



## THE END OF A CAR LINE

The Company has ceased production of the Rover '95' and '110', last two models in the P4 range of cars which have been rolling off the Solihull assembly line for 15 years.

Two factors lie behind the decision to discontinue the range. One — its styling has ceased to be in keeping with the modern trend in car design (though its engineering remained second to none in the world), and two — the urgent need for an increased Land-Rover assembly area.

### He retired with the car

A man who spent all his Rover service on P4 production retired on the day the last '95' came off the line.

He is Mr. Arthur Thomas Jeavons, aged 65, who worked for 10 years from 1954 on steering column sub-assembly, where he says he made many good friends.



Mr. Jeavons

Shortly after retiring he sailed to Canada to visit a daughter, and planned to return later in the summer. A keen angler, he intended to follow his hobby in Canada on one of the lakes.

### New address? Don't keep it to yourself

Moving house? Or getting married? In either case you will be changing your address. In all the hustle and bustle attached to such an occasion, don't overlook the need to notify the Company of your new address. Works employees should tell their appropriate Wages Department and staff their Salaries Department.

### X-RAY UNIT AT SOLIHULL

A mass X-ray unit will be at the Solihull factory for 17 days from August 31st. to September 17th. Appointment cards will be issued to all Solihull employees, unless they opt out by completing the appropriate form. Time taken for each X-ray — 1 minute plus walking time to and from the unit near the main canteen.



## P4 range finishes after 15 years . . . space released to boost L/Rover production

No redundancy has been caused by the ending of P4 production. All the employees concerned have been absorbed on Land-Rover, 3-litre and 2000 car production, which needed augmented labour forces as output increased.

"The changeover has been smooth and has been going on for several months", an Industrial Relations spokesman told ROVER NEWS. "Since Christmas we have avoided engaging new labour in order to absorb all the labour off P4 on to P5, Land-Rover and the 2000 immediately P4 production ended".

The P4 range, which at its peak employed about 1,000 men, began

production in 1949 with the Rover '75'. The following 15 years saw the '60', '90', '105S', '105R', '80', '100', '95' and '110' models join the stream of P4 cars coming off the assembly line.

Peak production year was 1955/56. More than 130,000 cars were produced since P4 output began 15 years ago and the production run has been one of the longest of any quality car in motoring history.

There are more P4 cars in use in Britain than any other quality car, and the range was exported to more than 85 markets.

(A full-page pictorial feature about the models in the P4 range, arranged by

Mr. H. B. Light, will appear in next month's ROVER NEWS. It will be a fitting final page to a successful chapter in the Rover Company's history.— Editor).

### Six Rovers in 'Liege'—record rally entry

Three 3-litres and three 2000s — a record Rover entry in an international rally — are entered for the Spa-Sofia-Liege event in August.

Rover hopes are cautiously optimistic, despite a toughening of an already rough course by the organisers, whose avowed intent is to see as few finishers as possible. In the last two Liege events, Rover 3-litres won the over 2000 c.c. Touring Car class.

The three 2000s and a 3-litre will comprise the Rover works team and the other two 3-litres will be works-sponsored private entries.

Crews announced by Competitions Manager Ralph Nash are: 3-litres — Ken James and Mike Hughes; Johnny Cuff and Norman Baguley (private); Richard Martin-Hurst and Malcolm Bateman (private); 2000s — Logan Morrison and Johnston Syer; Roger Clarke and Brian Culcheth; Anne Hall and Denise McCluggage.

As in the Alpine (when there were 38 service points) servicing will be in the hands of Tony Cox and the five fitters who raced through the French Alps to keep the 2000s on the road during their first rally.

The Liege takes cars through five countries, a fact which in itself creates servicing and fuelling problems. As only a one-hour break in Sofia is allowed during a 4-day rally covering more than 3,000 miles, the need is for each car to have two drivers rather than a driver and a navigator.

## LAND-ROVERS' VITAL PART IN BLUEBIRD SPEED SUCCESS



Servicing in progress. A Land-Rover assists in a Bluebird "turn round" after a trial run.

Two Land-Rovers helped Donald Campbell to achieve a new world land speed record of 403 m.p.h. for Britain at Lake Eyre, Australia.

Acknowledging the aid given by the servicing vehicles, Mr. Campbell said in a telegram to the Rover Company: "Special Land-Rover power service vehicles performed magnificently throughout the entire project. Please convey profound thanks all concerned".

The Land-Rovers—two specially prepared blue Long models—had been attached to Mr. Campbell's entourage since 1960 and played a vital part in the prolonged preparations and trials, as well as for the record-breaking run itself.

Both vehicles were equipped to assist Bluebird's "turn round" when tasks including wheel changing, brake cooling, replenishing compressed air tanks, charging Bluebird's batteries and re-starting. Hydraulic winches, long range fuel tanks, air compressors, generators and alternators were among the Land-Rovers' special equipment to enable the vehicles to perform their vital duties.

### Permanent Rover pavilion on Royal Show ground

The Rover Company's new permanent pavilion was in use for the first time at the July Royal Show in Stoneleigh Park, near Kenilworth.

Its erection was influenced by the success of 15 years of exhibiting at "Royals" by the Company, coupled with the excellent facilities offered by the Stoneleigh site.

Design and construction was by the Company's exhibition contractors, Beck

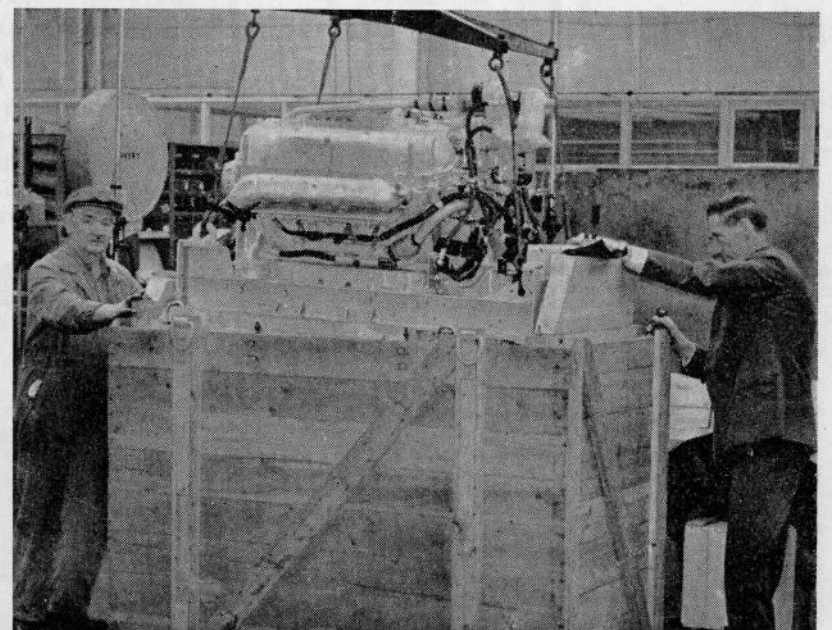
and Pollitzer, of London, in collaboration with Rover. The building comprises an office suite, restaurant and kitchen, together with the now familiar Birmingham tower, providing an excellent vantage point from a height of 30 ft. Two full-size Land-Rovers on the pavilion roof were immediate eye-catchers to people approaching the stand.

As usual, the Rover stand — again well positioned near the ring — attracted much attention from the thousands of visitors, and the variety of Land-Rovers, and their attendant farming attachments, on display drew many inquiries.

Children were especially thrilled by rides in a Land-Rover over the 45-degree angle "bridge" which comprised the entrance to the Company's stand.

Land-Rovers were also much in evidence elsewhere at the show. Other stands made use of it for their own purposes; show officials moved around the ground in them; and they were prominent in the procession accompanying the Queen Mother on her tour of the ground, and in the "This Earth—This Realm" pageant held daily.

● The Rover Company stand at the Royal Show, showing the new permanent pavilion with Land-Rovers on its roof.



A milestone in the history of The Rover Company was captured by the camera when the last Rover manufactured Meteorite engine was crated at Acocks Green. It was one of a batch of Meteorite MK 204's for the Indian Army. The MK 204 is an eight-cylinder petrol engine and powers the Thornycroft "Mighty Antar" tank transporter. (See "Ministry men close their Rover file"—Page 5).

# 在萬城 中里之 國長內

## (being translated means . . . ) Behind the Great Wall of China

(with **Mr. P. Boyd Brent**, Overseas Operations Manager, and **Mr. E. Armitage**, Regional Sales Manager for the area.)

Two Rover sales executives have spent 15 days in China on an exploratory business visit. It was the first time Rover personnel had entered the Chinese People's Republic.

Their stay provided a fascinating insight to this enormous country with its tremendous trade potential, particularly as The Rover Company will be exhibiting Land-Rovers at a British industrial exhibition in Peking in November. There are over 300 Land-Rovers in China, sold through our China distributors, Messrs. Biddle, Sawyer and Co. Ltd.



ROVER NEWS to conclude the Rover history series written by Mr. H. B. Light (Guarantee Supervisor) and numerous enlarged copies have gone to many parts of the world after requests by distributors.

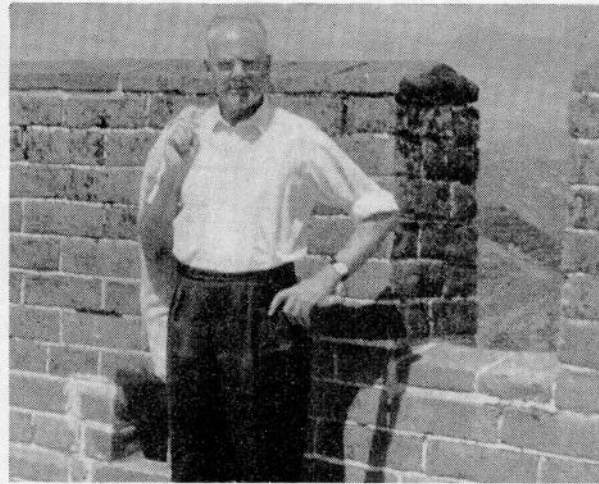
Here is a personal account of the Rover executives' visit from June 4-19.

● "We travelled to Peking via Moscow, Omsk, Irkutsk, changing from an aircraft of the Russian "Aeroflot" to a Chinese airline plane at Irkutsk. The Russian Ilyushin jet airliner was palatial and very roomy. The flight took us over Siberia, which appeared to be very heavily forested in places and extensively farmed in others. Peking was reached only nineteen hours after we had left London.

● Cardinal Coppello, of the Argentine, and Signor V Martorelli, of our Italian distributing company, pause before a pictorial exhibit detailing Rover progress in the manufacture of vehicles over 86 years, at a Diplomatic Corps function in the grounds of the British Embassy in Rome in May. The pictorial exhibit in question first appeared as a full page in



Mr. P. Boyd Brent (above) and Mr. E. Armitage (right) against the Great Wall of China. Through the embrasure—the vast, rolling countryside of China.



Our first impression of China at Peking airport was of the beautiful surrounding countryside, distant mountains and cultivated plains. In Peking, we were based at the Nationalities Hotel, a comfortable modern 10-storey building. We lived off Chinese food, which was interesting, except for breakfast which consisted of eggs—fried, boiled or scrambled. Luckily, forks were provided and chopsticks not needed!

As relaxation from our business duties, the Chinese international travel agency arranged a visit to the 2,500-mile long Great Wall, built between the 5th and 3rd centuries B.C., and the tombs of the Ming emperors (A.D. 1368-1644). These excursions involved a round bus journey of about 65 miles through the countryside north of Peking enabling us to see something of the extensive cultivation of every available scrap of land.

In Peking itself we were able to visit the Imperial Palace and the Summer Palace—originally used by the emperors but now most beautifully maintained by the Government and open to the public.

We brought away several deep impressions from this vast country. The first—and strongest—was that of great cleanliness. Streets are swept perpetually and frequently washed. Everywhere there is a noticeable absence of flies. Mouth masks are worn by road sweepers (mainly women) and food-shop assistants. There is an air of cleanliness about the population generally, and they appeared to be well clothed and shod.

Secondly, we noticed the equality between sexes. Women carry out both heavy manual labour at one end of the scale and administrative work at the other. Men and women dress similarly during working hours—women wearing trousers, and only changing into dresses when off duty.

In spite of the vast modern buildings and thoroughfares in the centre of Peking, we could not help being enchanted by the beauty and craftsmanship of the traditional Chinese architecture with curved pagoda-type roofs and decorated coloured ceramics and paintings.

Peking has a very dry climate and to reduce the dust problem the Government has instituted a programme of afforestation around the city. Streets have been planted extensively with shade trees and these are most carefully tended and watered, as are the many parks and gardens which abound with exotic flowers and goldfish-filled lotus pools.

The people of Peking are friendly and smiling, and appear well attuned to the modern age whilst still retaining their age-old appreciation of beauty and craftsmanship.

One sensed a spirit of progress and an urge to develop the latent industrial skills. In such a vast country transport is a prime requirement, and with new roads being built undoubtedly the motor industry will play a most important part in the forthcoming progressive industrialisation of the country. ●

### CONTRACTS OF EMPLOYMENT ACT, 1963

The majority of Rover employees are affected by the Contracts of Employment Act 1963, which came into force on July 6. It concerns all men and women—works and staff—who work 21 hours or more a week. Only a small percentage of Rover employees—i.e. women cleaners and a handful of part-time staff—are not affected.

Under the provisions of the Bill employers must give each existing employee a summary in writing of the terms and conditions under which he or she is employed. This summary, which must be in the hands of individual employees by October 6, will include details of minimum periods of notice for employer and employee, details of remuneration, hours, pensions, sick pay and holidays.

An Industrial Relations spokesman told ROVER NEWS that in accordance with the Act, every affected employee will receive by the end of September written information from the Company recording the conditions of employment existing between them. New employees engaged by the Company since July 6 must receive such information within 13 weeks of the start of employment.

The headline at the top of this page was translated into Chinese by Mr. Raymond Thorne (Export Sales, Solihull), who was born in Hong Kong of Chinese parentage.

### Now in New Zealand

Mr. Stan Johnson (Chief Instructor, Solihull Service School) is undertaking an extensive tour of distributors and Army establishments in New Zealand where Land-Rovers are in use.

He left Solihull towards the end of June and on the way to New Zealand he spent some time at Kuala Lumpur where Champion Motors, our Malaysia distributors, are setting up a Rover 2000 service school under the auspices of Mr. George Coe, former Solihull Service School Supervisor who is now Workshop Manager for Champion Motors. Mr. Johnson's visit was to assist in the setting up of the school.



Mr. Johnson

In New Zealand, he is passing on to dealers, distributors and the Army authorities the latest Land-Rover servicing information, and he has taken literature and film strip to aid him in this task. He is also discussing any service problems raised by distributors.

As well as taking the latest Land-Rover knowledge, Mr. Johnson is also using a film strip to enable distributors to gain advance information about the Rover 2000 and its servicing. He is expected back at Solihull at the end of August.

● A Royal visitor to Solihull on June 11 was Prince Desta, grandson of Emperor Haile Selassie of Ethiopia. He is seen on the Land-Rover assembly line with Mr. J. S. Lawrence (Land-Rover Production Manager), right. Others in the picture: Mr. A. Gregory (foreman, Chassis erection) and Mr. M. Alford (Publicity).



### FROM ONE CORNER OF THE WORLD . . .

Expeditions from Europe to many parts of the world have become commonplace as word of the versatility and rugged reliability of the Land-Rover has spread among the adventurous planning such sorties. But a Land-Rover expedition to Europe from the other side of the world is rather unusual.

Mr. Andre Willyncx, a customer of Societe Indochinoise de Transports, our Vietnam distributors, and his son decided to drive from Saigon to France (Dunkirk) in a Long petrol mobile dispensary Land-Rover specially equipped for the journey.

The Willyncxs are pictured above before leaving Saigon. Doing a last-minute check is M. J. Morere, Manager of S.I.T. Saigon which supplied the photograph. On the side of the vehicle: a map of the route to Europe. The journey of nearly 12,000 miles took the pair 32 days.

### BETTER LATE THAN NEVER!

A coupon from a Rover advertisement filled in by Mr. R. Bennett, of Blue Bell Farm, Penton Grafton, Andover, Hants, recently, was duly posted to the Rover Company. It requested details of Rover cars and these were supplied.

Nothing unusual about that, you may say. Except that the coupon, brown with age, was from a newspaper published in 1930 or 1931 and that the information required concerned the 2-litre six-cylinder 10/25 h.p. Rover cars of the period!

"This may have been a joke but I found a spare sales brochure, 'The Rover Range for 1931' and sent it to him in response to his request", Mr. H. B. Light (Guarantee Supervisor) told ROVER NEWS.

The coupon could have been posted 33 years ago in an unsealed envelope bearing 1/2d. stamp. Nowadays it cost Mr. Bennett 24d.

### 3-litre motoring for the Governor

An order has been received from Rover Australia to supply a Rover 3-litre automatic saloon to the Governor of South Australia, Lieut. Gen. Sir Edric M. Bastyan, K.B.E., C.B.

The sale has been made by our South Australian distributors, Champions Ltd., of Adelaide, who advise that the vehicle will be for His Excellency's private use.

# Alpine Rally - 2000s begin promising career

Two-thirds of the cars entered in the recent Alpine Rally fell by the wayside. Yet Rover 2000s, competing in their first rally, had a 50 per cent finish—a good omen for future rallying with the new Rover car.

Four 2000s were entered and two finished. One ended 5th from 12 in the Touring category and the other 9th from 13 in the Grand Touring section. Only 25 cars from 76 starters finished this gruelling rally.

Here is a stage by stage account of Rover fortunes in the event specially written for ROVER NEWS by Mr. M. S. Alford (Public Relations Officer) who followed the cars' fortunes through the French Alps with Team Manager Ralph Nash and the Rover service teams:—

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Of all the international rallies, the Coupe des Alpes is surely the most entertaining from a driver's point of view. Not only does it take place during the summer, but it passes through many of the towns one would wish to visit at this time of year. The rally is run in three stages from Marseilles inland and back to Cannes, from Cannes to Chamonix in the French Alps and from Chamonix back

to Monte Carlo. The total distance is over 2,000 miles and although the course is mainly on roads, it goes through some of the most mountainous country in France.

Until this year's Coupe des Alpes the Rover Company had rallied only with 3-litres. But this event was chosen to introduce the Rover 2000 into the rugged rally sport. Two were in the Touring Category, crewed by Peter Riley and his wife Ann, and Roger Clark and his co-driver Johnson Syer. Another two cars were entered in the Grand Touring Category, after various modifications had been carried out. These were crewed by the regular Rover pair, Ken James and Mike Hughes, and the ladies team of Anne Hall and Denise McCluggage.

At the start in Marseilles considerable interest and speculation was centred on the four copper-leaf cars, and a total of 76 competing vehicles set off on the first leg inland on the route to Cannes. It was with great disappointment that in the early hours the Rover ladies' team was reported to have retired due to the oil seal between the pump and filter breaking during a special stage. As the time limit on these stages is of such great importance, any delay such as this automatically puts a car out of the rally. A very despondent Anne Hall—she has had such bad luck just recently—was seen at Entrevaux the next morning. The remaining three

2000s motored through to Cannes where they arrived without losing many penalty points and with the cars going well.

Unlike such rallies as Spa-Sofia-Liege the crews were able to have a night's rest at the two stops in the Alpine, and the Rover team made use of this advantage. The next leg to Chamonix went without any major problems with regard to the team. By this time numerous vehicles had been abandoned due to accidents or

mechanical failures.

It was on the third and final stage that Roger Clark and Johnson Syer, by now leading their class—an excellent performance—also ran into trouble with their oil seal, once again during a special stage. They abandoned their car in Aosta and made the long journey back to Monte Carlo by train.

Peter Riley and Ann were giving the

Citroens DS 19s a lot of worry on the final stage, and their performance was certainly creditable. Ken James and Mike Hughes, although up against Porsche 904 GTs—the same cars as those running at the 24-hour race at Le Mans—were doing well, although they were suffering from minor problems with their car.

On a very wet miserable un-Monte Carlo-like morning the cars which had completed the course drove in, having completed their final special stage in the mountains slightly inland. The two Rovers received a great reception and were amongst the 25 finishers. In the overall positions Ken James and Mike Hughes gained 9th position and 3rd to the two Porsches in their class. Peter and Ann Riley came 5th out of 12 in their category, with Vic Elford, Eric Carlsson and Jean Ogier in the first three places. In their class they were 3rd, having battled it out with 12 starters in the 1600-2000 c.c. class.

Although no great success was achieved in the 1964 Coupe des Alpes, it is to our credit that two of our four cars not previously entered in international rallies, completed the tortuous event. It has shown that the Rover 2000 is able to compete and put up a first-class performance with more powerful cars which have many years of development behind them. The outlook for the future is good, and with more rally experience the Rover 2000 will certainly achieve international rally success. This success could well come sooner than one thinks.



Roger Clark and Johnston Syer extract the maximum from the suspension of their 2000 as it comes round a sharp bend in the Alpine Rally.

## L/Rovers show paces

The Duke of Edinburgh toured the Forestry Commission's two-day exhibition at Blackbushe in a 109" roadless traction vehicle based on a pick-up type Land-Rover body. Accompanying this unusual "Royal car" was a cavalcade of four Land-Rover station wagons—three Long and one Regular.

In the adjoining "Camberley News" photograph the Duke is seen in the vehicle during his quick tour of the exhibition with Colonel R. G. Shaw, Mechanical Engineer, Forestry Commission, and other Commission officials.

His visit was the highlight of the two-day event on June 17 and 18 which attracted considerable trade and public interest. Land-Rovers were much in evidence, both as exhibits and among the Forestry Commission "runabouts" on the ground, and they really came into their own on the second day when the torrential rain which washed out Ascot and the Test Match turned demonstration areas into quagmires. Nevertheless, Land-Rovers did all that was demanded of them.

### 450 in service

Some 20 Land-Rovers with various attachments were exhibited on some 14 stands and these included vehicles fitted with hydraulic winch and tailboard mounted generator unit; underfloor and tailboard mounted compressors; contractor spray and other special forestry equipment; and portable welding equipment. Fire-fighting vehicles and articulated Land-Rovers with various trailers added to a formidable selection on display.

More than 450 Land-Rovers are in service with the Forestry Commission in England, Scotland and Wales. They are used over widely varying types of country, ranging from the flat lands of East Anglia to the Welsh hills and Scottish Highlands. In fact, every forest area of any appreciable size has at least

## in exhibition quagmire



one such vehicle.

The Land-Rover's principal function is the rapid conveyance of supervisory staff across country where conditions demand a small, easily manoeuvrable vehicle well able to withstand rough treatment, and preferably with four-wheel drive.

A primary concern of all supervisory forest staff is the prevention of fire and, if the worst happens, the efficient and speedy suppression of the outbreak before it spreads. Several Forestry Land-Rovers are equipped with radios for communication with a base control station and also with men carrying mobile pack-sets. Others carry 40-gallon tanks filled with water to provide a ready means of

dealing with small outbreaks, and/or tow a light trailer carrying fire-fighting equipment.

Trailers are also used where a small load needs carrying, particularly to sites not easily accessible for a van or larger vehicle.

There are also several Land-Rovers fitted as miniature mobile workshops and used by engineering maintenance staff.

## Supervisors go from castle grounds to airfield on annual outing

Though Solihull supervisors kept their feet on the ground, their heads were in the sky when they toured the R.A.F. Station at Gaydon during their annual outing on June 20.

The visit was the highlight of a day out which began with an enjoyable and informative tour of Warwick Castle.

Fine weather allowed members of the party to stroll round the castle grounds before departing to the Welcombe Hotel, near Stratford, for an excellent salmon lunch. Afterwards there was time for everyone to relax in the hotel grounds and enjoy the beautiful scenery and sunshine.

R.A.F. Gaydon was the next stop, and after a short introduction and briefing by Group Captain Wade, the Station C.O., the party was shown V bombers and all their attendant equipment. An Anson plane made dummy runs along the runway to enable the visitors to understand how the radar system operated.

The day ended with dinner and cabaret at the Crown Hotel, Banbury, attended by Mr. L. G. T. Farmer (Company Chairman) and Mr. A. J. Worster (Production Director).

All-in-all the outing proved very entertaining, and everybody thoroughly enjoyed themselves.

A fortnight earlier, Tyseley supervisors went on an outing to London where, after a splendid lunch at the Northumberland Grand Hotel, members had some free time to see the sights and generally enjoy themselves.

After leaving London the party drove to the Regent Hotel Leamington Spa where Messrs. A. J. Worster P. M. Wilks J. W. E. Walton E.G. Bacon and R. R. Hillen joined the party for dinner and a cabaret.

## Professional direction for Rover actors

A professional actor/producer from the Alexandra Theatre, Birmingham, has offered to produce a play for Rover Dramatic Society next season on the Tyseley stage.

The offer from Mr. Gordon Price, P.R.O. to Derek Salberg, has been enthusiastically accepted by the Rover drama group. He will choose a play—it will be the second of next season's three offerings—to suit the abilities of the group.

"The suggestion came from Mr. Price and it is a wonderful opportunity for us to learn a lot", Mr. Alec Finney (Gas Turbine Buying), secretary of Rover Dramatic Society, told ROVER NEWS.

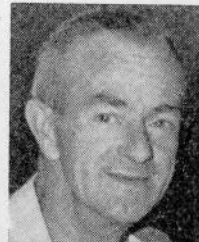
Meanwhile, the Society is rehearsing its first play of the new season—"Dial M for Murder", a thriller by Frederick Knott—which will be staged at Tyseley on November 24 and 25. Alec Finney will produce.

The cast of five comprises Jeanette Dennington in the lead part, John Wallbank (Computer programming), Chris Greatorex (Stock Audit), Andy Lane (Springfield), and John Sharpe (Land-Rover Test), who is returning to a stage part after a long spell "behind the scenes". Pressure of other interests has prevented a stage appearance by him since the group's first production after being re-formed two years ago.

**Recruitment note:** Rover Dramatic Society will welcome 'new blood'. Any employee interested in amateur dramatics who would like to be considered for inclusion in the cast to be selected by Mr. Price is invited to contact the secretary, Mr. A. J. Finney (Gas Turbine Buying—phone Solihull internal 694).

## Holder of U.S. Bronze Star Medal dies

Mr. Frederick James Harris (Road Test, Solihull), holder of the United States Bronze Star Medal—fourth among U.S. military decorations for active service—died on June 14. He was 52.



Mr. Harris

Medal and 1939-45 Star.

During the war, he was attached as an R.A.S.C. sergeant to American Army

H.Q. in North Africa and went through to Berlin. The citation with his U.S. Bronze Star Medal spoke of his "unerring devotion and loyalty in the performance of exacting duties", of working "untiringly beyond the normal call of duty", and of his "enthusiasm, judgment and outstanding ability".

### Photographic Society

A photographic society has been formed for Rover employees at Cardiff. Its aims are to further the interests of amateur photographers, cine enthusiasts and tape recordists, with lectures, films and excursions to places of interest.

President of Rover (Cardiff) Photographic Society is Mr. D. N. Steed (Executive Director, Production, Cardiff), and other officials are, Chairman—Mr. F. Adams (foreman, Standards Inspection); hon. secretary—Mr. E. Holmes (chargehand, Standards Room); hon. treasurer Mr. T. Williams (Inspection, Aluminium Section); Committee—Mr. N. Sandford (Parts) and Mr. P. T. Bracken (operator).



The Rover Company stand at the Forestry Commission exhibition.

# ROVING REPORTS

We found him after searching the indicated stretch of the bank of the River Severn at Stourport (Worcs.) for a full 15 minutes (writes the Editor). "He's on his boat",

we had been told. "It's tied up near the vinegar works. You can't miss him".

But we nearly did. It was only after descending half a dozen steps cut out of the steep earthen river bank, through a dense undergrowth of brambles and nettles that a photographer and I discovered the 14 ft. launch and its owner—67-year-old Mr. George Cooke, retired Rover Parts Department employee, and now a successful boat-builder.

Since retiring from Rover Solihull two years ago after 14 years in the Parts stores (he retired when the department was moved to Cardiff), George has realised a long-standing ambition . . . to build a boat.

It was partly to enable him to achieve this ambition that he and his wife decided to sell their home at 51 Norman-

## Ambition achieved... George

### (67 and a retired Rover employee) builds a boat

ton Avenue, Sheldon, Birmingham, and return to their native district.

His eye had been caught by a drawing of a cabin cruiser in a magazine, so after settling in at his new home at 30 Worcester Street, Stourport, he drew up the plans and set to work building his craft initially in the yard behind his house.

He cut out all the parts in his workshop and then built the hull upside down. After fixing the plywood skin, he turned it over and added the cabin, which has bunks to sleep two people. Though George's experience of carpentry has been limited, lessons learned in caravan-building in the past did prove to be of immense value to him in boat-building, and a couple of months ago the cruiser was lowered triumphantly into the Severn.

He estimates that the cruiser has cost him about £200, including £105 for the outboard motor which can take the boat up or down river at 12 m.p.h.



Mr. Cooke aboard his "home-made" boat.

George has already had the cruiser up river as far as Bewdley and down as far as the locks. "When I get it straightened up thoroughly and get used to it we shall go through the lock to Worcester", he told ROVER NEWS. He is also a keen angler and will use his cruiser for a spot of sport with rod and line.

When he retired from the bustle of a motor car factory to begin boat building by the peaceful River Severn, George emphasised his desire for the quiet life by giving his car to his son Jack, who also worked in the Parts Department with his father as a packer for three years, and is now employed in a local carpet factory.

George Cooke is a contented man in

retirement. "I spend many happy hours on the boat", he says. "Some people sit back, do nothing and just get old when they retire. If I did not come down to my boat on the river I should be sat in the house doing the same".

And in the future, when the cruiser is finally finished? "I shall have to find something else to do for the winter months", he mused.

We left him in peace where we had found him . . . busying himself on his boat with the quiet waters of the Severn lapping against the hull. We looked back as we walked up the towpath, but George Cooke, retired Rover employee, and his cabin cruiser nestling alongside the river bank were out of sight.

One way of life ended and a new one began for Mr. D. W. Faulkner when he left the Rover Company on June 26 after 17 years' service. He gave up his post of Test Plant Engineer at Solihull to go into a business partnership with a friend as joint proprietor of a Welsh country inn.

Mr. Faulkner joined Rover at Acocks Green in 1947 as a draughtsman on Meteor and Meteorite tank engine test plant. Later, he came to Solihull and he became Test Plant Engineer about 10 years ago.

His departure from Rover was marked by a convivial "get-together" of more than 30 friends and colleagues at The Red Lion, Knowle, at which a silver cigarette case and cheque were presented to him on their behalf by Mr. Peter Wilks (Technical Director).

New Test Plant Engineer at Solihull is Mr. S. E. Flavell, who has been Mr. Faulkner's assistant for the past three years. He also began his Rover service at Acocks Green eight years ago, transferring to Solihull five years ago.

NOTE: For those interested, Mr. Faulkner is joint owner of The Vulcan Arms, Doldowlod, 4½ miles south of Rhayader on the A479. It is a fully licensed residential country inn of character on the River Wye, and attached to the premises are a filling station and caravan park.

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Messrs. Stan Flavell, Norman Busby (Assistant Project Engineer, Land-Rover) and Don Faulkner exchange reminiscences during the convivial evening which marked Mr. Faulkner's departure from Rover.



Draughtsman Barrie Mallon (Test Plant D.O. Solihull) had a bowlful of success in the 11th Birmingham Safety Rally held on June 21. His good driving not only gained him top place in his class for motor cycles, but won him the overall prize of the day—the Laurie Gupwell Memorial Challenge Bowl.

The rally took place in selected city roads and on the Austin premises, and competitors came from all over the Midlands. Twenty-three-year-old Barrie, riding a James machine, was unpenalised on the Highway Code, and only dropped 10 points on the road and 21 on the control tests.

Last year he was second in the motor cycle class. Well done, Barrie, and safe motor cycling.

A cheque from workmates was presented to Mr. W. H. Watts (Acocks Green boiler stoker) when he retired after 10 years' service with the Company. Mr. K. G. Currie (Works Engineer, Acocks Green) made the presentation in the presence of a large group of Mr. Watts' friends.



Miss May McCarron (Gas Welder, Ryland Road) being presented with a travelling clock and a light-weight suitcase by Mrs. H. Burt (longest serving employee in the shop) when she left the Company to emigrate to New York.



Miss Betty Wakelin (Cost Office) and Mr. Ernest Lake (Machine Shop) after the presentation to them of gifts from colleagues and friends at Acocks Green to commemorate their wedding on June 6. Also on the photograph are (left to right) Mr. E. H. Owen, Mr. L. Smith, Mr. A. Atkin, Mrs. M. March, Mr. T. Wilson, Mr. C. C. Blackwell, Mr. C. B. Clarke, Mrs. M. Fern, Mrs. G. Wild, Mr. A. Peace and Mr. J. E. W. Greenway. Gifts received by the couple were an automatic electric tea-maker-cum-timepiece, a pair of sheets, a Parker fountain pen and pencil set, an eight-day clock, a wallet, table cloth and serviettes. Appropriate to the occasion, a lovely bouquet of flowers was presented to Miss Wakelin, who joined the Company in 1948. Mr. Lake joined Rover 37 years ago and is a Machine Shop chargehand.

## Personal News from the Factories

### BIRTHS

We offer our congratulations to . . .

**BRINDLEY**—To Mr. and Mrs. R. G. Brindley, a son (Andrew John) on June 29. Mr. Brindley is employed in Land-Rover Experimental Department, and Mrs. Brindley (nee Large) formerly worked in Financial Department at Solihull for eight years.

**SIMPSON**—To Mr. and Mrs. K. Simpson, a daughter on June 30. Mr. Simpson is employed on Engine Test Section, Tyseley.

**TAYLOR**—To Mr. and Mrs. D. Taylor, a son (Paul Michael) on May 18. Mrs. Taylor formerly worked in Land-Rover Trim Shop.

### MARRIAGES

We offer our congratulations and best wishes to . . .

**CRUMP-JONES**—On June 6 at St. Alphege's Church, Solihull, Mr. Martin Crump (Market Research) to Miss Margaret Jones.

**FALLON-DEAN**—On June 27 at The Church of the Sacred Heart and Holy Souls, Acocks Green, Mr. M. Fallon to Miss M. Dean (Land-Rover Trim Shop).

**GROVES-WILSON**—On June 27 at St. Giles' Church, Sheldon, Mr. D. Groves (Toolroom, Percy Road) to Mrs. Hilda Wilson (widow of Mr. R. Wilson).

**HOBDAY-ENGLAND**—On June 6 at St. Mary's Church, Acocks Green, Mr. Carl Hobday to Miss Pat England. Mr. Hobday was employed

as a draughtsman in Engineering Department until February, 1962, and Miss England was secretary to Mr. G. D. Bashford, Engineering Department.

**LAKE-WAKELIN**—On June 6 at Birmingham Register Office, Mr. Ernest Lake (Machine Shop, Acocks Green) to Miss Betty Wakelin (Cost Office, Acocks Green).

**PEARSON-WOOD**—On July 4 at St. James' Church, Shirley, Mr. R. B. Pearson (Purchase Invoice Department) to Miss G. Wood (Accounts Department).

### SILVER WEDDING

We offer our congratulations and best wishes to . . .

**FIELDHOUSE**—Mr. and Mrs. Jack Fieldhouse celebrated their silver wedding on July 29. Mr. Fieldhouse joined Rover Acocks Green in 1951, transferring to P6 Solihull in February of this year.

### DEATHS

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

**CARDALL**—Mr. Percy Cardall died on June 10, aged 45. Mr. Cardall was a machinist at Percy Road, and had been with the Company for 11 years.

**DENT**—Mr. George Dent died on June 21, aged 52. Mr. Dent was employed in Transport Department, Solihull, and had been with the Company for 7½ years.

**DIPPLE**—Mr. Frederick Dipple died on May 3, aged 59. Mr. Dipple was employed as a fitter, and had been with the Company for 19 years.

**GRIFFITHS**—Mr. Hubert Frank Griffiths died on May 31, aged 65. Mr. Griffiths was employed as a storeman, and had been with the Company for 14 years.

**HARRIS**—Mr. F. J. Harris died on June 14, aged 52. Mr. Harris was employed as a driver, Road Test, and had been with the Company for 6 years.

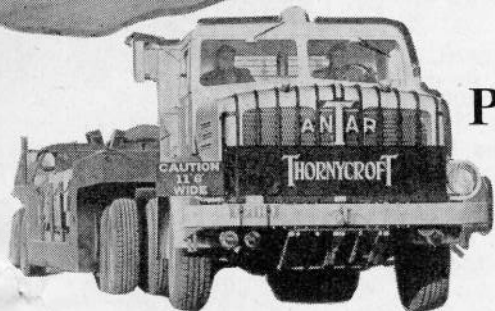
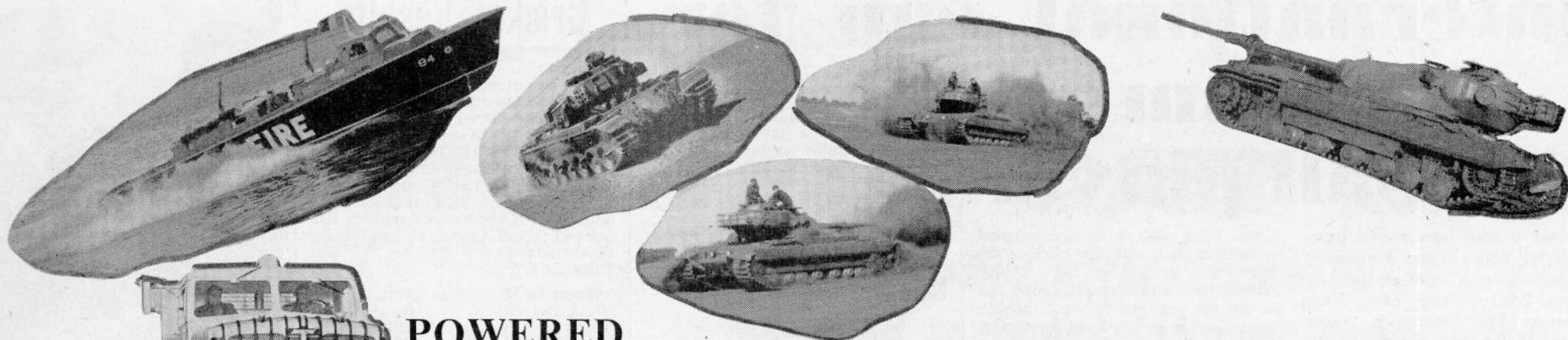
**JONES**—Mr. Donald Herbert Jones died on June 30, aged 57. Mr. Jones was a clerk in the Toolroom Office, Tyseley, and had been with the Company for 12 years.

**MARSH**—Mr. Alfred Marsh died on June 4, aged 78. Mr. Marsh was employed as a sweeper, and had been with the Company for 9 years.

**ROWLEY**—Mr. Albert Rowley died on May 23, aged 59. Mr. Rowley was employed as a chassis fitter, and had been with the Company for 30 years.

**SMITH**—Mr. Percival Harold Smith died on June 22, aged 49. Mr. Smith was employed as an arc welder, and had been with the Company for 15 years.

**WEBB**—Mr. Arthur Frank Webb died on June 11, aged 51. Mr. Webb was a hardener at Percy Road, and had been with the Company for 10 years.



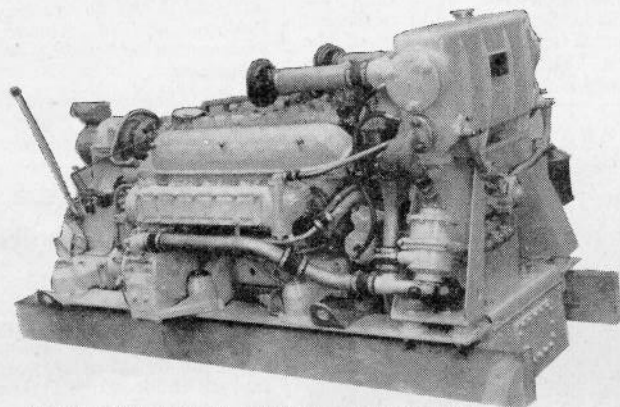
POWERED  
BY



# MINISTRY MEN CLOSE ROVER FILE

## 21-Year link with Meteor and Meteorite engines ended A VITAL CHAPTER IN THE ROVER STORY

By H. B. LIGHT



METEORITE MK 203—MARINE POWER UNIT

June 30th, 1964, marked the termination of production in the Ministry Tank Engine and Spares Division at No. 1 Factory, Acocks Green, and an important and interesting chapter in the history of The Rover Company is thus closed.

As previously mentioned in "The Rover Story", it was in 1936 that an announcement in the Press revealed that The Rover Company, and certain other motor car manufacturers, had been approached by the Air Ministry to manufacture aeroplane engines. The building of No. 1 Shadow factory at Acocks Green began in October of that year; by July, 1937, production had begun and after the outbreak of war in September, 1939, the output of aero engine parts was soon in full swing.

Following the Company's interest and work in the development of the Whittle jet propulsion gas turbine engine during the years 1940-42 it was agreed between the Ministry, Rolls-Royce and Rover that the jet project should be taken over by Rolls-Royce and that, in return, Rover should take over from them the manufacture and engineering of the Meteor tank engine. This transfer of activities took place in 1943.

At the end of hostilities in 1945 Acocks Green factory became the home of fighting vehicle engine research and development in collaboration with F.V.R.D. Establishment at Chobham.

It was in the elaborately equipped Research & Test Centre at Acocks Green that the 12-cylinder Meteor engine was proved conclusively to be superior in all respects to the many enemy and allied engines which were subjected to exhaustive examination and tests there. Following this, the Company developed the Meteor engine to production stage and the Mark IV series played an important role as the power unit for the British Centurion tank.

Later, with a trend towards even heavier types of fighting vehicles, the Company developed and produced a petrol-injection version of the Meteor which gave increased power. This engine was designated the M.120 and it became the power unit of the Conqueror tank used mainly with the British Army of the Rhine.

Towards 1950 Rover designers and engineers produced an eight-cylinder version of the engine using many parts common to the Meteor. This engine became known as the Meteorite. In both compression and spark ignition forms these compact units found favour for many applications in experimental vehicles and were used chiefly in the Thornycroft 'Mighty Antar' tank transporter vehicle, but marinised units were developed and produced for the Admiralty and Customs launches in the Far East.

Many thousands of new and repaired engines and spares were handled in the 21-year period of the Company's association with the Ministry and the present final wind-up of this project will leave behind feelings of a job well done by the Company and all those employees who

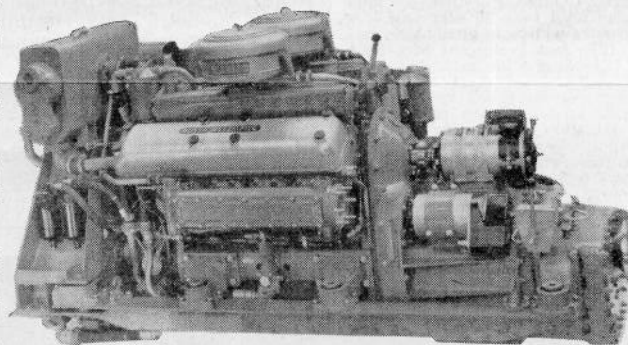
played their respective parts so magnificently. Design parentage of the Meteor type of engine will, however, still remain with the Company.

It would be impossible to mention here all those who contributed so loyally and efficiently to the Company's success in this exciting project but it is of interest to record that Mr. A. E. Whitehouse, who was responsible for engineering design and development, is now Senior Project Engineer, Land-Rover Engines.

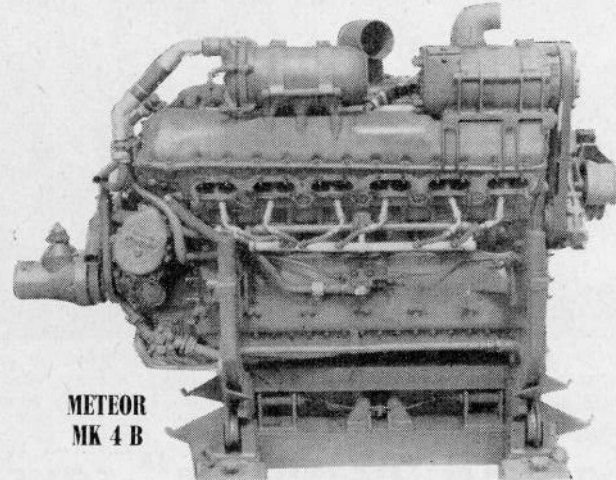
Mr. E. Lyons, now chief of Time Study and Rate Fixing for the Tyseley and Acocks Green Group of Factories, had responsibility for service in the field and his team of service engineers maintained world wide liaison with units of the armed forces wherever technical difficulties or queries arose.

Chief Chemist of the period was Mr. R. Chew, who is now Assistant Chief Chemist and Metallurgist for the Company, whilst Mr. F. L. Jephcoat, who held appointment as Chief Inspector, is now Quality Engineer at Acocks Green. Mr. F. J. Bradbury, who was Chief Planning Engineer, now holds an appointment at Solihull. Chief Draughtsman for many years was the late Mr. A. H. Gooch, and for a short period before his retirement he took over the duties of Chief Designer. The late Mr. J. H. Hughes was highly respected in his capacity as Works Superintendent.

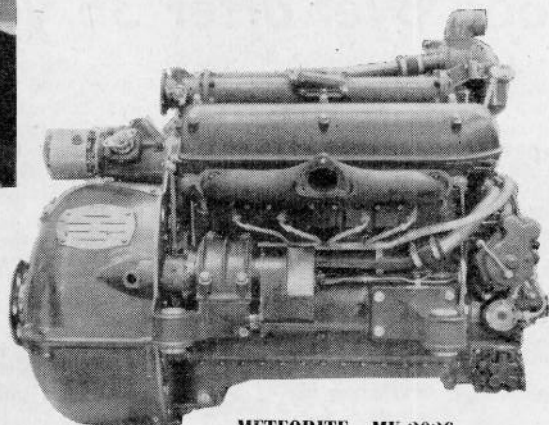
Until his retirement in 1958 Major B. H. Thomas, O.B.E., was manager of the undertaking, and was succeeded by Mr. J. W. E. Walton as Works Manager. On the latter's appointment as Executive Director, Production, Tyseley Group, Mr. H. T. Jones was appointed Manager of the Ministry Division, responsible for the later stages of operation and the extremely intricate series of negotiations inseparable from a project of such magnitude and duration.



METEORITE DIESEL—TYPICAL MARINE UNIT



METEOR  
MK 4 B



METEORITE MK 202C



METEORITE MK 204



Mr. Lyons



Mr. Chew



Mr. Walton



Mr. Jones



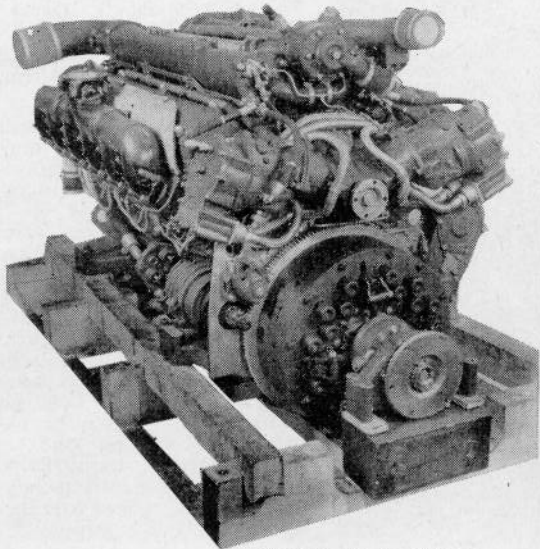
Mr. Whitehouse



Mr. Jephcoat



Mr. Bradbury



M 120 No 2 MK 1A

# International cap for Pengam baseball player

A Rover Cardiff man played baseball for Wales against England at Maindy Stadium, Cardiff, on July 18. He was Mr. Graham Finn (Rear Suspension Line operator), whose inclusion in the side gained him his first international cap.

Mr. Finn, who is 21 and married, earned his place with fine pitching this season for Penylan in the Cardiff Premier Baseball League. Six years ago, he was the youngest player in premier baseball when he appeared for Grange Albions, with whom he won a Welsh Baseball Union Cup Medal in his first

season. He has since had a trial every season for the Welsh team.

As well as playing baseball, Mr. Finn plays guitar in a group he formed called The Bandits.

## DANCE DATES

Fridays October 9 and February 12 have been reserved for Tyseley dances in the Solihull ballroom. Band for October 9: Sidney Lipton and his Orchestra.

## RETIREMENTS

Mr. T. E. McKiernan on June 12; he was employed in Progress Transport Department, Acocks Green (13 years' service). Mr. W. H. Watts on May 8; he was employed as boiler stoker at Acocks Green (10 years). Mr. F. W. Heffer on June 22; he was employed as a sweeper at Solihull (26 years). Mr. E. Prosser on June 22; he was employed as a labourer in Works Engineers (total of 6 years). Mr. Joseph Brittain on June 1; he was employed as a sweeper at Solihull (4 years). Mr. James Godridge on June 26; he was employed as a storekeeper at Tyseley (13 years). Mr. Arthur Edward Wild on June 26; he was employed as a maintenance carpenter at Tyseley (10 years). Mr. Charles Joseph Heath on June 19; he was employed as a machinist at Tyseley (10 years). Mr. Henry Jobson on June 19; he was employed in Transport Department, Tyseley (23 years).

Mr. Arthur Wild retired on June 26 after 10 years in the Carpenter's Shop, Works Engineer's Department, Tyseley. He is pictured being presented with a clock by Mr. T. Brindley (Works Supt.) on behalf of workmates and friends. Watching are, left to right, Mr. J. Keogan (foreman carpenter), Mr. L. Iliffe (chargehand electrician), Mr. R. Colin (Works Engineer) and Mr. R. Steward, (Asst. Works Engineer).



## Cricket Results

Inter-departmental cricket results: Land-Rover Assembly 58, Experimental 62; Sales 102, P6 Assembly 80; Welders 58, P6 Assembly 58; Land-Rover Final Line 152, Experimental 43; Test & Rectification 70, Sales 64; Staff Admin. 46, Land-Rover Assembly 37; P6 Assembly 71, Test & Rectification 73-4; Land-Rover Assembly 108, Sales 43; Staff Admin. 40, Land-Rover Final Line 43-1; Welders 60, Gas Turbine 63-7.

Rover 1st XI: Rover 180 (L. Burnett 90), Lucas G.K.S. 94; Bullpitts 140, Rover 106; Rover 168 (Hill 33 n.o.), Lucas F.R. 80 (L. Burnett 5-24).

Rover 2nd XI: Vono 190, Rover 131; Rover 106, Metropolitan 60.

Perry Barr inter-works cricket match at Perry Hall Park on June 30:—Pinion Housing & Diff Case Section 303 - 86 (Edwards 39). Toolroom - 56 all out.

Section 303 suffered a humiliating defeat by Inspection Department on July 7. Details: Section 303 - 13 all out, Inspection Department 14 for 0. Inspection won by 10 wickets.

Anyone interested in joining the Rover Judo Section should note that the internal telephone number of the secretary, Mr. P. George (Gauge Inspection) is now Solihull 623.



Miss Pat England was presented with a 'Midwinter' dinner service with matching fruit and soup sets and a pressure cooker, from her friends at the Company on the occasion of her leaving on June 10 to get married.

She joined the Company in December, 1957, in the Cost Office, and after 18 months she moved to work for Mr. L. S. Shaw, Apprentice Supervisor. In July, 1962, she became secretary to Mr. G. D. Bashford (Chief Designer—New Vehicle Projects) who is pictured making the presentation on behalf of her friends and colleagues.

Miss England married Mr. Carl Hobday, who was an Engineering Department draughtsman from 1959 to February, 1962.

## Angler dies after feeling ill on river bank

Tragedy marred the Solihull Angling Section bye contest on the River Avon at Breedon on June 20. After weighing in a prizewinning catch, Mr. Harold Smith (Land-Rover Chassis Welding Shop, Solihull) complained of feeling ill. He was taken by ambulance to Tewkesbury Hospital, where he died three days later.

Mr. Smith, who was 49, had been an active member of the angling section committee since 1950. He leaves a widow, married daughter and a son. His services to the section will be sadly missed.

Major prize winners of the contest on June 20 were: 1, Ken Collis (5 lb. 1 oz. 12 dr.); 2, Frank Haywood (4.3.6.); 3, Bill Brown (3.14.12.); 4, Fred Cox (3.12.0.); 5, Dave Haywood (3.5.8.).

## 'Come and join us' say old time dancers

Rover Solihull Olde Tyme Dance Section commences its 1964-65 season on August 26 at 8 p.m. in the Main Canteen, and it will continue every Wednesday until May 26 next year. A three-piece orchestra will be in attendance, and the two M.C.'s (Mr. Jack Preece and Mrs. Elsie Hurry, N.A.T.D.) will give instruction and lead the dances.

"We would like as many Rover employees as possible to try this form of relaxation and bring along their friends. We can always assure them of a very enjoyable evening", Mr. F. Watts, Section Secretary (phone Solihull internal 792) told ROVER NEWS.

## '25 Club' members have day afloat

The London Service 25 Club, formed in January 1963, held its first outing on June 6 when 20 members, wives and friends, making 39 in all, sailed from Tower Bridge to Margate, via Southend, on the motor vessel "Royal Daffodil".

Lunch and dinner were taken on board and the party enjoyed 10 hours cruising under enjoyable, if not perfect, conditions. With some 1,100 other passengers on the ship it was not difficult to make the outing a very pleasant venture. The club has 43 members at Seagrave Road and seven now retired. As the name implies, every member has completed 25 years' continuous service with the Company.

On June 13 the London Sports & Social Club held its annual outing. Eighty members set out from Seagrave Road by coach for Southend and despite unkind weather all had a most enjoyable day.

## SNOOKER RESULTS

Snooker foursomes results:—2nd round—O'Keefe & Woodward 41, Hitchman & Harrison 35; C. Lewis & R. Furney 43, J. Spittle & A. Bonas 52; Harris & Baird 28, S. Oliver & L. C. Gibson 64; Dicks & Cooper 44, Hicks & Bonas 57; Manley & Dixon 52, Taylor & Warburton 42; Webb & Docker 58, Morris & Platt 41.

3rd round—Gibson & Oliver 62, Hicks & Bonas 34.

Billiard handicap results:—1st round—E. Denham 68, G. Dicks 86; A. O'Keefe 50, H. Reilly 101; R. Buckle 101, L. Bloomer 87; C. Walker 92, W. Woodward 78; A. Davis 74, A. Everall 77; R. Dixon 81, Norgrove 80; N. Bell 101, E. Morris 88; W. Webb 78, H. Baird 101; R. Checkley 74, E. Taylor 101; F. Harris 76, J. Spittle 92; H. Ryan 75, R. Butcher 82; R. S. Taylor 71, H. Platt 86.

## American youngsters seek spotted zebra

A group of American high school scholars stepped off an Air India flight from New York at London Airport on June 17 to be "introduced" to a new Land-Rover which was to take them on an exciting safari across Africa in search of spotted zebra.

● The American youths, Mr. Keynes (fifth from left) and Mr. Le Page at London Airport. After posing for the photograph the whole party (plus camping luggage) piled into the vehicle for the drive into London!



The trip had been arranged by Mr. Quentin Keynes (great grandson of Charles Darwin and nephew of the economist, Lord Keynes) who lives in New York and who is already an experienced expeditionist. His new red Long Land-Rover was bought on the overseas delivery programme from Rover North America.

All the Americans accompanying him and his assistant, Mr. R. Le Page, on the journey are in their late teens. They are John Speed (New York State), Nat Stillman (Washington D.C.), Toby Merkel (Cleveland), David Graham (Baltimore, Maryland), Jeff LaRiche, Maynard Thomson, Doug Dalton (all of Cleveland) and Ned Altemus (Philadelphia).

The party sailed from Britain on June 18 for Capetown where they were to pick up a second Land-Rover to be driven by a Rhodesian colleague of Mr. Keynes.

The expedition was scheduled to travel through South Africa and through Bechuanaland and Rhodesia, Tanganyika, where the spotted zebra, as opposed to the striped variety, was seen last year from a low-flying aircraft. The safari is due to end in mid-September.

Quentin Keynes has been leading expeditions of this kind for several years, showing boys the wonders of Africa in exciting and completely "do-it-yourself" safaris. Films made of his journeys are subsequently used for lectures to schools all over the U.S. and England and on television.



A bouquet for Miss Janet Wright from Mr. W. C. Mason when she retired on July 3. Seagrave Road employees gathered in the canteen to see her presented with a spin drier, rug, easy chair, tea service and a kettle—their gifts to mark her retirement.

## London 'hello-girl' says 'good bye' after 36 years

Miss Janet A. Wright said "Good afternoon, Rover Company" to an incoming telephone caller for the last time in 36 years on the afternoon of July 3. She has retired from the Rover Seagrave Road switchboard after an unbroken spell of employment which must rank her as the Rover telephone operator with the longest-ever service.

She holds a Rover long service wrist watch—presented in 1957—and intended to retire five years' ago when she was 60. But Mr. W. C. Mason, the Seagrave Road manager, dissuaded her.

Miss Wright's long service has been

conspicuous by her constant cheerfulness, courtesy and helpfulness to customers and colleagues alike. In her early days at Seagrave Road she operated the switchboard single-handed. "The service was then much more personal; your callers were your friends", she recalls.

But increasing pressure of calls necessitated installation of another board and Miss Wright was the senior of three operators at the time of retirement.

Miss Wright has been an avid follower of Company events since ROVER NEWS began publication.