, B. Boyce, J. Attwood.

Neil Collister (Toolroom, Solihull) has completed his apprenticeship. Congratulations and best wishes.

Tyseley group works police collected £35. 17. 0. for the Fire Services Benevolent Fund. A letter of thanks has been received from the officer in charge of Acocks Green Fire Station.

A collection made by Acocks Green employees on behalf of the Firemen's Orphans Christmas Stocking Appeal raised £11. 7. 6. Collectors: Mrs. K. M. McDonough and Mrs. C. Green.



# Go-karting — sport for those of modest means

A new field of competitive motor sport has been opened up to the man or woman of average means by the Rover Go-Kart Club. By courtesy of the Company members have use of part of the Rover Test Track and practice improves their racing techniques.

This has been proved by the fact that since Rover karters started serious racing at R.A.C. events, they have won many trophies of various sizes, often driving against some of karting's top drivers at numerous tracks within a 60-mile radius.

The Rover Kart Club's affiliation to the R.A.C. enables members to participate in R.A.C. events. To compete at these meetings each driver must possess a competition licence, renewable annually, costing 10/- from the Competitions Department of the R.A.C. The entrance fee to race at R.A.C. meetings costs between 15/- and 20/-, 5/- of which goes to the R.A.C. to cover insurance and other items. Also

available to Rover karters is a very reasonable individual personal accident insurance for karting, negotiated by the Company.

Facilities granted by the Social Club are three karts for practising by new members, and a caravan mobile club house which also serves as storage for the karts and a tea bar on practice sessions on the Test Track. These sessions are held on every third Sunday afternoon from 2.0 - 5.30 p.m., and on every third Tuesday in the month a meeting is held in the Solihull canteen (7.30 - 9.30 p.m.) which takes the form of a general discussion, film show, etc.

For an individual to get into competitive karting the cost could be around £50. This would cover a reasonably fast second-hand kart and possibly a crash helmet and gloves. Different makes of karts have varying handling characteristics and care should be taken

until one has developed the "feel". In this Rover karters have a big advantage over many clubs in that use of the Test Track enables drivers to master their karts and perfect driving techniques without having to "mix it" at an actual race meeting as many novices have to do.

This is a family sport and a race Sunday usually sees Mom, Dad and the children climbing into the car or van and, with the kart on the roof, in the boot or on a trailer, moving away down the road with lunch in a picnic hamper and their fingers crossed for fine weather.

Competitors usually have to arrive at the track two or three hours before actual racing for practice periods, signing on and other formalities. All karts are scrutineered by the R.A.C. and may be re-scrutineered during a meeting in the event of a collision. Although appearing to have a nuisance value, these regulations are very necessary for other people's safety.

Prospective members must be employees of the Rover Company or direct relative, i.e. son, daughter or wife. Membership: 5/- per year.

Kart Club officers for the 1964 season: — President, Mr. A. S. Ostler; vice-presidents, Mr. C. Goode and Mr. H. Gardner; chairman, Mr. J. Fox—Gas Turbine (Home telephone SHirley 1842); vice-chairman, Mr. H. Goodyear—Gauge Inspection Department (Internal telephone 752); secretary, Mr. C. Johnson—Forward Control (Internal telephone 726, Home telephone SHEldon 2494); treasurer, Mr. S. Thomas; publicity manager, Mr. H. Goodyear; assistant secretary, Miss C. Cartwright.

Mr. John Ellis, an Engineering Department electrical technical assistant, was presented with a marble cigarette box full of cigarettes by Mr. R. N. Oxley, Assistant Chief Engineer, Cars (right), when he left the Company on December 20 to go to Los Angeles, U.S.A., where he hopes to start his own garage business and eventually become a Rover distributor. "As things may be a little difficult at first, I may take Mr. Townroe's offer of work while I get the lie of the land", Mr. Ellis told ROVER NEWS.

As reported last month, Mr. William Townroe, a senior planning engineer at Solihull, left Rover to join an old friend in business in Fullerton, California. Mr. Ellis had been with the Company for nearly four years and was a technical assistant to Mr. J. W. E. Walker (Electrical Projects Engineer, Cars).



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## PARTY TIME AT SOLIHULL, LONDON



Santa Claus had a busy time with Rover employees' children in Solihull and London. Some 725 youngsters cheered his arrival at Solihull, and proof of his popularity is seen above. Behind the whiskers was Mr. Alec Finney (Gas Turbine Buying).

BELOW: Approximately 130 employees' children attended the children's party at Seagrave Road. The clown (Mr. George Greenwood) kept the youngsters laughing and events culminated in the arrival of Father Christmas (Len Messenger) on his sleigh.

The Seagrave Road Christmas dance was held at Fulham Town Hall on December 21 and nearly 350 employees, relatives and friends attended. The M.C., Mr. G. Greenwood, kept everyone in the party spirit.



The winner! — and he's acknowledged as such by Midlands heavyweight boxer Johnny Prescott.

Man with the championship look, and cheque in his hand, is Mr. Fred Sterry, a Rover chauffeur, who won the £4,000 jackpot in "The Birmingham Mail & Despatch" Place the Ball competition.

Mr. Sterry's win will turn two dreams into realities — a house with a garden for his family, and a ringside seat at the next Johnny Prescott - Billy Walker fight.

A former Regular soldier, Mr. Sterry, aged 58, used to be a security officer at Rover Solihull. Later, he became a driver, and for the last eight years has been chauffeur to the Company Chairman, Mr. L. G. T. Farmer.

Johnny Prescott came to the Solihull works on January 13 to present Mr. Sterry with his £4,000 cheque, and Fred seized the opportunity to ask for a much-wanted ringside seat. And he was promised one!

## Good cuemen among the early victims

Many outstanding players were eliminated in the early rounds of the Solihull Christmas Snooker handicap.

The two finalists, Mr. T. Ormonde (P5 Chassis) and Mr. E. Taylor (Mair tenance), had both played good snooker throughout the competition and they carried this good play into the final frames. T. Ormonde won the final by 2 frames to 1.

Losing semi-finalists were Mr. L. C. Gibson (Gas Turbine) and Mr. A. Everall (Electricians). The highest break prize was shared between Mr. C. Walker (Scuttle Weld) and Mr. J. Linforth (Cost Office).

Mr. R. Butcher (Land-Rover), chairman of the section, presented the prizes to the above winners who were introduced by Mr. R. S. Taylor, secretary.

## LUCK OF THE BALL ESCAPES SOLIHULL SENIORS

While Rover Solihull 1st XI has not had the luck of the ball so far this season, Reserves have been doing extremely well and are second in their division. The Apprentices have also been doing well and are lying third in their division.

Detailed results: Solihull 1st XI Nov. 30, lost to W. & T. Avery 4-3 at home; Dec. 7, lost to Post Office (Junior Cup match) 6-1 at home; Dec. 14, lost to B.S.A. Tools 1-0 at home; Dec. 21, lost to B.S.A. Tools (replay) 5-3 away; Dec. 28, beat Hamstead Colliery 2-1 away; Jan. 4, lost to L. H. Newtons 2-0 at home.

Solihull Reserves: Nov. 30, beat Weathershields 6-5 away (5 minutes before time Rover was losing

5-2); Dec. 7, beat Birmingham City Transport Reserves 5-3 away; Dec. 14, beat Birchfield Athletic 3-0 away; Dec. 21, lost to Dunlop Reserves 1-0 away (only goal scored in first five minutes on a frozen pitch); Jan. 4, beat James Booth 3-0 away (Rover had only nine men).

Rover Apprentices: Nov. 30, beat Aero 10-0 at home; Dec. 7, beat Bromford Tubes Reserves 8-2 away; Dec. 14, lost to Docker Brothers Reserves 3-1 away; Dec. 28, beat Bellis & Morcom Reserves 3-2 at home; Jan. 4, lost to Metro 2-0 at home.

Rover Perry Barr played Reeds (Shirley) on December 28 in a game that could decide the championship of Division 12. Reeds, unbeaten until this game, had scored 85 goals so far during the season.

Right from the start Rover showed determination to give nothing away. With the defence covering very tightly

and the forwards moving into open spaces, fast tackling completely put Reeds out of its stride and Rover on several occasions went very close to opening the scoring.

After 30 minutes Goodman headed in a corner kick to put Rover one up and from that moment they went from strength to strength.

All Reeds attacks were broken by a brilliant Rover defence and it came as no surprise when centre-forward Gregory smashed home the second after a clever run by Goodman.

Further goals came from Ford (2) and Goodman and Rover ran out well-deserved 5-0 winners.

This was a game Rover had to win to keep alive any hopes for the title and the second half of the season looks like being very exciting. Rover is now the highest goal scoring side in the Birmingham Works A.F.A.

## Tenth fight wins him a title

The referee stopped the bout in the first round, and declared Alan Hughes (Solihull apprentice) the winner of the Midlands Counties Junior 9 stone 7 lb. Championships held at the Edgewick Trade Hall, Coventry, on November 29. Although this was only his tenth fight, the winning of the bout earned him a gold medal as well as the privilege of representing the Midlands in major contests.

Alan, who has been with the Company just over a year, previously worked in the Drawing Office, Tyseley. He is now taking an engineering course at Solihull College of Further Education. Of his ten bouts, Alan has won eight, two by knock-outs. The referee stopped the other six in his favour. He belongs to the Sparkhill Harriers Athletic Club and has been actively interested in boxing for two years.

## £42 WORTH OF JOY

The girls in the Land-Rover Trim Shop (Solihull) certainly made 27 handicapped children's Christmas wishes come true. With the help of Miss A. Bluck, the shop forewoman, they wrote and asked the kindergarten children of the Wilson Stuart School what they wanted for Christmas. Then, with £42 10s. raised among themselves, they did the necessary buying and the results are seen below. The gifts were handed out on Christmas Day by the headmaster of the school.

