



2000s enter rally 'stakes' with an Alpine climb



New car... new teams... new rally. These are the Rover ingredients for the arduous Alpine Rally, now nearing its end in Southern France.

The Rover 2000 is making its rallying debut in a 2,111-mile event which has not previously seen Rover cars competing. Two of the four cars comprising the Rover works team in the rally are crewed by newcomers to Rover rallying.

Veteran Rover crewmen **Ken James** and **Mike Hughes** are in one car, and the others are manned by **Anne Hall** and **Denise McCluggage**, who made their rally debut for Rover in the Acropolis last month; husband and wife team **Peter Riley** and **Anne Wisdom**; and **Roger Clarke** and **Johnston Syer**.

Roger Clarke, winner of the Scottish Rally last month in a Ford Cortina G.T., replaced Logan Morrison, who had to drop out of the Rover team because of a family illness.

Tony Cox (Competition Section foreman) is in charge of three servicing teams comprising himself, Louis Chaffey, Graham King, Jim Pike, Barry Craven (section fitters) and John Tidmarsh (of Land-Rover Engineering).

Competitions Manager Ralph Nash is in overall charge of servicing and petrol arrangements, accompanied by Willy Cave.



● The Rover 2000 — now a rally car in its own right. A fast, highly manoeuvrable vehicle, it is now aiming to prove its toughness and reliability in the rough and tumble of international rallying.

The rally began on Monday (June 22) from Marseilles and is due to finish at Monte Carlo this weekend. The route takes in Cannes and Chamonix and the competing cars climb to a maximum 8,000 ft. above sea-level. It is, therefore, a pretty gruelling and testing event being tackled by Rover 2000s in their introduction to international rallying.

Progress reports of the Rover 2000s in the rally are being displayed on the ROVER NEWS billboards. Watch for the final placings to be announced on Monday.



Husband and wife team **Peter Riley** and **Anne Wisdom** (left) may be newcomers to the Rover team, but they are proven professionals in the rally game.

RIGHT: Anne Hall, who is partnering **Denise McCluggage** in a 2000. The pair made their Rover debut in a 3-litre in the Greek Acropolis.



New Australian Managing Director's first visit

Mr. J. A. Henderson, the newly-appointed Managing Director of Rover Australia, is at present visiting Solihull for the first time. He is here to get first-hand experience of our products and methods of manufacture and to discuss the future development of our Australian company.

An Australian, **Mr. Henderson** has succeeded **Mr. H. A. Francis**, whose retirement from the post of Managing Director in Australia was announced in ROVER NEWS in February. **Mr. Francis** remains a director of Rover Australia.

Mr. Henderson told ROVER NEWS of his real pleasure in joining the Rover Company and of getting to know the people with whom he will be in working contact. "This is very important", he said, "when one is working 12,000 miles away from headquarters".

The Australian economy is booming at present and the prospects of our sales, particularly those of Land-Rovers, are exceptionally bright. "Sales this year will be an all-time record", said **Mr. Henderson**, "and will represent an increase of 20 per cent on our best previous year".

Mr. Henderson is also tremendously

enthusiastic about the sales prospects of the Rover 2000 in his country. "I am most impressed with it and am confident that it will be very acceptable to Australian motorists", he said.

In anticipation of the release of the Rover 2000 for export to Australia, the Company has sent two cars to Australia for test and evaluation purposes. The following are excerpts from a cable received since the cars were driven from Perth in Western Australia through South Australia to Melbourne in Victoria, a distance of 2,000 miles:—

"Dustproofing excellent stop performance magnificent".

"No troubles experienced except one shattered windscreen".

If all goes well with the rest of the tests, and if production is up to schedule, it is hoped to start shipments to Australia in the autumn.

New Executive Director, Production appointed

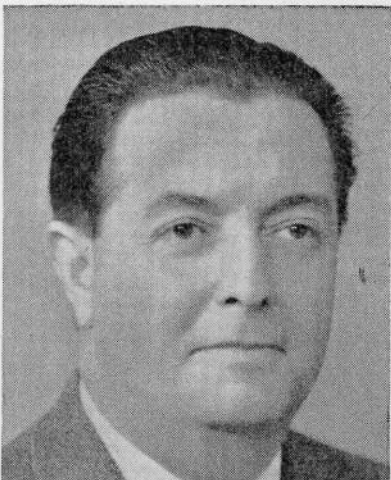
Mr. B. G. L. Jackman will be joining the Rover Company at Solihull on August 1 as Executive Director, Production. He will occupy an office adjoining that of **Mr. A. J. Worster**, Production Director.

At present, **Mr. Jackman** is Executive Director and General Manager of the Lockheed Hydraulic Brake Co. Ltd., Leamington Spa. As such he is responsible for all the activities of the brake and tie rod divisions within the A.P. group of companies.

Mr. Jackman, who is 49 and married with two children, was educated at Bablake School, Coventry, and London University (Northampton Engineering College, Clerkenwell).

He served his apprenticeship with the General Electric Co. Ltd., Coventry, and his major posts since then have been with Wilmot Breeden Ltd., Birmingham (research engineer), Perfecta Motor Equipments Ltd., Birmingham (Works Manager & Chief Engineer), and British Heat Resisting Glass Co. Ltd., Bilston, Staffs. (Works Director).

In 1939 **Mr. Jackman** joined the Rover Company at Coventry as a planning engineer on car assembly, and later became Chief Planning Engineer



Mr. JACKMAN

on airframe manufacture at Coventry and Skipton. During the initial period of his five years' with the Company he served with **Mr. O. Poppe**, now Executive Director, Planning.

Mr. Jackman is a member of the Institution of Production Engineers and was a member of council for 12 years until two years ago. He is a past chairman of the Midland Region of that Institution and of its Research and Technical Committee, and chairman-elect, West Midland Council of the British Institute of Management. He is also an Associate of the Royal Aeronautical Society.

A veteran car enthusiast, **Mr. Jackman** is a regular entrant in the London-Brighton veteran car run and owns a 1903 Phoenix-Minerva Trimo. He is keen on fly-fishing and hill-climbing, and lives at Wellesbourne, near Stratford-on-Avon.

ROVER DELEGATE

Mr. D. L. Sutton (Diesel Project Engineer) was the Rover delegate to the 4-day European automotive symposium organised by Petrofina S.A. and held in Brussels this month. It was his first oil conference overseas. **Mr. Sutton's** Rover duties have been concerned with high speed diesel engines for several years.



Mr. J. A. Henderson, the new Managing Director of Rover Australia, listens carefully as **Mr. R. J. Burn**, Export Manager, explains the acceptance checking procedure for Rover 2000 base units before conducting his visitor on a tour of the P6 production line at Solihull.

N. Zealand L/Rover assembly moves to Auckland

Assembly of Land-Rovers in New Zealand will shortly be transferred from South to North Island, in order to provide for increased production and effect economies in production and distribution.

The work of assembly will be undertaken in Auckland by New Zealand Motor Bodies Ltd., of Wellington, whose managing director, Mr. R. N. Chatterton, was at Solihull recently for discussions.

A Regular hardtop diesel Land-Rover lent by the Company to the 4/5 K.O.S.B.

(T.A.) for entry in last month's Scottish Rally as part of an Army team of three assorted vehicles, came second in its class.

It was one of the 46 vehicles to finish out of 84 starters in the 1,700-mile rally. Drivers were Sgts. Baptie and Taylor of the King's Own Scottish Borderers.



Recent visitors . . . Mr. H. L. Brundage and Mr. McFarlane of the

Brumos Porsche Car Corporation of Jacksonville, Rover dealers in Florida; Mr. Martin Crewe, of Robinson and Co. Ltd., our Jamaica distributors; Mr. E. Tischler, of Zephyr Service Station, distributor for the British Solomon Islands; Mr. A. Moffett, Managing Director, of Rover South Africa Manufacturing (Pty.) Ltd., and Mr. R. Skinner, his Production Manager.

Mobile homes towed to Skopje

Caravans given by Round Tablers of Westbury-on-Trym, Clevedon and Weston-super-Mare to the homeless people of earthquake shattered Skopje, were towed to the Yugoslav town by Land-Rovers lent by Windmill & Lewis Ltd., our Bristol distributors.

Round Tablers drove the Land-Rovers which towed their gifts, and in the Perry-Leedex Public Relations photograph (below) they are seen taking possession of one of the vehicles from Windmill & Lewis Ltd.

The Land-Rovers made the 3,200-mile round trip twice and required only minor servicing between trips, despite rough going.

Mr. Dick Chapman, an accountant who led one of the teams, said: "We lost no time in getting there, driving 20 hours out of 24. We received a tremendous reception".



TALKING TURBINES



Six Japanese and one Briton — and all keenly interested in gas turbine engines.

The Briton in the group is Mr. P. A. Phillips (Chief Performance Engineer Gas Turbine Dept.) and his colleagues are fellow delegates from Mitsubishi Heavy Industries Ltd. at an international conference in Japan last month.

Mitsubishi is the only Japanese firm making small gas turbine units — generator sets and aircraft main engine starters. The firm hopes to put one in a truck in the near future.

Mr. Phillips was one of 16 Britons among the 800 delegates attending the 10th International Automotive Technical Congress held in Tokyo and Kyoto for six days. Half the total number of delegates were Japanese.

As Rover delegate, Mr. Phillips was one of three people to give a joint paper on "The Future of the Gas Turbine in Automobiles". The other two contributors were an American and a Spaniard.

Mr. Phillips flew to Tokyo via the North Pole in a flight chartered for European delegates to the conference. During a brief halt at Anchorage, Alaska, he was able to see the earthquake damage.

Apprenticeship completed last month — Ian Collett (Transmission Development Department, Solihull).

Key of N. York for Mr. Farmer



Mr. L. G. T. Farmer, the Rover Chairman, receiving the key to New York from Mr. Louis Brodio, Commissioner for Commerce and Industrial Development, on the occasion of the Mayor of New York's luncheon in honour of the International Automobile Show. Mr. Farmer spoke at the luncheon on behalf of the imported car industry as President of the Society of Motor Manufacturers and Traders, a position he relinquished recently after two years in office. He is now Deputy President. BELOW. A close-up of the inscribed key.



2000 GOES INTO AUSTRIA

Appointment of Carl Jeschek as new Rover distributor for Austria was linked with the introduction of the Rover 2000 to that country.

Four generations of Rover motoring were depicted in a display staged in a Vienna hall and receptions were accorded to representatives of the Austrian Press and other guests. Members of the public also saw the display and Rover films.

The new car created a lot of interest and received good television coverage.

Rover personnel present included Mr. W. Martin-Hurst, Managing Director, Mr. A. G. S. Herbert (Executive Director, Sales), and members of the Export and Publicity departments.

Orders for numerous 2000's were taken during the week of the introductory exhibition and several 3-litres were also sold.

All the European allocations for the 2000 are being taken up, and considerable interest was shown in it during British Week in Dusseldorf recently.

African 'safari' — the modern method

Three Land-Rovers and a crew from the Solihull factory led by Colonel A. P. Le Blanc, Rover's Middle East representative, successfully completed a month's tour through Egypt, the Sudan and Ethiopia in May.

The vehicles were driven across Europe to Venice and thence by boat to Alexandria. From Alexandria they were driven 2,500 miles across the deserts of Egypt and the Sudan and through the Ethiopian mountains to Addis Ababa where the tour ended.

Approximately 1,200 miles of the journey were across country, some of it never crossed before by a wheeled vehicle, or on rough tracks, and the remainder on gravel or other surfaced roads. Almost all the latter were in Ethiopia.

Despite the very rough conditions, the three vehicles, a Regular, a Long station wagon and a Long 6-cylinder Forward Control, required no attention except for greasing and oil changes, repairs to three punctures and replacement of the distributor points on one vehicle.

The party included, in addition to Col. Le Blanc and his assistant Mr. H. Stowell, Messrs. T. Barton and P. A. T. Crowther (Land-Rover Engineering), G. Bannock (Economics and Market

Research), D. Good (Sales), and H. Lenton (Service).

Many valuable lessons were learned about the operation of Land-Rovers in conditions of extreme heat, dust and rough terrain and the members of the party were able to make useful visits to Rover distributors, dealers and customers in the three countries. The tour attracted considerable interest in the countries concerned and on arrival at Addis Ababa members of the party received an audience of the Emperor, Haile Selassie.



Land-Rovers for the Chilean Army. These vehicles lined up at Car Despatch, Solihull, comprised a batch in the important order revealed in January ROVER NEWS.

Badminton: Revenge for 1963 runner-up

Mr. S. Jones (Land-Rover Assembly Shop) won the G. Dix Trophy when he beat Mr. K. Greaves (Brochure & Plant Estimating) in the men's singles of the Rover Badminton Club finals.

Victory was sweet revenge for Mr. Jones, as last year he was beaten in the final by Mr. Greaves. It was an exciting final with exceptionally good play, particularly in the second game when Mr. Greaves, who was 9-1 down, managed to revive the score to 9-all and 12-all, but eventually lost the game 15-12.

In the ladies' finals for the F. R. S. Seale Trophy, Miss J. Squires (Managing Director's Office) had a very good win over Mrs. J. Phillips (Engineering Department).

Miss Squires won the first game comfortably at 11-3 but in the second game had to fight hard and eventually won with a beautiful smash down Mrs. Phillips' back hand to take the game 11-8. Miss Squires was last year's runner-up for the Seale Trophy.

The trophies, replicas and plaques were presented on court immediately after the finals.

Results — Ladies' final: Miss J. Squires beat Mrs. J. Phillips 11-3, 11-8.

Men's final: Mr. S. Jones beat Mr. K. Greaves 15-11, 15-12.

This brought to an end this season's badminton club activities. The 1964/65 season will commence during September; a definite date and details of activities will be announced later in ROVER NEWS.

The new 'backroom' boys' cut costs by value analysis



A body sheet metal value analysis team during one of its sessions. Left to right round the conference table are: Messrs. R. Watson (Method Design), D. Hodgkinson (Buying), J. Clarkson (Value Analysis, and responsible for organising meetings), B. Powell (team leader and head of Value Analysis Department), D. Perks (Planning, Solihull), G. Tate (Quality Control) and G. Wilcox (Engineering Design).

Small teams of technicians have been meeting in a committee room at Solihull almost every day for the past twelve months. The team and subject are different each day of the week — only the departments represented by the members of the team remain the same.

Their purpose is value analysis, a technique originating in the United States which attempts, and succeeds, in reducing the cost of producing an article by achieving the function required in the most economic manner. It seeks out alternative materials, eliminates unnecessary features and improves material utilisation. It operates in the following way.

On the Rover 2000 are five teams, two to deal with the body (sheet metal and soft trim) and three with the mechanical sections (engine, transmission, suspensions, etc.). Each team comprises members of Engineering, Quality Control, Buying, Planning and Project Cost and Value Analysis Departments.

These teams have a team leader who, in conjunction with Value Analysis Department, selects an assembly or component for subjecting to the value analysis technique. This consists of a series of direct questions, some of which are:—

- Are all the features of the component necessary?
- Can they be eliminated or combined?
- Can any other material be used?
- Can it be made by another manufacturing technique?
- Are there any features which inflate our suppliers costs?

The team leaders, among whom have been Mr. A. Haskey and Mr. A. Hopkins, of Acocks Green Planning; Mr. H. Adshead, Engineering Department, and Mr. J. Harper, of Value Analysis, ask all the questions and set the ball rolling to find ways and means of answering them.

The members of the team settle down to helping each other solve the problems which arise. The designer ensures that the proposals will still fulfil the function required; the planner that it can be produced economically; the quality engineer keeps a watchful eye on our traditional quality standards; the buyer seeks the effect on our supplier or finds a supplier with experience in the new material or technique; the estimator makes certain that the final outcome is a substantial saving in cost without detriment to our product.

Some results have been quite startling, such as a 50 per cent material saving on the front shock absorber mounting pin of the Rover 2000.

Mr. V. Hanks, Assistant to Mr. A. B. Smith (Director and General Manager), was responsible for introducing this technique and for starting the programme off on the Rover 2000. This has proved so successful in reducing cost that a team is now operating at Rover Gas Turbines and new teams are about to tackle the Land-Rover.

Yorks couple win 2000, in BEN 'draw'

The hundreds of Rover employees who bought 2/6d. tickets in a competition for a Rover 2000 and Vauxhall Viva organised by the Motor and Cycle Trades Benevolent Fund (BEN) will be interested in the photograph below, for each hoped it would be him or her posing for this picture!

It shows Mr. L. G. T. Farmer, Rover Chairman and President of BEN at the time (he is now Deputy President) congratulating the winners of the 2000—Mr. and Mrs. W. Tyler, of Aiskew, Bedale, Yorkshire. Mr. Tyler is a truck driver with the Fatstock Marketing Corporation.

Second prize of the Vauxhall Viva went to Mr. W. H. Wood, of Hastings. Presentations took place at Henlys, of London.

Proceeds of the competition — some £23,000 — were for the BEN Nursing Home Rebuilding Fund.



Civic tour of Pengam had its chatty moments



A civic party which toured the Rover factory at Pengam, Cardiff, last month included the Lord Mayor and Lady Mayoress of Cardiff, the Mayor and Mayoress of Solihull, and the Town Clerk of Solihull and Mrs. M. Mell.

These photographs highlight moments of informality with employees during the party's comprehensive tour of the premises.

LEFT: The Mayor of Solihull (right) shares a joke with Mr. Arthur Moore (Stores Superintendent) and Mr. Leslie Tonks, both of whom formerly worked at the Solihull factory.

LEFT: The ladies talking things over are the Lady Mayoress of Cardiff (left), Mrs. Mell (centre) and Nurse T. Thomas, who is in charge of the Pengam surgery.

★ (Western Mail and Echo, Cardiff, photographs).

★ BELOW: The Lord Mayor of Cardiff has a quiet few words with a group of Pengam apprentices.



Camera gift to aid 'guide dog' fund

Mr. H. Gregg (Land-Rover Jig Shop) has given a camera to Mr. A. C. Ashworth, chairman of the Rover Teenage Section, for raffling in aid of the teenagers' "Guide Dog for the Blind" Fund.

The camera is a Bencine Relex Milano, with F.11 lens and a 1/50 shutter speed. It takes 127 film and has an alloy body, tripod attachment, focusing adjustment, alloy lens cover, and is complete with a leather case.



TYSELEY BOWLERS IN TOP FORM

Tyseley bowlers, holders of the inter-factories Worster Cup, are again emerging as a strong team, judging from the early results in the current competition.

The Tyseley "woodmen" won all of their first four games of the new season. Bowling standard was high and the winning margins were narrow.

Details: Tyseley 232, Solihull 209. Solihull 206, Tyseley 208. Tyseley 214, Acocks Green 205. Acocks Green 199, Tyseley 211. Solihull also defeated Perry Barr at The Olton Hall.

Mr. Ron Tranter was presented with an attractive leather overnight case and wallet when he left the Company on May 22 after 14 years' service. A chaser dealing with outside suppliers, he was popular among colleagues in M.C.D. Solihull.

3-LITRES LEAD THE WAY

Rover 3-litres rallying in the Greek Acropolis last month. Leading the line (pictured below) is the car crewed by Tony Cox and Willy Cave, and they are being followed by the Ken James/Mike Hughes 3-litre.

This photograph was taken in Central Greece at a point some two-thirds of the way through the rally, in which three Rovers finished.

Not all the rally was traversed in such ideal conditions — a smooth tarmac road and a background of rugged beauty. Tough sections and poor roads helped to thin out the 72 starters down to 19 finishers. Of these, five were British.



WALTER GABRIEL DRIVES THE ROVER WAY

Walter Gabriel of The Archers once drove a bus in the famous radio serial, but the man who provides the well-known Gabriel voice, Mr. Chris Gittins, prefers to motor the modern Rover way. He is pictured right taking possession of the registration book for his new Rover 2000 from Mr. R. B. Taylor (left), managing director of Richard Taylor (Garages) Ltd., our Stourbridge dealer.



ROVING
REPORTS

Rail display drew throng of 'train spotters'

A seaport was the centrepiece of the Rover Railway Society's first exhibition held on May 12 in the Solihull Junior Staff Canteen. The layout, crescent shaped and approximately 20 feet long, incorporated nearly 60 feet of small gauge track, and proved an eyecatcher to the evening's 250 visitors.

A symphony of colour and music

More than 250 people attended a Rover Photographic Society programme entitled "A Symphony in Colour"—a mixture of colour pictures and music—held in the Solihull Junior Staff Canteen.

The 2½-hour event was highly successful, so much so that a second and similar programme, entitled "Concerto for Colour Choir and Orchestra", is to be given on February 11 next.

The programmes are presented by Gevaert Ltd. and are part of the series "High Fidelity in Sound and Colour" with sound reproduction mainly 'mono' with some 'stereo'.

The Society's new season beginning in September will include lectures with the following titles: Colour in my Leica; Colour in Harmony; Holidays in Colour; Colour Pictorialism.

Also on show were several locomotives lent for the occasion by the Birmingham Society of Model Engineers and Birmingham Model Railway Club.

Teenagers' 'thank you'

The Rover Teenage Section acknowledges the following donations of money and foil and silver paper towards its £250 target to buy a guide dog for a blind person.

Collecting boxes: Miss Jean Meddins and members of the Main Drawing Office £3. 9. 4d.; Mrs. M. Gorman, 10 Bluebell Lane, Solihull £2. 4. 0d.; Mr. Horne and members of Caldmore Conservative Club, Walsall £5. 10. 0d.

Foil and silver paper: 'B' Deck; C.K.D.; ladies of the Press Shop, Land-Rover Trim and cleaning staff; Land-Rover Assembly—(all Rover Solihull); Mrs. M. Gorman, 10 Bluebell Lane, Solihull.

Foil and silver paper has also been received from Rover Acocks Green and Tyseley. Parcels of foil should bear the names and departments of senders so that acknowledgement can be made.

Anyone requiring a guide dog collecting box should contact Miss Joyce Hawkins (Purchase Invoice Department, Internal phone Solihull 662).

Membership of the Teenage Section is open to teenage employees at all Rover factories. Club night is Tuesday at 8 o'clock in the Hobs Moat Assembly Rooms, Solihull.

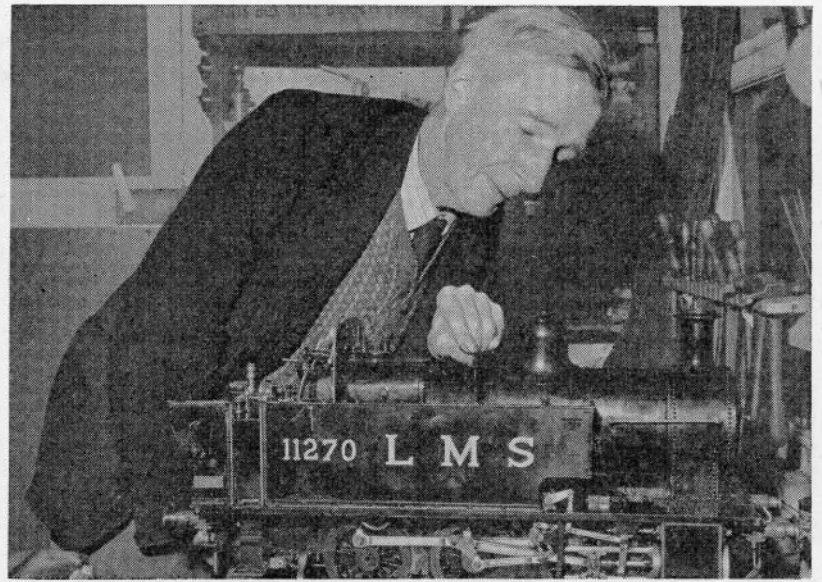
Three other exhibits that attracted the attention of visitors at this "open night" were an L.M.S. dock tanker and two industrial engines which took Mr. L. Bunting, a retired Rover employee, 11 years to build (see adjoining photograph and caption).

During the evening Mr. O. Poppe (Executive Director, Planning), President of the Society, joined those thronging round the exhibits, which proved particularly popular for fathers with small sons!

Later, Mr. Poppe presented the following prizes: Class A, Mrs. G. Hinds who built a bungalow to win the plastic line-side kits section; Class B, Mr. P. Gardiner (Gas Turbine D.O.) who built a coke wagon to win the plastic rolling stock kits section; Class C, Mr. S. Allan (Planning D.O.) who built a Maryport and Carlisle 0-4-4 tank locomotive and coach to win the scratch-built models section.

The exhibition models were discussed and criticised at a lecture given by a Birmingham Model Railway Club delegate at a Rover Railway Society meeting on May 21.

The Society plans to make the exhibition an annual event. It is hoped to organise an outing to one of the Welsh narrow gauge railways during the summer and a series of film and slide shows are being arranged for next winter.



When Mr. L. Bunting, one-time engineer on the Cheetah engine at the Rover Acocks Green factory during the war, retired from the Company in 1946 he decided he wanted something to keep his hands busy in his retirement. Building a working model railway tank engine proved to be the answer and he is pictured preparing it for a run.

At the time of retirement Mr. Bunting lived in Edgbaston, and after obtaining plans and drawings and fitting out a bedroom as his workshop, his engine was "born".

In the 11 years' construction period, Mr. Bunting made every item himself, from the funnel to the throttle control. Painting the finished job proved to be the most difficult operation, so he had it done professionally.

When his 125 lb. engine was finished, its first tests proved it to be very powerful, for it pulled two coaches, each carrying four children, without difficulty.

Mr. Bunting, now 81, is a member of the Birmingham Society of Model Engineers which has an engine track at Illshaw Heath, near Hockley Heath.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to...

ETTRITCH—To Mr. and Mrs. R. F. Ettritch, a daughter (Fiona Elizabeth) on May 4. Mr. Ettritch is employed in the Forging & Casting Control Office, Engineering Department.

MARRIAGES

We offer our congratulations and best wishes to...

HARVEY-REGAN—On April 4 at St. Alban's R.C. Church, Mr. Malcolm Harvey to Miss Sheila M. Regan (Shipping Section/Parts Department, Cardiff).

RYALL-MEADOWS—On June 6 at St. Giles' Church, Sheldon, Mr. John Barry Ryall to Miss Judith Meadows (Cost Office).

WOODCOCK-PUGH—On May 30 at St. Nicholas' Church, Elmdon, Mr. Michael Woodcock (Technical Assistant, Diesel Engine Development, Solihull) to Miss Heather Louise Pugh (Service Buying Department).

SILVER WEDDINGS

Congratulations and good wishes to...

CLARK—Mr. and Mrs. Karl Clark celebrated their silver wedding on May 13. Mr. Clark is an assembly fitter, Pengam.

PROTHEROE—Mr. and Mrs. R. K. Protheroe celebrated their silver wedding on May 29. Mr. Protheroe is employed on Grp. 248, Ryland Road.

MOORE—Mr. and Mrs. F. G. Moore celebrated their silver wedding on May 13. Mr. Moore is works electrician at Acocks Green, and prior to her marriage Mrs. Moore was employed at the Coventry factory.

GOLDEN WEDDING

Congratulations and good wishes to...

COOK—Mr. and Mrs. J. A. Cook celebrated their golden wedding on May 24. Mr. Cook is a labourer in the Land-Rover Trim Shop.

RETIREMENTS

Mr. Frederick Lewis Bills on May 15; he was employed as a maintenance fitter (24 years' service). Mr. Trevor Williams on May 8; he was employed as a stores assistant (23 years). Mr. William Johnson on May 8; he was employed as a labourer in Experimental Department

(3½ years). Mr. Arthur Thomas Jeavons on May 29; he was employed on the Chassis Line (9½ years). Mr. Samuel Parkins on May 29; he was employed as a sweeper (9 years). Mr. D. Houghton on May 29; he was employed in Personnel Services, Acocks Green (9½ years). Mr. F. H. Smith on May 29; he was employed in Inspection Department, Acocks Green (25 years). Mr. A. J. Owen on May 22; he was employed as a labourer at Percy Road (25 years).

DEATHS

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

ASHTON—Mr. Albert Ashton died on May 26, aged 69. Mr. Ashton was formerly Works Superintendent at Perry Barr until his retirement in 1955.

BEALE—Mr. C. H. Beale died on May 19, aged 59. Mr. Beale was employed as a plater at Acocks Green, and had been with the Company for 9 years.

BEASLEY—Mr. Frank William Beasley died on May 19, aged 42. Mr. Beasley was a fitter on Land-Rover Assembly, and had been with the Company for 6 years.

FORRESTER—Mr. A. J. Forrester died on May 2, aged 63. Mr. Forrester was a semi-skilled machinist at Acocks Green, and had been with the Company for 23 years.

HOPE—Mr. Francis H. Hope died on May 14, aged 78. Until his retirement in August last year, Mr. Hope was an inspector at Tyseley.

JONES—Mr. F. W. Jones died on May 19, aged 54. Mr. Jones was a chargehand at Acocks Green, and had been with the Company for 15 years.

SMITH—Mr. William Henry Smith died on April 19, aged 53. Mr. Smith was employed as a degreaser at Ryland Road, and had been with the Company for nearly a year.

SPIERS—Mr. William Spiers died on May 24, aged 64. Mr. Spiers was employed in Progress Department, Tyseley, and had been with the Company for 36 years.

STONE—Mr. Albert Edward Stone died on May 8, aged 70. Mr. Stone was formerly senior foreman at Ryland Road until his retirement in 1961.

TOTTY—Mr. Harry Totty died on May 16, aged 74. Mr. Totty was employed as a sweeper, and had been with the Company for 6 years.



Man of many parts retires at 72

After a varied career, during which he was successively a soldier, sailor, publican and maintenance fitter, Mr. Fred Bills retired on May 15 after 24 years' service with the Rover Company.

He was 72 and is pictured (left) receiving a clock and tankard from Mr. J. B. Wilson, Works Engineer, Solihull, who presented the gifts on behalf of workmates.

Mr. Bills began his working life by joining the Army in 1908 at the age of 16. After 3½ years he joined the Royal Navy, seeing service in many parts of the world and was in action in many of the great sea battles of the first world war, including Heligoland Bight 1914, Dogger Bank 1915 and Jutland 1916. He retired on pension as an ordnance artificer in 1933.

For the next seven years he was 'mine host' in several Birmingham hosteleries. In 1940, with the tempo of the second world war increasing and the need for first-class engineers being urgent, Mr. Bills joined the Rover Company as a machine tool fitter. He was one of the stalwarts of the Works Engineers Department who re-tooled the factory in 1945-6 for the production of motor cars.

ABOVE LEFT: A sad occasion, but a group of smiling faces helped to make a cheerful pyramid of friendship for Mr. Bill Bowen (Bought Out View Inspection, North Block, Solihull) when he retired on May 15 after 15 years' with the Company. He is 64. Mr. Bowen (in white coat) is seen receiving a leather travel case from Mr. R. Harvey (Chief Supt., Bought Out Section), who presented it on behalf of Mr. Bowen's friends and colleagues. Among those present was Mr. R. H. Phillips (Chief Inspector).

RIGHT: Mr. J. H. Whitby (Parts Manager) presented Mrs. L. Quirke (Accounts, Service Buying) with wine glasses, a wrought iron flower stand, lamp standard, travelling clock and a bowl of fruit on behalf of her many friends when she retired after 14 years' service with the Company. Mrs. Quirke was an active member of the Social Club Committee.



Mr. F. H. Smith was presented with a transistor radio by Mr. F. L. Jephcoat (Quality Engineer) on behalf of colleagues when he retired from Acocks Green Inspection Department on May 29 after 25 years' service. In the picture are, left to right back row: Messrs. G. Woollard, J. Wilkins, E. Diamond, front row: Mrs. N. Sweet, Messrs. Smith, Jephcoat, Mrs. H. Foley and Mr. J. Cave.

Every coin tells a story . . .

Talk to John Greaves (Technical Publications, Solihull) about old coins and you know after a few words that you are talking to something of an expert on the subject.

Not that Mr. Greaves goes in for the haphazard collection of old coins. He is a connoisseur and adds to his collection of old British coins with great care.

As he says: "If a collector sets out just to collect then he can very rapidly acquire thousands of old coins, most of which are so common that they have little or no collector's value or interest".

The several employees who wrote to ROVER NEWS following publication of a news item some time ago to say that they own George III pennies and halfpennies will be interested (and perhaps a little disappointed) to learn that the George coins come into the little value category— unless they are in exceptional condition.

Mr. Greaves' collection numbers no more than 100, but what a collection it is! Oldest coin is a Saxon one minted at Lydford, Devon. It was, says Mr. Greaves (and he follows up the history of his coins as only a true collector will) minted as part of the large sums paid by the Saxons to Danish raiders as "protection money". Thus, the Saxons of Devon were left in peace, so long as they paid up regularly in this 900 A.D. protection racket!



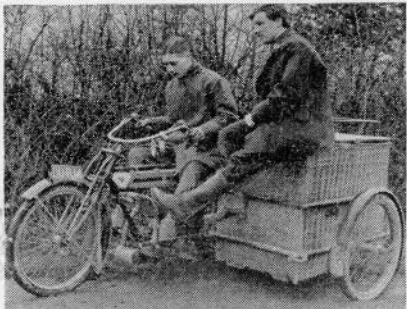
John Greaves examines some of his old British coins which he keeps carefully filed in a special cabinet at his Rednal, near Birmingham, home. His collection totals only about 100—but every one is a true collector's piece.

Letters

NOT WHAT IT APPEARS TO BE?

I was interested in the photograph of the old motorcycle in your March issue. I joined Rover in April 1911 when the 3½ h.p. machine with adjustable pulley and Triumph hub clutch was getting into production. There had been a gap of several years when no motorcycles were turned out, from about 1903 until the then very modern 3½ h.p. was shown at the Olympia Cycle and Motorcycle Show of 1910. I do not think, however, that any machines were actually delivered until about the time I was taken on as a tester (at 5d. an hour) in the spring of 1911.

The machine you illustrated would seem to be more than a bit of a bastard, because it has chain drive and (apparently) a band brake on the back wheel. Also, it has footboards: the original 1911 model had pedals and footrests. In fact, all the rear portion of the machine looks unfamiliar and seems to have been substituted for the original.



One feature of the engine being fitted when I arrived at Meteor Works in Queen Victoria Road, Coventry, was that a blowhole developed near the exhaust port and eventually weakened the cylinder so much that the head blew off and the compression tap usually penetrated the underside of the tank. The latter, by the way, was finished with the equivalent of a red cross extending the length of the tank, which had a ground colour of aluminium.

You might find the enclosed photograph dated February 26, 1912, of interest. It shows me instructing one of the local postmen on a sidecar outfit, of which the G.P.O. had just ordered a batch.

DUDLEY NOBLE,
96 Watchfield Court, Chiswick,
London, W.4.

Rode Rover in 1901 . . . and still does!

In 1901 or 1902, just when the free-wheel had come in, I purchased a Rover bicycle in Holborn and rode it down to Barnes. As I had not previously had any experience with free-wheeling I went out next day on to Barnes Common to get some practice and ended up in a collision in which the frame buckled. I sent it back to your works and they straightened it out and repainted it without any charge to me but the freight.

I took it with me to South Africa and used it for three to four years, giving it very hard wear, sometimes on railway

From old Calais

He also owns coins of the eras of the Normans, King Stephen, the medieval period, the early Edwards, Richard II, Tudors and Stuarts. Of exceptional interest is a coin from Calais, struck when the latter was an English possession.

The Stuart period, says Mr. Greaves, offers scope of exceptional interest to the coin collector. He has a Charles I "Declaration" coin struck at Oxford from plate donated by the colleges and churches during the civil war; a 'siege' piece from Newark Castle struck from plate captured from large houses; a Cromwell half crown (a rarity these days) and an example of James II 'gun' money minted from cannons for paying the Irish mercenaries who aided his Jacobite cause.

At present, Mr. Greaves' particular interest is in 17th century tokens. He explained: "These were struck in considerable quantities, and quite illegally, by traders during the period of the Cromwell Protectorate. Cromwell ignored the need for small money and as none was being minted it became very scarce and poorer people found it difficult to buy their everyday needs. So traders came to their aid with tokens.

"Tokens often tell the story of their age rather better than coins", adds Mr. Greaves, who is a collector of 17 years' experience and a member of the West Midland Numismatics Society.

Value going up

There is, then, a full and interesting story behind every coin— provided that it is chosen for a collection with the care and thought that Mr. Greaves puts into his hobby.

The value of his collection? He hasn't had it catalogued recently, but he estimates it to be between £70 and £80—and going up all the time since the interest of Americans in old coins has recently become so marked.

Another man with a more modest collection of coins is Mr. C. Wooding (Parts Liaison, Solihull). He has had an interest in them since boyhood and his nail bagful includes a Kruger shilling, a George IV half crown and a 16th century piece.

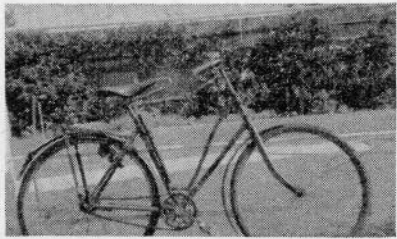
Through ROVER NEWS, Messrs. Greaves and Wooding were put into contact and Mr. Greaves was able to tell Mr. Wooding something about the latter's coins.

Letters . . . CONTINUED

tracks, and eventually sold it for what it had originally cost me when I left to come to Canada.

I have owned a good many cars since that time including Buicks and Dodges. In 1951 I saw your car and felt it was just what I wanted. I drove it all over British Columbia and in the desert in Arizona (really rugged driving) and after six years turned it in for a Rambler, getting very good terms indeed. But when I saw your new automatic I went back to the 3-litre Rover last year, had it shipped to S. California and drove it back to Vancouver Island where I now live, a distance of 1,200 miles in three days—no feat except that I am 84. It is such a comfortable car and runs so smoothly that my wife and I were not in the least tired and I am enjoying the car very much indeed.

G. L. THORNTON SHARP,
"Byways", Crofton, British Columbia.



Cycle 65 years in one family

Enclosed is a photo of the Rover machine, given by me to my sister on September 25, 1897. It has had some structural alterations at different times, and the name-plate has disappeared. It

was a shield-shaped plate, with the name J. K. Starley & Co., Coventry, engraved. The machine was later ridden by my daughter, to whom it was given by my sister years ago.

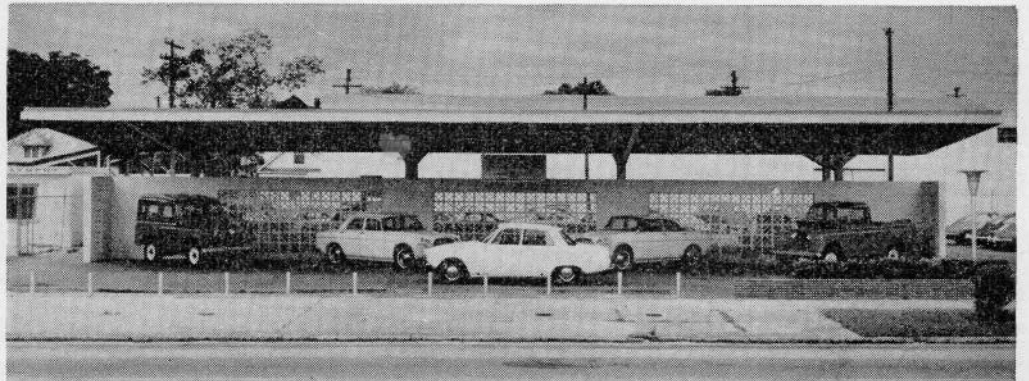
My cycle was branded "Imperial Rover" and had pneumatic tyres. It had a good deal of use on metropolitan and country roads, and I disposed of it two years ago. I am just on 89 now but could still ride, if necessary.

We always think British-made manufactures are the best.

VERNON SMITH,
242 Lady Gowrie Drive,
Largs Bay North, South Australia.

ROADSIDE MOTOR SHOW

A roadside motor show, American style, calculated to catch the eye of the passing motorist. This Rover display at the premises of Brumos Porsche Car Corporation of Jacksonville, Florida, featured the Rover 2000. On hand to explain to and advise sightseers were Messrs. Henry Douglas, Rover North America Eastern Regional Sales Manager, and Hugh Mooney, a Rover field sales representative.



Championship dancing reaches new heights

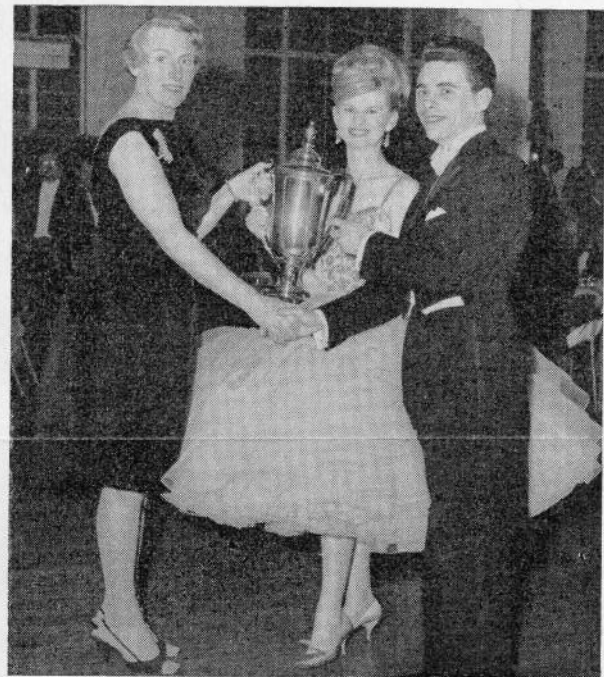
Judges at the All-England Old Time Dance Championship held in the Rover Solihull Ballroom last month declared that the standard of dancing by competitors was the highest reached since the event first came to Rover four years ago.

Once again, some 1,000 old time dance enthusiasts packed the ballroom to watch more than 40 couples from all over England compete for the title. As usual, the occasion was a glittering one with the dresses competing with the dances for the spectators' attention. The event was organised by Rover Social Club and the Dance Teachers' Association.

A couple placed third in the 1963 event did even better to win the championship this year. They were Neville Boswell and Miss Avis Parkinson of Blackpool.

Leonard Wood and Miss Pamela Gosling, of London, held on to their place as 1963 runners-up, and third this year were Neil Ions and Miss Janet Hotchkiss, of Birmingham.

Mrs. Robert Dixon, wife of the General Secretary of Rover Social Club, presented the championship cup to the winners, and other awards were presented by judges.



Mrs. Robert Dixon presents the All-England Dance Championship Cup to Neville Boswell and Miss Avis Parkinson, of Blackpool.

Engine stoppage gave sea anglers unexpected joy

Fifteen members of Rover Pengam Sea Angling Club who set off on a boat trip to fish off lovely Swansea Bay took advantage of an unscheduled stop caused by minor trouble in the engine to get out rods and lines.

After a slow start the first dozen fish came in rapid succession and many bites were missed.

Engine repaired, the party carried on to the deep water and within seconds got among the dog-fish. Cold and blustery weather forced them to make for the shelter of Mumbles Head by mid-afternoon, and again within minutes the Pengam anglers were among the fish.

At the end of a most successful day in which over 100 fish were caught, weighing some 65 lb. in all, the top weight prize went to Mr. Baker (Fire Service) with 4 lb. 14 oz. Largest fish of the day prize went to Mr. Reed (Production) with a dog-fish of 2 lb. 4 oz.

Mixture as before

Here's coincidence that takes some beating. Mr. Leslie S. Broad, of Whitchurch, Cardiff, disposed of a car, registration number XTG 744, to take possession of a Rover 2000 registration number 744 XTG.

Mrs. Betty Corrin, a member of the Cost Department, Solihull, for the past nine years left the Company on May 29. She is expecting a baby in the autumn and her many friends and colleagues contributed to a suitable parting gift.

NOW... | Rover engine fitter makes T.T. comeback after seven-year lay off | ... AND THEN



Tony Norris gives his "special" a check over before he and the machine leave the Midlands for the Isle of Man — and Tony's comeback to motor cycle racing in the T.T.

Making a comeback to motor cycle racing at this month's T.T. events in the Isle of Man after a seven-year break was Solihull Experimental Department engine fitter Tony Norris.

He rode three machines in the practice — his own "special", the 500 c.c. F.A.N. which he built up on the base of a Norton; a 250 c.c. Bernelli and a 125 c.c. M.V.

All three qualified to race, but the Bernelli and M.V. would not start on the grid after mechanical failures in practice runs.

Tony finished 36th out of 90 starters on his F.A.N. in the Senior event, despite the clutch playing up in practice and the exhaust working loose during the race. His verdict on his machine's performance: "delighted".

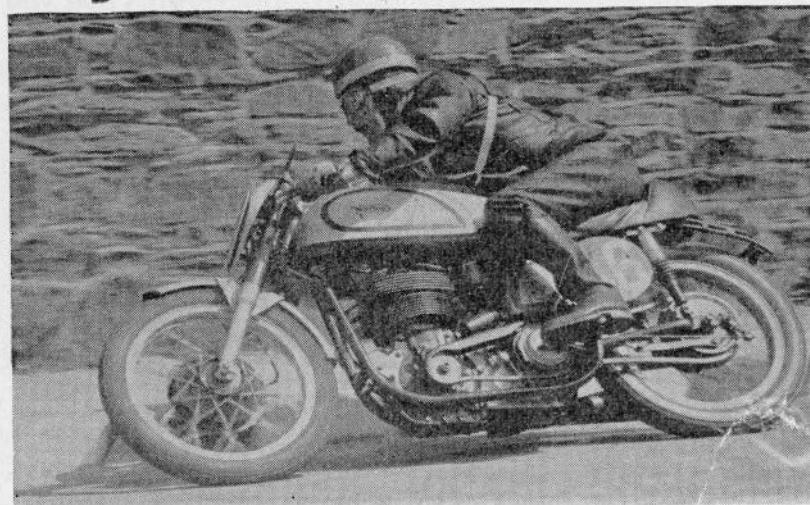
Tony is quite a veteran in T.T. and other racing events, despite his seven-year lay off from the track.

He began racing in 1946 and in the next 11 years rode in teams which included such famous motor cycling names as Geoff Duke and Dave Bennett. His trophies include four silver replicas, three bronze and three gold team awards two of which he is proud to have won in company with Geoff Duke. The third "gold" was won with Dave Bennett in 1951, the year before the latter was killed.

Why return to such a dangerous sport? Tony, a Rover employee for 10 years, seven of them spent on tank engines and three in Experimental, just loves engines both at his work and as a hobby.

"The race track is the only place I can have a good 'blind' on a motor bike and to finish satisfies me, though your name on the leader board pays your expenses of the trip", he says.

And his pre-race thoughts on his chances in the T.T.? Tony soberly



Flashback to 1955... Tony Norris takes the right-hand bend at Union Mills in a Senior T.T. event. The machine: his since-modified "Special". Speed: about 90 m.p.h.

Cricket club formed at Pengam

A cricket club has been formed at Pengam. It is sponsored by the Social Club and 35 employees have joined. A fixture list of 30 matches against local sides has been compiled, new equipment bought and a ground acquired. Practice began several weeks ago and the first match was played in May. The final match of the season will be a one-day game against a Solihull team.

The club committee consists of: Chairman, Mr. Alan Bosley (Stores Control); Captain, Mr. Terry Fox (Air Freight); Vice-Captain, Mr. Colwyn Morgan (Shipping); Fixture Secretary, Mr. John Norman (Air Freight).

Mr. J. H. Whitby (Parts Manager) has donated a shield for the winners of an inter-departmental cricket knockout competition.

★ ★ ★

Tyseley cricketers have made an excellent start to the season by winning all four opening games. Good bowling performances by Johnson, Dyke, Lovell and Green, backed by tight fielding, has

contributed mainly to their success.

Details: beat Inland Revenue by two wickets, Southalls by eight, Reynolds Tubes by three, Alkamatic by 11 runs.

Cricket at Solihull was a little late in starting for the 1964 season, due to extensive ground improvements, but this has not stopped a "crop" of useful results.

Laurie Burnett still proves to be the "best weapon" with the bat and ball, with new skipper Ernie Lindsay also turning in a useful programme with the bat. A match-winning partnership with Womwell (43 not out) and Ramplis (41 not out) realised 85 runs for Rover in the Business Houses League match with Lucas Formans Road, and proved a match winner with Rover winning by 5 wickets.

Sunday Club XI skipper Rex Robbins keeps smiling with 5 wins from 5 matches.

Recent results: Rover 1st XI — Lucas Formans Road 133; Rover 134 for 5. Rover 189; Mitchell & Butlers 106 for 9 (Burnett 6 for 23). Reynolds Tubes 157; Rover 112.

2nd XI — Rover 63; Metro Cammell 57. Bakelite 67; Rover 63. Acclis & Pollock 34 (J. King 8 for 14); Rover 28.

Club XI — Chubb Locks 97 for 8 dec.; Rover 100 for 8. Berkswell 53; Rover 54 for 2. Meriden 58; Rover 60 for 6.

Mr. T. Brindley (Works Supt., Tyseley) presenting Mr. J. Davis, skipper of Tyseley Seniors, with the Women's Hospital Cup won by the soccer team last season.

The presentation was one of several carried out by Mr. Brindley at a combined Tyseley and Perry Barr Presentation Dance held at Acocks Green on May 8. Mr. Brindley presented the cups won by Tyseley and Perry Barr last season and also gave suitably engraved medals and tankards to the players.

Another highlight of the evening was when Mr. A. Rogers, the Perry Barr football secretary, was presented with a clock by Mr. J. Drew, on behalf of the Perry Barr team. Suitable gifts were also handed to Mrs. Rogers and B. Rogers.



Rover judoka hosts to Coventry Club

Rover Judo Club was host to Coventry Judo Club on June 1. The visitors made a big impression by the size of their party which consisted of one black belt, one blue belt, five green belts, three change belts, one yellow belt, one white belt, plus five or six spectators.

After a warm up, Mr. T. Leaper, 1st Dan (Rover Judo Club instructor) suggested a general randori (free practice) with four couples on the mat area at one time.

Rover Judo Club gave a display at Lode Heath School garden fete on June 13. The club still wants new members, experienced or beginners. Women are also welcome. For details phone Mr. P. George (Secretary, internal phone Solihull 830).



APPRENTICES' CARNIVAL SUCCESS

For the second time in three years, Rover Apprentices "floated" to a victory in Solihull Carnival last month. Their entry, a float depicting the Beverly Hill Billies to comply with the carnival theme of television, won first prize in the adult section.

Ten apprentices spent two weeks creating a gaily-coloured veteran car of cardboard and wood. On the float (picture above by C. A. Joiner, Solihull photographer) with female companionship, were David Baxter, David Weston, David Wilkes (Engineering), M. Costello (Jig & Tool D.O., Tyseley), Geoffrey Allen (M.C.D., Solihull), B. Glastenbury, J. Hughes (cutter grinding, Tyseley), M. Tisdale (Chassis D.O., Solihull), S. Seymore (Car Shop, Tyseley).



Two modern means of travel — and Mr. Michael Treffry, of the Western Engineering Company, Delabole, Cornwall, uses both. He is seen boarding a Brantly helicopter after alighting from the Rover 2000 on an airstrip adjoining the Newark and Nottingham Agricultural Show ground. Mr. Treffry's company manufactures the Western Engineering hydraulic lift which can be fitted in a Regular or Long Land-Rover.

Chess gains popularity — 2 clubs formed

Chess is gaining popularity among Rover employees, if the formation of two chess clubs within the organisation is any guide. One is at Tyseley and the other at Solihull.

The Tyseley group has been active since early May. Its members meet at 7 p.m. on Tuesdays in the Springfield works canteen. So far, most of the matches played have been friendlies with teams in the Birmingham & District Chess League to get "the feel" of match play and also enable the Tyseley players to assess their own standard before entering the league.

It is hoped to enter two teams in the league next season. The club is open to "recruits" — whether they can play chess or are anxious to learn — and officers to be approached are: Chairman, Mr. L. Lewis (Tyseley Toolroom); Secretary, Mr. D. Whitehouse (Tyseley Jig & Tool D/O — internal phone Tyseley 135); Treasurer, Mr. W. Jones (Tyseley Toolroom). Committee: Messrs. R. Frazer (Planning Department, Perry Barr), E. Shackel (Acocks Green Demonstration Department), V. Brown (Gearbox Test, Percy Road) and T. Hurst (Springfield).

★ ★ ★

The Solihull Chess Club — newest section in the Social Club — and formed mainly at the instigation of Mr. D. A. H. Parker, a new employee in Gas Turbine Specification, has more than 20 enthusiasts. Two Rover Solihull chess leagues have been launched — one for lunchtime players and the other for evening games.

A knock-out competition has been arranged for the lunchtime players, and from those who play in the evening it is hoped to enter one or more teams in the Birmingham Chess League and also play friendlies with other clubs.

LATE SPORTS NEWS

CRICKET:

Booths 32; Rover 34 for 6.

Inter-departmental results: Land-Rover Assembly 41, Land-Rover Final 44 for 2; Land-Rover Scuttle 58 for 5, Welders 52; Gas Turbines 103, Test & Rectification 66; Staff Admin. — P6 Assembly W.O.; Sales W.O. Experimental; P6 Assembly drawn with Land-Rover Final; Land-Rover Scuttle 149, Land-Rover Assembly 107; Sales 95, Staff Admin. 78; Experimental 69, Test & Rectification 58; Land-Rover Assembly 122, Gas Turbines 22; Land-Rover Final 170, Welders 58; Land-Rover Scuttle 72, P6 Assembly 57.

Ernie Lindsay (Land-Rover Final Line) scored undefeated "century" (104 not out in 45 minutes) in 16-over match against Welders at Lode Lane.