

Second gas turbine boat shows its paces

GENERATOR UNIT ADAPTED TO MARINE PROPULSION

A single shaft Rover gas turbine engine of the type used to provide power for driving pumping equipment and generators, has made its first public appearance as a propulsion unit in a boat. This marine use has been made possible by use of a variable pitch propeller.

For this latest Rover gas turbine development, a second boat—a 20 ft. Brensal Queen—was acquired by Rover Gas Turbines Ltd. It was this launch, *Rover Argo*, which demonstrated the 90 b.h.p. single shaft gas turbine marine installation to invited Pressmen, interested technicians and potential customers at Cowes (I.O.W.) this month.

This three-day marine demonstration was the second one of its kind to be given by Rover Gas Turbines Ltd. within the past few months. Last September the Rover launch, *Turbinia II*, demonstrated in public off Cowes the marine version of the 2S/150, the twin-shaft engine proved so conclusively in the Rover-B.R.M. car at Le Mans.

Development of the 1S/90 engine as a propulsion unit for small marine craft represents a significant break-through for Rover gas turbine engineers. The installation has been engineered to enable marinised use to be made of the smaller and cheaper Rover gas turbine engines as propulsion units.

The engine is the standard 1S/90 unit with power take-off giving 90 b.h.p. (continuous) at 3,000 r.p.m. The 1S/60 is an identical engine for installation purposes and can be used where the lesser power of 60 b.h.p. (continuous) is adequate.

Small single shaft gas turbine engines are not capable of starting against large inertial loads and it is for this reason that they have hitherto been used as generator or pumping engines. In *Rover Argo*, a DUERR PNP variable pitch propeller has been used to provide matching of the propeller load to the engine characteristics and, at the same time, keep costs at a minimum by obviating need for a gear box.

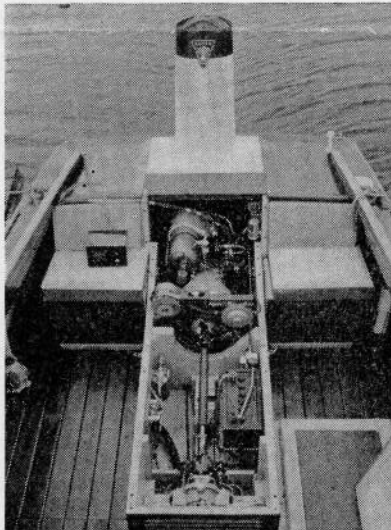
Again, because the small single shaft gas turbine has a limited throttle characteristic, the variable pitch propeller, in conjunction with the throttle, provides speed control. The limited engine throttling available can be utilised to provide docility for harbour manoeuvres.

In *Rover Argo* an ENV V-drive has been used because of the layout of the hull furnishing. In another hull it would be simpler and cheaper to use a straight line engine/propeller shaft with the exhaust pipe in the conventional location amidships.

Visitors impressed

The oil cooler is a simple secondary surface heat exchanger and water circulation is by a small Jabsco pump. This same pump also provides cooling for the V-drive.

Tankage of *Rover Argo* is 39 gallons, giving a cruising range of 60 miles at 23 m.p.h. at the consumption figure of 15 gallons an hour. This tankage is adequate only for the Rover gas turbine test programme.



Compact and neat—such was the immediate impression gained by visitors to Cowes of the gas turbine installation in "*Rover Argo*".

To Cowes... from Norway

Visitors came specially to see the demonstration from Norway and Holland, as well as from all over the United Kingdom. All were very impressed with the unit. On hand to give all the technical answers to questions plied thick and fast were Mr. Uffa Fox, the Consulting Naval Architect to Rover Gas Turbines Ltd., Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.), Mr. John Griffiths (General Sales Manager) and Mr. George Cowan (Technical Sales Manager).

Rover Argo was crewed by Mr. K. Cheery (Service engineer) and Mr. P. Langley (Installation engineer). It was taken south by road on a trailer towed by a Land-Rover, and the whole unit was ferried to the Isle of Wight, returning the same way.

Because of a rough sea whipped by a biting cold north wind, demonstration runs and close-up inspection of the propulsion unit were carried out up river from the harbour and not, as

2000s FOR EXPORT

New cars go into Europe from May 1

The new Rover 2000 car was "launched" into the European export market with a massive publicity programme organised in conjunction with the Geneva Motor Show this month. From May 1, the 2000 will be available in some European countries.



Gold medals won by the Rover Company at last year's London Motor Show for the coachwork of the 2000 and 3-litre cars were presented recently. Mr. A. S. Ostler (Chief Designer, Cars), left, is pictured receiving the medals, on behalf of the Company, from Mr. Wilfred Andrews, President of the R.A.C., at a luncheon at the R.A.C. Club in Pall Mall, London. The coachwork competition was organised by the Institute of British Carriage and Automobile Manufacturers.

Several 2000s, including two left-hand drive versions, were taken to Switzerland and many of the 200 leading European journalists invited to the "launch" accepted invitations to make personal test runs in the cars. Receptions were held daily at the Hotel du Lac, Coppet, near Geneva, which was the starting point for demonstration drives.

Details of the intention of the Rover Company to start selling the 2000 in Europe from May 1 were given to journalists at an informal reception in a Geneva cinema. Visitors saw two films—one detailing development and production of the 2000 at Solihull, and the other showing the successful Rover-B.R.M. gas turbine car which won the special prize at Le Mans last year.

When the 2000 was announced at last year's London Motor Show, it was stated that sales would be restricted to the home market for a minimum of six months. This period will shortly elapse and, on the basis of the planned programme, release to several European countries will begin in May.

Considerable interest has been shown in the car by all European countries and vehicles are expected to be available in all Europe's markets by the latter part of the summer.

★ ★ ★

At the Geneva Show itself, a comprehensive range of Rover cars and Land-Rovers was exhibited. Centre of attraction on the Rover stand in the main hall was a Wedgwood blue 2000 mounted on a turntable. Alongside was a 2000 engineering exhibit showing the car in skeleton form.

On the stand floor was another 2000 painted white with red trim, together with a stone grey 3-litre saloon with tan trim and automatic transmission and a black 3-litre coupe with red trim and manual transmission.

Five Land-Rovers were displayed in the commercial vehicle section. They comprised a Forward Control, a Long unit with diesel engine and three Regular models—one with truck cab and petrol engine, a station wagon with petrol engine and a standard diesel model with canvas hood.

Rally debut for 2000s: Four in the Alpine

Rover 2000s will make their rallying debut in the Alpine Rally in France in June. This dramatic news was given to ROVER NEWS by Competitions Manager Ralph Nash, who also announced that four Rover 3-litres will be competing in the Greek Acropolis Rally in May.

Four Rover 2000s will comprise the Rover works entry in the Alpine, which our cars will be tackling for the first time. The driving teams will be announced at a later date. Servicing will be in the hands of Mr. Nash and fitters from Solihull.

Continued in Page 2



Mr. Uffa Fox prepares to cast off for a demonstration run. Passengers behind him are two Norwegians who showed intense interest in the launch and its unit.

originally intended, from the private Cowes quay of Mr. Uffa Fox.

As with the fibreglass *Turbinia II*, the only distinguishing physical feature of the lighter, plywood hull of *Rover Argo* is the exhaust funnel in the stern.

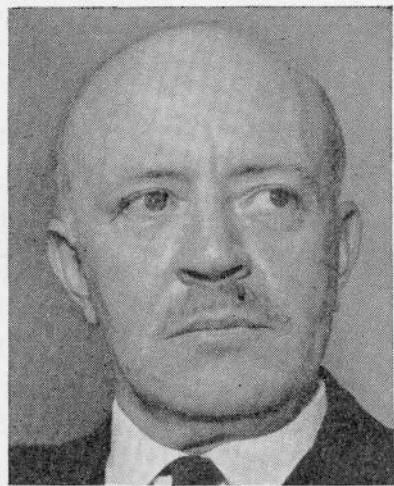
Development of the smaller and cheaper single shaft gas turbine engine for marine use—it costs a little over half that of the twin shaft engine—has taken place since the International Boat Show in London in January, when considerable interest was displayed in *Turbinia II*.

Mr. W. Martin-Hurst, the Rover Managing Director, with Mr. Carl Kiekhaefer, President of the Kiekhaefer Corporation of Wisconsin, U.S.A., at the Corporation's 25th anniversary dinner which Mr. Martin-Hurst attended during a recent visit to the United States. The Kiekhaefer Corporation has bought 500 2½-litre diesel engine units for fitting into marine craft in conjunction with the Mercruiser outboard drive system. The order followed extremely thorough and successful testing.

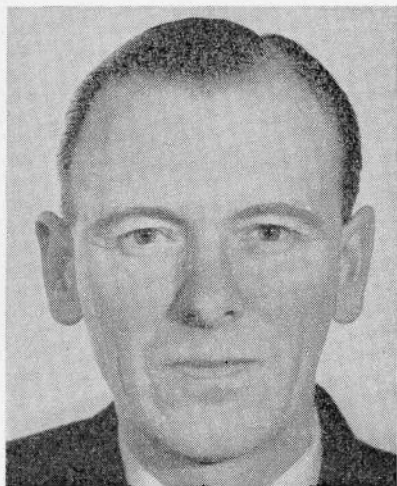


Promotions from within the Sales Division

TOP LEVEL MOVES IN EXPORT DEPT'S BIG RE-ORGANISATION



Mr. R. J. Burn



Mr. A. E. Wilford

OTHER NEWS FROM SALES DIVISION

Saudis buy 200 L/Rovers, Swiss order another 300

Two hundred Regular petrol Land-Rovers have been ordered for the Saudi-Arabian National Guard. The order—first sizeable one from this source—follows the purchase of smaller quantities of vehicles and stems from the evident satisfaction of the Saudi-Arabian authorities with these earlier Land-Rovers.

Four Regular station wagons have been bought by the United Nations Organisation through the Cooper Motor Corporation Ltd., our East African distributors, for relief work among Watutsi refugees from the Ruanda province of the Congo. Three of the Land-Rovers will be delivered next month and the fourth one in May.

Another Swiss Army order for 300 Regular petrol vehicles brings the Land-Rover strength of the Swiss Army to the 1,400 mark. The latest batch has been built to Army requirements and the units are finished in infra-ray reflecting paint.

Three more Land-Rovers have been bought for the Peruvian Ministry of Health. Two are Regular station wagons and the third a Long pick-up. The Peruvian Agrarian Reform Institute has ordered a Long station wagon.

Recent visitors: Dr. Tulio Perez Planchart, director of Mack de Venezuela, our Venezuela distributors with whom Rover is concerned in the assembly of Land-Rovers in South America; Sr. Carlos Tovar, director of Maquinarias Oranoco, Venezuelan dealers; Srs. Jaime and Alberto Duran, brothers and partners in Jaime Duran and Cia Ltda., our Bogota, Colombia, distributors; M. Raymond Vanderveken, director of the Compagnie Generale d'automobiles et d'aviation au Congo (CEGEAC).

In Royal use . . .

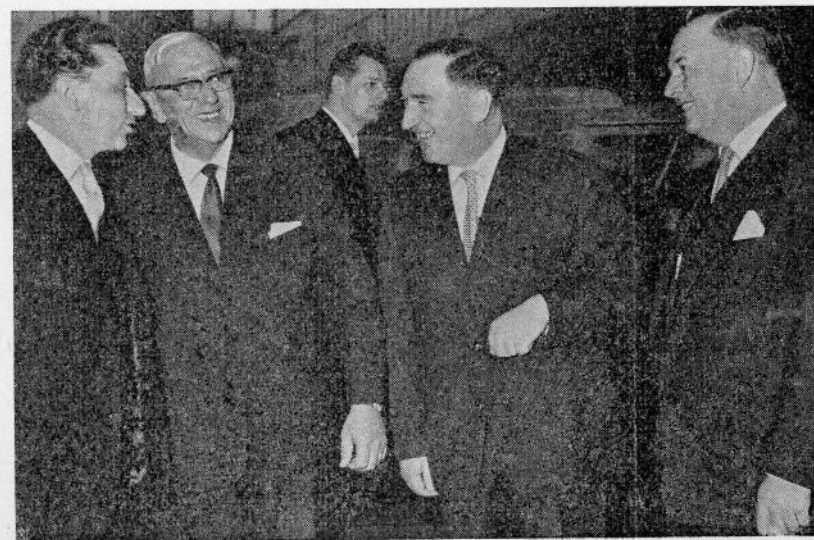
Princess Marina, Duchess of Kent, was supplied with a black 3-litre Rover car fitted with radio, power assisted steering, bucket seats and a triplex Shadowlite window.

Eight main French dealers accompanied by Mlle. Janine Bahier and M. Jacques Clouet of Franco-Britannic Autos Ltd., our French distributors, paid a two-day visit to the Midlands early this month.

The visitors' programme included tours of the 2000 assembly line and the Acocks Green factory, and visits to the Solihull Service School and Rover Gas Turbine premises.

The dealers also drove Rover 2000's and expressed great enthusiasm for the vehicle.

Gas turbine tailpiece: 14 Rover gas turbine generating units have been ordered for the Swedish Navy. They will be fitted as auxiliaries in patrol boats designed and built in Sweden. The order follows others for the Danish and West German Navies revealed three months ago.



The Dutch Minister of Traffic and Public Works, Mr. J. van Aartsen, visited the Rover distributor's stand after officially opening the Amsterdam Motor Show. He is pictured (left) with, left to right, Mr. S. Schootstra, general chairman of R.A.I. (the Dutch organisation for the motor vehicle and bicycle industries), Mr. A. B. Engelen, managing director of H.C.L. Sieberg N.V., our Dutch distributors, and Mr. L. G. T. Farmer, Chairman of the Rover Company. On the Sieberg stand were several Land-Rovers and items of ancillary equipment.

Royal Warrant

In recognition of three years' continuous supply of vehicles, The Royal Warrant of Appointment as suppliers of motor cars and Land-Rovers to Her Majesty Queen Elizabeth the Queen Mother has been granted in the name of Mr. L. G. T. Farmer as Chairman of The Rover Company.

An important re-organisation of the Export Department of the Company's Sales Division at Solihull became effective on March 1. Several senior members of Export were involved and appointments necessitated by the re-organisation were made by promotions from within the Sales Division.

The re-organisation followed the departure from the Company's service of Mr. W. J. R. Warren, Export Sales Manager, to take up a directorship outside the motor industry.

A new post—that of Export Manager—has been created and filled by Mr. R. J. Burn, formerly Overseas Operations Manager. He joined the Company in 1955 and the work of his Overseas Operations Department included responsibility for all our CKD business and overseas manufacturing operations. As Export Manager, Mr. Burn is responsible to Mr. A. G. S. Herbert (Executive Director, Sales) for all our vehicle sales in export markets.

Mr. A. E. Wilford, formerly Export Marketing Manager, has been appointed Export Sales Manager, responsible to Mr. Burn. Mr. Wilford's period of

service with the Company goes back to 1936 broken only by 6½ years' war service.

Mr. J. H. Edwards, Market Research and Statistical Section Manager for the last two years, has been appointed Executive Assistant to the Export Sales Manager—a new post. Mr. Edwards has been with the Company since 1955 when he joined Market Research & Statistics.



Mr. P. Boyd Brent, who joined the Company in 1955 as CKD Supervisor, Export Department, and has for the past three years held the position of Technical Manager, Overseas Operations, has been appointed Overseas Operations Manager in place of Mr. Burn to whom he is directly responsible.

In a statement to ROVER NEWS, Mr. A. G. S. Herbert (Executive Director, Sales) said: "With the advent of the Rover 2000, and the decision to increase our Land-Rover capacity, it will be necessary for more foreign travel to be undertaken by our senior export staff to ensure that our overseas distributors are right on the ball.

"These appointments have been made by promotions within the organisation and the changes should be smooth and without loss of efficiency in our service to distributors and customers".

Appointed Assistant Publicity Manager

Mr. E. C. Borst-Smith has been appointed Assistant Publicity Manager to The Rover Company while retaining his previous responsibilities as Office and Publications Manager. His appointment makes him deputy in all publicity matters to Mr. J. H. Baldwin (Publicity Manager).

Pengam ladies' night out

Tired of being left out of festivities enjoyed by the men, a party of Pengam ladies organised their own "hen party" last month at the Treforest Restaurant. Their "ladies only" night out proved to be a great success and husbands and

J.P.C.A. CHAIRMAN

The Company has appointed Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare) to be chairman of Solihull Joint Production Consultative and Advisory Committee in succession to Mr. A. J. Worster (Production Director).

housework were temporarily forgotten as they enjoyed an excellent meal served to them for once, and not by them. By unanimous agreement, the outing will be repeated on April 10—subject, of course, to husbands' approval!

FROM PAGE ONE

Two motor mechanics from Guinea have returned home on completion of six-month courses on Land-Rovers. The pair, Amara Camara and Mamadou Barry, came to Britain on International Labour Organisation scholarships and their training was undertaken at Tyseley and Solihull.

The rally starts from Marseilles on June 23, does a circuit to Cannes and then proceeds via Chamonix to Monte Carlo for the finish on the 27th. Total distance is some 2,132 miles and the route climbs to a maximum 8,000 ft. above sea-level. The rally, therefore will be a pretty gruelling debut for the 2000s.

Before the Alpine event will be the Acropolis in Greece from May 21 to 24 and in which will be entered a works team of three 3-litres and a privately-entered 3-litre with Mr. Richard Martin-Hurst at the wheel.

Rallies: Four 3-litres in the Acropolis

The works team will comprise Ken James and Mike Hughes, who experienced rallying in France only recently in a privately-entered 3-litre in the "Monte"; Logan Morrison and Johnston Syers, Scottish newcomers to the Rover rally team; Tony Cox and Willy Cave. Mr. Cox, Rover Competitions Section foreman, drove in the R.A.C. Rally last year and Mr. Cave was in a 3-litre in the 1963 Spa-Sofia-Liege event.

Reaching the starting point will be a marathon in itself for the Rover cars, which will travel via Ostend, Milan

(Italy), and the Brindisi ferry to the Greek port of Piraeus. The vehicles will be taken by train from Ostend to Milan and will then be driven to Brindisi in southern Italy.

Regarded as a rough rally, the Acropolis covers some 1,875 miles, starting and finishing in Athens. Its route through mountainous Greece incorporates the Peloponnese, the land mass south of the Corinth Canal. Last year the event was won by a Mercedes. The Rover cars will be serviced by two teams from Solihull, again led by Mr. Nash.

Market Research changes

Another re-organisation which has taken place parallel with the changes in Export Department has made the Company's Market Research & Statistical Section an entity of its own. Hitherto it was part of Sales Division.

Mr. Graham Bannock, Economic Advisor to the Managing Director, has assumed overall responsibility for the section to Mr. W. Martin-Hurst.



Mr. G. Bannock

Mr. Ray Wills, formerly assistant to Mr. Edwards, has been appointed Section Manager following Mr. Edwards' appointment in Export Department. Mr. Wills has been with the Company since 1955.



Mr. R. Wills

Mr. Roger Whiteman has joined the Company to assist Mr. Bannock in his economic work, which has grown considerably with the development of the Company's expansion plans for cars and Land-Rovers.

Lanolin-licking lizards . . . 'stowaways' from Algeria

A stowaway lizard found in one crate of returned parts may not be of much interest, but the opening of five crates and the discovery of a North African lizard in each one, together with an ancillary supply of insects and spiders, is likely to result in more than a ripple of interest from the storemen concerned.

Such an occurrence at Pengam did cause quite a stir; in fact, after the fifth case had revealed its "passenger", storemen Harry Chichester and Joseph Doyle began to wonder just what they were likely to find in the other 13 in the consignment. They found nothing further, however, though one crate was of such a size that speculation was rife as to what it would reveal . . . apart from parts, of course!

The 18 crates in this particular consignment brought parts from the Compagnie Algerienne de Tracteurs, our Algerian distributors. The crates had originally been sent to Algeria from Solihull some years ago and they are believed to have been standing empty in Algiers dockyard for some time before being loaded up for return to England. Thus, there had been plenty of time for livestock to set up "home" in the wooden crates and they had duly travelled all the way to Cardiff.

Several of the crates were probably packed four or five months ago ready for despatch. Since being sealed down, and during the sea trip to Britain, the lizards survived quite comfortably by living on insects and on the lanolin smeared over the consigned parts.

The lizards varied in length from 3½ to 5 inches. They have been identified as of the non-poisonous gecko variety and are stone-coloured. One has been accepted by the zoological section of Cardiff Museum; another has gone to London Museum and the other three found a temporary home in a small fish tank in the office of Mr. Charles Skermer (Parts Department Inspector) before moving on to Barry Zoo. Their fish tank diet: ant eggs, orange peel and bits of banana!

Said Messrs. Chichester and Doyle, storemen in the Pengam Parts Stores Receiving Department, who had the dubious pleasure of opening the crates: "We were surprised to find the first lizard — you don't expect to open crates and see



lizards come crawling out. And after opening two or three crates we began to wonder what next we would discover".

(Spine-tingle tailpiece: When the ROVER NEWS editor and photographer went along to Mr. Skermer's office to inspect the "finds", a spider was found crawling its way to freedom. "Mustn't let it out, we think it's poisonous judging by the way it paralyses other insects", remarked Charlie as he poked it back into the fish tank with a pencil. His typist fled from the office!)

WEDDING CHIMES

A 400-day clock was presented by Mr. T. A. Barton (Assistant Chief Engineer, Land-Rovers) to Mr. Robert C. Lees (Technical assistant, Land-Rover Experimental) to mark the occasion of the latter's wedding on February 29 to Miss Eiliah McLennan. The wedding present was subscribed for by friends in Experimental and Service where Mr. Lees, an ex-apprentice, formerly worked.

● Watched somewhat apprehensively by Mr. Charlie Skermer (right) and fellow storeman Mr. Harry Chichester, Mr. Joseph Doyle (left) prepares to take the lid off a crate of parts from Algeria. Mr. Skermer had his makeshift "lizard house" ready — just in case! Superimposed is a close-up of one of the lanolin-licking Algerian lizards.

Archers elect a new chairman

The annual meeting of the Rover Archery Section on February 18 saw the retirement from the chairmanship of Mr. L. Acott after two years in office. His place was taken by Mr. E. Jones who gave a well-deserved vote of thanks to his predecessor.

New officers elected: chairman, Mr. E. Jones; secretary, Mr. N. Bedford (Jig Shop, Solihull); treasurer, Mrs. J. Herbison. Committee: Messrs. B. Russell, J. H. Bartell and B. Acott.

Anyone interested in joining the section should attend either in the Junior Staff dining room on Tuesdays from 7.30 p.m., or on the sports field (off Lode Lane near the industrial estate) on Sunday afternoons.

A fairly full programme of competitions planned for the coming season began with a Spring field shoot on March 8. The section is also entering a team in the Warwickshire County League and hopes to enter two teams this year in the British Archer Postal League.

Pengam presentation

To mark the occasion of her leaving the Company's employment, Mrs. Pat Pladdy (Parts Stores Vistem Records supervisor, Pengam) was presented with a cut glass rose bowl and a bouquet of carnations by Cardiff colleagues. She has left to prepare for her future occupation as a Mum. Before joining the Rover Parts Dept. in the early days of the Cardiff project in 1962, Mrs. Pladdy was employed for 23 years with Morsmith Motors Ltd., our Cardiff distributors.

Amateurs turn to comedy

Rover Dramatic Society turns from tense drama to comedy for its third and final offering of the season on April 10 and 11, on the Tyseley stage.

Alan Melville's play "Castle in the Air" is the choice, and a small cast of five comprises Les Coombes (Gauge Inspection, Percy Road), Mike Garcia (Programmers, Solihull), Alec Finney (Gas Turbine Buying, Solihull), Janette Dennington, and a newcomer to the group, Jane Clark (Transmission Drawing Office, Solihull).

Making her debut as a producer is Ellen Spencer.

An unusual aspect to this production is that three of the five players in the cast need to acquire non-English accents — Alec Finney and Mike Garcia are rehearsing as Scotsmen, and Janette Dennington changes her Dutch accent in the last production to a mid-Western American drawl.

● American writer Mrs. Elisabeth Mann-Borgese takes possession of the Long petrol Land-Rover station wagon in which she is undertaking a trip to India to study the intelligence of elephants. Mrs. Mann-Borgese, daughter of the writer Thomas Mann and widow of the Italian writer, Borgese, set out on her journey from Florence, Italy. Her researches will be the subject of a book to be published in the United States.

Mrs. Mann-Borgese and her companions — a Swiss journalist/photographer, two Roman painters whose pictures will appear in the book, and an American student — drove to India via Bologna, Venice, Trieste, through Jugoslavia, Bulgaria, Turkey, Iran, Iraq, Syria and Pakistan. They

expected to remain in India about two months.

The Land-Rover from Solihull was flown from Britain to Le Touquet and duly delivered to Mrs. Mann-Borgese by Mr. Giuseppe Cattani, the Florence agent of Sasamotors, our Modena dealers. An Italian Press report about the proposed journey included this phrase: "The English Land-Rover, thanks to its toughness and its capacities of pick-up on every kind of ground, even the most difficult, is particularly qualified for following herds of elephants".



Survivor of a rare species was once an 'old wreck'

Only a handful of Rover Speed 14 models were produced in 1934. And one of them — perhaps the last in circulation? — is owned by Coventry shopkeeper Mr. R. E. Sheffield, who lives at Kenilworth.

Mr. Sheffield bought "a pair of old wrecks" (his own words) for £30 in 1945 when cars were at a premium. One was the Rover, its bodywork shabby and rusted, the engine worn and rattling. Someone had dropped a drum of oil on the back of the body so that it was twisted and apparently beyond repair. Oil had dripped over the back seats.

But Mr. Sheffield did not despair. Patiently, he stripped the vehicle down in the garage of his home. Then he rebuilt the ash frame of the bodywork, beat out new panels and refurbished the

interior. The engine was overhauled and £280 spent on spares for the car.

Soon after it rolled out of the garage, a buyer offered him £600 for the car which cost £400 when new.

Says Mr. Sheffield about his 'treasure': "I would not part with it. It is used almost every day and always starts first pull. It will do 70 m.p.h. and I get 25 miles to the gallon. It is a wonderful old motor".

Mr. Sheffield often gets offers for the car from people who step into his confectioner's shop in Hearsall Lane,

Coventry, having seen the Rover parked outside. Sometimes the offer is as much as £300. But the answer is always the same: "Sorry, it's not for sale".

TAILPIECE: Present-day Rover employees who worked on the production of this car back in 1934 include Mr. W. J. Robinson (Executive Director, Production — Solihull), Mr. C. Nicholls (Jig Shop Manager) and Mr. G. Savage (Jig Shop Supt.). The vehicle is not to be confused with the Rover 10 saloon, about which a story appeared in last month's ROVER NEWS.



These six Land-Rovers for the highways department of Hampshire County Council represented the first Land-Rover order from that authority. It was placed through our Fleet distributors, Stevens Bros. (Fleet) Ltd. and since delivery a second order has been placed for another half-a-dozen vehicles.

RETIREMENT CORNER

Mr. Walter Moore on December 24; he was employed in the Paint Shop and Inspection Department, Solihull (24 years' service). Mr. John Patrick Connell on January 3; he was employed as electrician's mate at Acocks Green (15 years). Mr. Michael Heeny on January 24; he was employed as a millwright at Tyseley (15 years). Mr. A. E. Whitehouse on February 21; he was employed in the Jig & Tool Drawing Office, Acocks Green (6 years). Mr. W. Sneyd on February 25; he worked on road test (32 years). Mr. Frederick Stanton on February 28; he was employed in the Machine Shop, Tyseley (31 years). Mr. Horace Withers on March 13; he worked on Inspection, Perry Barr (27 years).

ROVING REPORTS

Popular rhythm group is in the Brum Beat groove

So popular is the Birmingham Renegades Rhythm Group managed by Mr. Ted Brown (Gauge Inspection, Perry Barr), that the lads are fully booked up to and including the last weekend in May. Because of commitments, Mr. Brown has been unable to accept an invitation to play at the Tyseley dance on April 10.

Expressing his regret about this to ROVER NEWS, Mr. Brown also thanks the many well-wishers who have written to him and thanks employees and their friends for the enthusiasm shown to the group when it appeared at Solihull.

Since then, the group has signed record contracts for a new London label, "Dial", and the boys have a spot on The Brum Beat L.P. The group is also the first Birmingham one to record an L.P. of its own and the lads have also been asked to write their own number for recording in about three months' time.

Bookings have taken the group on many journeys outside Birmingham and other engagements are taking the Renegades to the Manchester University rag ball at which they will appear with Mike Cotton and his band and "Screaming" Lord Sutch.

Another Perry Barr employee with a son making his way in the "beat" world is Mr. Bill Buckley (Gear Lapping Shop). His son Colin is one of the Two Corvetts, who also have a place on The Brum Beat L.P. Colin plays the guitar and his partner, Ken Hardwick, the instrumentals.

The boys, who have played together for three years, entered and won while schoolboys a competition on Radio Luxembourg. There were 5,000 entrants. The prize was a trip to New York where they played and sang on television and radio. Since then the Corvetts have become well known in Midland clubs and in the cause of charities. As yet, the pair are amateurs but with the opportunity of a summer season booking in the offing they may be tempted to turn "pro".

★ ★ ★
Another local rhythm group with a Rover flavour is The Fortunes. One of the four players is Mr. Ron Brown (Solihull M.C.D. chaser), who performs under the name of Ches Brown.

On March 2, The Fortunes won the area final of the National Beat Group competition organised by Walls and

Mecca Dancing. Success meant a £50 cheque for the group, plus a place in the grand final in London in May for a £1,000 prize. The area final was held in the Locarno Ballroom, Birmingham, and five groups competed.

Ron has been playing guitar with the group for two years. He has been employed in Solihull M.C.D. for five years.

Mr. H. J. Morson (Chief Electrical Engineer, Acocks Green) presents Mr. John Patrick Connell (Electricians Dept., Acocks Green) with a cheque upon the latter's retirement from the Company after 15 years' service. The cheque was subscribed for by Mr. Connell's workmates.



Mr. and Mrs. A. Monaghan who celebrated 60 years of married life on March 21. Mr. Monaghan has worked at Tyseley for 30 years as a tinsmith.

Quality—a new activity

Mr. Stanley Cracknell is undertaking a new activity in his appointment as Overseas Quality Liaison Engineer, answerable to Mr. A. R. Bradley (Overseas Quality Liaison, Acocks Green).

He is working in liaison with personnel at Rover subsidiary companies and other CKD assembly concerns overseas to assist them in any matters appertaining to the quality of vehicles.

Mr. Cracknell's first assignment took him to Eire, and in the last few weeks he has been to Rover South Africa and Rover Rhodesia. He is expected back at the end of this month.

Before taking up his new post, Mr. Cracknell was a Solihull-based quality engineer, and has been with Rover for some years.

Reader's Letter

I must register a protest regarding the irresponsible behaviour of a minority of employees when leaving the Rover Solihull premises by Valiant Way. As one who drives a Company car more than 35,000 miles every year, I feel I am qualified to voice an opinion regarding the complete lack of discipline on the part of some motorists, motor-cyclists and cyclists.

Though there is room for two lanes of exit traffic, and it is desirable that traffic bound for Solihull should keep to the nearside lane and that for Dovehouse Lane or Hobs Moat Road to the middle lane, traffic uses these lanes regardless of destination.

Also the third lane, which should be left strictly for vehicles entering the Company's premises, is frequently used by impatient and ignorant drivers who are not prepared to wait their turn. This invariably holds up either buses or Company lorries and other vehicles returning to the works and causes a jam at the top of Valiant Way, thus holding up independent travellers in Lode Lane as well as those more patient employees who are prepared to show more courtesy to other road users.

I trust that an appeal will be made to all employees and, if no improvement is forthcoming, that more positive disciplinary action will be taken.

J. M. BAGGS
(Gas Turbine Buying Department)

—Mr. J. B. Wilson, Works Engineer, comments: "Mr. Baggs is absolutely right: the behaviour of some users of Valiant Way is simply deplorable. Courtesy and consideration cost nothing, yet aid traffic flow considerably. The whole question of exit from the Lode Lane premises at peak times is constantly under Management review and the subject of Valiant Way and its improper use by a minority has been before the Solihull J.P.C.A. on and off for the last five years".

Ten-pin challenge

A ten-pin bowling challenge match between Cost and Accounts Departments at the Warwick Bowl on March 5 resulted in a narrow win for Cost Department by 1890 points to 1873.

Leading scorers were P. Lees for Accounts (437) and R. Coombs for Costs (375).

Ten coachloads taken to panto

Nearly 400 children of Tyseley Group employees saw the matinee performance of "Babes in the Wood" at the Alexandra Theatre, Birmingham, on February 22. The youngsters were conveyed to the panto in ten coaches.

Ice-creams were served during the interval, and after an enjoyable show the children were quickly aboard their coaches and safely on the way home.

Area darts finalist

Apprentice Roy Spurgeon, 20-year-old son of Mr. W. Spurgeon (Mechanical Foreman, Solihull Service Repair Shop), reached the area finals of the "News of the World" national darts competition held at Alum Rock, Birmingham, on February 12, but was beaten in the contest. Roy—now in Technical Service and previously at Coventry—gained his place in the area finals by winning the Coventry and district contest.

Personal News



Mr. A. G. Higgins (Stores Superintendent, Acocks Green) presented Mrs. Mary Green with a cot, mattress and other baby accessories when she left the Company's employ on February 28. She is expecting a happy event. In the picture from left to right are: Mrs. E. Leather (Laboratory), Miss J. Webb (Inspection), Mr. Higgins, Mrs. Green, Mr. C. T. Bristow (Stores) and Mr. D. Sollis (Stores). The gifts were from friends at Acocks Green factory.

from the Factories

BIRTHS

We offer our congratulations to . . .

BARTLETT—To Mr. and Mrs. W. Bartlett, a daughter (Susan Janet) on February 19. Mr. Bartlett works on Group 258, Ryland Road, and Mrs. Bartlett (Janet) was formerly employed in Kardex at Ryland Road and Tyseley.

BURROWS—To Mr. and Mrs. P. Burrows, a son (Nigel John) on February 11. Mr. Burrows works on the Land-Rover Final Line.

BURTON—To Mr. and Mrs. Burton, a daughter (Tracey Helen) on February 4. Mrs. Burton formerly worked in the Land-Rover Trim Shop.

PARKINS—To Mr. and Mrs. J. Parkins, a daughter (Deborah) on February 13. Mr. Parkins works on M.C.D. Scheduling.

TURNER—To Mr. and Mrs. W. R. Turner, a daughter (Susan Elizabeth) on January 6. Mr. Turner works on Service Progress, Perry Barr.

MARRIAGES

We offer our congratulations and best wishes to . . .

CONLON-GLADSTONE—On March 14 at Olton Congregational Church, Mr. Christopher Conlon to Miss Joan Gladstone (Telephone Exchange, Tyseley).

LEES-McLENNAN—On February 29 at St. James' Church, Southam, near Leamington Spa, Mr. Robert C. Lees (technical assistant, Land-Rover Experimental) to Miss Eiloh McLennan.

PHILLIPS-BULPIN—On January 11 at the Church of the Blessed Sacrament, Rummey, Cardiff, Mr. Peter John Phillips to Miss Pauline Bulpin (Hollerith Department, Pengam).

SPITERI-EVANS—On February 10 at Cardiff Register Office, Mr. C. Spiteri to Miss M. Evans (Shipping Section/Parts Department, Cardiff).

Suggestions bring their own reward



Nearly £350 was paid out to Rover employees in the above group by Mr. A. J. Worster (Production Director) in February. Five men received cheques as rewards for good ideas accepted by the Solihull Suggestion Scheme Committee. Mr. Worster is seen handing over a cheque for £200 to Mr. B. S. Wright (Press Shop) who had two suggestions regarding scrap utilisation accepted. Others in the group, left to right, are Messrs. B. S. Womwell (Land-Rover—£25 receipt); E. Dwyer (Press Shop—£30); R. E. Goode (Works Engineers—£40); J. E. Ogden (Land-Rover—£50), and W. Ethell (Suggestion Scheme Secretary). The full story about these awards appeared in last month's ROVER NEWS. There's more money to be won with useful suggestions. Don't keep a good idea to yourself—let Management know about it through the Suggestion Scheme.

Tankard gift to 42 year 'Service' man

Mr. A. B. (Bert) Jackson returned to the Coventry Service Department premises on February 28—two months after retiring—to receive an engraved tankard subscribed for by his workmates.

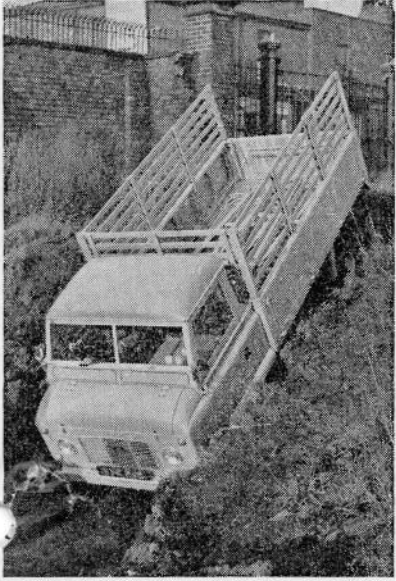
The handful of employees in the Stoke Row depot have a proud service record between them, and Mr. Jackson's 42 years was one of the most notable.

He spent all his working Rover life in Coventry, most of the time with the Service Department. He became a foreman at Oliver Street in the 1930's and retained this post until retirement at over 70 years of age.

BELOW: Mr. R. W. Bromley (Executive Director, Service) is seen handing over the tankard to Mr. Jackson, on behalf of working colleagues.



Second home demonstration tour big success



The recently-completed four-month Land-Rover demonstration tour in England, Scotland and Wales was an unqualified success, Mr. F. J. Nutt (Assistant Home Sales Manager) told ROVER NEWS.

"We had quite a number of orders resulting directly from the demonstrations", he added. "In addition, there is the unknown factor — the impressions received by spectators which will result in orders later on".

The tour — a joint Home Sales and Publicity venture carried out from early November to late February — was the second annual demonstration of its type and was designed to show the many commercial applications of the Land-Rover and its approved extra equipment.

Mr. Nutt said there was a "steady build up" in the success of the demonstrations. The first one in 1962/63 was in itself successful and the latest one even more so. Attendances at each of the 25 demonstrations at various places selected in consultation with local distributors varied between 70 and 150 people.

Invited spectators included existing as well as potential Land-Rover customers, and were drawn from local authorities — i.e. police forces, fire brigades, etc. — the Forestry Commission, Hydro

Boards, G.P.O. and other state industries, as well as from the farming community.

Each demonstration comprised a static display of vehicles and equipment supplied by the local distributor concerned, and a mobile "action column" from Solihull. This included a Regular petrol fitted with a hydraulic winch, a Long diesel equipped with a Broom Wade compressor, a Forward Control fire engine, a Long 12-seater station wagon and milking machine, a Forward Control tailgate loader, a Long diesel fitted with a snow blade and welder, and a Long diesel with towing equipment.

Co-operating distributors, with locations of demonstration in brackets, were: Vincent Greenhous (Shrewsbury) Ltd., (Shrewsbury); David Rosenfield Ltd., (Manchester); Dumfries Motor Co. Ltd., (Dumfries); James Gibbon (Motors) Ltd., (Glasgow); The Inverness Motor Co., (Inverness); Rossleigh Ltd., (Stirling, Aberdeen, Dundee, Kirkcaldy, Edinburgh, Newcastle-on-Tyne); Glovers of Harrogate, (Harrogate); Arnold G. Wilson Ltd., (Leeds); Albert Farnell Ltd., (Bradford); Crabtree & Nicol Ltd., (Sheffield); Murkett Bros. Ltd., (Peterborough); Grose Ltd., (Northampton); J. Coxeter & Co. Ltd., (Oxford); Anna Valley Motors (Salisbury) Ltd., (Salisbury); W. H. Benham (Plymouth) Ltd., (Plymouth); C. Allen & Sons Ltd., (Taunton); Windmill & Lewis Ltd., (Bristol); Steels (Cheltenham) Ltd., (Cheltenham); Dovey Motor Co. (Newport) Ltd., (Newport).

The demonstrations received widespread and favourable Press coverage in all parts of the United Kingdom.

The Forward Control tailgate loader negotiates a 45 degree "dip" into soft ground at the Manchester demonstration arranged with David Rosenfield Ltd. BELOW: Mr. N. J. Poole, Rover Home Sales representative in the North of England, demonstrating Gascoigne milking equipment used in conjunction with Land-Rover power, at the Bradford demonstration arranged with Albert Farnell Ltd.



Enthusiasm (but little luck) from Pengam's off-shore anglers

A thriving Pengam Angling Club has grown from an idea mooted by Mr. S. Longley (Security) and Mr. R. Goode (Social Club secretary).

Mr. Longley had an excellent response when he "cast around" for potential fishermen, and an angling contest was arranged. A local fishing tackle shop donated a two-guinea voucher as first prize, the other prizes being provided by subscription.

This first three-hour contest was held off the coast at Cold Knap, Barry, and was fished at high tide. Conditions were ideal for the Rover anglers, but not for the fishing, only two prizes being won. First award went to Mr. Fouracre of 'A' Shed (Reconditioning) at St. Mellons, and second prize went to Mr. R. Reed.

Another competition was held towards the end of last month and it is hoped to invite brother anglers at Solihull to join in a day's boat fishing offshore during the summer.



A tropical background for the first Land-Rover assembled at the Mack de Venezuela plant near Caracas, Venezuela. The factory's immediate potential is 500 Land-Rovers a year. The vehicles being assembled incorporate parts made in Venezuela.

QUICKY QUIZ

(Supplied by Rover quiz teams)

1. In which range of mountains is Kicking Horse Pass?
2. Where is the Chelsea Flower Show held annually?
3. Which fictional character lived at 110A Piccadilly?
4. Name the referee who officiated in the recent Liston-Clay fight.
5. How can you get your direction from an old parish church?
6. Who is to be the captain of the British Olympic Team in Tokyo?

(Answers on Page 6)

Honour for chief car designer



A Rover man — Mr. A. S. Ostler (Chief Designer, Cars) — is this year's chairman of the Midland Centre of the Institute of British Carriage and Automobile Manufacturers. He is the first Company employee to take the chair since 1946/7 when Mr. L. Jackman occupied the position.

Mr. Ostler was elected chairman at the Centre's annual meeting at Penns Hall Hotel, Sutton Coldfield, on February 6, and his first official duty was to preside at the Centre's 26th annual dinner which followed the meeting.

The total present at the meal — 636 and most of them Centre members — was believed to be a record for any dinner in the Midlands and Rover guests included Mr. A. B. Smith (Director and General Manager), Mr. P. M. Wilks (Technical Director), Mr. A. J. Worster (Production Director), Mr. W. J. Robinson (Executive Director, Production - Solihull), Mr. E. G. Bacon (Executive Director, Quality Control), and Mr. R. N. Oxley (Assistant Chief Engineer, Cars). Speakers during the evening included Mr. Smith, Mr. Wilks and Mr. Ostler.

Proposing the toast to the Institute, Mr. Smith said that the Society of Motor Manufacturers and Traders, and others in the industry, were concerned about quality standards of new cars in relation to customer complaints.

"I mean those complaints that arise within the first few days or weeks of ownership. It is my impression that the great number of these relate to minor details that cause irritation and annoyance to the owner more than anything else", Mr. Smith said.

Continuing, Mr. Smith told the members of the Centre: "A lot of troubles arise in our own plants due to faulty fitting, or attachments not properly secured. It may well be that your Institute can help to offset the constant tide of complaints, for it is a real problem and gets more and more prominence in the Press.

"Perhaps design and planning can

New Chairman Mr. A. S. Ostler (left) receives the congratulations of Past Chairman Mr. L. W. Parkes (Wilmot Breedon) at the annual dinner of the Midland Centre of the Institute of British Carriage and Automobile Manufacturers. Mr. Parkes has been nominated a Vice-President of the Institute.

be looked at more carefully to facilitate proper fixing in relation to modern track conditions, for I am sure we all agree on doing the job right in the first place and not leaving it to inspectors or building up a new grade of 'snaggers'", Mr. Smith declared.

Mr. Ostler said membership of the Midland Centre was 650, there having been 65 new members during the year. He said a very full programme of lectures, film shows and works visits had been completed during the last year and works visits had, on several occasions, been over-subscribed.

Stressing the importance of works visits, particularly for younger members, Mr. Ostler said it helped to broaden their knowledge and see how other factories were run. "I do ask employers to encourage this sort of thing and allow members the day off to participate in these visits", he added.

Rover cricketers elect their officials

The following officers were elected at the annual meeting of Rover Solihull Cricket Club held on February 27.

President: Mr. W. J. Robinson; vice-presidents: Messrs. L. G. T. Farmer, W. Martin-Hurst, A. B. Smith, G. F. Searle, C. J. Peyton, A. G. S. Herbert, E. S. Richards, O. Poppe, G. Lloyd Dixon, R. Boyle, E. G. Commander, W. Dowsing, C. T. Newsome and F. Underwood.

Chairman: Mr. D. Kemp; secretary and treasurer: Mr. C. A. Studholme; assistant secretary: Mr. P. H. Lees.

League 1st XI — Captain: E. Lindsay; vice-captain: A. Cox.

Club 1st XI — Captain: R. Robbins; vice-captain: J. Buzzard.

League 2nd XI — Captain: D. Bateman; vice-captain: P. H. Lees.

Committee members: Messrs. A. Rooke, J. King, J. Cowley, R. Ryder, A. Gregory, F. Nicklin and A. Cox.

Selection committee: Messrs. A. Rooke, B. Womwell, L. Burnett, F. Nicklin, R. Ryder and J. Cowley.

Umpire: D. Kemp.

Postbag from the past — No. 1

Rover products have always attracted complimentary letters from satisfied customers — even in 1887 when the Company, then Starley and Sutton, was making bicycles. Some of these letters published in Rover catalogues of the period are amusing by comparison with present-day road and driving conditions, and several are being quoted, and illustrated, in this new ROVER NEWS feature entitled "Postbag from the Past".

From a doctor and surgeon: "The Rover bicycle supplied to me by your obliging and skilful agent has given me the greatest satisfaction. It is soon learned, perfectly safe, most comfortable, easily worked, speedy and portable. I was never on a bicycle before, but as the Rover looked so safe I was tempted to mount. I learned to ride in an hour, and after three hours' practice I went a journey of fourteen miles. My weight is over 16 stones, and I have been riding for six weeks, doing my usual rounds, up and down embankments, across fields, over stones and brickbats, etc., in safety. I have gone 21 miles out of town in one hour and 45 minutes in the afternoon and returned the same night on the same road in two hours. On the level road or down an incline I can read a book or newspaper, and treading with one or both feet at pleasure. By taking hold of the back wheel and guard and placing the saddle on the shoulder, I can carry it across a stile, over a river, and a considerable distance easily. I find it most invaluable in my practice, especially at night, and can confidently recommend the Rover to any person".



THEN...



Jack Sutton drives a right under Danny O'Sullivan's defence in their 1949 battle. Jack retired with a cut eye in the 7th round. In his next fight O'Sullivan won the British bantamweight title. ("Boxing News" photograph).

Both Solihull teams reach semi-finals

Solihull Seniors have gained many victories lately and reached the semi-finals of the Lord Howard De Waldon Cup.

Reserves have also done well, except for a 9-0 defeat inflicted on them by Lucas Res. The Solihull team was short of the goalkeeper and centre-half for this match, and R. Okey took over in goal. In the cup match against the same team (Lucas Res.), Reserves had a full team and won 4-3. The Reserves also reached a semi-final — for the Fisher & Ludlow Challenge Shield.

The Apprentices did not do at all well in February's matches, losing three and drawing two.

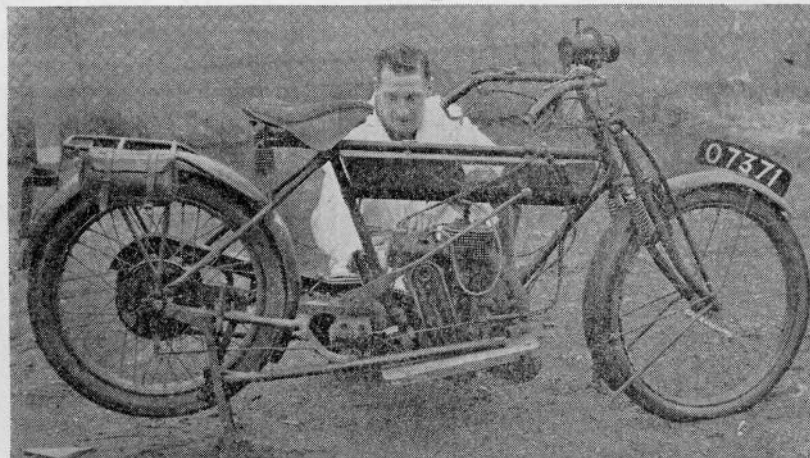
Recent results :

Solihull 1st XI. Feb. 8, beat W. T. Avery away 6-2; Feb. 15 (friendly) lost to Hall Green Amateurs at home 2-1; Feb. 22, beat B.S.A. Rec. (2nd round cup) at home 4-1; Feb. 29, beat Metro Old Park away 2-1.

Aslin Trophy contest —early results

Results at the halfway stage in the first round of the Aslin Trophy snooker competition organised by the Solihull billiards and snooker section were: B. Cooper 46, J. Atherton 64; M. Whittle 58, E. Denham 44; L. C. Gibson 27, J. Warburton 35; Donaldson 42, F. Harris 55; J. Healey 54, Hastings 68; T. Bonas 56, J. Linforth 74; L. Bloomer 37, J. Collier 54; Fearney 60, T. Stiling 28; G. Hicks 62, T. Ormonde 23; G. Dicks 33, T. Munro 67; R. Bowen 60, B. Paddock 35; J. Spittle 62, T. O'Hanahan 23; S. Oliver 56, H. Baird 46; A. Manley 57, T. Chapman 43; V. Ballinger 63, A. O'Keefe 65; C. Walker 70, B. Ware 69; G. Bentley 62, J. Dunn 56; N. Curtiss 49, A. Cross 51.

In the Efficiency League, Rover Solihull 'A' won 11 of the first 16 games played this season, gaining 50 points. The 'B' team had won nine of its first 16 games to gain 44 points. The 'B' team defeated Birlec 'B' 4-1 in the Minor Cup.



Perry Barr footballers have been going from success to success. After defeating Serck Radiators 12-0, the team held the distinction of being the highest goal-scoring side in the Birmingham Works' League which has 234 competing teams. The Perry Barr lads followed up their triumph over Serck with an 8-0 victory over Lucas; a 9-2 win over B.S.A. Rec. in the works junior Canning Cup competition; a 9-0 trouncing of Smith, Stone and Knight; and a 4-3 success over Post Office Stores.

Solihull Reserves. Feb. 8, beat Fisher & Ludlow Res. away 5-1; Feb. 15, lost to Lucas Res. away 3-0; Feb. 22, beat Lucas Res. (cup match) at home 4-3; Feb. 29, drew with G.E.C. Res. at home 2-2.

Solihull Apprentices. Feb. 8, lost to Bromford Tubes Res. away 3-0; Feb. 15, lost to Delta Group Athletic Res. at home 3-1; Feb. 22, drew with Dunlop 'B' (cup match) away 3-3; Feb. 29, lost to James Booth Res. away 4-1.

● Latest acquisition to the Publicity Department's fleet of veteran Rover vehicles is given a preliminary inspection by Mr. Don Joyce. The machine is in good condition for its age, and was ridden regularly until after the second world war.

The motor cycle is a Rover 3½ h.p. machine, believed to be of 1910 vintage, and over the next few months it will be restored to its original condition by Mr. Joyce, the Publicity Department's acknowledged expert on veteran vehicles.

Sold for £55 when first produced, the motor cycle was one of the earliest made by Rover. It has a Triumph free engine clutch and a single cylinder engine. It was also fitted, when new, with a Druid spring fork, low saddle position, adjustable pulley, and handlebar control to magneto, throttle, extra air and exhaust cut-out.

Storekeeper won Welsh title in his days of boxing glory

A quietly-spoken, unassuming little Cardiffian can be found any day working conscientiously with his mates as a storekeeper on the checking lines in Pengam Parts Dept. Nothing about his appearance picks him out from his fellows and he certainly isn't of the chattering kind.

But Jack Sutton, former bantamweight boxing champion of Wales, has memories of a career which ranks him high among post-war Welsh sportsmen. His distinctions include having held boxing titles in three continents — Canada, India and Britain; losing and regaining a title without a contest and suffering a cut eye when *not* in the ring!

Jack, a Pengam employee for 18 months, is now 44 and though his days of personal ring glory belong to the memorable past, his love for boxing is as strong as ever. He holds a professional trainer and second's licence and is currently coach and adviser to Terry Crimmins, No. 2 contender for the British bantamweight title.

He is also trainer (amateur and professional) to the Vale Athletic Club, Roath, Cardiff, and has been several times selected as trainer to the Welsh amateur national team in international boxing competitions.

In addition to these activities, Jack hopes to find sufficient talent within the Rover Cardiff factory to form a boxing club in the not too distant future. And what an inspiration he would be for members of such a club; he keeps himself as physically fit as when boxing professionally 11 years ago, and he was noted during his heyday for his pre-breakfast "gallops".

Jack had 43 fights during his professional career from 1948 to 1953. Of these he won 31, drew 2 and lost 10. One of the latter was in a bid for the Welsh featherweight crown after surrendering his bantamweight title because of increasing weight difficulties.

Boxing began for Jack Sutton as an 18-year-old and he began to make real progress in the sport after joining the R.A.F. in 1940. During the ensuing seven years that he boxed as an amateur, Jack won 89 of his 98 fights and the first title he gained was that of R.A.F. and R.C.A.F. amateur bantamweight in Canada. While stationed in India, he defeated Ghurka fighters to win five amateur titles—the bantamweight championships of Sind, India; Northern India; and North West India; the Northern India "Victory" championship and the amateur flyweight championship of all India.

After "demob", he returned to his native Wales where he subsequently won the Welsh amateur bantamweight title before turning "pro" in 1948. He won the bantamweight championship of Wales in the following year after only 13 professional fights (a lucky number for Jack?). During his career he also held another unofficial title—that of "most scientific boxer"—and when he retired one boxing columnist wrote that it was men like Jack Sutton who helped to keep the sport of boxing clean. Such was his sportsmanship during his career.

It was in a fight with Roy Ball that Jack made boxing history by becoming the only boxer to lose his title and then regain it without a fight. The referee stopped the bout as a "no contest", but public opinion helped Jack to regain his forfeited title.

While on his way to India in a troopship during the war, Jack had a misfortune which proved to be a blessing in a strange disguise. From birth he had been handicapped by a slight cast in one eye and he wore glasses from boyhood. On the "trooper", Jack had a fall which resulted in loss of control of the optic in his bad eye. A Harley Street specialist on the ship operated and the result was so successful that Jack's eye became quite normal.

POSTSCRIPTS. At one time the Sutton family held two Welsh boxing titles—Jack the bantamweight and brother George the flyweight honour. Jack was a boxers' representative on the Welsh Area Council of the British Boxing Board of Control and was a steward for boxing and wrestling at the Sixth British Empire and Commonwealth Games held in Cardiff in 1958.

Dinner Date

Invitations have been sent to those retired Rover employees who indicated that they would like to attend next Friday's annual dinner and concert at Solihull for retired veterans. Be sure the event is in your diaries, gentlemen!



QUIZ ANSWERS :

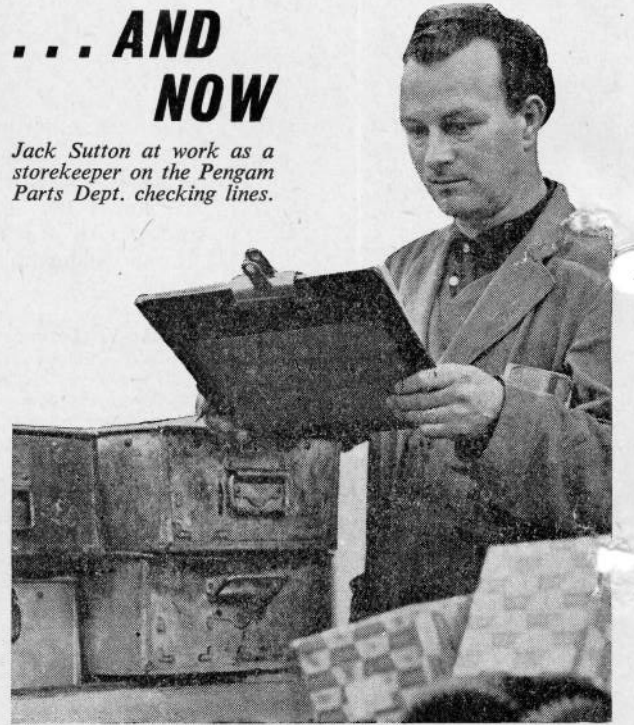
1. Canadian Rockies.
2. Horticultural Hall, Westminster.
3. Lord Peter Wimsey.
4. Barney Felix.
5. Old churches run E-W. Altar at the East end, main entrance door at the West.
6. Bobby Brightwell.

The two Rover teams in the M & B Quiz League found themselves playing each other in their last league game of the season on February 28. The contest was held in the Guest Room at Solihull and the result: Rover D.O. 37½; Rover Sales 30. Well done the Drawing Office. The League's prize presentation and dance will be held at the Bull's Head, Haymills, on April 21. The two Rover

teams are pictured above during an interval in their "battle of the minds". From left to right, back row, are: J. Kendle, R. Lloyd, T. Biddle, E. Bowen, Mrs. M. Bowen, D. Jones, J. Baines, Mrs. N. Baines, Mrs. V. Dumbleton, S. Dumbleton, D. Baddeley, D. Goode, H. Lebb, A. Revill. (front)—M. Roberts, (Question Master), D. Phillips, D. Dakin, D. Poole, V. Cleaver, P. Nind.

... AND NOW

Jack Sutton at work as a storekeeper on the Pengam Parts Dept. checking lines.



Double strength tennis section

Membership of Rover Solihull Tennis Section doubled last year to more than 50. Even so, newcomers will be made very welcome.

This was reported to the Section's annual meeting on February 24. Membership fee for the new season remains at 10/- for seniors and 5/- for juniors. These figures include provision of tennis balls. Rackets are also available for the "under 21's".

Cups and replicas were presented as follows to the winners of the 1963 tournament: Ladies singles—Mrs. A. Clifton; runner-up—Mrs. I. Plenderleith. Men's singles—Mr. R. Rimmington; runner-up—Mr. M. Broughton.

Officers elected: Chairman—Mr. E. J. Walden (814 Engineering—P.6 Development); secretary—Miss A. Oliver (663 Organisation & Methods); treasurer—Mr. R. Clifton (613 Inspection, Land-Rover Assembly Track); Committee: Messrs. A. Manley (535 Welfare Department); R. Rimmington (717 Works Engineers Stores); R. Plenderleith (412 Works Engineers—Maintenance); Mrs. I. Plenderleith and Miss J. Conway (Typing Pool).

Membership and other details about the Section can be obtained from any of the above.