



HOW THE ROVER-BRM WILL BE 'SHAPING UP' AT LE MANS

Full details of the Rover-BRM gas turbine car entered in the 24-hour Le Mans race in June have been released by Rover and the Owen Organisation, joint sponsors of the venture.

The car will be driven by the Owen Organisation's team drivers, former world champion Graham Hill and American Richie Ginther, who drove the 1963 Rover-BRM at Le Mans.

As no basis had been established for comparing the size of a gas turbine with a piston engine, the 1963 Rover-BRM did not compete with piston-engined cars. Because of its fuel consumption, it was permitted to carry nearly twice as much fuel as a piston-engined car developing about the same power.

Since then, however, a basis for comparison has been agreed and the 1964 Rover-BRM carries the same maximum amount of fuel as the piston-engined cars against which it will be competing in the 2-litre capacity.

The 1964 car is a substantial improvement on the 1963 version with respect to performance, economy and handling. In line with this a new body of greater sophistication and improved aerodynamic form has been designed by the Rover Styling Department in conjunction with Engineering Research Department.

This body is a two-seater of G.T. fully enclosed type, having a drooping nose, rearwards fall a high square-cut tail, all dictates of aerodynamics. The general layout, including the rear engine and gearbox, is similar to last year.

Air intakes for the engine are on each side, on top of the body, forward of the rear wheels and are formed in the rear body portion which hinges upwards and forwards about the roll or crash bar, above and behind the driver's head. When open, all the operative parts of the car are exposed for ease of inspection and maintenance.

The entire forward part of the car opens to the base of the windscreen, hinging upwards to expose the front suspension, steering and spare wheel carrier. Rotating flush-fitting headlights are fitted pivoting axially into position for use after dark. This ensures smooth front end contours for about 15 of the 24 hours.

All the main portions of the body are fully floating—the principle adopted in 1963—and rest on the 22 SWG steel valances which also act as stone guards. Except for the roof, scuttle assembly and crash bar, which are in 22 SWG steel, the body is in 20 SWG aluminium. Rivets have not been used, except on doors, sheets being fastened together by Rowen-Arc spot welding.

The detail design, development and manufacture of the body has been executed by Motor Panels (Coventry) Ltd., and their associates of the Owen Organisation.

The tubular steel space frame is similar to that of the 1963 car with alterations in detail only. The front suspension is identical in principle to

last year, with unequal length tubular wishbones and forged duralumin hub carriers.

Rear suspension utilises the same components as the 1964 B.R.M. Grand Prix Formula I car, but arranged differently to give the same suspension characteristics as the 1963 Rover-BRM. The principle is that of links and radius arms combined with a cast aluminium hub carrier.

The 1964 engine is a substantially improved derivative from last year's experience, but incorporating variable geometry features providing rapid power response and a heat exchanger. For practice at Le Mans this week the car ran without a heat exchanger unit, as the heat exchanger engine is still under development, but it is expected to be available for the race in June.

Use of a heat exchanger, which utilises waste heat from the exhaust, effects considerable economies in fuel. Hitherto, heat exchangers have been made of thin material which, unless containing costly elements, has a short life and is subject to failure by fatigue.

Experiments with an inexpensive glass-ceramic material capable of withstanding very high temperature have been carried out for some time by the Corning Glass Works of New York, and suitable heat exchanger units are being developed by the Corning concern in conjunction with the Rover Company.

That 1964 Look



This first photograph of the 1964 Rover-BRM racing car was taken after it had done a circuit of the Solihull Test Track before it went to the Le Mans practice.

2000s speed round the N. York airport tarmac

Within hours of arriving at the Kennedy International Airport at New York, the first four Rover 2000's to be seen in the United States were speeding round a special course laid out at the airport, with American journalists taking turns behind the wheels.

The Pressmen had a special sneak preview and trial drives after the cars had arrived for their American debut at the International New York Automobile Show, and after the road-holding and cornering features of the car had been demonstrated by Mr. Rob Lyall, from Solihull Engineering Department.

A demonstration course was laid out at the airport by Messrs. Peter Clough (Publicity) and Lyall, and Pirelli, the tyre manufacturers, provided rubber pylons marking out a zig-zag track for the journalist drivers. Those making the fastest times round the zig-zag received "purses", each containing 25 Kennedy half-dollars, from Mr. W. Martin-Hurst, the Rover Managing Director.

The 2000 had a magnificent reception at the New York Show itself. On the Rover stand was a 2000 on a specially constructed turntable and a cut-away version displayed the car's engineering attributes to the thousands of Americans who toured the exhibition.

Eighty vehicles valued at £128,000, including overseas deliveries, were sold during the nine day exhibition. Of these floor sales two-thirds were for Rover 2000's — a huge success in New York.

In addition Rover North America established contact with more new dealers to supplement the 280 now established in the United States and Canada.

"People came to the Rover stand to

seek out and look at the 2000", Mr. J. B. McWilliams, the Rover North America President, told ROVER NEWS. "The publicity the car has had as a result of its European debut preceded it to the States and very serious interest in the car is in evidence".

Mr. McWilliams estimates that in 1964 Americans will buy some 75,000 imported sports cars in the 3,000 to 6,000 dollar class. The 2000 price is highly competitive in the States at 3,885 dollars in New York and 3,985 in San Francisco (manufacturers' recommended prices) and its sporting characteristics are expected to be a big lure to the 2-seater sports car fans.

"We are banking on the fact that the market for sporting automobiles is growing all the time", says Mr. McWilliams. "Thousands of Americans would love to have a sports car, but the family is too big for a two-seater. The 2000 is the answer for them".

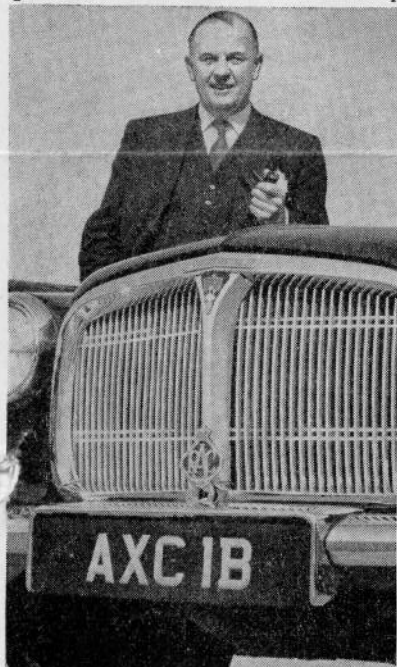
Rover North America has launched a vigorous sales and service programme generally over the last 18 months. A hundred new dealers have been appointed. Sales in the eastern United States have doubled in the last twelve months and in the west by 50 per cent. So far, 1964 sales are 50 per cent better than last year and in March Canadian sales tripled those of the equivalent month last year.

Overseas delivery sales for both Canada and the U.S. are up 28 per cent on Land-Rover and have doubled on the 3-litre. More than half a million dollars' worth of spare parts have been added to the shelves bringing the total to over 2,000,000 at the four parts and service depots operating in Newark, San Francisco, Toronto and Vancouver.

In the case of the new 2000, parts will be on dealers' shelves, company and dealer personnel will be trained in servicing, and technical as well as sales literature distributed to the dealer organisation before the first car is allowed out of a warehouse.

The first Rover 2000 to arrive in the United States being unloaded from a Seaboard World Airlines plane at New York Airport. Within a short time of its wheels touching the tarmac, the car was one of four streaking round a demonstration course with journalists behind the steering wheels.

First in a new 'line'



First car registration plate authorised by the motor taxation and registration department of the new County Borough of Solihull was issued for a new Rover 3-litre coupé supplied to Mr. L. G. T. Farmer, Chairman of the County. Mr. Farmer is pictured above with his new car and its plate.

The index marks allocated to Solihull are "AXC" to "YXC", excluding I and Q as the initial letters. The letter B after the number indicates that the mark was issued in 1964. Thus, Mr. Farmer's car bears the registration "AXC 1B".

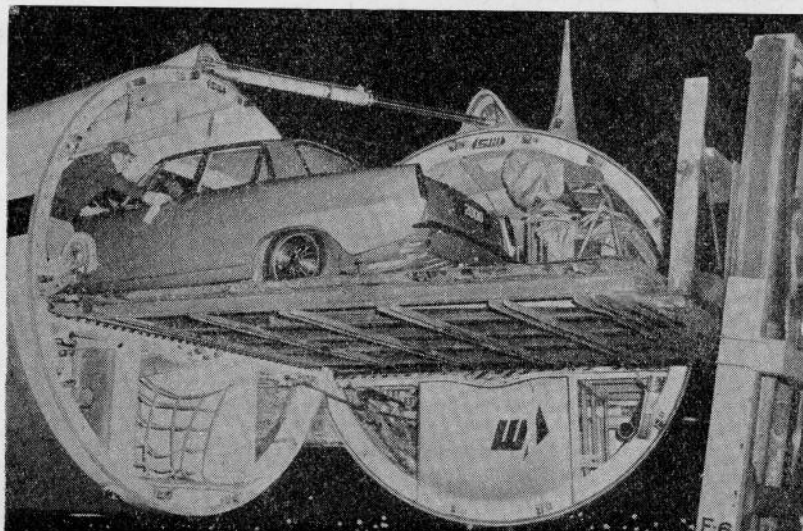
Chairman's message to Solihull

In a message published in a special issue of the "Solihull News" commemorating Solihull's achievement of county borough status on April 1, Mr. Farmer said: "We at the Rover Company have watched with great pride and personal satisfaction the remarkable growth of Solihull during the last 20 years. Solihull was among the first places after the war to achieve borough status, and is now the first place to be elevated to County Borough status since 1927."

"Everyone at the Rover Company, including the large number of employees who live within the boundaries of Solihull, is proud to be part of this success story."

"In many ways the success story of the Rover Company, since we moved our headquarters here in 1945, has been similar to that of Solihull. We like to feel, and we believe, that the success of each has helped the other. Solihull has always been considered one of the most desirable residential areas in Warwickshire and its name is synonymous with refinement and quality."

"This also applies to the products of the Rover Company and the hope of all of us at Rover is that we shall continue to play our part in the future in still further lifting the status and standing of the County Borough of Solihull."



Belgian prince rides in T3, sees car assembly



Prince Albert of the Belgians seated in an almost-completed Rover 2000 during his tour of the Solihull assembly plant. Explaining details to him is Mr. W. J. Robinson (Executive Director, Production, Solihull). Watching are, left to right, Mr. A. J. Worster (Production Director); Mr. Maurice Mell (Town Clerk of Solihull); the Mayor of Solihull; Mr. A. B. Smith (General Manager); Mr. A. G. S. Herbert (Executive Director, Sales) and Mr. W. Martin-Hurst (Managing Director).

Dealers from six countries see 2000 being produced

Six parties of Continental dealers—nearly 130 in all—visited Solihull and Acocks Green during Easter week. The visits followed the announcement at the Geneva Motor Show that the Rover 2000 will be available in some European countries. The visitors came from France (21), Belgium (18), Germany (25), Switzerland (22), Holland (27) and Italy (16), and their sight-seeing programme was packed into a four-day timetable.

For language purposes the French and Belgian parties were combined for the factory tours, and so were the Swiss, German and Dutch contingents. The Italians toured on their own.

The schedule was the same for all nationalities. After introduction to the Rover 2000 in French, German and Italian, the visitors toured the 2000 assembly plant at Solihull and the 2000 engine assembly line at Acocks Green.

They then returned to the Solihull Service School for demonstration drives in the 2000 and for technical discussions.

Sales Department snippets:—the South African police have ordered 130 Long petrol Land-Rover pick-ups.

—A 3-litre automatic coupé has been ordered through our Perth distributors, Faulls Pty. Ltd., for Sir Douglas Kendrew, Governor of Western Australia.

By 3,530 votes to 2,431, works payroll employees in the Birmingham factories of the Rover Company elected to have Whit-Monday, May 18, and August Monday, August 3, as statutory holidays instead of two days in lieu in September. Of the votes cast, 59.2 per cent were in favour of Whit and August Mondays and 40.8 per cent favoured a two-day break in September.

Acropolis and Alpine rallies Women make their debut in two Rover teams

A Rover 3-litre ladies' team is being entered in next month's Greek Acropolis Rally. It will be the first time that women have driven Rover cars in competitive rallying.

Behind the wheel will be the well-known Anne Hall. Her navigator will be American writer and photographer Denise McCluggage, who contributes to three American sporting magazines.

Competitions Manager Ralph Nash told ROVER NEWS that the entry of a ladies' team in the Acropolis gives us the opportunity of capturing another award—that for the winning ladies' team—in addition to class and overall awards.

Entry of the Hall-McCluggage car means that five 3-litres will be in the Acropolis. Only three of these, driven by Ken James and Mike Hughes, Logan Morrison and Johnstone Syers, Tony Cox and Willy Cave, will comprise

the official Rover works team. The fifth Rover will be a private entry of Mr. Richard Martin-Hurst.

A woman will also be in the Rover team crewing the four works-entered Rover 2000's in the Alpine Rally in June. She is Anne Wisdom, former co-driver to Pat Moss, and recognised as one of the top navigators in the rally world.

She will be navigating for her husband, Peter Riley, and this man and wife partnership represents the only "new blood" to the Rover team for this event. Peter Riley drove a Ford Cortina to gain sixth place in last year's Spa-Sofia-Liege Rally.

The other three 2000's are expected to be driven by the same six-man team which will be crewing the works 3-litres in the Acropolis.

Prince and Rover production line worker had a brief chat in the 2000 assembly plant on March 18—in Flemish!

It was during a tour by Prince Albert of the Belgians and members of a Belgian trade delegation that the Prince met Mr. Willy Onderdonck, a P6 Inspection employee.

Mr. Onderdonck, who comes from Eeklo, between Brussels and Ghent, has worked at Rover since just before Christmas, having been in England with his mother since last November.

He told ROVER NEWS later that the Prince asked him about the circumstances which led him to come to Rover. He explained to the Royal visitor that his sister is married to a Rover employee, Mr. Cyril Bearne, a fitter in Experimental Department.

Earlier, the Service School had been the scene of several introductions. The Mayor of Solihull and the Town Clerk were introduced to Prince Albert by M. J. Rogister, the Belgian Consul in Birmingham, and the Mayor then introduced the Royal visitor to Mr. W. Martin-Hurst, the Rover Managing Director, Mr. A. B. Smith (General Manager), Mr. A. J. Worster (Production Director) and Mr. A. G. S. Herbert (Executive Director, Sales).

After tea the Prince was taken for a run round the Test Track in the T3 gas turbine car, with Mr. Tony Worster at the wheel. After one circuit of the track Prince Albert took over the controls and drove it cautiously round a second time.



Mr. L. G. T. Farmer, Chairman of the Rover Company, speaking as President of the Society of Motor Manufacturers and Traders at an S.M.M.T. gathering during the Geneva Motor Show.

Apprenticeship completed

Alan Bannister completed his apprenticeship last month. He is in Overseas Planning Department, Solihull.



Ideas win £25 at Tyseley

Three Tyseley employees received Suggestion Scheme awards totalling £25 from Mr. E. Scott (General Works Manager, Tyseley Group) on April 6.

Biggest award—of £18—went to Mr. C. A. Jones (Assembly Shop) for double idea which saved materials by the use of a smaller bolt on a camshaft thrust plate and by the use of one bolt to do two jobs. He is pictured left receiving his cheque from Mr. Scott.

Other recipients were, left and third from left, Mr. R. L. Roberts (Cylinder Block line—£2 for an idea relating to micro boring tools) and Mr. T. C. Payne (Assembly Shop—£5 for initiating a saving of materials on assembly). Also in the photograph is Mr. R. Knowles (Personnel Officer, Tyseley Group).

A further award of £3 has been made to Mr. P. C. Bowen (Group 430, Percy Rd.) for an improvement of equipment.

Conversation piece... in Flemish!



From the Test Track Prince Albert was taken to rejoin his party in North Block for a tour of the Rover 2000 line conducted by Mr. W. J. Robinson (Executive Director, Production—Solihull), and the Royal visitor showed considerable interest in all he saw.

The Belgian trade delegation led by Prince Albert included M. J. de Thier, Belgian Ambassador to Britain; M. G. Burnay, Director-General, Belgian Office of Foreign Trade, and M. J. Graeffe, Minister Councillor Plenipotentiary. Also present were Mr. L. Hargreave Beare, President of Birmingham Chamber of Commerce, and Mr. R. Booth, Secretary.

New teleprinter link between Rover factories

A big step forward in inter-factory communication within the Rover organisation is now being realised with the installation of additional teleprinter facilities linking Solihull, Tyseley, Acocks Green and Pengam.

These new links will make possible full inter-communication by printed message on direct lines between these factories. The new network also provides, for the first time, telex facilities for the Tyseley and Acocks Green works, enabling printed messages to be sent to any subscriber on the G.P.O. public telex service and in many countries abroad. Hitherto, the only telex services have been at Solihull and Cardiff.

A Secretarial Department spokesman told ROVER NEWS "There is an increasing amount of communication between Cardiff and the Birmingham factories, particularly in connection with the P.6. The teleprinter is a much cheaper method of communication than the telephone when communication is so frequent, and very much quicker than the postal service".

Further details of the new service and its official inauguration will be given in the May issue of ROVER NEWS.

U.S. appointment

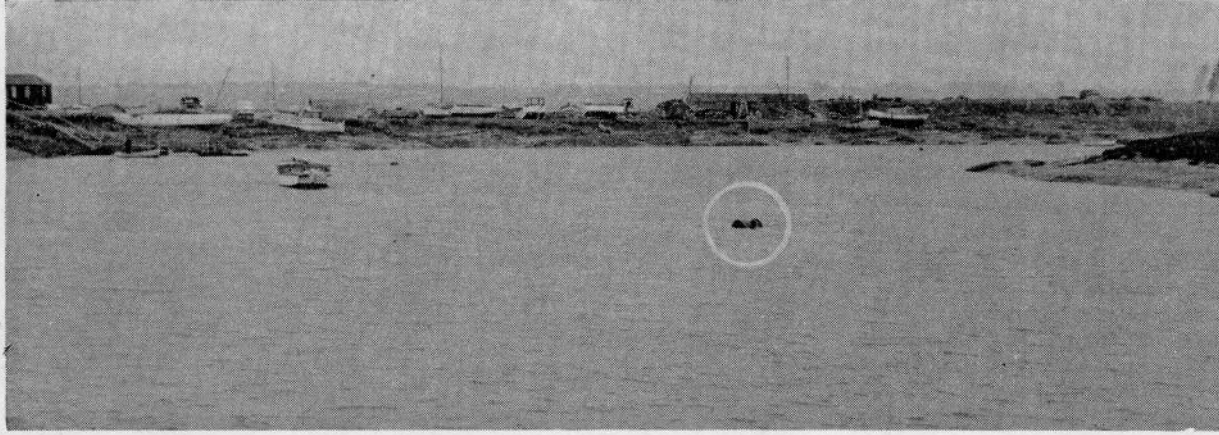


Mr. Henry B. Douglas, who has been appointed Eastern Regional Manager for the Rover Motor Company of North America Ltd. Formerly with Mercedes-Benz Sales Inc., he has been Rover's Field Sales Supervisor for the Eastern region since 1962.

CAR INSURANCE

Quotations and other information regarding special car insurance premium rates available to ALL Rover employees can be obtained from a representative of Edward Lumley & Sons Limited who will attend at lunchtime in the Main Canteen, Solihull, on Wednesdays, commencing May 6 until further notice.

'WEATHERING' REPORT FROM THE RIVER BED



Land-Rover metal passes the salt water test at Pengam

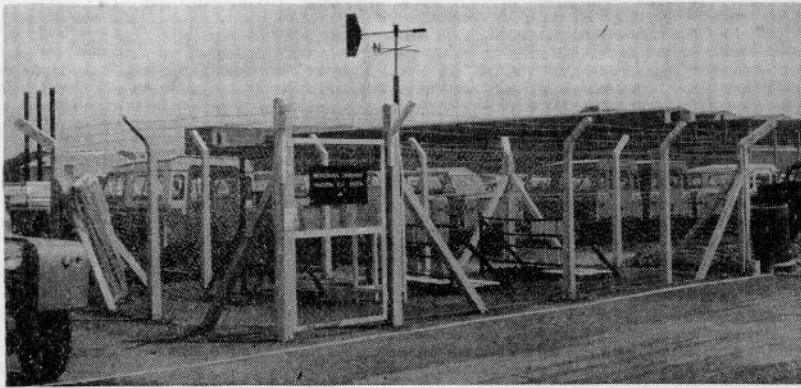
Convincing proof of the durability of the metal used in Land-Rovers has come to hand—or rather to the surface—as a result of unusual tests carried out in the tidal River Rumney, close to our Pengam factory.

Panels of aluminium alloy and mild steel were taken out of the sea water at Pengam at the end of the six-week tests.

These were carried out by Laboratory personnel under Mr. S. Heslop (Chief Metallurgist and Chemist) and Mr. A. Faulkner (Laboratory Supt., Solihull) at the special request of Mrs. G. I. McWilliams, the Rover North America publicity executive. Extensive use is made of salt on North American roads during winter months, and Mrs. McWilliams considered that the exhibition of test panels demonstrating the durability of Birmabright to Rover materials specification would be very impressive.

Mr. Faulkner explained to ROVER NEWS: "When the Land-Rover was initially put into production it was realised that it would be subjected to severe conditions in operation and probably, in many cases, would not be housed under cover. It was also anticipated that it would have a market in all countries of the world and so must stand

water test at Pengam



The weathering test station enclosure at Solihull.

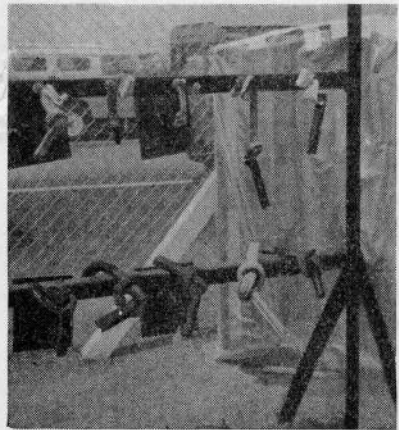
up to the extremes of temperature, humidity and other conditions. "For these reasons, consideration was given to the necessity of ensuring, as far as possible, that the metal, the various fabrics and other materials embodied in construction would stand up satisfactorily to the effects of climatic conditions and of arduous work.

"With this in mind the materials used and their preparation and treatment were chosen. As an instance, almost all the panels are manufactured from Birmabright B.B.2 sheets, since this aluminium alloy has the desirable properties of high resistance to corrosion coupled with strength".

Attached to buoy

Co-operation for the recent tests was sought from the yacht club whose headquarters are near the Pengam factory on the River Rumney.

A buoy was placed at our disposal and to this a frame carrying prepared test panels was attached. Since the river flows into the Bristol Channel and is tidal, it was possible to arrange for the panels to be fully immersed in salt water for approximately 16 hours a day and to be open to atmosphere for the remaining eight hours while the buoy was grounded.



The rubber section exposure rack.



Sierra Leone visitors at Solihull. With Mr. A. G. S. Herbert (Executive Director, Sales) are Mrs. Olu Williams (Permanent Secretary, Ministry of Communications) and Mr. W. Robinson (Deputy Director, Road Transport Dept.), members of a Sierra Leone Government delegation which visited the Lode Lane premises on March 24.

The weathering test station enclosure at Solihull.

Duration of the test was six weeks, from January 29 to March 11, and at the conclusion of the period all the aluminium alloy panels were completely free from corrosion, whereas the mild steel panels showed severe deterioration. The two unpainted mild steel panels were severely corroded over their entire surfaces and the painted samples had areas of corrosion on the surfaces, particularly at edges.

The test panels clearly demonstrated the claims made regarding the corrosion resistance of Land-Rover body panels.

During the test the panels picked up a mud film while the buoy was grounded, and areas of the panels were cleaned of this deposit in order to assess the surface finish condition.

This special "test by request" highlights the exposure testing which has for many years been one of the yardsticks employed by the Materials Laboratories, for the evaluation of the various materials and finishing treatments used in the production of Rover vehicles.

Weathering test stations have been established at Solihull (semi-industrial), Tyseley (industrial), Pengam (marine) and Linares, Spain (sub-tropical).

Valuable

Long-term exposure yields such valuable information as the fastness to light of coloured fabrics and the retention of strength after exposure to sun and rain (rain water as strongly acid as neat vinegar has been collected on many occasions). If not manufactured from correctly formulated compounds, rubber sections used for dust and water sealing of doors, windows, etc., may suffer early deterioration by cracking under the influence of atmospheric exposure and weathering. Cracking can be very greatly accelerated by stressing the rubber and this is done by tying lengths in tight overhand knots.

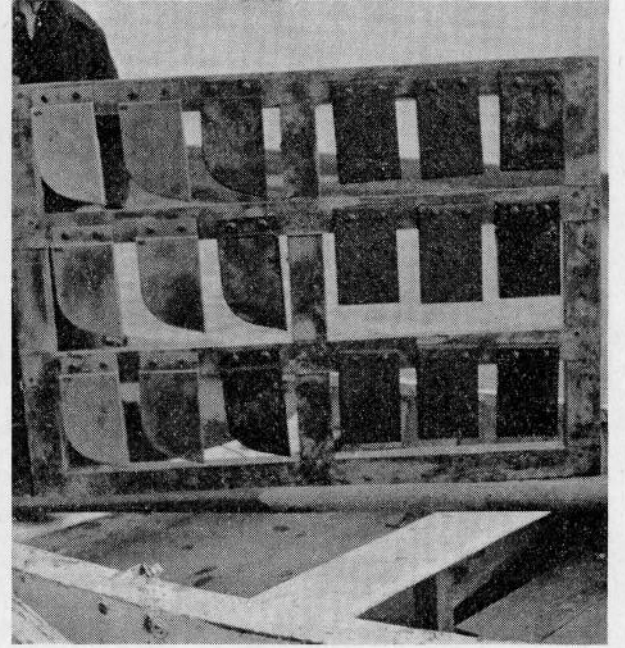
Pre-treatment processes and paint finishing systems on steel and aluminium are subjected to exposure test to check for corrosion protection, fading, crazing, rain spotting and blooming. Regular tests are made by processing test panels through the normal

● Peaceful scene, with a buoy bobbing up and down in the tidal River Rumney against a background of beached boats. But the buoy is the centre of a fascinating test to prove the durability of metal used in Land-Rover manufacture. Attached to the buoy are panels of aluminium alloy and mild steel, a close-up of which is seen below.

production lines to ensure that the standard of quality is being maintained. These panels are also used to evaluate paintwork polishes, cleaners and temporary protectives.

Bright chromium plating on steel and zinc base die castings, cadmium and zinc plating, galvanised and sherardised finishes are all subjected to this form of testing. Results obtained on these kinds of tests caused the Materials Laboratories to raise a specification for the plating of zinc base die castings during the 1950's, at which time national standards were entirely inadequate for the provision of satisfactory corrosion resistance. This specification called for almost twice the thickness of nickel underlay and also introduced a minimum corrosion test requirement.

Exposure of the materials such as various grades of stainless steel used for bright trim, plastics and light alloys yields valuable information.

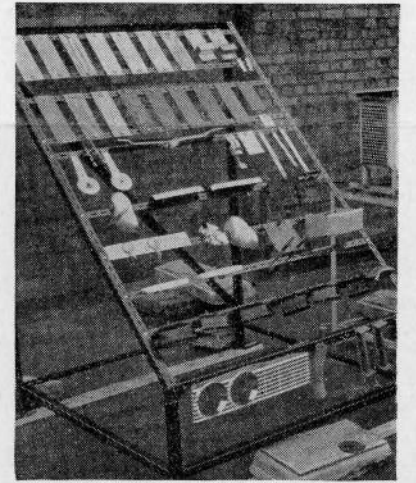


where the best possible materials and finishes commensurate with a commercial product, are employed. Every effort is made by the Company to provide the quality of finish; the care and attention can only be provided by the owner.

Four stations

Four weathering stations are necessary in order to cover all conditions to which a vehicle may be subjected, and the performance of materials and finish varies enormously with the type of exposure. A satisfactorily plated zinc base die casting will be unaffected over a very considerable period of time in the sub-tropical conditions of Spain, but without regular cleaning corrosion sets in quite quickly at the Tyseley site. Conversely a particular mix of rubber will live quite happily at Tyseley and fail quite early in Spain.

The ravages of climatic conditions, coupled with air pollutants on statically exposed test pieces and components has really to be seen to be believed. This certainly emphasises the necessity for regular cleaning and maintenance, even



The testing rack at Tyseley showing numerous components being exposed to industrial atmosphere.

New 'feet' to control Rover 'ball' in Austria

Coventry City F.C. skipper George Curtis (right) presented a football autographed by members of the City team to Herr Joseph Walter (left) Austria's national team manager and a playing member of the Austrian national team until last year. Herr Walter is General Manager of the Viennese firm of Carl Jeschek, which has been appointed Rover distributor for Austria from April 1. Also in the picture: Coventry player John Sillet (second from left) and Mr. R. L. Richter, the Rover Sales Manager for Europe. The presentation took place behind the Leafic Hotel, Coventry.



**Camera Eye
FOCUS on
Presentations**

**Relinquishes post to become
engineer consultant**

After 30 years of outstanding service to Rover engineering, Mr. Robert W. Boyle (Executive Director, Engines, Transmission & Research) has relinquished his post to become an engineering consultant to several firms, including the Rover Company.

Mr. Boyle joined the Rover Company in 1929 as assistant to the late Mr. M. C. Wilks, leaving in 1933 to join Morris Motors at Oxford as Chief Experimental Engineer. In 1936, at the age of 29, he became Chief Engineer of Morris Motors (Engines Branch).

In 1938 he rejoined Rover as Assistant Chief Engineer and subsequently became Chief Engineer. In 1957 he was appointed Executive Director (Engineering).

In an era of increasing specialisation, Robert Boyle is one of the few members

of the Company's Engineering Department whose knowledge and experience ranges over the whole field of automobile engineering.

Trained originally as an electrical engineer, he served as a draughtsman under the famous Georges Roesch, who designed Talbot cars.

Since 1961 Mr. Boyle has concentrated on the design and development of Rover engines and transmissions, and was responsible for the expansion of the Company's research facilities.

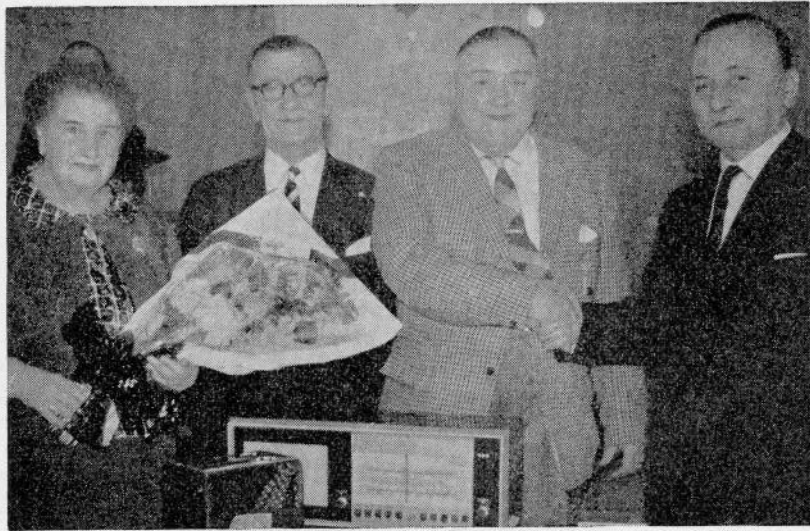
In 1952 he drew up a specification for a new car. This design is still in our records and bears a remarkable similarity to the current Rover 2000. The time was not then right and it was not until six years later that he was to lead the team which designed 'P.6'.

Once faced up to an engineering problem, Robert Boyle has an outstanding ability to see through to the heart of the matter, and to examine, and if necessary discard, accepted but often inaccurate opinion.

While wishing him well in his change of job, we also welcome him to his new role as consultant to the Company. His colleagues in Engineering Department, as well as his many friends throughout the Company, are delighted to know that they can continue to call on his knowledge and experience. P.M.W.



Mr. Boyle



Mr. Horace Withers (second from right) receives a farewell handshake from Mr. T. Hayward (right). Also in the picture: Mrs. Withers and Mr. A. Dowson. In the forefront are the radio and toaster, gifts of Mr. Withers' workmates.

Perry Barr workmates of Mr. Horace Withers turned out in force to wish him farewell on March 13 when he retired at the age of 76 and with 27 years' Rover service to his credit. Some 180 friends gathered at the Boars Head, Perry Barr, to bid him goodbye in the cheeriest possible atmosphere.

Gifts from friends of a V.H.F. press-button radio, an auto electric toaster and a crystal necklace for his wife, were presented to Mr. Withers by Mr. T. Hayward (Senior Supt., Inspection). A beautiful bunch of flowers was presented

to Mrs. Withers by Miss Jill Roberts (Inspection office).

Mr. Withers began his Rover service at Tyseley and went to Perry Barr with the inspection section when Axle Division was moved to that factory. Until 1956 he was engaged on the inspection of axle shafts and he then became night-shift inspection charge-hand, a post he retained until retirement.

He is a member and keen follower of Olton Cricket Club. Mr. Withers intends to spend his retirement following his hobby of rose-growing, in between visits to his three daughters in Yorkshire. Incidentally, they too worked for Rover, as did Mr. Withers, when the Company had wartime shadow factories in Yorkshire.

RIGHT: Mr. C. Glasgow (left in picture) receiving a set of fish knives and forks and items of household linen from Mr. J. Roberts, on behalf of colleagues in B.O.F. Inspection and the Machine Shop, Acocks Green. Mr. Glasgow married Mrs. D. Davenport on March 23. LEFT: A Personnel Department occasion. Mr. W. J. Cooper (Personnel Officer, Acocks Green) presents his assistant Mr. S. W. Harrison (right in picture) with a lawn mower, fruit service and other household items to mark the latter's wedding on March 21 to Miss J. Weighall. Mr. Cooper made the presentation on behalf of Personnel services at Acocks Green.



Mr. C. B. Powell (P6 Production Supervisor) presents Mr. Harry Weston (Foreman, crackseal and underseal) with an electric blanket and an ordinary blanket on the occasion of the latter's marriage on March 31 to Miss Teresa Glennon (Car Trim Shop, Solihull). The gifts were from friends and colleagues.

**PERSONAL
NEWS
FROM THE
FACTORIES**

BIRTHS

We offer our congratulations to . . .

BANNOCK — To Mr. and Mrs. G. Bannock, a daughter (Sarah Ruth) on March 11. Mr. Bannock is economic advisor to the Managing Director.

BARNARD — To Mr. and Mrs. M. C. S. Barnard, a daughter (Andrea) on February 26. Mr. Barnard is assistant chief engineer, Gas Turbines.

CROSS — To Mr. and Mrs. G. W. Cross, a daughter (Elaine Mary) on March 11. Mr. Cross works in the Machine Shop, Acocks Green.

EVANS — To Mr. and Mrs. D. G. Evans, a daughter (Diane Patricia) on February 11. Mr. Evans is employed in Gas Turbine Service Office.

HUMPHRIES — To Mr. and Mrs. M. Humphries, a son (Christopher Antony) on March 8. Mr. Humphries works on Grot 450, Percy Road.

JONES — To Mr. and Mrs. H. E. Jones, a son (Philip Siarl) on March 10. Mr. Jones works in the Programming and Costing Section of the Engineering Department.

JONES — To Mr. and Mrs. J. Jones, a son (Gary Colin) on March 6. Mr. Jones is foreman on Group 446, Percy Road.

LLEWELLYN — To Mr. and Mrs. J. Llewellyn, a daughter (Marian Joy) on March 9. Mr. Llewellyn works in Experimental Department.

MORRIS — To Mr. and Mrs. A. Morris, a daughter (Caron Elizabeth) on March 10. Mr. Morris is a planning engineer at Acocks Green.

PAVELEY — To Mr. and Mrs. T. Paveley, a son (John) on March 23. Mr. Paveley was formerly in the Buying Department, and Mrs. Paveley was a telephonist at Solihull.

PHILLIPS — To Mr. and Mrs. J. J. Phillips, a daughter (Sharon Lynne) on March 8. Mr. Phillips is a technical assistant in Land-Rover Electrical Development Laboratory, Engineering Department.

TOMLINSON — To Mr. and Mrs. C. Tomlinson, a daughter (Julie Ann) on February 15. Mr. Tomlinson works on Group W20, Percy Road.

MARRIAGES

We offer our congratulations and best wishes to . . .

CLARKE-OLIVER — On March 7 at Solihull Church, Mr. Roger Clarke to Miss Margaret Oliver (Stationery Office, Solihull).

DOYLE-KEENONTO — On April 4 at The English Martyrs' Church, Sparkhill, Mr. Kavin Doyle to Miss Lana Keenonto (Group 79, Ryland Road).

GALLIGAN-QUINN — On March 30 at The English Martyrs' Church, Sparkhill, Mr. Peter Galligan to Miss Mary Quinn (Group 79, Ryland Road).

GLASGOW-DAVENPORT — On March 23 at Birmingham Register Office, Mr. C. Glasgow to Mrs. D. Davenport. Mr. Glasgow is a viewer, Inspection Department, Acocks Green.

GODDARD-McNALLY — On March 21 at St. Catherine's Church, Horse Fair, Birmingham, Mr. Alan Goddard to Miss Pat McNally (Group 212, Ryland Road).

HARRISON-SALISBURY — On March 28 at Birmingham Register Office, Mr. Ronald Harrison (Group 248, Ryland Road) to Miss Margaret Salisbury (Inspection Department, Ryland Road).

HARRISON-WEIGHALL — On March 21 at Solihull Church, Mr. S. W. Harrison (Assistant Personnel Officer, Acocks Green) to Miss J. Weighall.

HAZELL-STAFFORD — On March 16 at Knowle Parish Church, Mr. T. Hazell (Works Fire Brigade, Solihull) to Miss D. Stafford (telephonist, Solihull).

HEDGES-HARTNELL — On March 28 at St. Anne's Church, Moseley, Mr. Alan Hedges (P6 Panel Sub-Assembly) to Miss Ruby Hartnell.

HOLBROOK-RUSSELL — On March 21 at St. James' Church, Splott Road, Cardiff, Mr. Anthony Holbrook to Miss Sonia Irene Russell. Mr. Holbrook is a chargehand fitter at the Unit Reconditioning Department, St. Mellons.

(Continued on page 5)

Old coin 'bought' interest

Considerable interest has been aroused by the report in ROVER NEWS about the George III penny belonging to Mr. H. Bacon (P.5 Chief Storekeeper at Solihull).

Among the many inquiries Mr. Bacon has received is a letter from a Mrs. Franklin of Needwood House, 18 Woodcock Lane, Acocks Green, stating that she has a George III penny dated 1807. She is anxious to know the value of the coin. Can any readers help?

Mr. A. H. Davis (Scuttle Dash Assembly, Solihull) also writes: "I have in my possession a coin the size of a halfpenny with George III and dated 1775. I think this is 22 years older than Mr. Bacon's coin. Any comments from readers?"

WELL CAUGHT!

The 25 competitors in a four-hour contest organised by Perry Barr anglers, and fished in Kidlington Canal, caught 33 lb. of fish between them. Winners were: 1, S. Adams (4 lb. 11 oz. 8 dr.); 2, H. Nowakowski (2-12-0); 3, H. Glazebrook (2-7-13).

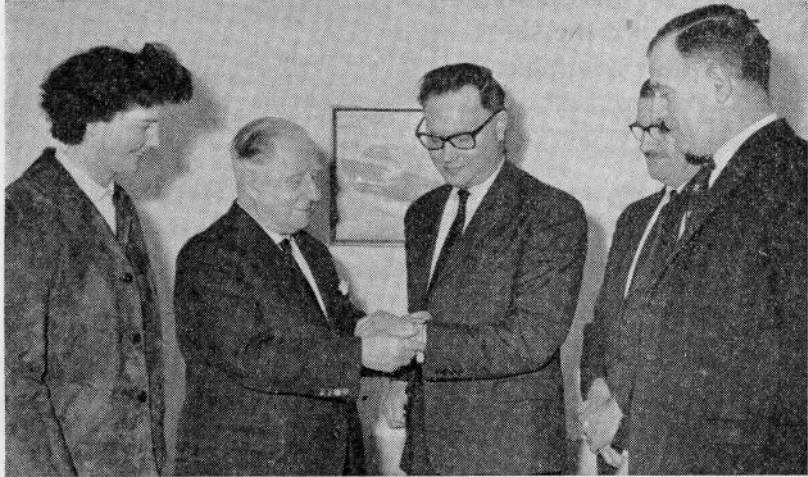


Mrs. M. Rogers being presented with a beautiful hand-painted landscape by Mr. H. R. Hill (Cost Accountant) on behalf of her former colleagues in Oncost, Solihull. Mrs. Rogers, who was secretary to Mr. J. H. Arnold (Manager of Oncost) left to have a baby last Christmas, and she returned with her son, Richard, to receive the landscape picture on March 18. Mrs. Rogers also has a married daughter working at Rover—Mrs. Yvonne Terry in Experimental.

Mr. A. Hodder (Machine Shop Superintendent) presents a cheque on behalf of workmates to Mr. Frederick Stanton (seated) on the occasion of the latter's retirement on February 28 after nearly 32 years with the Rover Company—all spent at Tyseley except for a few war years at Barnoldswick. Mr. Stanton, aged 68, was an auto operator. Also in the picture: Mr. P. Wright (Senior Machine Shop Superintendent) and Mr. R. Williamson (Assistant Senior Machine Shop Superintendent).



FIRST GOLD WATCH AT CARDIFF . . .



Mr. A. J. Worster (Production Director) straps the gold watch on the wrist of Mr. Ray Lomas, watched by Mrs. Lomas, Mr. J. H. Whitby (Parts Department Manager, Pengam—second from right) and Mr. D. N. Steed (Executive Director, Production, Cardiff—right).

Mr. Ray Lomas (Provisioning Superintendent, Pengam Parts Department) found himself the centre of quite an occasion on March 11 when he was presented with his gold watch to mark 25 years' service to the Rover Company. He is the first Rover Cardiff employee to receive such an award.

Mr. Lomas joined Rover Parts Department at Coventry in 1938, came to Solihull in 1946 and was transferred to the then new Pengam Parts Department in July 1962.

His wife, Nora, is also a long-standing Rover employee in her own right. She has worked for the Company for 22 years, though a short break in employment in 1947 prevents her service being classed as continuous. Mrs. Lomas is in Data Processing Section at Pengam.

Mr. and Mrs. Lomas were one of three married couples to be transferred from Solihull to Pengam in July 1962.

* * *

Eight long-service Solihull employees (their combined Rover employment totalled 200 years) received gold watches from Mr. Worster on March 19.

Recipients, pictured above right with Mr. Worster, were: left to right,

. . . AND EIGHT MORE AT SOLIHULL



Messrs. W. R. V. Wood (Salaries Cashier), J. J. Browne (semi-skilled fitter, Land-Rover), Mrs. I. J. Hands (Hollerith Supervisor), Messrs. T. J. Stone (Assistant Cost Accountant), A. A. Ross (leading hand, Land-Rover Final Line), J. Martin (semi-skilled fitter, Land-Rover), S. J. Hadley (Bodymaker) and S. E. Scott (Building foreman).

Karters' good day's racing on a faster circuit

The recently modified circuit at Honeybourne proved faster for Rover karters who soon got the feel of it to put up a good show and take three awards at the meeting on Easter Sunday.

Brian Livesey was second in the Class I Specials. Vic Short, also racing Class I Special, had a very good day's racing. Len Johnson, racing Class I Standard, received an award for third place. He was pressed hard throughout the race by Lucy Livesey, whose husband, Harry, followed up in the rear.

Brian Afford, back in the running after his spectacular multiple somersault at Shennington last season, pressed on regardless and also received an award.

The afternoon was marred by three drivers being injured, and it seems possible that the Honeybourne circuit will revert to its former shape, thereby slowing the racing down a little for the next meeting.

Credit must go to Brian Livesey, Dave Wells, Barry Johnson and Dave Goode, who kept the Rover flag flying despite bad weather at the kart club meeting at Shennington on March 22. There was some very exciting racing in which Barry Johnson won a trophy for second place in the Specials.

There was disappointment in the last race as Brian Livesey, placed third after frantic pushing by Pop and Len Johnson, found it impossible to restart due to rainwater in his carburettor. Dave Wells put up a good show against strong opposition in the "Standards" race to finish a well-deserved third.

A presentation party was held at "The Boar's Head", Perry Barr, for Mrs. Doris Lawden (Superintendent, Perry Barr Booking Office). About 100 colleagues attended to give Doris an affectionate farewell on her leaving the Company after 9 years' service. Mrs. Lawden and her family are leaving Birmingham to live at Studley.

Presentation of a silver tea service, half-a-dozen cut glass wine glasses, a leather shopping bag and a handsome flower vase, was made by Mr. H. Hayer (Works Supt.).

VETERANS RECALL THE OLD DAYS



Dozens of old friendships were renewed in the convivial atmosphere of food, wine and entertainment on April 3, when more than 220 retired Rover employees were entertained by the Management to their second annual dinner and concert at Solihull.

Messages of goodwill from Mr. L. G. T. Farmer (Chairman) and Mr. W. Martin-Hurst (Managing Director) were read by Mr. A. J. Worster (Production Director). Both expressed their regret at being unable to be present and wished the veterans a happy reunion.

Speakers after the meal and before the start of the concert included Mr. Frank Holland (former Production Manager at Tyseley); Miss L. M. Marson (former Welfare Officer at Solihull); Mr. W. J. Robinson (Executive Director, Production, Solihull) and Mr. J. W. E. Walton (Executive Director, Production, Tyseley).

Other Management representatives present included Messrs. G. F. Searle (Managing Director, Rover Gas Turbines), E. S. Richards (Executive Director, Industrial Relations & Welfare), R. W. Bromley (Executive Director, Service), E. Scott (General Works Manager, Tyseley), R. R. Hillen, R. Knowles and A. Greenway.

All male veterans present received the gift of a Rover tie, and the ladies a decorated tile for use either as a tea-pot stand or a wall plaque. The three oldest employees were each given a bottle of port.

In the above pictures (left) Mr. Worster is seen chatting with a group of retired male employees, while on the right a group of retired ladies renew old friendships.

Four-dram catch in 3 hours!

Members of Solihull Angling Section fished their first contest of the year at Atcham Bridge on the River Severn on March 7.

It was apparent from the start that the cold easterly wind blowing across the river would result in weights being on the low side. Though most of the competitors fished the full three hours, only two had fish to send to the scales at the "weigh-in". F. Cox had three small fry (two dace and one chub) weighing four drams in all, and J. Fearon had a "millers thumb" of the same weight.

First and second prizes were shared by these winners, who deserved every penny for sticking it out under the severe conditions.

The remainder of the prizes were drawn for out of a hat.

The section is looking forward to its next contest under warmer conditions at Bredon on the River Avon on June 20.

Quicky Quiz

1. What is a surrogate?
2. What, in cricket, is a "chinaman"?
3. In what sport does the following team partake: Montreal Canadians?
4. How many players form a tug-o'-war team?
5. This year is the 400th anniversary of Shakespeare's death—what other famous person died 400 years ago?
6. Who ruled first: Charles I, Edward I or Henry I?

(Answers on Page 6)

Postbag from the Past—No. 2

(From a 19th century woman singer who bought a Rover safety cycle).

"You will be pleased to hear that I have conquered riding the ladies' safety. The difficulty at present is the mounting, but this I shall overcome very shortly now."



"Since riding the safety the last month I have reduced my weight by 7 lbs., and feel ever so much better in health, whereas formerly, when I rode a tricycle, I was really knocked up with the hard work, and found it utterly impossible to sing the same evening, if I had ridden during the day."

"Now I can take a ten miles spin in the morning, and sing the same evening without the slightest fatigue or ill effects. I shall use your safety whilst away on my engagements at Folkestone, Skegness, &c., where I shall have to sing every evening. You are at liberty to use this as an advertisement. I am thinking of letting my daughter, six years of age, ride a safety. She is also engaged at Skegness, etc."

More Personal News from the Factories

Continued from page 4.

MARRIAGES

We offer our congratulations and best wishes to . . .

KELLEHER-WILLIAMS—On March 25 at Cardiff Register Office, Mr. David Kelleher (Unit Reconditioning Dept., St. Mellons) to Mrs. Vera Williams (Unit Reconditioning Dept., St. Mellons).

RICHARDS-HARRIS—On March 14 at St. Barnabus Church, Kingshurst, Mr. Brian Richards (Works Fire Brigade, Solihull) to Miss Elsie Harris.

SEMENS-SMALL—On March 30 at St. Catherine's Church, Bristol Street, Mr. Michael Semens to Miss Mary Small (Group 79, Ryland Road).

THOMAS-ENGLAND—On March 7 at Cardiff Register Office, Mr. Jack Mervyn Thomas (Assembly foreman, Pengam) to Mrs. Esme England (Parts Stores, Pengam).

WESTON-GLENNON—On March 31 at The Church of the Sacred Heart & Holy Souls, Mr. H. Weston (foreman, Underseal Section P6) to Miss Teresa Glennon (Car Trim Shop, Solihull).

SILVER WEDDING

We offer our congratulations and best wishes to . . .

BLEAKLEY—Mr. and Mrs. Richard Bleakley celebrated their silver wedding on April 8. Mr. Bleakley is chief storekeeper (Land-Rover) Solihull, and prior to her marriage Mrs. Bleakley worked at the Coventry factory.

WEDDING ANNIVERSARY

We offer our congratulations and best wishes to . . .

JOHNSON—Mr. and Mrs. W. Johnson celebrated their 43rd wedding anniversary on April 15. Mr. Johnson is employed in Experimental Department, Solihull.

RETIREMENTS

Mr. Samuel Hanson on March 20; he was employed as a trucker and conveyor hand (6 years' service). Mr. Thomas Tongue on March 27; he was employed in the Stores, Acocks

Green (24 years). Mr. Albert Harris on March 27; he was employed in the Stores, Acocks Green (21 years). Mr. Anthony Robson on March 27; he was employed in the Heat Treatment Department, Acocks Green (27 years).

DEATHS

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

HALL—Mr. Ernest Hall died on March 6, aged 57. Mr. Hall was employed on Land-Rover Inspection, and had been with the Company for 13 years.

LIVETT—Mr. Horace James Livett died on March 10, aged 56. Mr. Livett was commissionaire at Tyseley, and had been with the Company for 12 years.

NORRIS—Mr. Joseph Norris died on March 7, aged 37. Mr. Norris was employed in No. 2 Machine Shop, Tyseley, and had been with the Company for 3 years.

CORRECTION

In the March issue we reported the Diamond Wedding of Mr. and Mrs. A. Monaghan. This should have been Golden Wedding, and we apologise for the error.

● The Mayor of Solihull has accepted an invitation to open Rover (Solihull) Horticultural Society's fourth annual show on August 22. The Mayoress will accompany him. Once again the event will take place in the Main Canteen where space is such that entries can be displayed to the utmost advantage. Civic interest and support will add prestige to a colourful Rover event. Support and quality have improved steadily since the show was inaugurated in 1961. This year's show has new classes in the ladies' section. Schedules are now available.

IN THE SPORTLIGHT

Not many men of 23 have had the chance to turn down £4,000, but such an opportunity was rejected by Mr. Bernard "Slogger" Templeman who works in Pengam Parts Department. Six years ago he was offered £4,000 to turn professional, but he preferred to stay amateur. He began playing rugby when he was 15 years old, and since then has played twice for the Barbarians, and was captain of Penarth for two seasons.



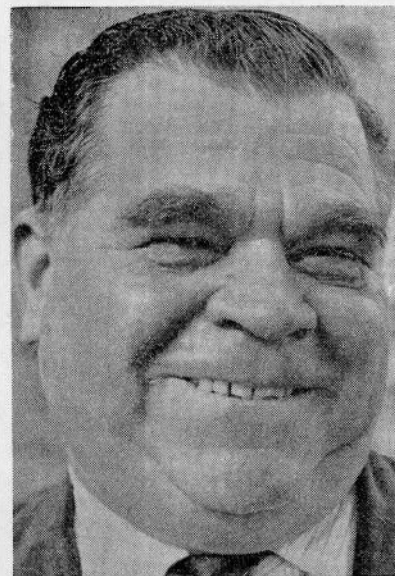
Mr. Templeman

While skipper, his team beat the Barbarians. He also played in the Steele-Bodger team.

Mr. Templeman now plays for St. Peters, a Cardiff and district amateur club.

★ ★ ★

Another Pengam Parts Department employee, Mr. George Parsons, though now retired from amateur rugby, turned out for many leading Rugby Union Clubs



Mr. Parsons

both sides of the border, as well as Service teams, during his playing years. He was also trainer for Penarth for a few years.

Mr. Parsons first started playing rugby in 1929, and when he retired in 1947 he became trainer for several first class clubs.

Mr. H. Hayer (Works Supt., Perry Barr) throws a wood for his team during a skittles tournament at Acocks Green on March 11 between three mixed teams of Management and members of the inter-factories bowling sections.

As well as skittles, the "open night" also included snooker, darts and dominoes, and the 33 players taking part thoroughly enjoyed their evening.

The skittles tournament was won by Mr. P. Hall's team with 67 points, followed by Mr. W. J. Robinson's side (61) and Mr. Hayer's (56).

Junior archers 'on the bull' in Rover field shoot

Some 90 archers braved bitterly cold weather and a strong wind to compete in the Spring field shoot organised by Rover bowmen on March 8. Competitors came from as far as London and Nottingham for the event.

While Midland clubs provided the largest contingent—including 16 from the Rover Archery Section—the Severn Valley area sent some 30 archers and, appropriately, 15 came from the Nottingham district.

The high wind made accurate shooting difficult and the cold weather had its effect on skilled fingers.

Two Rover youngsters showed the adults the way to the awards in the event. Master James Howell, whose father works in Engine Experimental, was second in the Junior section with 246 points and Miss Mavis Bedford, daughter of Rover Archery Section secretary Neville Bedford, was placed third with 232 pts.

Both these youngsters scored more points than the winners of the ladies' section, in which there were no Rover successes.

Prizes were presented at the end of the day by Mr. L. S. Shaw (Apprentices Supervisor). Next Rover field shoot will be in mid-June.

10-second goal wins cup for Perry Barr

Rover Perry Barr footballers continued their run of success with a 1-0 win over Reynolds Tubes on April 4 to win the Wilkinson Victory Cup.

As expected, the game turned out to be a very close affair.

Rover took the lead in the first 10 seconds when a long clearance by Lindsay was taken by centre-forward GILL, who gave the goalkeeper no chance with a first time shot. Play was fairly even until half-time, with both goals having narrow escapes.

Early in the second half Rover, which was now on top, was awarded a penalty, but the usually reliable Lindsay missed from the spot. Immediately after this Reynolds also missed a penalty awarded against the Rover goalkeeper.

The last 10 minutes were very exciting with the Rover defence playing magnificently and inspired by centre-half and captain J. Drew, who was outstanding throughout. Credit is due to the losers who never gave up but were held by a Rover team giving a 100 per cent effort.

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Solihull Seniors were knocked out in the semi-final of the Lord Howard de Waldon Cup, and the Apprentices are also out of the cup running, having been narrowly beaten 4-3 by Dunlop in the Works (Southern) Bakelite Shield semi-final replay (they drew 3-3 on February 22).

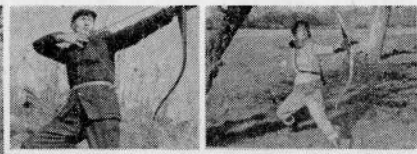
Recent results: Solihull Seniors — March 7 drew with Fisher and Ludlow at home 1-1; March 14, beat B.C.T. at home 4-3; March 28, lost to B.C.T. away 2-1.

Solihull Reserves — March 7, lost to Dunlop at home 5-1.

Solihull Apprentices — March 7, lost to Dunlop (cup replay) at home 4-3.

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In a friendly match on April 4, Rover Solihull beat Rover Seagrave Road 7-2 in London. This was Seagrave Road's first defeat for five months.



Mr. L. S. Shaw (Apprentices Supervisor) examines the marksmanship of competitors in the Rover Archery Section Spring shoot, with Mr. A. Marler, field captain (Body Drawing Office). Inset: Archery poises caught by the camera during the shoot.

Teenagers strive towards the price of a guide dog

(From Mr. A. C. Ashworth, Chairman, Rover Teenage Section).

May I, through ROVER NEWS, thank all our helpers for the immense success that we are now enjoying and also for the constant flow of tinfoil and silver paper which is taking us towards the £250 target in our silver paper campaign.

It would be impossible for our secretary to write to each department and person to thank them by letter, so would you all please accept this, our "thank you", and please keep sending along your foil and silver paper; it's a great help to us.

In answer to many inquiries here, briefly, is how the Teenage Section turns your silver paper into the money needed so much to help the Guide Dogs Association give some blind person the aid that a dog provides.

Once a week the foil is collected at Rover Solihull by the committee members. It is then graded, stripped and bagged ready for despatch. This work is done at my house to music from a record player, and with a break for tea and cakes. It is usually a busy but enjoyable evening.

The railway authorities collect the sacks, 20 at a time, and deliver them to the Foil Recovery Companies at London and Tamworth. There the foil is weighed and a cheque sent directly to the Guide Dogs Association is credited to our account. The Foil Recovery Companies and the Association notify us of each amount sent and received. As a guide, six well-packed sacks of foil realise about £3 to £3.10s., so we still need lots and lots of foil and silver paper.

The section also has guide dogs collecting boxes which are given out on request. At present we have boxes in use by many interested friends in Solihull and district. Boxes emptied to date have realised: £6.10s. (teenage members), £3.5s. (Caldmore Conservative Club, Walsall) and £1.14s. (Mrs. J. Harding of Dursley Close).

Caldmore Club members have an unusual method of keeping their box in the public eye. It is placed beneath the dart board; penalties are in force on all dart games and the money rolls in. One morning when I went to get my car out of the garage at about 6.45 I found seven bags of foil and several cartons stacked by the garage door. We had received an early call. Many bags and boxes of foil just arrive, from where we do not know, but it all counts and we are grateful.

On behalf of the Teenage Section committee, members and visitors, please accept our thanks. Keep sending it in, and we will surely reach our final figure of two and a half tons of foil.

Aslin Trophy contest

Further results in the Aslin Trophy snooker competition (2nd round): J. Atherton 70, M. Whittle 61; J. Warburton 23, F. Harris 60; B. Hastings 32, J. Linforth 73; J. Collier 33, Fearney 58; R. Dixon 70, G. Hicks 57; T. Munro 54, R. Bowen 72; J. Spittle 56, S. Oliver 47; A. Manley 59, A. Davies 51; A. O'Keefe 51, A. Cross 34; E. Morris 46, R. S. Taylor 54; R. Butcher 68, E. Taylor 52; T. Duddy 64, M. Prince 25; R. Pearson 57, C. Walker 44; Norgrove 37, R. Plenderleith 50; G. Bentley 72, E. Starkey 30.

Third round game: J. Atherton 23, F. Harris 90.

Winners of merit awards in the Efficiency League were Mr. A. Bonas (Works Engineers) in the 'A' team and Mr. B. Ware (P6) in the 'B' team, for winning the most games during the season in competitive league snooker.



Sorting out the silver paper. Members of the Rover Teenage Section and the family of Mr. and Mrs. A. C. Ashworth pictured during a sorting session at the Ashworth home.

Blizzard made rally tough

Rover Car Club competitors found the rally on March 15 much tougher than expected, for drivers had to contend with a raging blizzard.

The 150-mile rally was organised by Birfield Car Club. It had two classes for experts and novices, and started at 10.15 a.m. at the Lickey Hills despite ominous clouds and pouring rain. There were 30 starters. The rally route took competitors around the Welsh border country, mostly on minor roads.

The first section ended at 1.30 p.m. for lunch; the second section was in the Welsh border hills, map reading and clue hunting being the main occupation.

In the third section competitors had to keep as near as possible to a line drawn on the map, without crossing it.

The fourth section was very difficult as roads were covered by snow, and often drivers managed to get through only by following car tracks.

Results — Novices: 1, Horton (Birfield) 80 pts.; 2, Clarke (Rover) 97 pts.; 3, Glastonbury (Rover) 104 pts.; 4, Jelis (Rover) 140 pts. Experts: 1, Thompson (Birfield) 75 pts.; 2, Gilbert (Kynoch) 123 pts.; 3, Johnson (Greyhound) 157 pts.; 4, Parkes (Rover) 175 pts.

QUIZ ANSWERS

1. Deputy for a Bishop or Chancellor.
2. Off-break by left-arm bowler.
3. Ice hockey.
4. 8.
5. Michelangelo.
6. Henry I.

