



New £20,000 employee sports field



A memento commemorating the entry of Pirelli, the tyre manufacturers, into contract with the Rover Company was received by Mr. W. Martin-Hurst, Managing Director, on behalf of the Rover Board of Directors, from Pirelli representatives at an informal occasion at the Solihull factory recently.

Mr. Martin-Hurst is pictured receiving the memento, a wood and metal plaque with an inscription and model of a 2000 in relief, from Mr. G. Veronesi, a Pirelli director.

Others in the group (left to right) are Mr. J. G. Davis (Pirelli director), Mr. A. B. Smith (Director and General Manager, Rover), Mr. A. J. M. Clarke (Pirelli special representative) and Mr. M. F. Norbury (Sales Manager, Pirelli Contracts Division).

The inscription reads: "Rover 2000. The first production car to be fitted with fabric radial ply tyres as standard equipment in Great Britain. In recognition of this achievement and our pleasant association. Pirelli Cinturato".

A new sports field for Rover employees is being laid out at the Solihull factory at a cost of nearly £20,000.

Additional land allocated by the Company to Rover Solihull Sports Club following the sale of building land—which affected the cricket, tennis and soccer facilities—is being utilised with the existing sports field area. The all-over plan will make the Rover sports ground one of the best in the Midlands.

Levelling operations are now being carried out by En tout Cas, the world's premier sports ground contractors.

The plans call for three football pitches; two practice cricket wickets, a match wicket and outfield; three tennis courts; an archery range and a crown bowling green. The latter is an extra facility to the sports ground amenities and will be most beneficial, particularly for the annual inter-works bowls tournament.

Layout of the cricket square will be such that a different wicket can be played for every game of the season. The square is not expected to be ready for this season, and Rover cricketers will continue to play on their existing area for the time being. The tennis courts are likely to be ready by mid-June.



Against the background of a new Suggestion Scheme poster issued in the Tyseley Group, Mr. J. K. R. Thompson receives his £150 cheque from Mr. E. Scott. The poster, based on the old fair-ground "try your strength with the hammer" machine, has an arrow pointing at £150 on a financial thermometer. The question is asked: "Can you beat this?"

£150 award makes fitter Tyseley Gp. ideas champ

Biggest-ever award to be announced by the Tyseley Group Suggestion Committee—£150—has been paid out to Mr. Joseph K. R. Thompson, a skilled fitter on gearbox assembly employed at Percy Road.

The cheque was handed over to Mr. Thompson at Percy Road this month by Mr. E. Scott (General Works Manager, Tyseley Group). Also present on the occasion were Mr. R. Knowles (Personnel Officer, Tyseley Group), Mr. A. MacKellar (Works Superintendent, Percy Road) and Mr. S. Barby (foreman, gearbox assembly).

Mr. Thompson's jackpot award was for the suggestion that one thick shim be used instead of three thin ones in the assembly of Land-Rover gearboxes. This gave a saving in material cost on each gearbox manufactured and with production of Land-Rovers now running at a high figure, it justified this award.

It was a first Suggestion Scheme win for Mr. Thompson, who began his Rover service in 1938 and has also worked at Solihull and Acocks Green during nearly 20 years' Rover employment. (He had a break in his service).

Mr. Scott told ROVER NEWS: "We have been waiting for nearly 18 months for a good savings suggestion to come along to enable the Tyseley Committee to make a big award. We knew one would come soon because the committee has noted that the standard of suggestions submitted in the Tyseley Group has risen steadily over a period".

Other Tyseley Group awards: Messrs. A. J. West and H. Nowakowski (Perry Barr toolroom operators)—£10 shared for suggesting an adaptor for a cutter grinding spindle; Miss Joyce Dorothy Richardson (capstan machine operator, No. 6 shop, Tyseley)—£5 for a saving in electric power; Mr. G. A. Thompson (2000 engine test, Acocks Green)—£2/10—for easier loading of engines on to the test bed.

ROVER B.R.M. CAR OUT OF LE MANS RACE

THE ROVER-BRM GAS TURBINE CAR ENTRY HAS BEEN WITHDRAWN FROM NEXT MONTH'S 24-HOUR LE MANS RACE.

Announcing the decision last week, the Rover Company and the Owen Organisation, joint sponsors of the proposed venture, said in a statement: "The car is ready and progress with the Corning ceramic regenerative heat exchanger is satisfactory but more engine endurance running is required than can be achieved in the time available to ensure that the car reaches the standard of reliability demonstrated in the 1963 race. The general public will share with the Rover Company and the Owen Organisation the acute disappointment caused by this decision.

"The development of the engine with Corning ceramic heat exchanger will continue with the intention of entering the car for next year's Le Mans race or some earlier event".

Mr. W. Martin-Hurst, the Rover Managing Director, told ROVER NEWS: "I place on record the Rover Company's appreciation of the tremendous effort made by the Corning Glass Works, in Corning, New York, to solve the problems of design and construction of the ceramic core of the heat exchanger.

"Work has continued day, night and at weekends on both sides of the Atlantic, and Rover employees will be interested to learn that telephone conferences with microphones and loudspeakers at each end have enabled the problem of distance between the two works largely to be overcome.

"In acknowledging publicly the very hard work and untiring co-operation of the Corning Glass Works and its staff, the Rover Company also extends its appreciation to the Owen Organisation for its partnership and ready help and to other companies in the United Kingdom for their support in sponsoring the project".

THE THINKING BEHIND ROVER GAS TURBINE DEVELOPMENT

Ultimate use of the gas turbine as a standard power plant in space craft and orbiting space stations was envisaged by Mr. Noel Penny (Chief Engineer, Rover Gas Turbines) in a talk to motoring journalists at the Chadwick Manor Hotel, near Solihull.

While discussing the gas turbine engine, Mr. Penny posed the very pertinent question: "Why do we bother about gas turbines and what have they to offer?"

Mr. Penny continued: "First among their advantages is simplicity. A typical automotive turbine has considerably fewer moving parts than the equivalent piston engine. In principle, this makes a gas turbine easier and cheaper to build, intrinsically more reliable and hence cheaper to service and maintain.

"One notable simplification is that the turbine needs no cooling system. Another potential trouble source in the petrol engine, the ignition system, is reduced to elemental form being required only during starting".

Mr. Penny said that in the light of these two examples it was not surprising that the starting characteristics of a gas turbine, particularly at sub-zero conditions, were better than any other power plant at present in use.

The gas turbine had a wide multi-fuel capability, Mr. Penny went on. It had operated on gaseous fuels, powdered solid fuels and a whole range of liquid fuels from unleaded petrol to heavy diesel oil.

"It will also operate on leaded petrol, but at the present state of the art we are still concerned about lead attack which leads to premature deterioration due to corrosion of the turbine and nozzle blades", Mr. Penny said. "Being a wholly rotary engine it is extremely smooth and vibrationless over the whole speed and power range. This quality, coupled with the good power to weight ratio which can be obtained, gives the small turbine good scope and versatility".

The turbine was equally promising in automotive and marine roles in both work and pleasure vehicles. It was already in use in many diverse commercial appliances as a prime mover for pumps, generators and process plants.



Route map of the Acropolis Rally in Greece. Three 3-litres were among the 19 cars to finish this exacting event.

3 ROVERS AMONG ACROPOLIS FINISHERS

Only five British cars finished in the exacting Acropolis Rally round Greece this month and three of them were Rover 3-litres.

There were five 3-litres among the 72 starters which left Athens on May 14 at the start of the 1,875-mile event. The three which finished on May 17 were among only 19 cars to stay the distance.

Of the three Rover cars to finish, two were part of the official Rover works team and one was a private entry. The finishing 3-litres took 2nd, 3rd and 4th places in their class for touring cars over 2-litres and were 6th, 9th and 11th overall in the rally. The Rovers were

the highest placed British entries.

Details: Ken James/Mike Hughes—6th overall, 2nd in class; Richard Martin-Hurst/Roger Clark (private entry)—9th and 3rd; Tony Cox/Willy Cave—11th and 4th.

The two Rover 3-litre "casualties" were the Anne Hall/Denise McCluggage and Logan Morrison/Johnston Syers cars. The women's car—a ladies' team entry—ran off the road during the event and was eliminated as the result of a collision while ditched and the Morrison/Syers 3-litre dropped out after a loose wheel had sheared the retaining studs.

LATE NEWS

Mr. L. G. T. Farmer, Rover Company Chairman, appointed Deputy President, Society of Motor Manufacturers and Traders on termination of two years' presidency. New President is Mr. W. Swallow, Chairman and Managing Director of Vauxhall Motors. Mr. Farmer's re-election last year to second term in presidency was first such re-election in 14 years.

Midland, Welsh M.P.s tour Pengam plant



Sharing a joke with an M.P. is Miss A. P. Prewett (Final Gearbox Assembly). RIGHT: Grinding gearbox cross shafts. And showing two of our legislators how it's done in the Cardiff Machine Shop is Mr. Ken Young.

More than 30 Members of Parliament, including several representing Birmingham and Welsh constituencies, toured the Rover factory at Pengam, Cardiff, on April 15.

The M.P.s, who were seeing a number of industrial developments in South Wales, spent just over an hour on the Rover premises.

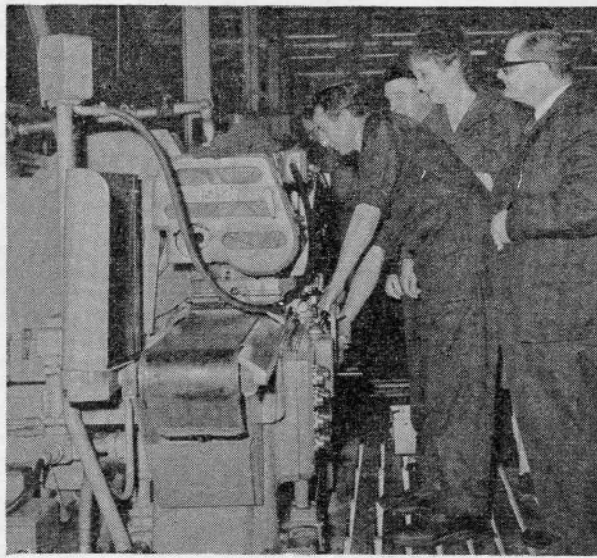
They arrived by coach to be met by Mr. A. J. Worster (Production Director) and Mr. D. N. Steed (Executive Director, Production, Cardiff).

In welcoming the visitors in the name of the Rover Company, Mr. Steed told the M.P.s that they had arrived on a site developed by Rover over the last 2½ years. He explained that one of the two large buildings on the site was for Parts and the other was a Production block in which transmissions were being made for the 2000 car.

"We occupy about 130 acres and have 500,000 sq. ft. of factory space", said Mr. Steed. "Employees now total about 1,000".

The M.P.s split into small groups for touring the premises. Each party had Rover guides and the M.P.s showed great interest in all they saw, stopping periodically to talk to individual employees.

Birmingham and Welsh M.P.s in the party were Mr. Leonard Cleaver, Mr. Charles Howell, Dame Edith Pitt, Mr. James Griffiths, Mr. David Griffiths and Mr. G. Elfred Evans.



UP...pension, death grant. DOWN...age for joining the pension fund

Increased pensions, a bigger death benefit and entry to the Rover pension fund at an earlier age. Such were the improvements to the Rover Male Employees Pension Fund and Life Assurance Scheme announced to members recently by the Company.

The improvements provided for: **PENSIONS**—increase in pension unit per year of membership from £3. 10s. to £6 for a contribution by the member of 5s. 3d. a week instead of 3s. 6d.; an option for employees earning less than £18 a week to provide a pension unit of £4. 10s. a year (instead of £6) for 3s. 9d. a week; age of eligibility for joining the fund lowered from 21 to 19, subject to completion of two years' service.

LIFE ASSURANCE SCHEME—death and/or total disability benefit increased from £300 to £500 after two years' service; a new death benefit of £100 for employees aged between 65 and 70 who joined the Company's service before their 64th birthdays.

In a notice outlining the improvements to employees, the Company stressed that although employees' contributions had to be increased to help pay for the increase in pension benefit, the Company's contribution was also being substantially increased. The total increase in the Company's contribution is, in fact, very much greater than the total increase in a member's contribution.

Changes in the schemes have been under consideration for some time and several alternative possibilities were studied before the above decisions were reached.

A Secretarial Department spokesman told ROVER NEWS: "The Management is very anxious to provide employees with the best possible benefits that money will buy. The improvements announced constitute a big step forward for the Pension Fund and Life Assurance Scheme".

3-litre third

A Rover 3-litre car was third in its class (over 2000 c.c. and with automatic transmission) in this year's Mobil Economy Run in Britain. It clocked 26.52 miles per gallon against 30.33 by a Vauxhall Cresta and 28.57 by a Ford Zephyr 6 Mk. III.

Good ideas bring a £67 share out among 11

Eleven Solihull employees shared £67 as a result of awards made at the March meeting of the factory Suggestion Scheme Committee.

Biggest cheque was for £25 awarded to Mr. F. W. Harrison (Press Shop) for an idea calling for the utilisation of scrap material. Another Press Shop employee, Mr. D. J. Nugent (Inspection) was paid £10 for a suggestion which saved time on tailboard cappings.

Other awards:—Mr. F. Sedgley (Land-Rover)—£5 for fitting of carburettor heater; Mr. J. C. Murphy (formerly Land-Rover)—£5 for tool for use on shock absorbers; Mr. B. Harrison (formerly Stores)—£5 for avoidance of damage by fork lift trucks; Mr. R. Allen (Works Engineers)—£5 for safety precaution and saving of time on bodies from Paint Shop for underseal; Mr. F. C. Holsey (P6)—£3 for improvement to P6 wing panel jig; Mr. R. H. Stearne (Press Shop)—£3 for adaptation of tools to speed output; Mr. D. Murray (Land-Rover Final Line)—£2 for material economy; Mr. E. Tasker (Land-Rover Final Line)—£2 for material economy; Mr. P. H. Darrall (Gas Turbine Production)—£2 for avoidance of damage to gas turbine strainer housing.

Saving schemes for Coventry employees

A savings scheme similar to that operated by the Company in conjunction with Birmingham Municipal Bank has been arranged with Coventry Trustee Savings Bank for Rover employees working and/or living in Coventry.

The new scheme began on the May 15 pay day for weekly employees and begins on May 31 for monthly employees. Forms of application to join the new scheme may be obtained from the Wages or Salaries Offices.

It is emphasised that an employee cannot belong to both the Birmingham and Coventry saving schemes.

Mr. E. S. Richards (Executive Director, Industrial Relations & Welfare) spoke about the functions of the Industrial Relations Department to Solihull Supervisors' Discussion Group on April 20. He detailed the duties and responsibilities of the various sections within the department and then answered many questions. Mr. L. S. Shaw (Apprentices Supervisor) presided.

Mr. Henry Douglas (third from right), the Rover North America eastern regional sales manager, discusses with regional sales representatives plans for launching the Rover 2000 in the United States. The car will be available for tourist delivery in July and delivery in the United States in August. Each salesman holds a ROVER NEWS 2000 colour magazine, a copy of which was circulated to every Rover employee when the car was launched in Britain last year.



Six normally eloquent talkers listen in appreciative silence as Miss F. L. Ormond explains the intricacies of gearbox assembly. BELOW LEFT: Man to man as Mr. M. W. D. Stokes discusses his work relating to fine boring gearboxes. BELOW RIGHT: Woman to woman. Dame Edith Pitt, M.P., talking to Mrs. M. E. Clapham (Gearbox Assembly).



Dutch day off proved to be a 'royal' day out....

Closure of all Dutch firms for Queen Juliana's birthday on April 30 presented our Netherlands distributors, H. C. L. Sieberg N.V., with a wonderful opportunity for furthering their industrial relations. They chartered two aircraft and flew all their employees over to Solihull for the day to enable them to see for themselves just where, how and by whom Rover products are made.

The Flying Dutchmen (and women), 1964-style, comprised 119 Sieberg employees, their wives and girl friends. They flew straight to Elmdon from Amsterdam.

Their 12-hour day in Britain—some were paying their first visit to the country—began at the Solihull factory with tours of the 3-litre, 2000 and Land-Rover production lines, and they also saw the T3 gas turbine car.

After lunch in Solihull, they visited Warwick where they toured the castle and its grounds, and then went on to Stratford-on-Avon, where dinner at the Shakespeare Hotel was preceded by visits to the various places of Shakespeare interest in the town.

The visitors thoroughly enjoyed their day out and a telegram received by the Company after the Sieberg personnel had returned home expressed thanks for the hospitality extended to them.

That 10 per cent still out of sickness benefit

Proportion of eligible employees in the Rover Sick Benefit Society remains at about 90 per cent, despite efforts to persuade the "missing" 10 per cent to take up membership.

This was reported to the Society's ninth annual meeting at Solihull on April 23.

It was stated in the annual report that 1,657 new members were admitted during 1963, 744 left the Company and 54 had died. Total membership of 8,293 showed an increase of 859.

A total of £38,443 was paid out in 12,733 sickness benefit cheques, an increase of £8,905. This was due mainly to very heavy demands in the earlier months and a continued high rate of sickness throughout the year. The period of illness appeared to be of a longer duration than in the previous year. Ninety-four members drew maximum benefit; of these 17 were due to accident claims.

Members' contributions totalled £15,937 to which Management added a similar amount. In addition, members contributed £625 as a levy, making a total income of £31,500.

Payments for sickness and death benefit exceeded income by £7,861 compared with £39 in 1962. The levy made on members corrected the balance of payments in the later part of 1963, but there was the usual seasonal increase in sickness in the first two months of 1964.

ROVER DRIVERS AMONG THE AWARDS IN L.R.O.C. NATIONAL RALLY



G. R. D. Parrott (Harrow) reverses out of difficulty after failing a trial section. ABOVE RIGHT: R. Taylor (Newark) takes a greasy section with ease in his Long wheelbase Land-Rover.

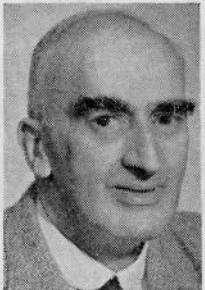
Members of the Land-Rover Owners' Club converged on the Midlands from all parts of Britain for the club's ninth national rally on April 25 and 26.

Rover man's second book

Rover's Chief Designer, Mr. F. R. S. Seale, has "gone into print" for the second time within a few years.

He has linked poetry with physics in a 76d. book of 55 pages entitled "The Rhyming Physicist", published by Arthur H. Stockwell Ltd., of Ilfracombe, Devon.

In it, Roland Seale records in verse some of the basic facts of physical phenomena. He hopes, by this means, to arouse a greater interest in the subject of physics and says the book should prove useful to those who find rhyme an aid to memory.



Author Seale

Mr. Seale told ROVER NEWS: "The book is partly humorous and I wrote it more for amusement than anything else. I don't expect to make much out of it, though it will be very nice if all the 1,500 copies printed are sold."

"I have been playing with the idea for this book for some years, but last year I made up my mind to publish and so set about to finish the work quickly".

Mr. Seale retains the copyright of his work and will take royalties from sales.

His earlier book "Practical Designs for Wood Turning", published by Evans Brothers, holders of the copyright, some seven years ago, is also being revised. A cheaper, smaller edition is to appear containing additional information and photographs.

Once again the event, with its competitions and social atmosphere, was a huge success. Owners came from as far afield as Falkirk, Peebles and Glasgow in Scotland, and Tiverton and elsewhere in Devon.

The weekend began on the Saturday with conducted tours round the 2000 and Land-Rover assembly areas at the Solihull factory, and some 130 L.R.O.C. members and their families took advantage of the opportunity to see the production lines.

Driving tests in Packington Park occupied all the afternoon and demonstrations of unusual Land-Rovers were given concurrently with these tests.

Perfect conditions

Rallying point for the Sunday event was once again Fenny Compton, where the weather and ground conditions proved to be perfect for competitors and spectators alike. Events were a cross-country trial in the morning and informal gymkhana events in the afternoon. The latter included relay team driving tests, a timed hill climb, a "highest up" the hill climb and un-musical barrels.

Some 79 Land-Rovers took part in the Sunday events.

Rover Solihull Experimental Department entered an 'A' and a 'B' team, each of three vehicles, in the weekend's events. Their drivers fared as follows: Premier Award, for best performance in Class 5, driving test, timed: B. Eckersley.

Saturday—second best overall Class 'B': W. Hart.

Sunday—W. Hart tied for third place overall in Class 'B'.

Best performance Long wheelbase: B. Seager.

Hill climb—1st class: J. Tidmarsh, 2nd class: B. Eckersley.

Prizes were presented on Saturday by Mr. A. G. S. Herbert (Executive Director, Sales) President of the L.R.O.C. and on Sunday by Mrs. W. Martin-Hurst, wife of the Managing Director.



Teleprinter lines now 'open for business'

The service whereby a printed message can be flashed to almost any part of the world within seconds has now been considerably extended within the Rover organisation.

Telex services have been operated for some time at Solihull and Cardiff, and now an additional inter-factory teleprinter service linking Solihull, Tyseley, Acocks Green and Pengam enables messages to be sent between factories and also provides a connection to the G.P.O. telex system for Tyseley and Acocks Green.

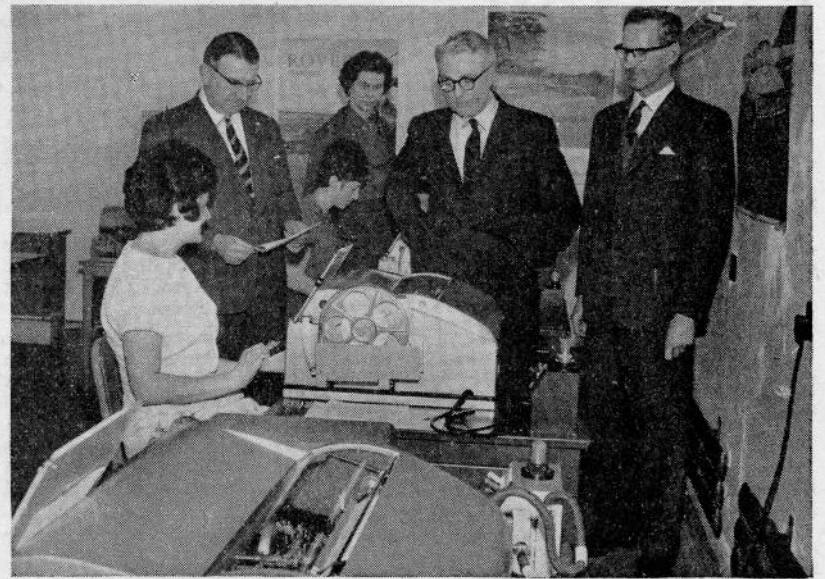
The joint service is accommodated in a purpose-built office situated adjacent to the Solihull factory Telephone Exchange, the staff of which is responsible for operating a system which marks a big advance in Rover communications.

Mr. C. J. Peyton, the Company Secretary, inaugurated the extended facilities on April 27 when he sent the following message to Cardiff, Tyseley and Acocks Green:—"I am glad to be able to send you this message which marks the completion of the new Rover teleprinter service linking the principal works. I would like to ask your co-operation in ensuring the success of this new service".

From each factory, replies were received promising full support for the new service.

Immense value

It is envisaged that the new facilities will be of immense value in the speedy communication of essential stock control information, and will be increasingly used to co-ordinate production at the various Rover factories. In addition, the advantages of the system—that it is cheaper than the telephone and quicker than the post for urgent matters—make



it a valuable addition to Company communications generally.

The fullest use of the new facilities by all departments at Solihull, Cardiff, Tyseley and Acocks Green is urged by Secretarial Department. Telex should be used whenever possible instead of a long-distance telephone call and communication between Cardiff and the other factories by teleprinter is preferable to the telephone as no call charge is incurred by the Company for this service. In addition, a printed copy of the teleprinter message is available to both sender and recipient.

The next step, then, is to make senior members of staff "telex and teleprinter conscious".

Mr. C. J. Peyton (Company Secretary) reads a reply to his message sent out over the extended inter-works teleprinter system, asking for co-operation in using the service. With him are Mr. A. Greenway (Administrative Manager, Secretarial Department) and Mr. L. C. Pedler, right (assistant to Mr. Greenway). Standing behind Mr. Greenway is Mrs. D. V. Westwood (Telephone Exchange Supervisor) and the seated operators are Mrs. S. Barnett (foreground) and Mrs. A. E. Preece.

The new system has made it necessary to introduce a standardised procedure to enable the best possible service to be

given to all users and Secretarial Department has prepared an instruction booklet for guidance in the preparation and despatch of messages. Departmental heads and other senior members of staff who are in any doubt about how to use the facilities should seek the advice of the Teleprinter Centre (Solihull internal phone: 487).



This 1907 Rover car was an accessory to murder in the television period thriller "The Man who Murdered in Public", which viewers saw screened on a B.B.C. channel on May 11.

The car played a major role in the film and it is pictured in a motor dealer's "showroom" on the set before being used by the murderer to assist him in his ghastly deeds.

Apart from being seen in the "showroom", the car was filmed being driven over Wimbledon Common and down a street. Viewers saw it parked and saw the "murderer" alight from it.

In the story, the car was used by the killer to take a girl to Brighton where he murdered her. Driving the car during the filming was Elliot Wishlade (Publicity Department), suitably muffled and wearing goggles and a cap!

Emigrated to New Zealand

A new life in New Zealand began for Mr. J. Perkins (fitter welders section leading hand, Works Engineers, Solihull) shortly after this photograph was taken. Mr. J. B. Wilson, the Works Engineer, presented him with a gold watch from friends and work-mates and on behalf of all wished the emigrant the very best of luck in his new venture. Mr. Perkins had been with Rover for 10 years.



Miss Pat Smythe (Mrs. P. Poechlin-Smythe), the famous horsewoman of show-jumping renown, enters her new Rover 2000 after taking possession of it at her Miserden, Stroud, home. The car was supplied through our Cheltenham distributors, Steels (Cheltenham) Ltd. Already in the front passenger seat is her pet dog.

PERSONAL NEWS FROM FACTORIES

BIRTHS

We offer our congratulations to . . .

BARRATT—To Mr. and Mrs. T. Barratt, a son (Mark) on April 2. Mr. Barratt works in Sub-Assembly, Ryland Road.

BULPIN—To Mr. and Mrs. L. Bulpin, a son (Carl Joseph) on March 19. Mr. Bulpin is an Inspector in Parts Department, Pengam.

RICKETTS—To Mr. and Mrs. D. Ricketts, a son (Steven Donald) on March 31. Mrs. Ricketts was formerly employed in Land-Rover Trim Shop.

WOODFIELD—To Mr. and Mrs. Woodfield, a son (Peter Anthony) on February 10. Mr. Woodfield is Assistant Chief Planning Engineer, Pengam.

MARRIAGES

We offer our congratulations and best wishes to . . .

HOPKINS-LIPPETT—On April 25 at Hall Green Church, Mr. Graham Hopkins to Miss Irene Lippett (Chassis Tracing).

JACKSON-BLOOMER—On March 21 at St. Nicholas' Church, Elmdon, Mr. Michael Jackson (Experimental Department) to Miss Helen Bloomer (Hollerith Department, Solihull).

LUCAS-ALLEN—On April 3 at Solihull Register Office, Mr. J. Lucas to Miss E. Allen (Land-Rover Trim Shop, Solihull).

MATTHEWS-RICHARDSON—On April 25 at Birmingham Register Office, Mr. Stanley Matthews to Miss Maureen Richardson (Salaries Department).

SIDOLI-HALLS—On March 30 at Our Lady of Lourdes, Solihull, Mr. Brian Sidoli to Miss Betty Halls (Chassis Tracing).

SIMPSON-SPENCER—On March 7 at St. Thomas' Church, Garretts Green Lane, Mr. Horace Simpson to Miss Bronwen Spencer (Hollerith Department, Solihull).

TAVER-DYKE—On April 4 at Solihull Register Office, Mr. G. Taver to Miss S. Dyke (Land-Rover Trim Shop, Solihull).

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

TAYLOR—Mr. and Mrs. C. Taylor celebrated their silver wedding on May 20. Mr. Taylor works on P5 Trim Line, and Mrs. Taylor in the Superintendent's Office, Paint Shop, West Block.

TEECE—Mr. and Mrs. H. Teece celebrated their silver wedding on May 27. Mr. Teece is employed in Gas Turbine Inspection Department.

RETIREMENTS

Mr. Thomas William Lane on May 1; he was employed as a labourer (13 years' service). Mr. W. H. Richmond on April 17; he was employed in Inspection Department, Acocks Green (20 years). Mr. P. A. Smallwood on April 24; he was employed as a driver in Transport Department, Acocks Green (23 years). Mrs. Doris Woodbridge on April 7 (due to ill-health); she was a machinist at Ryland Road (26 years).

DEATHS

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

CUMMINS—Mr. J. A. Cummins died on April 7, aged 63. Mr. Cummins was employed in the Technical Office, Seagrave Road, and had been with the Company for 25 years.

DIXON—Mr. Leonard S. Dixon died on April 20, aged 54. Mr. Dixon was employed in Experimental Department, and had been with the Company for 9 years.

HARTLAND—Mr. Thomas W. Hartland died on April 20, aged 71. Mr. Hartland was employed as a sweeper, and had been with the Company for 7 years.

KIBBLE—Mr. F. W. Kibble died on April 3, aged 57. Until his retirement, due to ill-health, in 1960 Mr. Kibble was employed in the Wages Office, Acocks Green, and had been with the Company for 19 years.

MATHEWS—Mr. H. Mathews died on April 7, aged 64. Mr. Mathews was employed as a Stores Hand, and had been with the Company for 21 years.

MATTOCKS—Mr. Arthur William Mattocks died on April 3, aged 79. Mr. Mattocks was a former Chief Accountant during his service with the Company from 1900-1929.

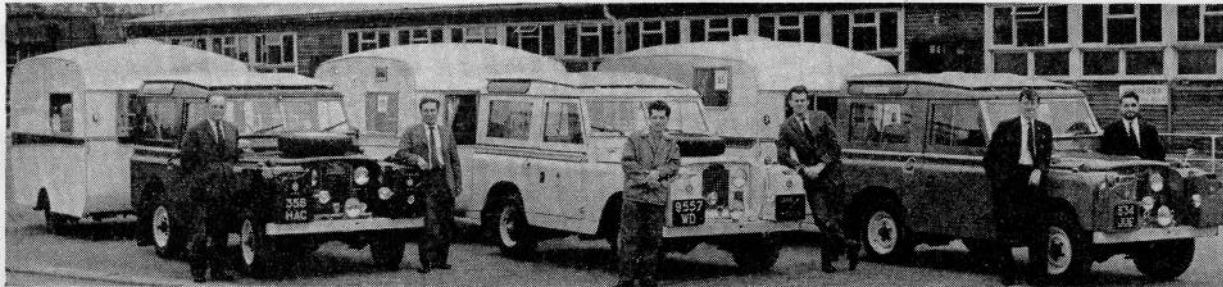
McKIERNAN—Mrs. Mary McKiernan died on April 29, aged 63. Mrs. McKiernan was an office cleaner at Acocks Green and had been with the Company for 8½ years.

PEARSON—Mr. Roland Edwin Pearson died on April 30, aged 57. Mr. Pearson was employed in Land-Rover Spot Welding, and had been with the Company for 15 years.

ROGERS—Mr. Alfred Rogers died on March 29, aged 47. Mr. Rogers was employed in Test Rectification Department, and had been with the Company for 3 years.

RUSSON—Mr. D. G. Russon died on April 15, aged 23. Mr. Russon was employed in Financial Department, and had been with the Company for 18 months.

WOOD—Mr. Frank Wood died on April 19, aged 49. Mr. Wood was employed in the Experimental Shop, Engineering Department, and had been with the Company for 18 years.



L/Rover crew wins medal in caravan rally

A team of three Regular station wagon Land-Rovers crewed by Solihull Experimental Department employees competed in the recent British Caravan Road Rally. Coupled to the Land-Rovers were three caravans supplied by Fairholmes.

The team (pictured left), led by Mr. Ken Twist, consisted of: No. 21—Mr. K. Twist, co-driver Mr. J. Tidmarsh, navigator Mr. T. Lewis. (Babette Fairholme). No. 23—Mr. F. Parkes, co-driver Mr. D. Fryer. (Babette Fairholme). No. 25—Mr. G. Miller, co-driver Mr. W. Morris. (Bambino Fairholme).

All entries went very well in tough, fast 380-mile rally which involved a night section through the wilds of Derbyshire. Little trouble was encountered by any of the Land-Rover team, but Ken Twist and crew were delayed during the run by a puncture in a caravan tyre.

Frank Parkes and crew did very well, winning a bronze medal for finishing in the first 15. They were also highly commended for their entry in the "concourse d'elegance" class, but their best effort must have been a tie for first place in the hill climb against a MK.10 Jag!

Geoff Miller and Co. received a special award for finishing 33rd, this being the highest position for a first time entry. They were also members of the Staffs and Shropshire team that won the Chidson Trophy.

During the speed trials at Mallory Park, two Regulars averaged 48 m.p.h. and one 50 m.p.h. There were 107 entries in the rally and the teams finished 15th, 33rd and 45th.

Skittles team entered in Cardiff league

A skittles team formed within the Pengam Production Sports and Social Club has been entered in the Cardiff Skittle Summer League.

The team's first game on May 11 was against a sporting British Railways side which eventually ran out the winner. A pleasant evening was enjoyed by all, and the highlight was the knocking down of nine pins by Mr. K. Davies on what is accepted to be a difficult alley. Progress indeed for a Progress Dept. employee!



Mr. W. G. E. Greenway (Machine Shop Superintendent, Acocks Green) presents a lawn mower to Mr. A. Robson (charge-hand) when the latter retired after 26 years' service.

Departures from SOLIHULL · CARDIFF ACOCKS GREEN and PERRY BARR



Mr. A. G. Higgins (Stores Supt., Acocks Green) presenting retirement gifts to Mr. Thomas Tongue (centre) and Mr. Albert Harris (right) when the pair left the Acocks Green Stores on March 27. Mr. Tongue received a watch and other gifts after 24 years' service, and Mr. Harris a clock (21 years) from workmates. RIGHT: Mrs. Doris Lawden (Supt., Perry Barr Booking Office) receives a silver tea service and other leaving gifts from Mr. H. Hayer (Works Supt.), who presented them on behalf of her colleagues.



(Photograph by A. Macara.)



Parts storemen at Pengam recently said farewell to workmate Mr. Stan Jones, who is emigrating to Australia with his family. Mr. Jones (in shirt sleeves in the picture) was presented with a barometer by Mr. Dave France (senior foreman, Parts Stores) deputising for Mr. Stan Clare (Parts Supt.), who was ill, on behalf of workmates.

Arrangements have been made by Mr. Clare for Mr. Jones to have an interview with our Sydney distributors, Grenville Motors Ltd., on his arrival in Australia. He joined Rover at St. Mellons in early Cardiff days and then moved to Pengam. Mr. Jones was closely associated with Land-Rovers for many of the 21 years he spent in the Army.



Mr. F. H. Moore (Manager, Shares Registration, Solihull) was presented with a portable typewriter and cigarettes on the occasion of his retirement for health reasons on April 30, after 23 years' service with the Rover Company. The presentation was made by Mr. C. J. Peyton (Company Secretary) and Mr. Moore is pictured with some of the many friends and colleagues who subscribed to his leaving gifts. BELOW: Mrs. S. Cleverley (Oncosts) was presented with sherry glasses, blanket, flower vase and decorative china flowers when she retired on April 24 after 13½ years' service. The presentation was made by Mr. J. Arnold (Manager of Oncost) on behalf of her friends and colleagues.



Trading stamps may bring some Christmas cheer to the aged

Green Shield trading stamps will buy Christmas presents for old people, if a scheme initiated by Mr. D. H. Simkiss (Works Engineers, Solihull) is successful.

Appealing for green shield stamps from employees he says: "Partly filled books from people who have stopped saving will be very welcome in getting this scheme going. There must also be many people who do not save the stamps, but who trade with shops and garages which supply them. To these people I

suggest that they accept the stamps and pass them on to help the old folk".

Mr. Simkiss's plan has the blessing of the Green Shield Stamp Company which has sent him 1,000 stamps to start the scheme rolling. He will continue to operate his Saturday Coppers Fund in aid of children's charities.

Land-Rover mechanics school in Libya

A school to train Land-Rover mechanics is being established in Tripoli by Gordon, Woodroffe (Libya) Ltd., our Libyan distributors. It is being sited in the distributors' workshops and will be giving both practical and theoretical training. Maintenance is to be included in a course lasting from three to six months.

A distributors' spokesman said: "We hope to start with employees from the Government workshops, but employees from commercial transportation companies are equally welcome". Specially adaptable or brilliant students will have the opportunity of taking advanced study at the Solihull Service School.

Mr. E. Appleby, who attended a course at the Service School in January, is responsible for establishing the Gordon, Woodroffe school.

A considerable number of Land-Rovers are used by oil companies and other commercial concerns in Libya as well as by the local security forces and British Army units stationed in the country.



550 YEARS' ROVER SERVICE

One of the largest groups of gold watch recipients to gather for one presentation filed into the Tyseley Boardroom on April 10 to receive their awards from Mr. A. J. Worster (Production Director). There were 19 in all, representing a total of 475 years' service to the Rover Company.

On the previous day, Mr. Worster had been at Acocks Green to present watches to an employee. Afterwards he went to the home of a fourth Acocks Green recipient, Mr. A. E. Marler, of 172 Gilbertstone, Ave., Sheldon, Birmingham, who has been away from his clerk's desk in the Drawing Office for some time because of illness. Mr. Worster presented Mr. Marler with his gold watch in the latter's home.

Recipients were: TYSELEY (pictured above). Messrs. H. E. Evans (machinist, Perry Barr), H. Redman (Transport, Tyseley), L. J. Edwards (grinder, Tyseley), F. Nelson (Toolroom, Tyseley), J. E. Wood (machinist, Perry Barr), L. E. Ashton (machinist, Ryland Rd.), J. Cannar (Engine Test, Tyseley), L. V. Iliffe (Chargehand electrician, Tyseley), A. J. Owen (Transport, Percy Rd.), C. E. Percival (toolsetter, Tyseley), J. Biddle (toolsetter, Tyseley), H. Harris (machinist, Tyseley), E. W. Smith (machinist, Tyseley), J. Brown (Inspection, Tyseley), W. L. Hudson (Chargehand, Tyseley), S. Foster (Inspection, Tyseley), and Miss D. Gifford (viewer, Tyseley).

ACOCKS GREEN. Messrs. S. G. Morris (Progress staff chargehand), P. Saunders (skilled grinder, Machine Shop), C. Boyle (Inspection) and A. E. Marler.

A gold watch for 25 years' service was presented to Mr. R. A. Cook (Paint Shop foreman, Seagrave Rd.) by Mr. W. C. Mason, the London depot manager, on April 10.



Mr. Marler (second from left) takes his gold watch from Mr. A. J. Worster, who visited the Marler home to make the presentation. Mr. Marler has been away from work through illness for a long period. Also in the picture: Mrs. Marler and Mr. C. E. Field (Planning Manager, Acocks Green).



Mr. Saunders (Acocks Green Machine Shop) receiving his award from Mr. Worster. Other Acocks Green recipients are in the Tyseley group photograph.



Mr. Cook, left, receiving his 25-year-service gold watch from Mr. Mason, the London depot manager.

The Freedom from Hunger Campaign gained £5 as a result of a collection among Solihull Works Engineers Department employees.

M.C.D. departure

After spending nine years with the Company at Solihull, Mr. John Pearce bade farewell to his many friends on April 17 to take up an appointment with another engineering firm in Birmingham. He spent all his period of employment in M.C.D. and for several years was a chaser dealing with suppliers. Latterly, he had been engaged on material schedule work. Mr. Pearce received a handsome leather brief case and driving gloves from friends and colleagues.

Out of 'time'

Apprenticeships completed last month — John Harris (Jig Shop, Solihull) and Ronald Jarvis (Machine Tool Repair Section, Tyseley).

A trainee from Togoland, Mr. Wilson Moses, is undergoing 13 weeks' Land-Rover training.

Behind — the — scenes man took over stage lead

Assistant Stage Manager Chris Howel found himself transplanted from back stage to on stage for the final production of the season by Rover Dramatic Society on April 10 and 11.

The non-appearance of Mike Garcia meant a last-minute hunt for a substitute in the lead part for "Castle in the Air", an Alan Melville comedy. Chris took on the role, but had, of course, to use his script throughout.

Nevertheless, he did very well indeed and it is all credit to him for standing in so admirably at a time of crisis. He was well-supported by a cast which recovered from its initial shock of losing its rehearsed lead man, and gave Chris Howel magnificent support.

The comedy revolved round the efforts of the impoverished Earl of Locharne (Chris Howel) to sell a run down castle in Scotland to a rich American business woman (Janette Dennington), and at the same time prevent it being requisitioned by the National Coal Board (represented by Les Coombes) for use as a hostel.

Backing the Earl in his efforts were Alec Finney as the general handyman, and newcomer Jane Clark.

Ellen Spencer produced, and others concerned back stage and in front of house were John Spencer, Chris Scott, Audrey Taylor, Joyce Moseley, Geoff Harding, Arthur Price and Rita Ellis.

Next production: November.

Drive on, drive off

First consignment of Rover cars to go to Copenhagen on the "drive on, drive off" freight vessel "Oberon" was despatched recently from Harwich. The new method of taking vehicles aboard replaces the system of hoisting them up by slings and lowering them into the ship's hold.

Mrs. Yvonne Terry (Engineering Department) left the Company on May 1 after ten years' service and was presented with a baby's cot and bath from friends and colleagues. She joined Rover in 1954 and after two years in the Technical Library went to the Engine Section as secretary to Mr. P. A. T. Crowther. Since last Christmas she had been secretary to Mr. A. E. Whitehouse, also Engine Section.



Mr. Uffa Fox, Consulting Naval Architect to Rover Gas Turbines Ltd., takes possession of his new 3-litre automatic saloon at Solihull. On hand to give any necessary advice is Mr. A. B. Smith (Director & General Manager) who handed Mr. Fox the car keys. The 3-litre is stone grey with red trim.

Bevy of (veteran car) beauties

Several beautiful vintage Rover cars were parked in the courtyard of the Crown Hotel, Amersham, Bucks., on April 11. Inside, some 50 members of the Rover Sports Register were gathered for their annual dinner.

The Register, some 200 strong and compiled by Mr. F. L. J. Bentley of Pinner, Middlesex over the last 12 years, is comprised of Rover enthusiasts whose pride in their veteran vehicles is strong and unwavering.

Guest of the evening was the Rover Company historian Mr. H. B. Light, accompanied by Mrs. Light. He gave members a two-hour talk about the early history of the Company.

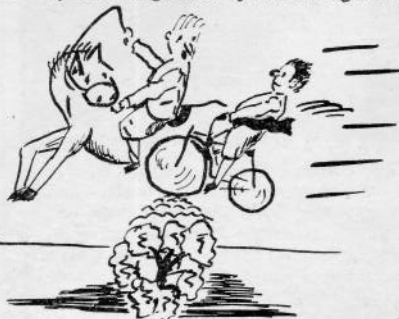
Some of the younger enthusiasts present had no idea that Rover once made cycles and motor cycles, and Mr. Light was thus able to furnish interesting information to a most appreciative audience.



Royal interest. King Olaf of Norway inspects a Rover 2000 at the Oslo Motor Show. With him is Mr. N. F. Gill, a director of Autoindustri A/S, our Norwegian distributors.

Postbag from the Past No. 3

(From a 19th century President of the National Cyclists' Union)
 "I have great pleasure in saying that your "Rover" Bicycle is a very perfect machine. I ride it habitually over some of the worst roads in England, with perfect ease and comfort. I use it to visit farms, and ride sometimes for a considerable distance in a wheel rut. Though I have had many a rapid dismount, I have never had a fall, and I do not know any other machine that would go on such roads without coming to grief. I can tell you nothing about pace — I never attempt it. But my experience may encourage men of middle age and heavy weight to try it. Being (temporarily, I hope) disabled from riding a horse, I wanted something that would carry me about country lanes, and your "Rover" Safety goes wherever a cob could go without jumping".



3 Rover teams capture four soccer trophies

Four trophies are in the proud possession of Rover football clubs following victories in competitive soccer in the season just ended. Tyseley, Perry Barr and Solihull Res. all had a successful league season crowned with cup and shield wins.

TYSELEY SENIORS completed a successful season by winning the Women's Hospital Cup in a keen game against Bulpitts Ltd.

By finishing runners-up in Division I, the seniors have, for the first time in the club's history, qualified to compete in the premier division next season.

Competing in the semi-final of the "Sports Argus" Trophy, they were beaten 2-1 in a close game against M. & B., whose goalkeeper saved a penalty in the closing minutes.

Throughout the season, Brookes, O'Connor and J. Davis have been outstanding players in a well-balanced team, which is looking forward confidently to the stronger opposition to be met in the premier division next season.

TYSELEY 'A' team headed Division 9 of the Birmingham Works A.F.A. League by a clear eight points. R. Wainwright and J. Arrowsmith have been outstanding players during the season.

The Tyseley lads were narrowly beaten 2-1 by Birmingham City Transport in the final of the Silversmiths Cup.

PERRY BARR team finished third in Division 12, also winning the Wilkinson Cup and the Junior League Cup in knock-out competitions. With 207 goals to their credit in cup and league games, Perry Barr was the season's highest scoring team in the Works A.F.A. League.

SOLIHULL RESERVES finished third in the league and won the Fisher & Ludlow shield. Their last match of the season, against Birmid Reserves on April 30, resulted in a 1-0 Rover win.

Final details: Matches played 21—won 13—lost 5, drawn 3. Goals: 64 for, 44 against, 29 points.

The APPRENTICES, who started well, did not have luck with them during the middle of the season, but managed to break fairly even, winning 10, losing 11 and drawing 1 matches.

Final results: April 9—lost to B.S.A. Res. at home 2-0; April 11—lost to Bellis & Morcom away 10-2; April 18—beat Arco away 7-2 (last match of the season). Goals: 72 for, 63 against, 21 points.

Though SOLIHULL SENIORS lost to Lucas on April 25, they won their last match of the season 5-0 against Newtons on April 30.

Final details: Matches played 22—won 9, lost 11, drawn 2. Goals: 49 for, 53 against, 20 points.

Inter-factory soccer matches resulted in handsome wins for Tyseley and Solihull.

Some 82 Solihull supporters "invaded" Seagrave Road for the annual inter-works cup match on April 4. Solihull retained the trophy with a 7-2 win and the cup was duly filled with champagne and presented by Seagrave Road skipper R. Sykes to Solihull captain B. Womwell.

Lunch, tea and a dance made the day out most enjoyable for the Midlanders.

The newly-formed Pengam team was completely outclassed and beaten 9-1 by a Tyseley team which visited Cardiff on April 18. The match was played in the grounds of Cardiff Castle.

Before the game, the visitors made a short tour of the Pengam factory and in the evening both teams entertained each other in a local club.



The Clitheroe Kid—Jimmy Clitheroe, comedian of television and radio—seated in a Rover 2000 during a tour of the Solihull assembly line undertaken by a party of artists appearing at the Coventry Theatre.



Watched by Ron Furney, eventual winner of the Aslin Trophy, Jack Butcher plays a shot in the snooker final—an event which attracted considerable interest from enthusiasts of the game.

Snooker semi-finalist dies in accident

A few hours after watching the final of the Aslin Snooker Trophy competition in which he himself was a prize-winner, being defeated in the semi-finals, Mr. Roland Edwin Pearson (Land-Rover Spot Welding) was killed in an accident in Lode Lane on April 30.

He was on his way home by scooter at the time.

Mr. Pearson was 57 and had been employed by Rover for 15 years. Known to his friends as "Ronnie", he had worked on Land-Rover and car assembled before going on to spot welding under Mr. A. James and Mr. D. Cross.

For many years he had been a keen member of the Management Committee of the Solihull Social Club. Mr. Pearson took an active part in many of the sports club activities; he was a former chair-

man of the snooker and soccer sections, and played football when called upon until two years ago. He was elected Rover Sportsman of the Year in 1958-59. He also instigated the provision of a television set in the Games Room.

Mr. Pearson was keenly interested in departmental outings and two years ago accompanied a works trip to Italy.

The sympathy of all workmates and Social Club friends is extended to members of Mr. Pearson's family in its bereavement.



Mr. Pearson

Five years' effort rewarded

At the Rover Domino Club annual dinner at Solihull on May 1, Mr. A. J. Worster (Production Director) presented Mr. J. Needham (Works Engineers) with the C. T. Newsome Trophy for having the highest individual score for home matches. This was the first time Mr. Needham has won the cup during his five years in the domino club.

Other prizes presented at the dinner were to: Messrs. A. Kavanagh (winner of averages), A. W. Hobbs, J. Lawless, N. E. Jones, J. Hart, E. Hart, T. Stiling, D. Freeman, J. Smith, J. Cotgreave, T. Diamond and H. Tradewell.

Winning Wine

Those who have sampled the wine made by Mr. Alan Thomas (Land-Rover Chassis Weld) will not be surprised to learn that he won a first prize at the Amateur Winemakers' National Conference and Show in Bournemouth.

The wine exhibited was an orange and wheat dry, and won a class restricted to exhibitors who had not won an award at any previous conference.

ASLIN TROPHY SNOOKER FINAL

After two evenly-contested frames, Ron Furney (P5 foreman) pulled away on the colours in the final frame to defeat Jack Butcher (Land-Rover Scuttle) and win the Aslin Snooker Trophy on April 30. Scores were 54-40; 42-58; 61-37.

Our snooker correspondent (R.S.T.) writes: "This was not a Rover classic as far as experienced snooker was concerned and which we have applauded in recent finals. But these two finalists had the typical dogged style of going all out and making a match of it. The first two frames were evenly contested with both players taking advantage of an early lead. Furney had the edge in the first and Butcher pushed ahead on the colours and took some good shots to make the scores one frame all with one to go on the final day in the second. It was the feeling in the crowd that Butcher had the advantage by winning the second frame, but this was not so as Furney pulled away on the colours and proved a worthy winner".

Mr. L. S. Shaw (Apprentices Supervisor), who presented the trophy, thanked the section for allowing him to award it and remarked that he had the privilege of introducing Mrs. Aslin in the first year of the competition after the cup had been given by Service employees to the perpetual memory of the late Mr. R. Aslin.

Other prizewinners in the competition were J. Spittle (P5 Line) and R. Pearson (Land-Rover). Highest break prize: C. Lewis (P5 Line). The secretary, Mr. R. S. Taylor (Land-Rover Design), also asked Mr. Shaw to present the prize given for

Efficiency League Merit won by Mr. B. Ware (P6) playing in Rover Solihull 'B' team.

Rover Solihull 'B' team has again taken the Sealed Handicap Honours in South Two of the Efficiency League.

Remainder of the Aslin Trophy results up to the finals are as follows.

3rd round: J. Linforth 41, R. Furney 69; R. Dixon 75, R. Bowen 32; J. Spittle 64, A. Manley 45; A. O'Keefe 92, R. S. Taylor 54; M. Knight 51, J. Butcher 54; T. Duddy 34, R. Pearson 57; R. Plenderleith 38, G. Bentley 47.

4th round: Quarter finals: F. Harris 56, R. Furney 64; R. Dixon 19, J. Spittle 74; A. O'Keefe 34, J. Butcher 64; R. Pearson 61, G. Bentley 41.

Semi-finals: R. Furney 35, J. Spittle 31; J. Butcher 61, R. Pearson 55.

Victory clinched on the colours

Rover karters win through rain, spray

Central Flying School always raises a good entry from the various kart clubs and the meeting at Little Rissington on April 19 was no exception. The circuit was surrounded by cars in which spectators sat in the dry and watched racing in the pouring rain. Competitors drove on regardless of rain and blinding spray.

Len and Barry Johnson were in the awards—Len being second Class I Standard and Barry second Class I Special—and Lucy Livesey was third in Class I Standard. Son Bryan, racing Class I Special in his last race, had his engine disintegrate for the second successive week. This time there was nothing left to salvage!

Brian Afford, the only Class IV entry from Rover, had some good dicing but had to finish his last race minus his flywheel. He was astounded by the results, for it went like a bomb.

On the same day there was a meeting on the Shennington circuit. Jack Watts, who signed to race there instead of Rissington, reported a very much modified circuit with a very long finishing straight. This should supply some very exciting finishes this summer.

Like Rissington, the circuit at Shennington was a sea of water and the running commentary had to be part guesswork. The last race in Class IV saw only five karts on the starting grid; the remainder were suffering from "water in the

works". Jack Watts in his Dale Villiers, finished fourth and eighth in his races.

Bryan Livesey and Barry Johnson, in the Class I Specials, thought they had the race in the bag at Honeybourne on April 12. After working their way through the field they raced as a team until Bryan's engine blew up in the last lap of the second race and Barry's started to falter. Barry finished, however, and was awarded a trophy.

David Goode had his first award at Honeybourne, racing Class I Standard in a Trokart with a J.L.O. engine, and he put up a very good performance. Stan Thomas, racing Class IV in a Dale Kart, had an enjoyable day's racing but was unplaced in the highly competitive field.

Skittled—by a narrow margin

Sixteen Rover personnel had a chance to meet their opposite numbers from G.K.N. at the annual skittles match between the two companies held at the White Swan, Harborne, on May 5.

Though Rover did not win, the score was close—G.K.N. winning by 572 to 526.

Those playing for Rover were: Mr. P. M. Wilks (captain—Technical Director), and Messrs. H. Butler (Supplies Manager), F. Shaw (Assistant Chief Engineer, Transmissions), R. Fulbrook (Electrical Designer), N. Bryden (Engine Design), J. K. Knaggs (Buying), J. E. Fortey (Buying), J. Starr (Buying), W. H. Smith (M.C.D. Tyseley), J. McKay (M.C.D. Tyseley), L. Martin (M.C.D. Solihull), H. Jacobs (2000 Developments), K. H. Taylor (Superintendent, Tyseley Laboratories), A. E. Whitehouse (Deputy Chief Engineer Designer) and G. C. Powell (Buying).

Show schedules

Prospective exhibitors at Rover Horticultural Society's annual show are reminded that schedules can be obtained from the Show Secretary, Mr. T. Perrins (C.K.D.), or any committee member in attendance at the Society's hut behind No. 2 Gatehouse between 12.45 and 1.30 p.m. daily. Entries for the show on August 22 must be in by August 18.

THE LEAVER WHO GAVE

Asked by colleagues what he would like as a leaving gift when he retired on May 8, Mr. Frank Baker (Order Processing, Exports) decided to give rather than receive.

Frank (pictured right) told his colleagues that as his 10½ years at Rover had been so happy he would remember them all without sitting in a gift chair, or watching a gift clock. Instead, he preferred to "spread the happiness" and asked that money collected for him be donated to Oxfam and Birmingham Children's Hospital.

The collection organisers accepted Frank's wish and in due course £11. 10s. was divided between Oxfam and the hospital. Frank, who was 70 on the day he retired, joined the Rover Export Department in 1953.

