



## The Middle East—rich in potential

●The Company Chairman, Mr. L. G. T. Farmer, and the Executive Director, Service, Mr. R. W. Bromley, recently made an extensive tour of the Middle East. Here are some of their impressions, specially compiled for ROVER NEWS.



Mr. Farmer

The Middle East has always been a highly important market for Land-Rovers, and provided that we continue to improve our distribution, spare parts and service organisation, it will continue to be so despite increasing competition.

This was the overall impression gained by the Chairman, Mr. L. G. T. Farmer, and Mr. R. W. Bromley (Executive Director, Service) from their recent 16-day tour. Purpose of the tour was to review sales prospects and service arrangements, particularly in view of the impending increase in Land-Rover production.

Mr. Farmer and Mr. Bromley covered many thousands of miles by air and land during their crowded tour, accompanied by Colonel A. P. Le Blanc and Mr. H. Stowell, our Middle East representatives, talking with distributors, dealers, British political officers, Government officials, military, police and commercial officers in eight Middle East countries and territories. These included the Lebanon, Syria, Saudi-Arabia, Jordan, Bahrain, Kuwait, Qatar and the Trucial Oman on the Arabian Gulf.

Detailed discussions centred round deliveries, parts supply, showroom facilities, servicing standards and the behaviour of our vehicles. It was evident throughout the tour that the Land-Rover was doing a remarkable service in this area in spite of difficult conditions for operation.

"The Land-Rover is ideally suited to the needs, not only of the countries that we visited but the other territories in the Middle East, and I am confident that the demand for light 4x4 vehicles will continue to grow for a long time to come," Mr. Farmer told ROVER NEWS. "Much of our business is with armies, government departments, oil companies and fleet users, and in many cases, for example the Jordanian and Lebanese Armies, the only light 4x4 vehicle in use is the Land-Rover."

"In some territories competition is already being felt, and this will undoubtedly increase throughout the whole area. Nevertheless, I am quite sure that with hard work, and constant attention to improving our facilities and service, we can more than hold our own".

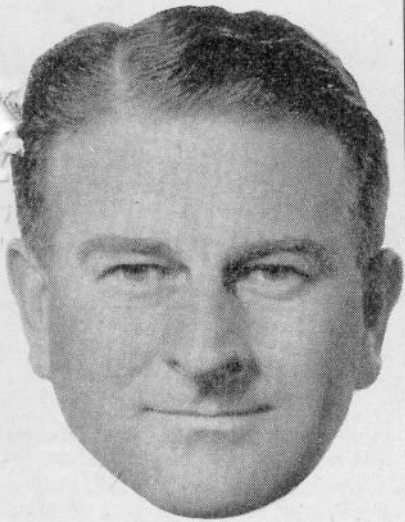
Although the tour was a high-pressure one, Mr. Farmer and Mr. Bromley did find time for a few hours' sight-seeing in Jerusalem, and the further relaxation of a swim in the Dead Sea.



Mr. Bromley

## New Managing Director for Rover Australia

A change in the top management of Rover Australia has taken effect with the retirement of Mr. H. A. Francis, Managing Director of the subsidiary company.



Mr. Henderson

His place as Managing Director has been taken by Mr. J. A. Henderson, of the Ford Motor Company of Australia Ltd., and former Managing Director of B.F.E. (Australia) Pty. Ltd.

Mr. Francis, who has controlled Rover interests in Australia since 1948, is remaining on the board of Rover Australia as a consulting director.

Mr. R. V. Hanson continues as General Manager and has been appointed a director. Mr. R. D. Hargrave is Secretary and Chief Accountant.



Mr. Francis

## British gold medallists at Innsbruck had Land-Rover support

Practical support was lent by the Rover Company to the gold medal winning British bobsleigh team at the Winter Olympics at Innsbruck in the shape of two Forward Control Land-Rovers.

Letters received at Solihull from the team skipper spoke of the admiration which the large dark blue painted vehicles attracted from the competitors of all nations gathered at the Austrian resort this month for the 1964 events.

Few special requirements were called for on the canvas topped Forward Controls, for they were "naturals" for the task from the outset. They were equipped with Continental travelling kits, 2" diameter ball hitches, five-pin light sockets, special snow and ice grip tyres, and had double strength anti-freeze.

The team members built special frames to be dropped into the Land-Rovers for carrying bobsleighs.

The vehicles were driven across Europe, each one carrying a 15-cwt. load and towing a half-ton trailer, at an average speed of 40-45 m.p.h. Also with the party was their own canvas top 88" Land-Rover.



The British bobsleigh team in the Winter Olympics with one of the two Forward Control Land-Rovers.

## Land sold for house building

It was announced in local newspapers early this month that the Company had sold 65 acres of land adjoining Damson Lane and the Warwick-Birmingham Canal, behind the Solihull factory, to Bryant Holdings Ltd., Birmingham builders, for £1,055,000.

The site, for which tenders were invited, is believed to be the largest piece of land to come on to the market in the Midlands since the end of the war. The money received by the Company for the land will contribute towards meeting development expenses in connection with production of the Rover 2000, and for the increase in Land-Rover production.

Bryants, it was announced, intend to build 800 homes on the site over a period of four years. In addition, a further 10 acres is reserved for Solihull Council for municipal housing and another 1½ acres for an infants' school.

## USES FOR SCRAP OFFCUTS: PRESS SHOP EMPLOYEE'S

### £200 AWARD

Suggestions for the utilisation of scrap offcuts in the Press Shop at Solihull have earned Mr. B. S. Wright (Press Shop) £200 in the latest batch of awards announced by the Solihull Suggestion Scheme Committee.

Mr. Wright put forward two ideas—one, enabling components to be made from offcuts, earned him £150 and the second, suggesting that a cover plate could be made from door aperture scrap hitherto thrown away, earned him £50. The latter suggestion involved only a slight modification of a tool.

In all, a total of £413 was awarded by the committee at its December meeting. Mr. J. E. Ogden (Land-Rover), who received an interim £50 last June for a substitution of rivets for nuts and bolts in Land-Rover production received a

further £50 for the same suggestion; Mr. R. E. Goode (Works Engineers) received £40 for a suggestion regarding standardisation (reamers), for which idea he received an interim £5 last August; and Mr. B. S. Womwell (Land-Rover) had another £25 added to the same amount he received last August for suggesting discontinuation of a tool pack on the Forward Control Land-Rover.

Another award in the Press Shop went to Mr. E. Dwyer. He was awarded £30 for suggesting that an aperture blanked out on a component could be used on two others.

Other awards: Messrs. H. Hinett (Toolroom)—£10 for an improved

## DEVELOPED ROVER-BRM ENTERED IN LE MANS

A Rover-B.R.M. gas turbine car has again been entered for the 24-hour Le Mans race in June. The entry, like last year's, is a joint Owen Organisation and Rover Company venture.



Richie Ginther

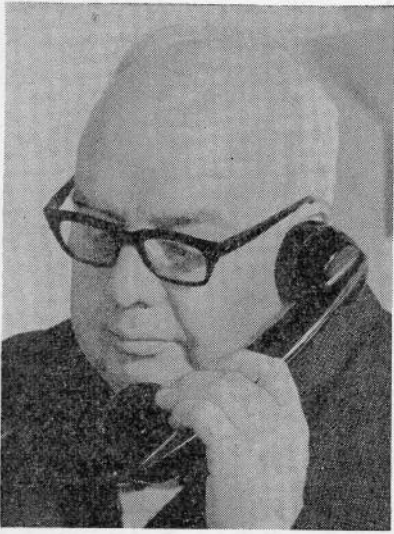
Last year the Rover-B.R.M. was competing in the race against the clock for a special prize, which it won. This year, however, it will be competing in the race itself in the 2-litre class.

Drivers will again be former world champion Graham Hill and his B.R.M. team-mate, American Richie Ginther.

The engine in the Rover B.R.M. will be a developed version of the Rover gas turbine used at Le Mans last year. The B.R.M. chassis has also been considerably developed since last year and the body, styled by the Rover Company and built by Motor Panel (Coventry) Ltd., will be an aerodynamic gas turbine prototype.



Graham Hill



Mr. Robert Dixon, who was appointed Welfare Manager for the Solihull and Coventry factories.

Mr. Dixon, whose duties at Solihull cover canteen, surgery, social club, protective clothing for employees, office cleaning and hygiene, has now the added responsibilities previously in the hands of Miss L. M. Marson (now retired) in respect of sick visiting and employee counselling.

It is hoped eventually to arrange a regular routine of sick visiting of both staff and works employees who have been absent from work for some weeks. Meanwhile, Solihull and Coventry departmental heads are invited to contact Welfare Department, in writing if possible or by internal phone No. 535, should they require a report on persons who have been sick and absent for some weeks without direct contact having been made. This applies also to employees who are in hospital.

With regard to deceased employees, a Welfare Department representative will visit bereaved relatives and offer help and advice where necessary.

# To Poland and Rumania in Land-Rovers

... Then British engineers use the vehicles as "runabouts" during plant erection work

Two mobile advertisements have been travelling about the Iron Curtain countries of Czechoslovakia, Poland, Hungary and Rumania, in the shape of Regular petrol Land-Rovers.

The vehicles took two groups of engineers of Power-Gas (a member of the Davy-Ashmore Group) on

long overland trips from Stockton-on-Tees to destinations where the men were to supervise plant erection.

The 1,300-mile journey to the site at Kedzierzyn, Poland, where Power-Gas is building a urea plant, took five days, and the 1,600-mile run to Rumania was completed in six days. In Rumania, the Power-Gas men are supervising the erection of a zinc/lead smelting plant for the Rumanian Government purchasing organisation.

The Land-Rover which travelled to Rumania was packed with equipment and drawings. Both vehicles are being

used as "runabouts" by the engineers during the erection period.

Only extras fitted on the vehicles for their trans-continental trips were a comprehensive set of spare parts, an extra spare wheel and a roof rack. The headlamps were modified to comply with Continental specifications.

The engineers travelling into Poland had to sleep in their Land-Rover one night when a hotel refused to accept their travellers' cheques. "We smoked the night away, being prevented from sleeping by the number of people who kept coming up to the Land-Rover and

having a look at us and the vehicle—rather as if we were the Trojan horse parked in Stockton High Street", one engineer said afterwards.

(The Editor is indebted to the Davy-Ashmore "News Journal" for the above story and photographs)

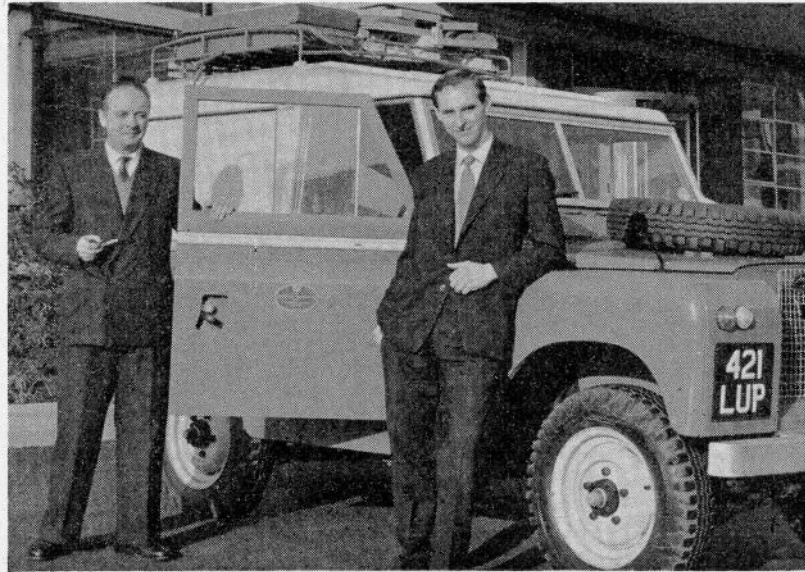
## TECHNICAL DIRECTOR TALKS ABOUT 2000

The advent of the Rover 2000 has resulted in several requests to Mr. P. M. Wilks (Technical Director) for his services as a lecturer.

On January 29, he spoke to more than 100 members of Cambridge University Engineering Society; on February 7 he was in Wolverhampton to lecture to the Wolverhampton Society of Applied Science, and on Tuesday this week he talked to an audience at Birmingham University.

Mr. Wilks' lecture was the same on each of the above three occasions. He gave a general talk on how the Rover Company arrived at its specifications for a new model, and went on to give detailed information on design and development of the Rover 2000. He followed this with a technical discussion of some of the 2000's advanced features.

Mr. Wilks finished his talks with comments on rallying as a means of car development. Audiences at all three lectures were extremely appreciative and questions flowed thick and fast.



## Togo trainee

A Togoland trainee, Clement Ayivor, began a six-month course on February 1 to gain practical experience of Land-Rover production and maintenance. A developing country like Togo urgently needs trained mechanics who, in their turn, pass on knowledge to their own trainees.

## For those in need

Twenty-four elderly people in the Acocks Green area received food parcels as the result of an effort by Gas Turbine and Cost Office employees at Acocks Green before Christmas. Names and addresses of the needy were obtained from local doctors. Many letters of appreciation have been received by the organisers.

Adventure bound. LEFT: Power-Gas engineers Alec Waller and Frank Goodchild before leaving for Rumania. They picked up a colleague, John Stephens, in Budapest. BELOW: Charles Hide, John Bingham and Colin Wallace, of Power-Gas, before the trip to Poland. Mr. Bingham flew to Poland to join his colleagues who travelled overland by Land-Rover.

# Now the Finns are buying diesels to put in Volga cars

A third market for 24-litre diesel engines is revealed this month with the news that 56 units are going to Finland for installation in Russian Volga cars. The consignment may be the first batch in a three-figure order.

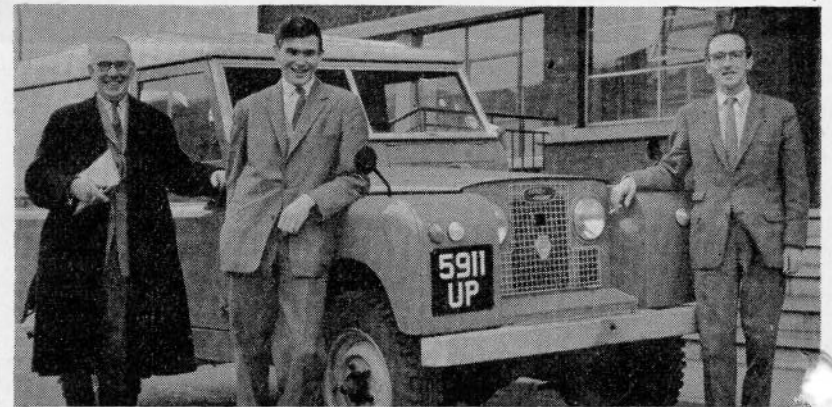
This Finnish order follows the announcement a few weeks ago that diesel units are already going in large quantities to Belgium for fitting in Volga cars, and that more than 500 units are on order for the United States for fitting into marine craft.

Reputation of the 2000 is very high in Belgium following the Brussels Motor Show at which numerous demonstration rides were given. A list of prospective customers for the car has been compiled. Appearance of the car has also attracted a number of new Belgian dealers to Rover.

Deutsche Rover is now the sole importer of Land-Rovers and Rover cars in West Germany.

★ ★ ★

Items from the order book:—three Long petrols for the Peruvian Air Force; 16 assorted types of Land-Rovers and three Forward Controls for the French electricity authority.



## Penny from the past . . .

A George III penny dated 1797/8 has come into the possession of Mr. H. Bacon (P5 Chief Storekeeper) following the death of his mother. The coin—larger and thicker than the modern penny—was struck by Matthew Bolton at the Soho, Birmingham, mint.

Mr. Bacon recalls that as a boy he remembers his father having a collection of old coins and he assumes that the penny must have been one of them. Only a penny, but think what it would have bought in 1797!

Prince Albert of Belgium and his wife, Princess Paola, listen carefully as Mr. J. Beherman, principal of our distributors in Belgium, Beherman-Demoen S.A., details the merits of the Rover 2000 to the Royal visitors at the Brussels Motor Show.

Remember last month's appeal for an old piano by Mr. D. Parsons (Perry Barr Laboratory)? Within three days of the edition appearing, no fewer than 18 pianos had been offered to him, one from a person who wanted to find a good home for a "family heirloom"!

# ONE ROVER 'HOME'-SECOND UNLUCKY IN 'MONTE'

One of the two Rover 3-litre cars privately entered in the Monte Carlo Rally last month finished without a single road penalty point being awarded against it!

The car—crewed by Ken James and Mike Hughes—drove "clean" until the special stages near the end of the rally. Only then did it collect penalty points.

There were 163 finishers in the rally and the James-Hughes 3-litre was 69th. Misfortune literally hit the second privately-entered 3-litre in the rally, driven by the A.T.V. team of Raymond Joss and Bill Ward. It was one of a dozen or so cars to skid on a sharp, icy bend and topple down a 60 ft. slope into a field.

The 3-litre rolled over four times and ended up stationary on its four wheels with its engine still running. Then came added misfortune. Another car landed on top of the 3-litre, pushed in its roof some eight inches, tore away the front screen and severely damaged the door pillars.

Many of the cars which went over this drop were able to find their way back to

the road and continue, and there is little doubt that the Joss-Ward car would have carried on in the rally—and possibly finished 75th to 80th—had it not been so badly damaged by the other falling vehicle. As it was, it limped to Monte Carlo in its own time.

Competitions Manager Ralph Nash, who serviced the two cars with his foreman, Tony Cox, from a Rover 2000, told ROVER NEWS: "It was a far easier rally than last year because there was

nowhere near as much ice and snow".

During the rally, the servicing Rover 2000 behaved impeccably. "We never put a spanner on it and topped up the engine oil only twice", said Mr. Nash.

Members of other servicing teams and competitors alike showed keen interest in the 2000 and the general opinion was that it will be an excellent rally car.

●FOOTNOTE: A 2000 used by two British journalists to cover the Minsk (Russia) start of the rally was the only car concerned with the event that would start itself in the early morning cold. Other cars needed towed starts!

The Rover 3-litre crewed by Ken James and Mike Hughes cruises steadily to the finish in the Monte Carlo Rally. This car completed without a single road penalty point being awarded against it.



# LAND-ROVER 'BUSES' TAKE PILGRIMS TO SHRINE THROUGH LEOPARD JUNGLE

Thousands of pilgrims go by Land-Rover every year through elephant and leopard-infested jungle to worship at a Buddhist shrine in Ceylon where, according to legend, the Buddha's collar-bone is enshrined. Operating this highly unusual "bus service to church" with ten Land-Rovers is Mr. A. W. Palis, of 38/40 Brownrigg Street, Kandy, Ceylon.

Pilgrims go to and from the shrine for six months of the year. Polonnuruwa is the nearest town to the shrine, 30 miles away through dangerous jungle. "During the dry season the track is bad enough", Mr. Palis told ROVER NEWS, "but during the rains it becomes a sea of mud, and we have quite a time dodging the elephants and keeping the Land-Rovers on the track without slithering into the numerous gullies". Four-wheel drive and first gear are unavoidable for virtually the whole trip, on which each of the short wheelbase Series I vehicles carries 12 passengers plus luggage.

Mr. Palis uses his Land-Rovers to carry fish from boats to trucks during the pilgrim "off season". This task, too, is performed satisfactorily by the Land-Rovers, each of which tows a loaded one-ton trailer in addition to its own full load.

Mr. Palis began his business transporting pilgrims and fish with other 4 x 4 vehicles, but their low-carrying capacity prompted him to supplement them with the early 80" wheelbase Land-Rover.

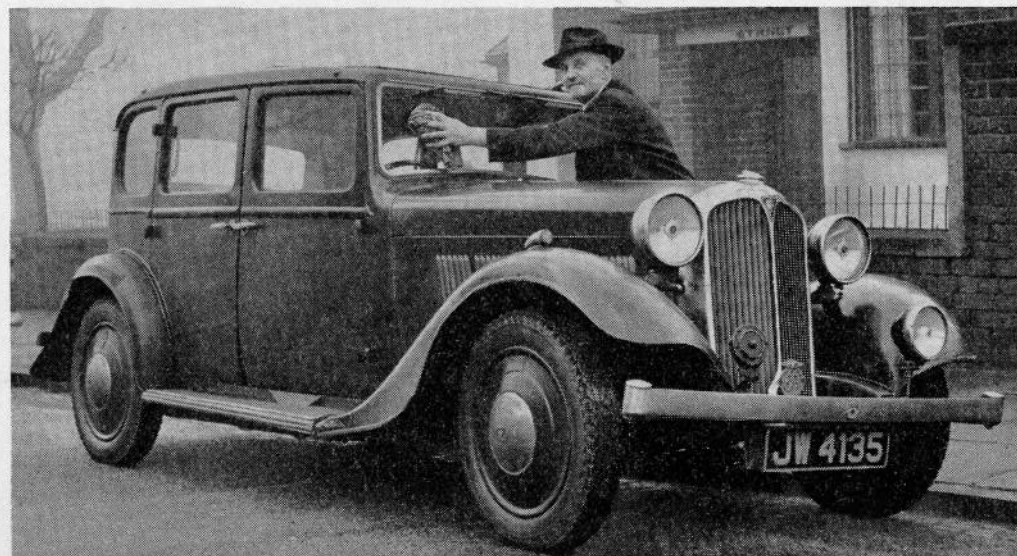
"I earn my living by operating your vehicles and have become a respected member in my community due entirely to your famous vehicles", says Mr. Palis. "I am fanatical about the Land-Rover". He adds that he is an overseas member of the Land-Rover Owners' Club.

# A one-car (Rover) owner . . . for 30 years, in fact!

Ex-salesman Mr. E. ("Dicky") Bird doesn't believe in changing his car every year or two, particularly when the car is a Rover. In fact, Mr. Bird, who is 77, favours years of service out of one car — 30 years to be precise!

He is the proud owner of a maroon and black 1934 Rover 10½ saloon which he personally collected from the Rover works at Coventry in early January 1934. Since then it has not been out of his possession, and it has its original engine.

It had been allocated to him for his use as a salesman for The Goodyear Tyre & Rubber Co. (Great Britain) Ltd., of Wolverhampton. He then lived in Shrewsbury, from where he covered the mixed mountainous territory of Shropshire, Herefordshire, Worcestershire, Radnorshire, Montgomeryshire and Cardiganshire.



Mr. Bird wipes the windscreen — a task done countless times in his 30 years ownership of the car!

In 1938, when the Goodyear Company considered the car due for replacing, Mr. Bird, who now lives at "Ethney", Southgate, Wolverhampton, bought it from his employers for his own use.

"In 1938, 1952 and 1957 I visited Germany in it", he told ROVER NEWS. "During the war I was back with the Army in home stations and the car was in use whenever petrol rationing permitted.

"Since then the car has satisfactorily filled my motoring needs and in December it passed the Ministry of Transport roadworthiness test for the fourth time since tests were introduced.

"The speedometer reading is 128,000 miles, but during the war years the mileage was not recorded for lack of a speedo cable. I think the total mileage, therefore, is between 140 and 150,000 miles.

"In 1957 I re-cellulosed it myself and in 1952 it was re-wired throughout. In 1962, brakes, rods and linkages were replaced.

"I would like to mention the excellent service in spares for the car provided by Mr. J. Gethin, of Acocks Green, Birmingham".

And the price paid by Mr. Bird to Goodyear for the car in 1938? £50. "I've had my money's worth", he says. Yes, indeed!

# From Russia with . . . a tale of travel hardship!

Two famous men who between them have probably seen more of the U.S.S.R. from the inside recently than anyone else, were present at the annual dinner of the Association of Land-Rovers held at the Cafe Royal, London, on February 3. Basic qualification for membership of the association is having undertaken an expedition by Land-Rover.

The two famous men so recently back from Russia were Colonel L. Van der Post, president of the committee, who presided, and Sir Fitzroy Maclean M.P., the guest of honour. After Colonel Van der Post had

pointed out in his speech the extreme discomfort of riding in a Russian 4x4 vehicle during his travels last year, Sir Fitzroy explained that the colonel had, in fact, ridden in the wrong seat. The most comfortable seats in the Russian 4x4 were in the back, as it was apparently not fitting for a Red Army general to sit alongside the driver—a point naturally not appreciated by Colonel Van der Post who sat in the front and suffered!

Guests at the function also included Lady Maclean, Miss Barbara Toy, the authoress and, from Rover, Mr. W. Martin-Hurst (Managing Director) and Mrs. Martin-Hurst; Mr. A. G. S. Herbert (Executive Director, Sales) and Mrs. Herbert.



Mr. Greenway presents Mrs. Walker with the brooch and pen and pencil set donated by her fellow employees in the Solihull Typing Pool.

## Typists bid a colleague farewell

Mrs. Elsie Walker was the recipient of a marcasite brooch and a Parker pen and pencil set on the occasion of her retirement from the Company on January 31, after 10 years in the Solihull typing pool.

The gifts from her friends and colleagues were presented by Mr. A. Greenway (Secretarial Manager).

Her husband, Mr. William Walker, has been at the Acocks Green factory for several years. He works in the stores office.

## CLOSE-UP LOOK AT A PURCHASE

A close-up look for priest and parishioners at a Land-Rover ambulance they have bought for an Indian hospital. The vehicle is the gift of St. Christopher's Church, Allesley Park, Coventry, to St. Luke's Hospital, Chabua, Assam. The Vicar of St. Christopher's, the Rev. A. Rowland Smith, is in the centre of the picture and on the right is the Rev. L. R. Melling, area secretary for the Society for the Propagation of the Gospel. The ambulance toured the parish on February 1 before a dedication service conducted

by the Assistant Bishop of Coventry, the Rt. Rev. J. D. McKie. The vehicle—a two stretcher, petrol hardtop in which the seats have been retained—was supplied by Invercarron (Stonehaven) Ltd., our Stonehaven (Scotland) distributors in association with our Indian distributors, Dewar's Garage (India) Private Ltd., of Calcutta. The Invercarron sales manager, Mr. D. Petrie, drove the vehicle from Scotland—via Coventry to let parishioners see their gift—to London for shipment.



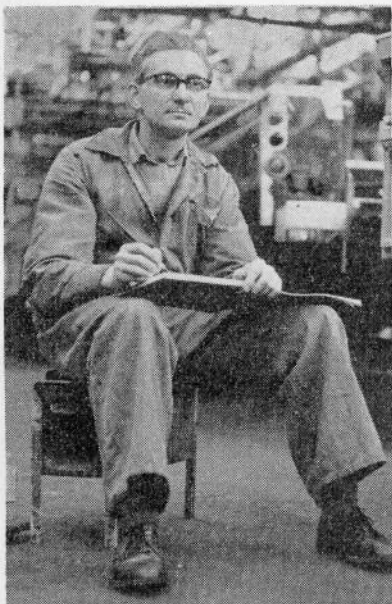
A Rover North America 3-litre coupe brush poster recently won first prize in a Philadelphia printing competition. The above medal, inscribed "Printing Week Graphic Arts Exhibit" on one side and "Best of the Year Award to Rover Motor Company N.A. Ltd. posters 1964 Philadelphia" on the other, was presented at a ceremony on February 16.

Miss Pat Hart was presented with a leather handbag and compact by Mr. R. N. Oxley (Assistant Chief Engineer, Cars, Solihull) on her 21st birthday on January 15.



The Shah of Persia reviewing his troops on Azerbaijan Day (December 13) celebrating the liberation of the province of Azerbaijan.

# The man **ROVING** REPORTS who enjoys a rare talent



Mr. Green busy sketching during a lunch hour. RIGHT. One of his finished works of art—entitled 'On the Line'—which he sketched from the spot where he works.

You can see him most lunch-times somewhere in the Solihull factory. He sits on anything handy, has a packet of sandwiches by his side and a pad and pencil in his hand. He is Mr. Ernest William Green and he's . . . . . sketching.

During working hours Mr. Green fits side valances on a section of the Land-Rover Assembly Line. During his lunch hour, subject to the mood taking him and the opportunity presenting itself, he indulges in his favourite hobby with pencil (or pen)

and pad, sketching interior and exterior scenes within the factory area.

Mr. Green—a Rover employee for nearly seven years, on the Line for ten months—has had a natural gift for sketching for as long as he can remember. This latent talent was never developed in his younger days—Mr. Green is now 45—simply because as the eldest of a large family it was vital that he started earning as soon as possible at 14. He was unable to take a place in an art school because his parents could not afford it.

But the talent is there and Mr. Green uses it to the full for his own enjoyment. He has filled dozens of pads over the

years and at home in South Yardley he does water colours. He also prefers a paint brush to a camera when on holiday to record places of beauty.

Mr. Green has never exhibited his work, excellent though it is, and he has only sold three water colours—a still life incorporating the ingredients of a Christmas pudding, flowers in a pot and an old cottage in Garretts Green Lane,

near his home. Why hasn't he exhibited? "I must be a bit lazy" is his excuse.

He has put his hobby to a practical use, however. Another interest is woodworking—his trade was formerly that of bodymaker—and before modernising the kitchen at his home he drew the design from which he worked.

## Magistrate employee honoured by his union

The only known male magistrate among Rover employees, Mr. Arthur Cooper, was honoured recently when a presentation was made to him on behalf of the area committee, and Small Heath branch members, of the Electrical Trades Union in appreciation of his past services.

Mr. Cooper, who now works in the West Block Paint Shop, Solihull, holds the gold medal for his services to the E.T.U. which he joined in 1917. He became a Rover employee last October after 40 years as a railways electrician. Mr. Cooper recently retired on age limit—he is 65—after 33 years' continuous service as secretary of the Small Heath branch, E.T.U. In addition, he has held every other office at area level.

Mr. Cooper has been a Justice of the Peace since 1949 when he was appointed from 80 nominees. He presides at the Birmingham Victoria Law Courts every other Tuesday and his years on the Bench have given him a deep understanding of magisterial duties.

### On same Bench

His daughter-in-law works in the Capping Shop, Solihull and Mr. Cooper's son, who is now a teacher, was employed by the Company some time ago before entering a training college.

Sitting on the same Birmingham bench, though on alternate Tuesdays, is a second Rover employee magistrate—Mrs. S. A. Holmes, a Solihull Press Shop operator and shop steward of the Transport and General Workers' Union.



Mr. Cooper

She was appointed a J.P. last May and says herself that she still has much to learn as a magistrate.

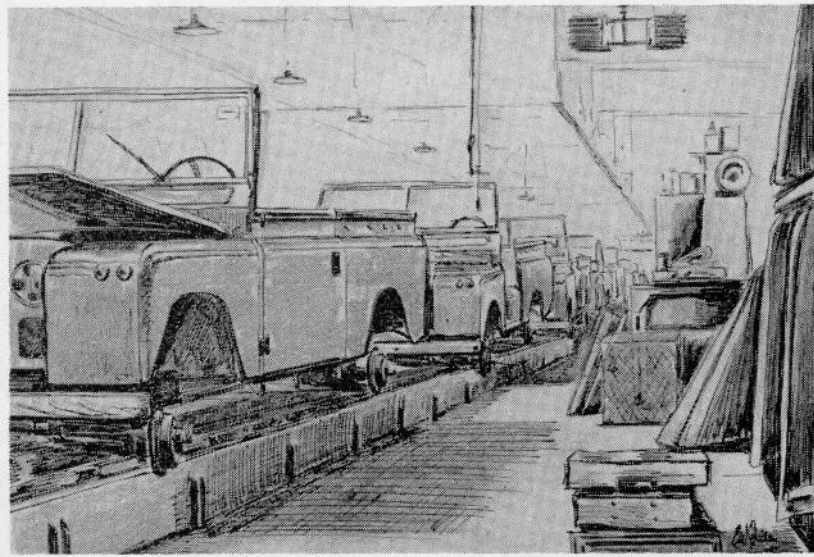
Mrs. Holmes, who is 50, has been a Rover employee for six years and her husband works on the Solihull Land-Rover Line.

### HELP NOTE

Anyone requiring help or advice from either Mr. Cooper or Mrs. Holmes in their capacity as magistrates can contact them at their homes—Mr. Cooper, 317 Gospel Lane, Acocks Green, Birmingham 27, and Mrs. Holmes, 27 Glaisdale Road, Hall Green, Birmingham 28. (Phone SPRINGfield 5705).

### Wedding bells ahead

ENGAGEMENT: Mr. C. L. Dexter to Miss C. Dodds, on February 4. Mr. Dexter is a draughtsman in the Engine Drawing Office, Engineering Department, Solihull.



## Death of Stock Audit chief clerk

Mr. Harry Henderson, Chief Clerk to Mr. L. L. Hubbard (Stock Audit, Solihull), died on January 20 aged 60. He had been ill since October 1962.

Mr. Henderson's Rover service began in 1931 at Tyseley, where he worked on the Beddow piecework system for some 12 months. After a period working with another company he returned to Rover in 1934. During the war he was engaged on job cost and stock control work.

## PERSONAL NEWS FROM THE FACTORIES

### BIRTHS

We offer our congratulations to . . .

**ALDER**—To Mr. and Mrs. Alder, a son (James Thomas) on January 3. Mrs. Alder was formerly employed in Land-Rover Trim.

**ALLCOTT**—To Mr. and Mrs. B. J. Allcott, a son (Nigel John) on February 4. Mr. Allcott is employed in Export Sales, Solihull.

**BARNEY**—To Mr. and Mrs. T. W. Barney, a son (David John) on January 4. Mr. Barney is a Technical Service representative and Mrs. Barney (formerly Miss Spink) was secretary to Mr. W. J. R. Warren.

**BATES**—To Mr. and Mrs. B. Bates, a daughter (Ann Maureen) on November 27. Mr. Bates is employed in Service Department, Coventry.

**BECKETT**—To Mr. and Mrs. A. F. Beckett, a daughter (Joanne Elizabeth) on January 21. Mr. Beckett is employed in the Hard Top Section, Coventry.

**CARROLL**—To Mr. and Mrs. Carroll, a daughter (Jacqueline) on January 13. Mrs. Carroll was formerly secretary to Mr. A. MacKellar, Percy Road.

**COLLINS**—To Mr. and Mrs. B. Collins, a daughter (Jane Marie) on January 18. Mr. Collins is employed in the Test Plant Office, Solihull.

**ENSOR**—To Mr. and Mrs. W. Ensor, a son (Stephen) on January 12. Mr. Ensor works on Group 450, Percy Road.

**ISON**—To Mr. and Mrs. Brian Ison, a son (Timothy David) on January 7. Mr. Ison works in Service Inspection Department, Pengam.

**JONES**—To Mr. and Mrs. Tony Jones, a son (Michael David) on January 7. Mr. Jones works in the Parts Receiving Stores, Pengam.

**LOWE**—To Mr. and Mrs. J. Lowe, a daughter (Kathryn Mary) on January 12. Mr. Lowe is employed in M.C.D., Solihull.

**MELLOR**—To Mr. and Mrs. R. Mellor, a daughter (Karen Elizabeth) on December 31. Mr. Mellor is employed in the Hardtop Section, Coventry.

**MORSE**—To Mr. and Mrs. E. F. Morse, a son (Nicholas Eric) on January 3. Mr. Morse is Service Budget Controller.

**PARDOE**—To Mr. and Mrs. T. Pardoe, a daughter (Ann Marie) on November 18. Mr. Pardoe is an enameller at Tyseley, and Mrs. Pardoe was formerly employed on Group 24, Tyseley.

**REYNOLDS**—To Mr. and Mrs. H. T. Reynolds, a son (Keith) on December 25. Mr. Reynolds is a draughtsman in the New Vehicle Projects Drawing Office, Engineering Department.

**SHAW**—To Mr. and Mrs. A. D. Shaw, a son (Timothy Mark) on January 8. Mr. Shaw is a draughtsman in the Car Chassis Drawing Office, Engineering Department.

**WRIGHT**—To Mr. and Mrs. T. A. Wright, a son (Andrew) on January 8. Mr. Wright works on Group 446, Percy Road.

### MARRIAGES

We offer our congratulations and best wishes to . . .

**BOSLEY-RICKARDS**—On December 7 at St. Joseph's Church, Whitchurch Road, Cardiff, Mr. A. Bosley (Parts Department Stores, Pengam) to Miss Margaret Rickards.

**CANDY-DEVEREUX**—On January 14 at Coleshill Register Office, Mr. Peter Candy to Miss Anna Devereux. Mr. Candy is a development engineer in Gas Turbine Project Dept.

**GOLD-DRIVER**—On December 28 at Birmingham Register Office, Mr. James Gold (Group 450, Percy Road) to Miss Gwyneth Driver (Group 450, Percy Road).

**INNES-LEWIS**—On December 21 at St. Paul's Church, Cardiff, Mr. Malcolm Innes to Miss Beryl Joyce Lewis (tabulator operator, Pengam).



Mr. A. Bosley (Parts Dept. Stores, Pengam) and Miss Margaret Rickards after their wedding at St. Joseph's Roman Catholic Church, Whitchurch Road, Cardiff.

**MOWE-NOLAN**—On January 18 at the Church of Our Lady of the Assumption, Tile Hill, Coventry, Mr. W. Mowe (Hardtop Section, Coventry) to Miss D. M. Nolan.

### SILVER WEDDING

We offer our congratulations and best wishes to . . .

**CLEMENTS**—Mr. and Mrs. Tom Clements celebrated their silver wedding on January 28. Mr. Clements is a fitter in Works Engineers Department.

### PEARL WEDDING

We offer our congratulations and best wishes to . . .

**MACKENZIE**—Mr. and Mrs. James Mackenzie celebrated their pearl wedding on January 27. Mr. Mackenzie is a grinder on Group 58, Tyseley.

### RUBY WEDDING

We offer our congratulations and best wishes to . . .

**MILLS**—Mr. and Mrs. George Mills celebrated their ruby wedding on February 16. Mr. Mills works in the Finished Stores at Ryland Road.

### DEATHS

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

**DANIELS**—Mr. Albert Edward Daniels died on January 29, aged 54. Mr. Daniels was employed in the Assembly Shop at Tyseley, and had been with the Company for 9 years.

**GALLETT**—Mr. Douglas James Gallett died on January 25, aged 43. Mr. Gallett was employed as an experimental bodymaker, and had been with the Company for 6 years.

**GARDNER**—Mr. Leslie Dennis Gardner died on January 7, aged 34. Mr. Gardner was employed in the Toolroom at Tyseley and had been with the Company for 13 years.

**HENDERSON**—Mr. Harry Henderson died on January 20, aged 60. Mr. Henderson was chief clerk to Mr. L. Hubbard, Stock Audit, Solihull, and had been with the Company for a total of 31 years.

**LAING**—Mr. James Laing died on January 14, aged 49. Mr. Laing was employed as a driver in the Stores, and had been with the Company for 4 years.

**WALLACE**—Mr. A. Wallace died on January 15, aged 71. Mr. Wallace was employed at Percy Road until his retirement in 1959.

**WOODWARD**—Mrs. Hilda Ellen Woodward died on January 27, aged 65. Mrs. Woodward was employed as a packer and capping polisher, and had been with the Company for 8 years.



Seventy-five-year-old Mr. H. W. (Bill) Ford (second from left) receiving a farewell handshake from Mr. A. H. Hodder before he retired on January 17 after 11 years in the Ryland Road Polishing Shop. During the war Mr. Ford, a polisher all his working life, also worked at Acocks Green factory for five years. He received a rug, eiderdown, a set of pillowcases and a settee set from workmates. On the left is Mr. W. Garland (senior foreman). BELOW: Mr. S. Goodwin (Assembly Shop Superintendent, Tyseley), second from left, presenting a cheque from workmates to Mr. J. R. Craven to mark the latter's retirement at the age of 73 after five years in the Assembly Shop.



# Jolly times ahead at panto (↘) and circus (→)



Some 500 children—sons and daughters of Rover employees at Solihull—were taken in eight double-deck Midland "Red" buses to see the pantomime "Babes in the Wood" at the Alexandra Theatre, Birmingham, on January 25.

A most enjoyable and exciting time had by the youngsters, some of whom are pictured above before the start of the afternoon's outing.

The panto outing rounded off a series of Christmas and New Year social events centred on the Rover Solihull main canteen.

A lunchtime Carol Service, conducted by the Rector of Elmdon, the Rev. Stanley Owen, included carols sung by the combined choirs of Elmdon and Bickenhill churches. Augmenting the choirs was the soprano voice of Miss

## KIDDIES GO IN CONVOY

Ellen Spencer (Transmission Drawing Office) who sang "Bless This House", "The Holy City" and "Silent Night". The singing by the choirs and Miss Spencer was received with acclamation. The Christmas Staff Party attracted some 850 dancers, including members of the Board of Directors, to the music of Sid Phillips and his broadcasting and television band, and a similar number of revellers saw in the New Year to the rhythm of Harry Temple and the Nat Temple Orchestra.

An old-time ball in early January was strongly supported by some 600 employees and friends. The graceful music for the occasion was provided by Wallace Sethna's Old-Time Orchestra.

The canteen area was given over to a special function on January 11 when members of the Cripples Car Circle were guests for their Christmas party. About 300 cripples from all over the Midlands attended and had a most enjoyable time. Music was provided by Ronnie Hancox, and the following gave their services free in a cabaret concert: Miss Ellen Spencer; Mr. Billy Danter (Acocks Green), pianist; Mr. Walter "Al" Keen (Press Shop, Solihull), tenor; and the Richmond Brothers, guitarist sons of Mr. Fred Richmond (Solihull fireman).

### Retired Employees' Dinner.

The annual dinner and concert for retired pensioners will be held at Solihull on April 3. Birmingham and Coventry area retired employees (staff and works) wishing to attend should write to Mr. R. Dixon, Welfare Manager, Solihull, giving details of age, date of retirement and approximate years of service.

## 'QUIZ BIZ' CAN BE QUITE A 'WIZ'...

You don't need to be an intellectual egghead to take part in the activities of a Rover group which may soon achieve status as a social club section. All you need are a few of the answers and an ability to enjoy a convivial evening among friends.

Two Rover teams—Rover Sales and Rover D.O.—are among the six teams in the local M & B Quiz League, now drawing to the end of its second season. Each team has 15 members (though only ten members play in a match) and they play ten games in a season—five at home and five away. The league champion team is awarded a shield given by Mitchells & Butlers and last year's winning team, the Three Horse Shoes, was skipped by Terry Woodhall, of Export Shipping.

### Finished third

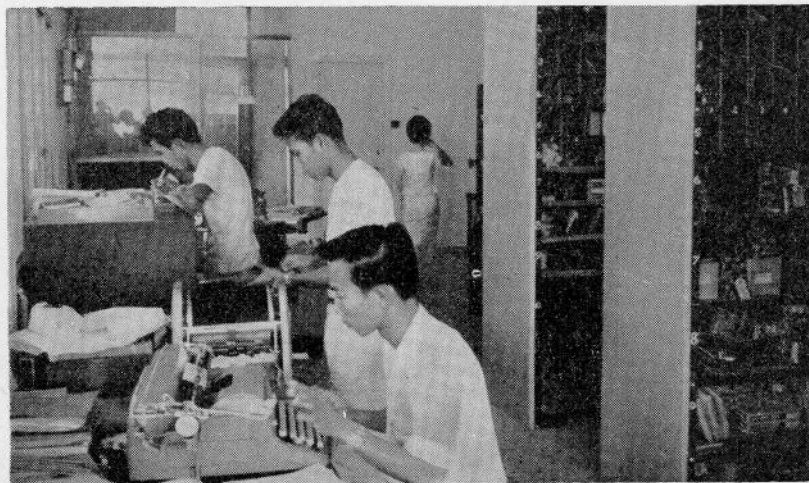
The 'quiz season' runs approximately from October to the end of February, and last year Sales was the only Rover team taking part. It finished third. The D.O. team is in its first season, and a third Rover team—Land-Rover Final Line—may come into being for next season, when it is hoped to split an enlarged league's ten or twelve teams into two divisions.

Rover employees also contribute two quiz masters to the league—Brian Allcott (Export Sales) and Malcolm Roberts (Technical Sales).

Douglas Phillips (Export Shipping) who helped to start the Sales team, told ROVER NEWS: "The questions are based on general knowledge, and we don't go in for the really tough quiz stuff. We aim to enjoy ourselves and have a convivial evening without contorting our brains".

Here are a dozen samples of the type of questions which fly thick and fast at quiz league sessions.

1. What is the time in New York when it's 12 noon in London (G.M.T.)?
2. Where was Florence Nightingale born?
3. Who wrote the opera "Faust"?
4. What is the name of the sandbanks off Deal?
5. What sauce is traditionally eaten with mutton?



6. Who married William of Orange?
  7. Who was the first Englishman to sail round the world?
  8. What game was the forerunner of croquet?
  9. What game was the forerunner of cricket?
  10. What is known as an "Irish bull"?
  11. What is lithology?
  12. In which field was William Henry Fox Talbot a pioneer in the 19th century?
- (Answers on page 6)



## Amateurs' growing confidence seen in drama production

Good horses are often slow starters—and so it is with drama productions. I confess that I was wriggling in my seat by the end of the first act of Phillip Mackie's "The Whole Truth", staged by Rover Dramatic Society at the Rover Tyseley theatre on January 24 and 25. But the second act had me sitting bolt upright, and so intense was the drama by the third and final act that I was perched on the edge of my seat!

The initial lack of pace in the story was no fault of those on stage; indeed, the plot was such that an intricate unfolding was very necessary and once this was accomplished the cast of eight really showed their abilities.

The story was a murder thriller; the killer was known to the audience from the start and the drama revolved round the dreadful web of suspicion so intricately threaded round an innocent man.

Our Rover actors and actresses are now showing considerable stage polish, resulting from growing experience. I was pleased to see such large audiences on both evenings, for nothing increases confidence like strong support. I rate "The Whole Truth" as a very good production by the Rover amateurs.

Main parts were in the well-cast hands of Andy Lane (Springfield) as Lewis Paulton who is "framed" for murder; Audrey Taylor (Gas Turbines) as Brenda Paulton, the ever-faithful wife in fantastic adversity; John Bradney (Cashiers) as Carliss the killer; Rita Ellis (Gas Turbines) as the first victim; John Wallbank (O & M) as Inspector Brett, the so-thorough policeman; and newcomer Janette Dennington as Deenie the Dutch maid and second victim in the play. Her foreign accent, incidentally, was so realistic that I enquired afterwards if she was a Continental! Supporting parts were in the capable hands of Alec Finney (Gas Turbines) as P.C. Briggs, and Chris Greatorex (Stock Audit) as Det. Sgt. Petty.

John Bradney directed, in this his final production with the Society before leaving the Company's employment, and

behind the scenes or at front of house were Les Coombes, Chris Scott, Mike Garcia, Valerie White and Jennifer Reed. D.W.

(FOOTNOTE. Through ROVER NEWS, members of the drama group wish the very best of luck to John Bradney, a founder-member, in his new venture. He plans to go to college to take up speech training and dramatic art.)

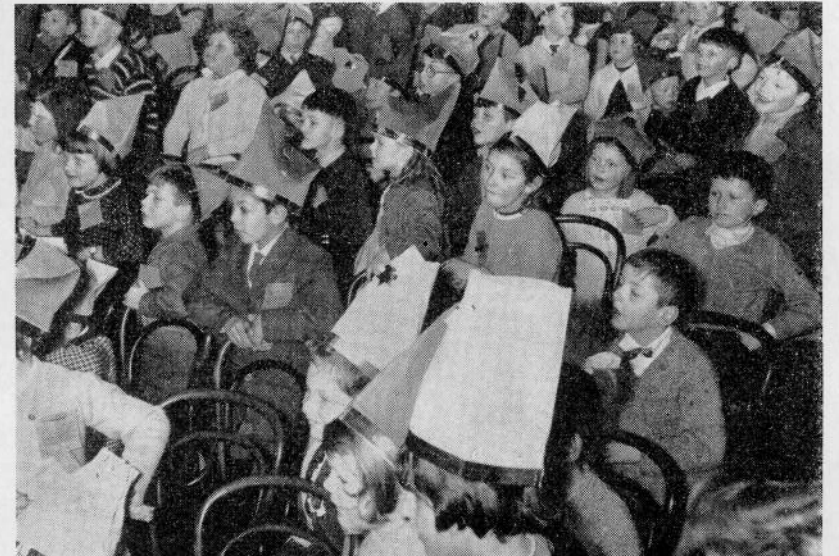


A scene from "The Whole Truth". Left to right, Chris Greatorex, John Bradney, John Wallbank, Alec Finney, Andy Lane and Audrey Taylor.

## 400 at Tyseley Group parties

Tyseley Group held two children's parties on January 18 and 25 in the Acocks Green canteen. Approximately 400 employees' children were catered for and a film show preceded tea which was followed by a Punch & Judy show and a visit from Father Christmas.

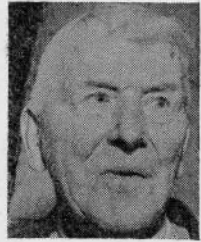
Mr. E. Scott (General Works Manager, Tyseley Group) and Mrs. Scott paid a welcome visit during the festivities. BELOW: Some of the youngsters 'snapped' by our photographer during one of the parties.



# Upsurge of enthusiasm boosts car club membership

## Retirement cuts link with cycle manufacture

Bachelor George Martin celebrated his 75th birthday this month, a few days after retiring from the Company on January 31 with 44 years' service to his credit.



Mr. Martin

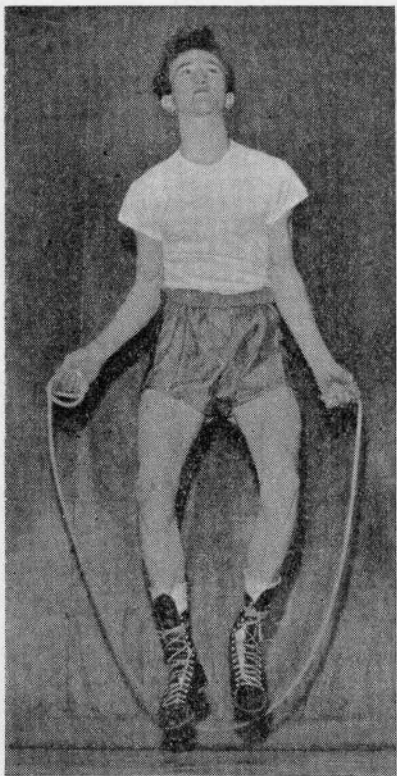
When Mr. Martin began work with Rover in 1919 under Mr. G. K. Starley the Company was making the Rover 12 with the detachable cylinder head, and cycles were still being manufactured.

A year earlier the Company had taken over the Component Munitions factory at Tyseley, where the famous 8 h.p. twin air-cooled model was developed.

Mr. Martin spent all his 44 years at Rover working in the stores, first under Mr. E. G. Commander and later with Mr. Frank Allen when M.C.D. was formed. He was born at Kenilworth, and has lived there all his life.

### Quiz answers:

1. 7 a.m. 2. Florence. 3. Gounod (French). 4. Goodwins. 5. Onion or red currant jelly. 6. Princess Mary of England. 7. Sir Francis Drake. 8. Pall Mall. 9. Stool ball. 10. Blunder or contradiction. 11. Worship of stones. 12. Photography.



Rover apprentice Alan Hughes, who is earning a name for himself as a boxer, goes through the skipping routine during a training session. Alan, a member of Sparkhill Harriers Athletic Club, is now in the Tyseley Machine Shop after taking a course at Solihull College of Further Education.

A terrific upsurge of enthusiasm has led to a rapidly increasing membership of the Rover Car and Motor Cycle Club, the organisation of which was recently streamlined by the amalgamation of its Solihull and Tyseley sections.

## Seniors improve, Res. slip

Solihull Seniors showed much improved form in January, winning two games, drawing another and losing only one match. Reserves, who had been doing so well (only one game lost in 12 played) slipped slightly. They won one game and lost two. Solihull Apprentices also slipped, though they had a good game against Girling.

Recent results: Solihull 1st XI, Jan. 11, beat Kynoch away 1-0; Jan. 18, lost to Rover Tyseley at home 4-1; Jan. 25, beat Kenrick Jefferson at home (cup 1st round) 3-2; Feb. 1, drew 2-2 away against W. G. Allens.

Reserves: Jan. 11, beat Triplex Res. at home 4-0; Jan. 18, lost to Bulpitt Res. away 6-2; Jan. 25, lost to B.C.T. away (cup 1st round) 5-3.

Apprentices: Jan. 11, beat Girling Res. at home 7-2; Jan. 18, lost to Reynolds Tube Res. at home 4-3; Jan. 25, lost to Hopes away (cup 1st round) 4-2; Feb. 1, drew 3-3 away against Kynoch Colts.



Rover Tyseley 'A' footballers topped the Division 9 table at the beginning of the month with 27 points out of a possible 30, having scored 74 goals with only 19 against.

Inside-forward J. Arrowsmith is the division's leading goal scorer with 30 to his credit. The team has won its way into the final of the Silversmiths' Cup against City Transport 'A'.

Tyseley Seniors are maintaining second place in Division 1, playing very well. Recent results: Jan. 11, drew 2-2 against Fisher and Ludlow; Jan. 18 beat Rover Solihull 4-1. Top goal scorer is J. Brookes (23).

### Subs. now due

Members of Rover Horticultural Society are reminded that 1964 subscriptions became due on January 1. Fees—2s. 6d. per member, 4s. joint membership—should go to either Mr. D. Pontin (M.C.D.), treasurer, or Mr. A. Thomas (Land-Rover Chassis Weld), secretary.

## YOUR ROVER NEWS

ROVER NEWS is posted free each month to all employees and anyone not in receipt of a copy should notify the editorial office immediately (Internal phone: Solihull 713). The newspaper is normally published on the last Friday in each month (next issue: March 27) and news items for inclusion can be given to any of the following correspondents.

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

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

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

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

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

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

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

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

**CARDIFF:** Mr. J. Fisher-Evans (Assistant to General Manager), Mrs. Valerie Glavin (Parts Manager's Office), Mrs. Eileen Simons (Parts Supt's Office), Miss Pauline Morgan (Production), Mr. Dennis Scott (Production Machine Shop).

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

**SEAGRAVE ROAD:** Mr. R. S. Sykes.

## Model building competition

A model building competition open to employees and their families is being organised by the up-and-coming Rover Railway Society.

The competition is divided into three classes—assembly of plastic lineside kits; assembly of plastic rolling stock; scratch built models of track, lineside buildings, rolling stock and locomotives.

Entry forms are available from Mr. G. Hinds (Planning Drawing Office, Solihull) and these must be returned by May 5. Judging and prizegiving will take place during the Society's exhibition which will open at 7.30 p.m. in the Junior Staff Canteen on May 12.

The club's own layout will be in operation and this and the large display of static models and photographs, etc., will make the evening a "must" for all who are young enough in heart to enjoy model railways.

## GROUP INSURANCE SCHEME SOON?

A full programme of events are planned for 1964 and these are as follows: March 15—Birfield, one day; April 12—Wilmot Breeden, half day; May 3—Rover, half day; May 14/15—B.F.A.S. evenings; June 7—G.K.N. Trophy, one day; July 12—Greyhound, one day; August 20/21—B.F.A.S. evenings; September 5/6—Wilmot Breeden, all night; October 4—G.K.N., half day; November 8—Birfield, part night.

From this it will be seen that there are events to cater for all tastes, but in addition the Octagon will be arranging other simpler half day events if the demand arises.

Some people may feel that map reading and navigation is much too difficult for them, but this is not so. In any case, most events are run in two parts—one for the experts (so called!) and the other for novices.

There are many club members of long-standing who are only too pleased to pass on the benefit of their experience to beginners.

The officers of the Rover club for 1964 are: Chairman—Colin Halls (P6 Inspection, Solihull); Secretary—Ken Broadfield (Laboratory, Tyseley—Internal telephone 213); Treasurer—Les Coombes (G.I.D., Percy Road—Internal telephone 741).

Interested readers can obtain information about joining the club from the above, and also from Harry Jones (Factory Layout, Acocks Green). A new monthly newsletter will be published shortly giving all the latest information and gossip, and copies will be sent to all members.



Last season's most successful Rover golfers. Left to right, standing: W. Commander (Springfield—Committee Cup); J. Davis (Land-Rover, Solihull—Captain's Prize); G. Hexter (Solihull—captain); J. Ward (Trim Shop, Solihull—Penfold Shield); K. Lewis (Springfield—Wagstaffe Cup). Seated: F. Fisk (Acocks Green—Acocks Green Cup); D. Taylor (Acocks Green—Solihull Cup and Prize-winner's Medal); B. Longstaffe (Land-Rover, Solihull—Tyseley Shield). The awards were presented by Mr. R. Dixon, Social Club General Secretary, at the annual dinner and prize presentation of Rover Golfing Society held at the Barley Mow Hotel, Solihull. Mr. Dixon and Mr. Hexter spoke at the gathering and the prize presentations were followed by entertainment by an excellent comedian.

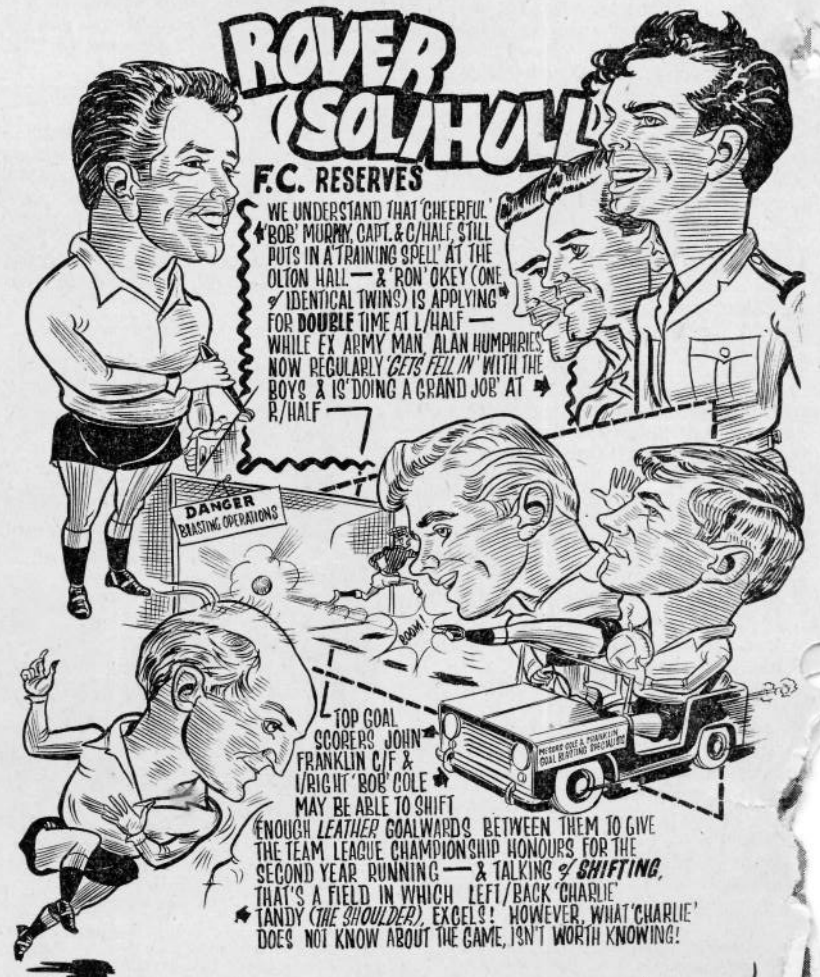
## Perry Barr anglers led prizes 'scramble'

Perry Barr Angling Club held an open scramble on the Oxford Canal on February 2. Top weight of 4 lb. 13 oz. went to H. Glazebrook (Plant Department). F. Latham (Machine Shop) was second with 4 lb. 8½ oz. whilst S. Adams (Inspection) was third with 4 lb. 2 oz.

There were 40 competitors and Perry Barr members took 9 out of the 11 prizes. Total weight caught was just over 61 lb.

## RETIREMENTS

Mr. Samuel George Perkins on January 31; he was a stores assistant at Solihull (10 years' service). Mr. John Herbert Stride on January 31; he was a stores assistant at Solihull (10 years). Mr. Richard William Bragg on January 31; he was a stores assistant at Solihull (16 years). Mr. Peter Fraser on January 31; he was a stores assistant at Solihull (18 years). Mr. Thomas W. Hayes on January 31; he was employed in the Toolroom, Acocks Green (14 years). Mr. Frederick George Rudd on January 31; he was employed in the Machine Shop, Acocks Green (27 years). Mr. James William Powell on January 10; he was an inspector at Perry Barr (9 years). Mr. Alfred Chambers on February 7; he was an inspector at Tyseley (25 years).



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