

ROVER NEWS



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A RECORD SALES YEAR

Chairman reviews achievements — looks ahead with confidence

A NEW RECORD SALES LEVEL AND A RECORD GROUP TURNOVER OF MORE THAN £50,000,000. THESE CONCLUSIVE POINTERS TO A BUOYANT ORGANISATION ARE GIVEN BY MR. L. G. T. FARMER, CHAIRMAN OF THE ROVER COMPANY, IN HIS ANNUAL STATEMENT TO SHAREHOLDERS.

More shares recommended for employees; a new incentive share option plan for senior executives; development contracts from the aircraft industry for gas turbine auxiliary power units, and a recommended increased dividend from 9½d. to 10½d. per share—all are among the subjects touched upon in the Chairman's statement.

In his report Mr. Farmer says: "In my statement last year I said I had every hope that sales for the year now under review would reach a new record level, and this has proved to be the case. The turnover of our group for the year amounted to the record figure of over £50,000,000.

"I also said last year that our problem with the new '2000' model, which was shown for the first time at the 1963 Earls Court Show, would be to build up production sufficiently quickly to meet the sales demand. This problem has been occupying our continuous attention, and despite the many difficulties attendant upon the introduction of an entirely new car, production is rising steadily towards our planned maximum production rate. In the meantime, such has been the reception that has been given to this exciting new model, that we are not able to give our customers as quick delivery as we would have wished.

"The Rover '2000' has been enthusiastically received in the various overseas markets to which we are now exporting it, and we are more confident than ever that it will have a successful future.

"During the year, in accordance with our plan to cease production of the P.4 series cars as production of the '2000' built up, we withdrew the '95' and '110' models from our range. These models were the last of the P.4 series of cars, which first went into production in 1949. During the 15 years in which these cars were on sale to the public they did much to enhance the Company's reputation.

"Our 3-litre range of cars enjoy a better reputation today than at any time since they were introduced. Competition in their field is likely to increase, but we are confident that we shall continue to enjoy satisfactory business with them.

"During the year the Company entered teams in the R.A.C., the Acropolis, the Alpine, and Liege rallies. The 3-litre continued to demonstrate its outstanding performance and reliability and much useful information was gained as the result of the initial rallying of the '2000.' We intend to enter the '2000' for a number of major rallies during the coming year.

"Our manufacturing capacity for Land-Rovers has been fully employed throughout the year, and plans for expanding our facilities up to limits determined by existing factory premises will shortly come to fruition. This expansion can only be looked upon as an interim measure, and it is our intention to increase still further our production capacity of these vehicles when satisfactory additional factory space, suitably sited, can be provided.

"Turning to gas turbines, the progressive design of more compact engines has enabled us to obtain direct development contracts from the aircraft industry for auxiliary power units, and in association with Rotax Ltd., we are engaged in the development of gas turbine starters for new aircraft. We shall take every opportunity to expand in both these fields

and other commercial applications, while at the same time continuing with our development of gas turbines for road vehicles—particularly specialised road vehicles.

"Our overseas subsidiaries have had another successful year. They all report higher turnover, and total sales are up by one-third as compared with the previous year.

"The extension of our South African factory, to which I referred in the last report, has already proved insufficient to meet our needs, and still further expansion is in hand.

"Our Spanish associate company, Metalurgica de Santa Ana, S.A., reports further expansion of Land-Rover sales, and is continuing to ship to certain overseas markets where there is difficulty in supply from the United Kingdom.

"Turning to the accounts, the profit for the year is £2,519,542, compared with £1,406,269 last year, which I am sure you will agree is a very satisfactory result achieved in a year when production of the '2000' car was being established. This year the proportion of the profit absorbed by taxation is much higher than last year when we had the benefit of investment and other allowances on our capital outlay under the expansion scheme, and the net profit of £1,332,698 (after deducting the proportion of the profits attributable to minority shareholders in subsidiary companies) compares with £1,285,131 last year.

"The portion of the group net profit dealt with in the Accounts of The Rover Company Limited is £1,232,628 to which has been added taxation provisions no longer required and the balance brought forward from last year, giving £1,719,432 available for disposal. The Directors recommend an increase in the rate of dividend from 9½d. to 10½d. per share, less tax. This will absorb £630,642. They have transferred £500,000 to General Reserve, and £25,000 to the Provision for Staff Pensions and Welfare, leaving £563,790 to carry forward to the next account.

"The Employees Shares Scheme, which was introduced in 1942 to enable a wide range of our employees to acquire an interest in the equity of the Company, has, in the opinion of the Directors, fully justified itself. The total number of 1,250,000 Employees Shares of 5/- each authorised by the shareholders has now almost been taken up and we are therefore recommending that a further 250,000 of these shares be made available by conversion of an equivalent number of Ordinary Shares from the 2,432,908 Ordinary Shares of 5/- each still outstanding."

The Chairman then refers to an Incentive Share Option Plan, under which options to subscribe for Ordinary Shares of the Company may be granted to senior executive employees of the Company and its subsidiaries, including Directors who are full-time employees. This suggested Plan has been put into effect by many companies in order to attract and retain the type of management necessary for its continued growth and well-being.

"It is intended that the Share Option Plan shall not overlap with the Employees Shares Scheme to which I have already referred, and no employee will be able to participate in both schemes at the same time.

"Your Company, in common with the rest of the motor industry, has been enjoying a period of buoyant demand for the last two years, and subject to this continuing we can look forward to an even higher sales figure than last year.

"Whilst we continue to enjoy the best of relations with the trade unions with whom we negotiate, we are all too frequently the subject of unofficial stoppages which take place before recourse is made to the procedure agreed between the unions and the employers for the settlement of disputes.

"Disruption of production and rising costs are two of the most serious problems we are faced with and the results of the current year will depend to a large extent on these two factors.

"Apart from the unofficial stoppages to which I have referred, the satisfactory results that have been achieved are in a large measure due to the efforts of the Management, staff and employees. I would like to thank them most sincerely on your behalf for all that they have done."

STAFF PENSION FUND TOPS 2,000 MARK

Membership of the Rover Staff Contributory Pension Fund has topped the 2,000 mark for the first time. The total in the fund account now exceeds £1,600,000, the increase of £193,436 representing more than 13 per cent on last year's figure.

These salient points indicating the ever growing strength of the fund are contained in the annual report of the fund committee to be placed before the annual meeting of members at Solihull on December 10.

The reports says: "The steady increase in membership has continued, from 1,940 last year to 2,034 this year. 248 new members have been admitted during the year, 120 members have left the Company's service, nine have withdrawn for other reasons and eight members retired and were paid lump sums in commutation of small pensions. There were 17 deaths among members of whom six were pensioners.

119 PENSIONERS

"There has been an increase in ordinary contributions from £135,326 last year to £148,028 this year, while members' additional voluntary contributions increased from £6,665 to £6,774.

"The number of members continuing to pay contributions under the provisions of Rule 20 after reaching age 65 is now 67 and the total of such contributions has increased from £2,300 last year to £3,334 this year.

"The total number of pensioners has now reached 119, whose pensions in a full year total £19,483.

"A total of £12,236 was paid to the dependants of the 11 members who died while still in the Company's service, and in nine of these cases the minimum death benefit of one year's pensionable salary was paid amounting to considerably more than the value of the members' account.

Turning to fund investments, the report says: "In view of the somewhat uncertain state of the share market in recent months it is gratifying to note the satisfactory amount of £342,686 by which the market value exceeds the original cost.

"The fund's investment advisors have recommended some reorganisation of investments and this has resulted in a net loss of £4,673 on realisation.

"It is hoped that in due course this loss will be more than counterbalanced by appreciation in value of the new investments purchased.

"The overall rate of interest earned of £5 17s. 1d. per cent compares with £5 17s. 0d. per cent. last year. The emphasis in investment during the year has been on ordinary stocks which of course do not show an immediate high income but which have a high growth potential.

"The quinquennial valuation due at August 6, 1964, has just been completed by the fund's actuary and a preliminary report indicates that there is a satisfactory surplus and that the fund is in a healthy state."

LATE NEWS

R.A.C. RALLY

Only 88 of 158 starters finished gruelling R.A.C. rally after driving through atrocious weather including rain, fog and black ice. One finisher was Rover 2000 crewed by Mrs. Anne Hall and Miss Pat Spencer who were third in ladies section and 16th overall, the highest position yet achieved by a Rover car in any R.A.C. rally. Crew and Competitions Manager full of praise for service teams. Three other 2000s dropped out. Two of three private entry Rover 3-litres lent by Company and entered by Army Motoring Association finished 67th and 78th overall. These entries were serviced by military Land-Rovers.

Social Club AGM

The annual meeting of Rover Solihull Social Club will be held at 5.30 p.m. on December 7 in the Staff dining room.



A West German Ministry of Defence official, Herr Plazer (third from left) came to Solihull to inspect the prototype of the 200 Land-Rovers ordered for the West German border police. He is seen here with the vehicle. Also in the group are, left to right, Mr. R. L. Richter (European Regional Sales Manager), Mr. T. Barton (Chief Engineer, Land-Rovers), Herr Hans Haganey (Sales Manager, Deutsche Rover), and Herr Klaus Deppert, of Deutsche Rover who is spending a period at Solihull.

20th century only five years old when he joined Rover: veteran's service ends

A MAN WHOSE ROVER SERVICE BEGAN WHEN THE 20TH CENTURY WAS ONLY FIVE YEARS OLD, HAS RETIRED AFTER A TOTAL OF 55 YEARS' SERVICE WITH THE COMPANY.

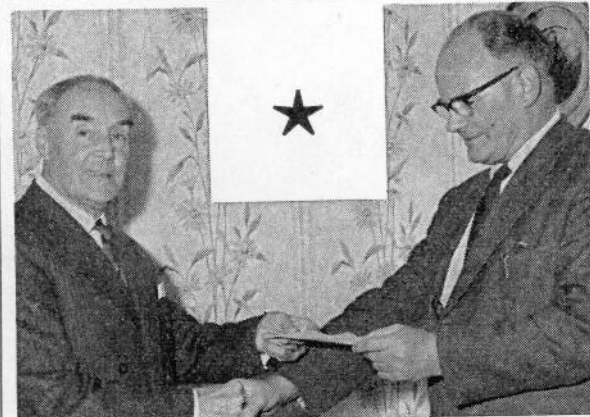
He is Mr. Walter Bowron, aged 76, to whose Coventry home Mr. F. E. A. Stephenson (Quality Manager, Solihull) went to present Mr. Bowron with a cheque on behalf of colleagues and friends in the Company. Mr. Bowron (left in picture) is seen receiving the cheque.

He began at Rover in 1905 as a car finisher, but left in August, 1908, to work in various tool rooms in the U.S.A., some 2½ years being spent at the Lackawana Steel Company, Buffalo. He returned to Rover in January, 1912, again as a car finisher, and in 1921 he became assistant to Mr. Erling Poppe, who was responsible for setting up an independent inspection department eventually to be taken over by Mr. C. T. Newsome.

The 52 years of Mr. Bowron's continuous service have been almost equally divided between Queen Victoria Road and Helen Street, Coventry, and Solihull. Though best known for his meticulous judgment concerning details of coachwork, Mr. Bowron was responsible, under Mr. C. T. Newsome, for gas turbine development inspection at Clitheroe, and, subsequently, Meteor tank engine build at Helen Street.

With the resumption of car production in 1945, Mr. Bowron was appointed Inspection Superintendent of vehicle assembly, which position he held until Mr. R. H. Phillips succeeded Mr. F. E. A. Stephenson as Chief Inspector. Until his recent illness, which preceded his retirement, he had acted as personal assistant to Mr. E. G. Bacon (Executive Director, Quality Control) and Mr. Stephenson.

Mr. and Mrs. Bowron celebrated their golden wedding anniversary on February 21 last. Two of their three daughters were present; the third daughter living in Miami, Florida, was unable to be with her parents until later when she spent five weeks with them.



Company's parting gift

Recognition of the Company's close association over many years with Colonel E. H. Kenny, joint managing director of Henlys Ltd., London distributors, until his recent retirement took a tangible form on October 14.

At a small, private dinner party at Le Coq d'Or Restaurant, London, Mr. L. G. T. Farmer, the Rover Chairman, presented Colonel Kenny with an Angelus Meteo gilt clock cum barometer, thermometer, hygrometer and compass, on behalf of the Rover Company.

In the Rover party were Mr. W. Martin-Hurst (Managing Director), Mr. A. B. Smith (Director and General Manager), Mr. A. G. S. Herbert (Executive Director, Sales), Mr. B. H. Liggins (Home Sales Manager), Mr. G. Lloyd Dixon (Executive Assistant to the Managing Director) and Mr. P. J. Crisell, Home Sales representative, London and the South East.

Henly representatives included Messrs. H. G. Henly, G. White, R. G. Chandler, G. R. Chandler, D. L. Chandler and T. M. Morson.

Colonel Kenny was secretary of Henlys Ltd. from 1926-1936 when he became joint managing director.

The Rover exhibit at the Chief Fire Officers' Conference at Eastbourne recently.

Four Rover men in Peking to 'sell' the Land-Rover

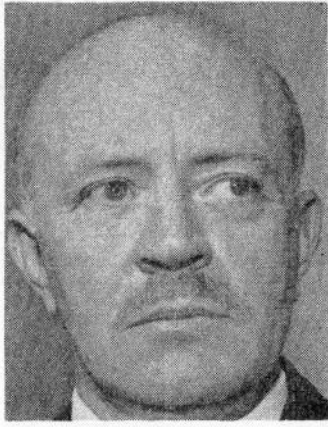
Four Rover men were in Peking this month for the British industrial exhibition, at which two Land-Rovers were displayed by Messrs. Biddle, Sawyer and Co. Ltd., Land-Rover distributors for China.

The Rover team comprised Messrs. R. J. Burn (Export Manager), E. Armitage (Far East Regional Sales Manager), T. Wall (Far East Factory Representative) and H. Lenton (Overseas Service). Period of the exhibition was from November 2 to 14 and the Rover party travelled to Peking via Moscow. They were due to leave China through Hongkong.

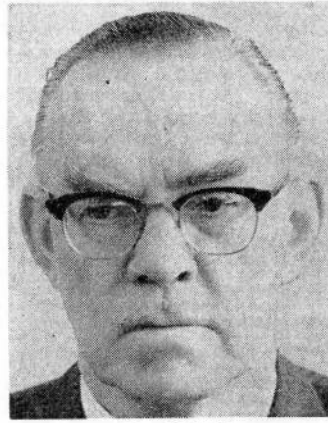
Shown to selected audiences in conjunction with the exhibition was a new Rover colour film about the Land-Rover, entitled "All in a Day's Work." The film had a Chinese sound track added specially for the Peking fair. Forty-minute lectures in English, with Chinese interpretation, were also given by Mr. Wall, touching briefly upon Land-Rover servicing aspects.

After the exhibition had closed, it was hoped to illustrate to the Chinese the versatility of the Land-Rover and its ability to traverse all types of terrain. The vehicles on display were a 12-seater station wagon and a short canvas topped Regular with rear powered take off. Both were petrols, coloured bronzed green, sent from Solihull.

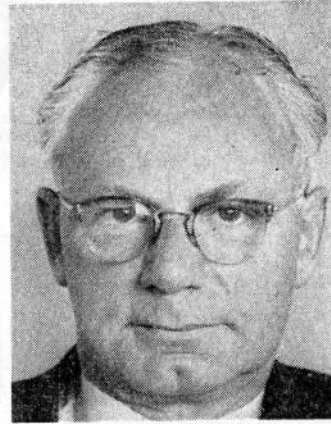
After leaving China, the Rover party was to split up to make business calls on the way home. Messrs. Burn and Armitage are returning via East Pakistan, India and Persia; Mr. Wall is taking in Japan, Nepal and Afghanistan, and Mr. Lenton, Thailand, India (Calcutta) and Ceylon.



Mr. BURN



Mr. WALL



Mr. ARMITAGE



Mr. LENTON

First time at Olympia 'Municipal'

Three specially-equipped Land-Rovers are being exhibited at the Public Works and Municipal Services Exhibition at Olympia this month. It is the first time the Company has had a stand at this event.

All three vehicles demonstrate the Land-Rover's additional applications in the municipal and public works sphere when fitted with optional extra equipment.

On show are (1) a Long diesel hard top fitted with a Broomwade air compressor unit; (2) a short petrol fitted with front Howie snow blade, a Hayter electric welder driven from centre power take-off, and a McConnel 3-point linkage to which is attached a rear power take-off driven turbine mower manufactured by Turner Engineering Ltd.; (3) a Long petrol basic pick up equipped with Evers and Wall spraying equipment for weed killing and growth regulating chemicals for verges, ditches, kerbs, etc., and sign washing equipment for cleaning large motorway signs.

GAS TURBINES: THE ROAD



Mr. WILKS

AHEAD OF US

A personal hope that Rover gas turbines will be able to demonstrate some progress in next year's 24-hour Le Mans race was expressed by Mr. Peter Wilks (Technical Director) in the A.T.V. programme 'Today' on October 26. "We are certainly going to try," he declared.

Asked about a Rover-B.R.M. gas turbine car at Le Mans in 1965, Mr. Wilks said: "Our gas turbine people are very busy. They've got some very worthwhile aircraft contracts and this will affect, to some extent, how much effort we can put into the car."

Mr. Wilks told the interviewer that Rover had come a long way down the gas turbine road in the last 15 years.

"We can now clearly see the solution to the technical side of the problem, although there remain some pretty substantial commercial problems, particularly in respect of price.

"So what we're doing now is concentrating on making gas turbine engines for any purpose at all where price is not such a major consideration. We believe as we get the quantity up we can get the price down, and this will lead us towards gas turbine engines in cars."

Asked about the advantages of the gas turbine engine, Mr. Wilks said: "Very broadly speaking, it has potential advantages in terms of performance and refinement over and above any piston engine and certainly over and above any rotary engine currently under development."

A Canadian 'A.A.' body goes all Land-Rover

Ten Land-Rovers have been bought by the rapidly-growing British Columbia Automobile Association to improve still further its emergency road service.

The Land-Rovers have replaced ten vehicles of a different make with which the service was launched in March, 1962.

Association membership jumped by more than 10,000 in 1963 to an all-time record topping the 108,000 mark. The BCAA management visualises a membership of 200,000 within 10 years.

The BCAA, the first organisation to own and operate its own emergency road service vehicles in North America, is patterned on its counterparts in Britain and Australia. It is claimed that its successful experiment in the highly-populated areas of Vancouver and the surrounding municipalities has enabled the club to improve service to members without an increase in costs.

Some of the new Land-Rovers 'signed on' by the British Columbia Automobile Association for use with its service fleet. They bear a remarkable resemblance to Land-Rovers used by the two automobile bodies in this country.

It does the five minute mile!

Oxfordshire fire chief Mr. Timothy White has invented a method whereby water hose can be laid across rough ground at the rate of a mile in five minutes.

The method is based on a Land-Rover specially adapted to carry a mile of hose in two lengths. Said a fire brigade spokesman: "The idea is so simple that I don't know why it hasn't been thought of before. It means that in farm and other country jobs we shall be able to come to grips with fires much quicker."

The hose-layer was demonstrated at the Chief Fire Officers' conference at Eastbourne recently.

WEDDING GIFTS

Mr. Terry Heath (P6 Underseal Section) was presented with a coffee table, quilt, mirror, table lamp and dressing table linen from all his friends and workmates on October 9—the day before he married Miss Carole Knox (P6 Trim Shop) at Yardley Old Church. Miss Knox's father, Mr. Robert Knox, also works at Rover in P6 Inspection.



Four Solihull apprenticeships completed last month—Michael Garratt (Homes Sales), Brian Jarrett (Engineering), Michael Dick (Technical Sales), and Malcolm Peers (Electronics Laboratory).

Seen in the Isle of Wight: a Land-Rover bearing the registration letters "ELM." Appropriately, its owner is . . . the Forestry Commission!

Mr. G. Gardner (Car Despatch, Solihull), second from left, hands over to Mr. H. J. Terry, Workshop Officer, Derbyshire County Council Fire Service, three S.W.B. hardtop petrol Land-Rovers, to add to the 37-strong Derbyshire fleet. With Mr. Terry were fire service mechanics, Messrs. R. Basnett, D. Cook and G. Willett. Mr. Terry told ROVER NEWS that the Derbyshire Fire Service had used Land-Rovers since 1949. The vehicles were particularly useful for grass and moorland fires, he said.

800 'stamps' = one ashtray

A Wren from a Royal Naval Air Station in Cornwall wrote to the Company recently in the apparent belief that Rover was issuing trading stamps! With a letter requesting "something equivalent to the stamps enclosed," she sent eight sheets of nearly 700 orange-coloured labels, each the size of a trading stamp, and marked "Refer to Supplement."

(The labels are actually used for sticking on appropriate pages in Parts catalogues when there has been a modification to the number).

What the Wren expected for her "stamps" is not certain. But she got a 3-litre car . . . engraved on a small Sales Aids ashtray!



ROYAL VISITORS ON ROVER STAND

PRINCESS MARGARET AND LORD SNOWDON SPENT NEARLY FIFTEEN MINUTES ON THE ROVER STAND AT THE EARLS COURT MOTOR SHOW. EARLIER, THE PRINCESS HAD OPENED THE SHOW.

After being welcomed to the Rover stand by Mr. W. Martin-Hurst, the Rover Managing Director, and Mrs. Martin-Hurst, the Princess and Lord Snowdon went straight to the cutaway, working 2000 engine displayed in a glass case. The Royal couple listened with close attention as Mr. Martin-Hurst explained details of the electrically-driven engine to them.

From the model, the Princess and her husband moved across the stand to see

CONTINUED IN COLUMNS 4 AND 5



Mr. W. Martin-Hurst, the Rover Managing Director, explains features of the Rover 2000 engineering model to the Royal visitors. On the left: Mr. L. G. F. Farmer, the Rover Chairman.



A general view of the Rover stand while Princess Margaret and Lord Snowdon were on it.

CONTINUED FROM COLUMNS 2 AND 3 ABOVE

the white Rover 2000 revolving on a turntable. Then they transferred their interest to the 2000 engineering exhibit, which comprised a body shell, engine, transmission and working suspension. So interested were the pair in this exhibit that they moved round it to view it from different angles.

Among the show officials accompanying the Royal couple as they toured the many stands at the show was Mr. L. G. T. Farmer, Chairman of the Rover Company, in his capacity as vice-president of the Society of Motor Manufacturers and Traders.

So great was the crowd of onlookers when the Princess and Lord Snowdon were on the Rover stand that police and show officials had difficulty in making a path to enable the Royal visitors to move from exhibit to exhibit.

Showtime reflections . . .

. . . by A. G. S. Herbert (Executive Director, Sales)

A continuing high public interest in all our products. This was the main impression gained by Rover personnel at both the Commercial and the International Motor Shows at Earls Court.

It is interesting to note that while the overall attendance at the Motor Show generally was down on last year, attendance on the Rover stand compared very favourably with 1963 when there was the tremendous attraction of our new car.

There was more interest this year in the 3-litre saloon and coupé than in 1963, and this was stimulated by our gaining of a gold medal for a 3-litre coupé in the annual coachwork competition organised by the Institute of British Carriage and Automobile Manufacturers. The 3-litre saloon gained a silver medal, as also did our 2000 saloon.

During the period of the show we were pleased to welcome many of our distributors and dealers from home and overseas. They and employees will be encouraged to know that last year we increased our share of the home market, in that our percentage of registrations rose to such an extent that we had more than any other manufacturer producing vehicles of equal quality.

Among the thousands of visitors to our stand at the Motor Show were a number of people outstanding in the theatrical and sporting world. These included actor Stratford Johns (Inspector Barlow of Z Cars), Cardew Robinson, Diana Dors, boxer Dave Charnley, Stirling Moss, Raymond Baxter and the well-known rose grower, Harry Wheatcroft. All were extremely interested in our vehicles.



It was farewell to Wales for Mr. Granville Middleton (Demonstration Pengam), shortly after this photograph (below) was taken for ROVER NEWS by a member of the Rover Cardiff Photographic Society. Granville left the Company to begin a career in the United States and he is pictured receiving a gold wrist watch from Mr. Dennis Baxter (Chief Planning Engineer, Cardiff), presented on behalf of colleagues and friends. A warm Welsh welcome was promised to Granville, if and when he

Mr. A. G. S. Herbert (Executive Director, Sales) receives from Mr. A. Jeffrey (left), President of the Institute of British Carriage and Automobile Manufacturers, the plaque for winning first place with a 3-litre coupé in the appropriate section of the coachwork competition. The gold medal will be presented at a later date.

returned to Britain, by more than 150 friends present at a social evening given in the emigrant's honour.



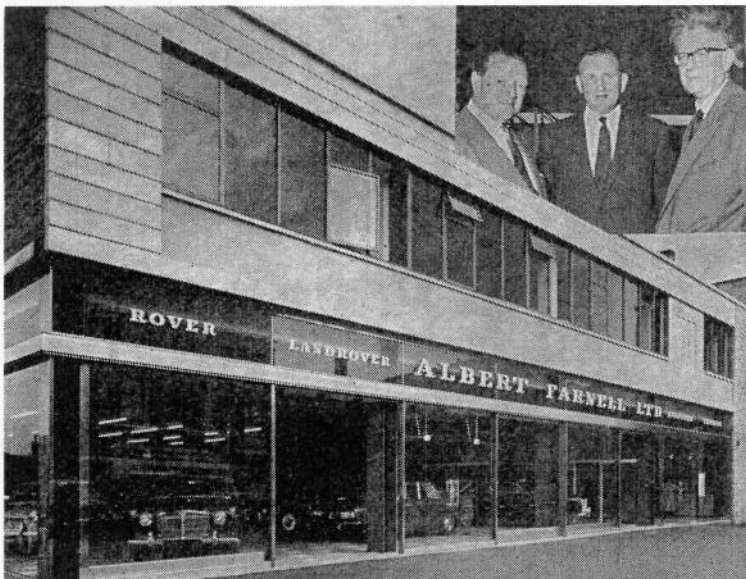
He wants to start a staff coach service . . .

A private coach operator is to apply for permission to operate two services to and from the Solihull factory for staff employees—subject to sufficient support.

Route one would begin from Kingstanding Square and take in Warren Road, Ridgeway, Stockland Green, Erdington, Bromford Bridge, 'Bull,' Stechford, Audley Road, Church Lane, and Barrows Lane.

Route two would begin at Yardley Wood and take in The Valley, Chinbrook Road, Robin Hood Lane, Redstone Farm Road, and Brook Lane, Olton.

All people interested in the promotion of these services should contact Mr. L. Homer, Coach Hire, 152, Nechells Place, Birmingham, 7 (ASTon 2880). Mr. Homer already operates services on the above routes for works employees.



One of the oldest Rover distributors in the country, Albert Farnell Ltd., has opened these new premises in Manningham Lane, Bradford. The block comprises showrooms, stores, service and office facilities, and is only a short distance from a shop where the firm's founder, Mr. Albert Farnell, sold cycles in the 1880s, and from another building where he built his first car in 1897. Inset: Mr. B. H. Liggins, Rover Home Sales Manager, on opening day with Mr. Lewis Farnell (right), the founder's nephew and present Managing Director, and the latter's son Mr. Arthur Farnell (centre), Sales Manager.



No change of name for this bride who was Miss Diane Cox and is now Mrs. Kenneth Cox. Husband Ken works on the Rover 2000 assembly line, door assembly. The bride's father, Mr. Geoffrey Cox is a senior foreman in the Solihull Jig Shop. The wedding was at Kings Norton.

First across the Forth Bridge—a Land-Rover

First motorist to pay the 2s. 6d. toll on the north side of the gigantic Forth Road Bridge on the day it was opened and drive across it southwards was an R.A.C. patrolman in a Land-Rover. He outpaced an A.A. colleague for the honour in an official race to the toll. Among the first cars to cross the bridge after its opening by the Queen was a Rover 2000 attached to Engineering Dept., Solihull. Helping Mr. R. N. Oxley (Assistant Chief Engineer, Current Cars) to take photographs was Mr. Peter Hendry of Messrs. Leggate and Co., Edinburgh Rover dealers.

Engagements: Mr. A. E. J. Kimberley (Order Processing Dept., Solihull) and Miss Gillian Dowling. Miss C. Edwards and Mr. Brinley England (Parts Stores Department, Pengam).

Dance section's 10th anniversary

The tenth anniversary of the Rover Olde Tyme Dance Section was celebrated on October 28 with a "Tramps Evening." Congratulations are due to members and guests for an excellent turn out of some 35 "tramps."

During the interval one group were seen cooking "bangers and mash" on the dance floor. (Could it have been Aubrey and Maisie Manley, Albert and Peggy Jaynes, and Harry and Dora Marshall?)

An impromptu team of judges under Stan Carter (Springfield works) selected the following prize winners: Ladies—1, Mrs. H. Allen (Works Office), 2, Miss H. Cannon (guest). Gentlemen—1, Mr. R. Kemp (Land-Rover), 2, Mr. F. Watts (Transit Stores).

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

MORTON—To Mr. and Mrs. R. D. Morton, a son (Christopher Ian) on October 23. Mr. Morton is a senior draughtsman in the Gas Turbine Installation Drawing Office.

LUCAS—To Mr. and Mrs. J. Lucas, a daughter (Julie Helena) on October 23. Mr. Lucas formerly worked in the Land-Rover Trim Shop, Solihull.

FLETT—To Mr. and Mrs. B. P. Flett, a son (Mark Philip) on October 15. Mr. Flett is employed in P6 Experimental Department, Solihull.

GREAVES—To Mr. and Mrs. J. Greaves, a son (Neil David) on October 15. Mr. Greaves is employed in Technical Publications Department, Solihull.

KENT—To Mr. and Mrs. K. H. Kent, a son (Simon) on October 10. Mr. Kent is Assistant Press Officer, Publicity Department, Solihull.

WRIGHT—To Mr. and Mrs. D. Wright, a son (Stephen David) on October 20. Mrs. Janice Wright formerly worked in the Apprentices Supervisor's office.

MARRIAGES

We offer our congratulations and best wishes to . . .

HARRIS-SAUNDERS—On September 19 at St. Alphege's Church, Solihull, Mr. Roger M. Harris (Planning Department, Pengam) to Miss Annette Saunders (Land-Rover Trim, Solihull).

ROBERTS-GILBERT—On September 19 at The Church of the Ascension, Hall Green, Mr. Bert Roberts (Home Sales, Solihull) to Miss Mary Gilbert.

GOULDING-BROWN—On October 3 at St. James' Church, Shirley, Mr. Alan Goulding to Miss Sylvia Brown (Technical Publications, Solihull).

THOMSON-HART—On September 26 at St. Alphege's Church, Solihull, Mr. Roger Thomson to Miss Pat Hart. Miss Hart works for Mr. J. Walker, Electrical Project Engineer.

WALSH-COCKS—On September 26 at All Saints Church, Shard End, Mr. R. E. Walsh to Miss Margaret Cocks. Mr. Walsh is a Technical Assistant in P6 Engineering Department.

LINDSAY-BUTTERY—On October 3 at Digbeth in the Field Church, Yardley, Mr. David Lindsay (Toolroom, Perry Barr) to Miss Ann Buttery.

SMITH-STROUD—On October 3 at Our Lady of the Wayside Church, Solihull, Mr. Peter Smith (Laboratory, Perry Barr) to Miss Jill Stroud.

THOMAS-GEE—On October 17 at Brays Road Methodist Church, Sheldon, Mr. Keith Thomas (P5 Car Trim Shop) to Miss Ruth Gee.

AINSWORTH-TAYLOR—On July 25 at Birmingham Register Office, Mr. A. Ainsworth (Building Section, Works Engineers Department, Tyseley) to Miss Doris Taylor.

HEATH-KNOX—On October 10 at St. Giles' Church, Sheldon, Mr. Terry Heath (P6 C/Seal and U/Seal) to Miss Carole Knox (P6 Trim Shop). The bride's father, Mr. Bob Knox, works on P6 Inspection.

DODD-NEWTON—On October 10 at Yardley Old Church, Mr. Victor Dodd (P6 Paint Shop) to Miss Beryl Newton.

A'HEARNE-ESCOTT—On October 3 at St. Cadoc's Church, Llanrumney, Cardiff, Mr. Brian A'Hearne to Miss Kathleen Mary Escott (Postal Department, Pengam).

AGIUS-CLARK—On October 3 at The Church of the Blessed Sacrament, Rumney, Cardiff, Mr. John Charles Agius to Miss Lorraine Clark (Secretary to the Quality Control Manager, Pengam).

FORD-EVANS—On October 3 at the Methodist Church, Roath, Cardiff, Mr. George Ford to Miss Margaret Evans. Miss Evans works for the Production Superintendent, Pengam.

WARD-CADMAN—On October 3 at Lydon Methodist Church, Sheldon, Mr. Victor Ward (fitter, Tyseley) to Miss Jane Cadman (Land-Rover Trim Shop, Solihull).

WILKES-WHYTE—On September 23 at Birmingham Register Office, Mr. T. Wilkes (foreman, Heat Treatment, Percy Road) to Miss R. Whyte.

GRIFFITHS-SMALLWOOD—On October 3 at St. Benedict's Church, Small Heath, Mr. H. Griffiths (Consumable Stores, Percy Road) to Miss Edna Smallwood (Wages Department, Tyseley).

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

CLARKE—Mr. and Mrs. W. A. Clarke celebrated their silver wedding on October 14. Mr. Clarke works on Group 315, Perry Barr.

TWIGG—Mr. and Mrs. Richard Twigg celebrated their silver wedding on October 28. Both Mr. and Mrs. Twigg work in the Toolroom, Tyseley.

PURSEY—Mr. and Mrs. R. Pursey celebrated their silver wedding on October 22. Mr. Pursey works in Cashiers Department, Solihull.

BURTON—Mr. and Mrs. E. Burton celebrated their silver wedding on November 1. Mr. Burton works on Group 34, Crankshaft Section, Tyseley.

RUBY WEDDING

We offer our congratulations and best wishes to . . .

MURPHY—Mr. and Mrs. A. H. Murphy celebrated their ruby wedding on October 18. Mr. Murphy is employed in Stores, Production, Solihull, and Mrs. Murphy in Home Sales Department, Solihull.

DEATH

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

BATES—Mr. Albert Alfred Bates died on October 20, aged 43. Mr. Bates was employed in Inspection Department, Ryland Road, and had been with the Company for 9 years.

Little Ray 'Thumb,' the Richman son, plays his guitar with aplomb . . .

(AND HE'S ONLY EIGHT!)

Nicknamed at school "Little Beetle," Raymond Richman, eight-year-old son of Mr. Fred Richman (maintenance fitter P6) has amazed audiences for the past 12 months with his incredible guitar playing.

Tutored by his elder brother George, who works in the Pattern Shop, Solihull, under Mr. Cyril Nichols, Ray has learned to play with the guitar on his knees Hawaiian style. He uses his thumb to stop the frets, his fingers being too short. As well as playing the guitar, Ray has equal talent on the drums.

He has also played with well-known pop groups, including Cliff Richard, the Shadows, the Applejacks, and many others.

Ray is very popular wherever he plays and is acclaimed "a guitar wizard," "star entertainer" and "you have to hear him to believe it."

After playing with the Shadows in Blackpool, Hank Marvin, the lead guitarist, wrote to him saying "You're marvellous, they should

call you "thumbs." Hope to see you and hear you play again one time."

During the summer, while on holiday at a Butlins Holiday Camp, Ray won first place in a 6-10 years age group junior talent contest in which he amazed the judges with his playing.

Ray and his brother do charity shows for the old and the blind, as well as stands at dinners and dances.



Raymond and George Richman 'in action' with their guitars.

Thursday is now pay day

Thursday is now pay day for works employees at the Solihull factory.

This change from Friday has been made to assist administration, and following a request from manual workers to alter the working week from Thursday to Thursday.

The first pay-out on a Thursday was made on November 5, on which date manual employees received a normal week's wages. They received four days' wages on the November 12 pay-out, and a normal week's wage is being paid each Thursday from November 19 onwards.

Mr. S. Kerr (Chief Inspector, Gas Turbines) presents 72-year-old Mr. William N. Elkington (leading hand inspector, Bought Out components, Gas Turbines) with a portable wireless and some tobacco when he retired from the company on October 7 after 28 years' service. "Bill," as his friends called him, was a keen sportsman in his younger days. He was a swimmer and cricketer, and just after the first world war played soccer for Manchester United.

In the chair . . .

Mr. D. Wilson, Editor of ROVER NEWS for nearly three years, was elected Chairman of the Midland Region, The British Association of Industrial Editors Ltd., at the region's inaugural annual meeting held at the Longbridge works of the Austin motor company last month. The B.A.I.E. has some 60 members in the Midland Region, representing house journals and works newspapers in a variety of industries.



A farewell party was held at "The White Lion," Hampton-in-Arden on October 1 on the occasion of Mr. Arthur Wood's retirement from the Experimental Department, Solihull, at the age of 70. He was a fitter and had been with Rover for 20 years during which period he helped to build the first series I Land-Rover. During the evening he was presented with travelling cases by Mr. Ken Twist (Land-Rover Experimental Department foreman). Mr. Wood thanked all concerned for the gifts and the party, and said he was looking forward to spending his leisure hours fishing.

52 times a blood donor



Since becoming a blood donor 22 years ago, Mr. Stan Clifford (Factory Layout Department, Acocks Green) has given 52 pints of blood—or 6½ gallons! This remarkable feat was recognised at the Council House, Birmingham, on October 2 when Mr. Clifford was one of a number of donors to be presented with Blood Donors Gold Medals for 50 donations, by the Lord Mayor of Birmingham (Ald. F. Price).

Mr. Clifford is pictured receiving his medal from the Lord Mayor. His wife, also a Rover employee (in Test Plant, Solihull), accompanied her husband to the Council House for the presentation.

A Rover employee for 25 years, Mr. Clifford was editor in 1945-46 of the quarterly Rover Magazine which flourished at Tyseley in the early post-war years.

Suggestions earn £110

Awards totalling £110 were made to Solihull employees last month for suggestions.

The Suggestion Scheme committee agreed to make the following payments: Messrs. D. W. Harrison (P6—£2; P. H. Darrall (Gas Turbine—£3, £2, £5, £5); G. B. Perks (P6—£3); R. K. Worley (Service—£5); B. S. Womwell (W.D. Land-Rover—£5); J. Sullivan (Press Shop—£5); J. S. Fielding (Test Rectification—£5); R. J. Court (P6—£5); R. Rathbone (Press/Welding Shop—£10); A. A. Ross (Land-Rover Final Line—£25); J. Tyler (Land-Rover Final Line—£25); J. A. Davis (Chassis Line—£5).

HOME BY THE SEASIDE

When he retired on October 30, Mr. Joe Whitehouse (Trim Inspection P6) was presented with a half tea service by Mr. Ron Harvey on behalf of friends and colleagues of the Inspection Department. Mr. Whitehouse has been with the Company for 10½ years on P4, P5 and lately P6 Trim Inspection.

For some time Mr. and Mrs. Whitehouse were keen members of the Rover Solihull Old Time Dance Club. In retirement they are going to live at Broadstairs, Kent.



Miss Lorraine Clark (Quality Control, Pengam) and Mr. John Agius (Unit Reconditioning, St. Mellons) after their wedding at the Church of The Blessed Sacrament, Rumney, Cardiff.

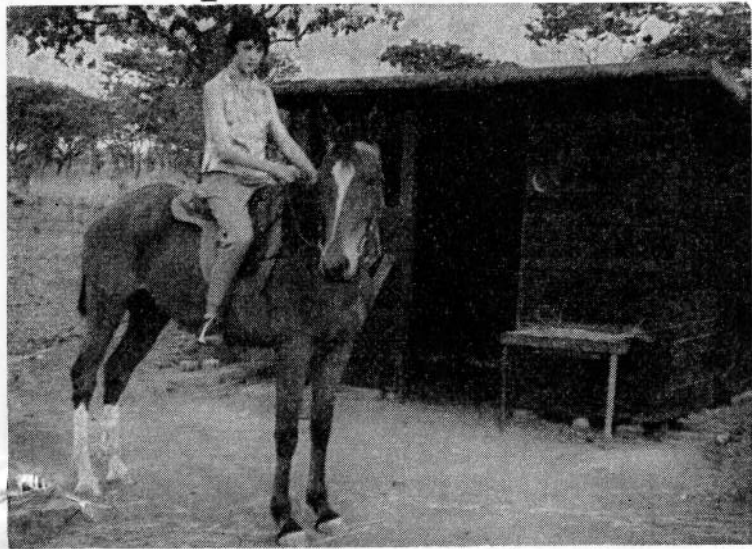
THE DAY'S DOUBLE

Mr. Malcolm Peers, who completed his apprenticeship on October 13 and celebrated his 21st birthday on the same date, was presented with a cheque by Mr. B. C. Silvester (Chief Research Engineer) on behalf of members of the department.

Mr. George Frampton (charge-hand, P5 Car Trim Shop) presented Miss Molly Whitehead (P5 Car Trim) with a black hide handbag and matching gloves on behalf of her friends and colleagues, when she left the Company to emigrate to Australia. Molly also had other gifts from friends. She will sail to Australia with friends on November 27 on the "Fairseas." Mr. Frampton made the presentation in the absence of Mr. J. Johnson (foreman, P5 Cars Detail Trim Shop).



WOOD PURCHASE SCHEME HELPS 'HANDYMAN' RHODESIAN EMPLOYEES



This stable was constructed from timber retrieved from packing cases which carried C.K.D. Land-Rover parts to Rover Rhodesia. In the saddle is Fiona Shaw, daughter of a European employee.

Furniture made out of CKD crates

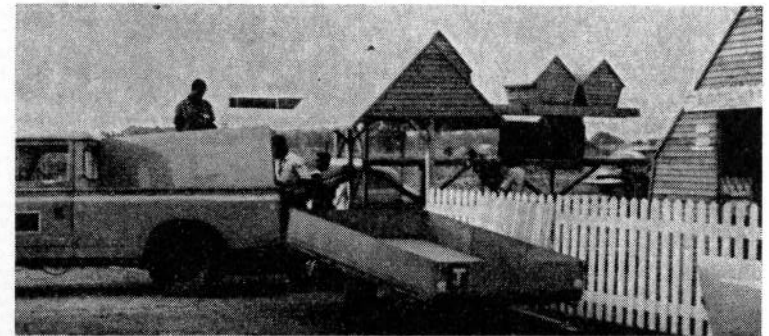
Timber from North America, made into packing cases in Britain and sent to Africa from the Solihull factory containing CKD Land-Rover parts, is finishing up as items of furniture in the homes of European and African employees of Rover Rhodesia.

One European handyman employee used timber he had purchased to make a stable to replace a pole and thatch shelter eaten by his pony! With the residue from his

Journey's end for the American youths who accompanied Mr. Quentin Keynes in search of the spotted zebra. The freak animal having been spotted, members of the party use the roofs and bonnets of their two Land-Rovers as vantage points to use binoculars.



Timber from packing cases is loaded on a trailer towed by a Land-Rover at the Rhodesian factory. BELOW: Some examples of the use to which such timber is put. Garden sheds are but a few of the many constructions made from Rover timber.



consignment he made a hen house, kiddy cart and aviary.

Other members of the staff have made workshops, a porch extension, parts of a caravan, bookshelves and built-in furniture.

The African urban population of Salisbury has grown so rapidly that there is an acute housing shortage.

African employees who have their own homes often cannot afford new timber for improvements and furniture. A Rover Rhodesia scheme enables them, in turn, to buy a CKD box (a body box is 13ft. x 5ft. x 5ft.).

The purchaser is then responsible for removing it and he may divide it with workmates. This system is an alternative to a previous method, administratively cumbersome, of selling timber piecemeal, according to a purchaser's needs at the time of buying.

Large boxes are needed to send six sets of chassis and body parts, six

engines, or six sets of axles from Solihull, and thus a considerable amount of timber is available after a pack of six vehicles has been unpacked and checked.

These boxes are mainly sold by the ton to a contractor, but he does not relieve Rover Rhodesia of all the very useful soft wood and much of this is sold at the contract rate to employees with a "do-it-yourself" bent.

The contractor de-nails his wood, sorts it and sells it either as lengths or as sectional buildings—garages, workshops, Wendy houses, factory gate houses, hen houses, etc. A large proportion of the nails are also re-used.

Incidentally, the contractor uses a Long pick-up Land-Rover and a large flat trailer to collect from Rover Rhodesia and other motor assemblers.

As well as selling some of the wood to its employees, the Rover Rhodesia Management uses some itself to make fixtures, benches, shelving, steps and other improvements to the factory, thus avoiding the need to buy timber.

POSTSCRIPT: Another packing material with a "do-it-yourself" use are the steel rods which bolt together batches of wheels. These are particularly useful for reinforcing concrete fence posts.

'SPOTTED'—THE FREAK ZEBRA

WITH THE AID OF TWO LAND-ROVERS, MR. QUENTIN KEYNES, EXPLORER AND NATURALIST, AND A PARTY OF AMERICAN HIGH SCHOOL SCHOLARS, FOUND THE AFRICAN EQUIVALENT OF "A NEEDLE IN A HAYSTACK."

They set out on a wheeled safari across Africa to find a freak white spotted zebra, first seen from a helicopter by Mr. Robin Crosse-Upcott.

After checking out many herds of zebra, the Americans saw the freak animal near Lake Rukwa, in Tanganyika.

Very frightened

"It was absolutely wild," Mr. Keynes told ROVER NEWS at his London home. "And not surprisingly, for it has been shot at and attempts made to lasso it. It does not like either people or cars—not even Land-Rovers!"

When Mr. Keynes and his party first saw the freak zebra it was some 70 yards away, but they were unable to photograph it because of the position of the sun. They later saw it again, but it was by then thoroughly frightened and made off before cameras could be grabbed.

"Very few people have seen this animal because it lives in such a remote place," Mr. Keynes said.

'Walkie-talkie'

The party, about which an article appeared in our July/August issue, travelled between 9,000 and 10,000 miles during its safari. The two vehicles kept in touch while travelling with a "walkie-talkie." The safari took Mr. Keynes, his assistant and the teenage Americans from Capetown, through Bechuanaland, into Southern Rhodesia to Victoria Falls, then to Salisbury, the Kariba Dam and Lusaka and Abercome in Northern Rhodesia.

Utter dependence

They then crossed into Tanganyika for the actual search for the freak zebra. The safari proper finished at Lusaka, from where the American youngsters flew home to New York, via London, having, in Mr. Keynes' words, "had a tremendous kick out



Pair recovered from illnesses given gold watches

TWO employees who missed the last group gold watch presentation at Tyseley in August because of illness, had a special ceremony of their own on October 6 when they went to the office of Mr. A. J. Worster (Director and Production Consultant) to receive their watches to mark 25 years' service to the Company.

The men, Messrs. P. Davies (second from left), a Perry Barr bricklayer, and T. F. Gardner (second from right), a universal miller in the Tyseley toolroom, are

pictured with Mr. Worster and Mr. R. R. Hillen.

The presentation took place a day or two before Mr. Worster left on a two-month fact-finding business and holiday trip to South Africa and Rhodesia. His itinerary includes visits to the Rover assembly plants at Port Elizabeth and Salisbury and discussions with members of the South African and Rhodesian Managements.

RETIREMENTS

Mr. Henry Marshall on October 16; he was employed as a fitter in the Assembly Shop, Tyseley (30 years' service). Mr. Charles Henry Billington on September 25; he was employed as an inspector, latterly at Percy Road (15 years). Mr. L. Sharratt in October; he was employed as a fitter in the Test Shop, Seagrave Road (35 years).

A herd of zebra in Africa. Mr. Keynes' party examined countless such herds without success before seeing the freak spotted zebra. But it was a case of brief encounter; the animal was highly frightened and made off before any photography could be carried out by the youngsters.



of a tremendous experience."

Describing the remote terrain through which the party had travelled—much of it wild animal country, with the boys getting excellent views by riding on the Land-Rovers' roof racks—Mr. Keynes stressed their utter dependence on their vehicles.

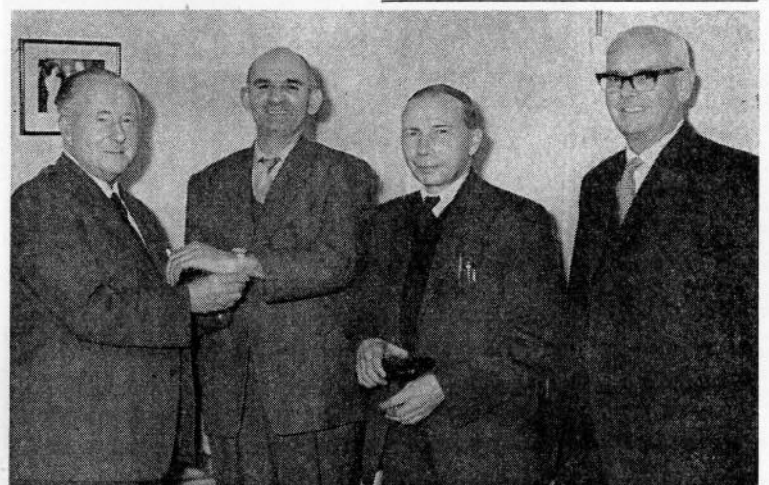
"You really are in the hands of the Rover Company," he said. "If you break down you can starve. You should have seen some of the places we got to. A breakdown

would have been disastrous."

Mr. Keynes returned to his New York home early this month, having planned a film-lecture programme for schools based on the journey. He is also preparing the ground for another African trip—in June next year into South West Africa to seek out an enormous fissure of rock which is supposed to resemble the Grand Canyon of Arizona. Once again he hopes to lead an American party.

Gone to America

Miss Maureen Ford (secretary, Quality Investigation) was presented with an engraved bracelet and some money by Mr. C. A. Ward (Chief Engineer, Quality Investigation) on behalf of her friends and colleagues, when she left the Company to fly to the United States to take up a post in Connecticut.



Land-Rover 'driving school'

Salesmen from dealer, distributor and fleet owner firms are taking part in a special driving school being held over the Company's "jungle track" until the end of March. It is hoped that about 400 will take part.

The school—the first of its kind to be organised by the Company—is designed to demonstrate how to get the best out of Land-Rovers, showing "just what the vehicle can do, if driven correctly."

Instructors are led by the Land-Rover Field Executive, Mr. Alec Joyce. After receiving instruction, the drivers take a small practical exam on the track, and if they pass are issued with certificates.

Caravan Club's 'Thank you'

The Midland Centre of the Caravan Club of Great Britain and Northern Ireland held its annual meeting at Leamington Spa on September 27 and voted the meeting held at Packington Park to be the best of the year.

A vote of thanks was passed to Mr. Ken Twist, a member of the Rover Solihull Experimental Department, and also to the Land-Rover Owners' Club, for the Land-Rover demonstration at Packington, which helped to make the event such a success.

Mr. R. Davies (Assembly Shop, Tyseley), has retired to take over the "Romer Arms," Newnham, near Daventry. He had been with the Company for almost 18 years. He will be pleased to see old friends.

Injuries blight a promising Tyseley side



Tyseley Seniors got off to a fine start to their season with a 7-4 win over Hill Top Foundry. This success was followed by a 2-2 draw against Triplex Safety Glass.

The side had every reason to look forward to a bright season when injuries brought a cloud of gloom. It happened in the first round of the Aston Villa Cup when J. Davis and R. O'Connor were taken off the field—

O'Connor with facial injuries and Davis with a fractured leg.

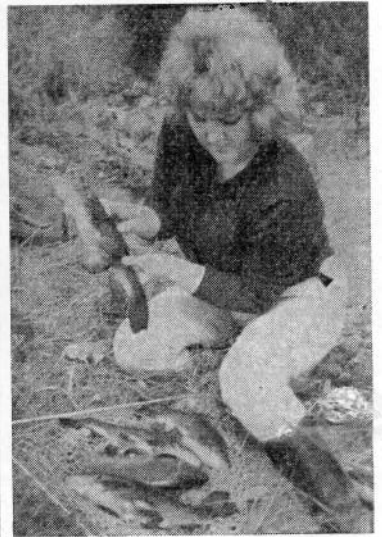
But Tyseley held on with nine men and forced Metro to a 3-3 draw, only to be beaten 5-0 in the replay.

Ray O'Connor is now fully recovered and hopes to rejoin the side shortly. Johnny Davis is progressing favourably but will be out of football for the remainder of the season.

On October 3 Seniors had their greatest match to date against their old rivals Birmingham City Police. In a keenly-contested game Tyseley beat the strong police side 2-0 on the Solihull ground.

Reserves have won two league ties and lost a cup match. Thanks are due to K. Myatt (Reserves captain) for the success of his team so far, despite heavy demands on it to complete the senior side.

Her hobby —fishing



ABOVE: A photograph that DID come out all right. Mrs. Dutton examines a day's catch on a river bank.

Meet a woman angler in Mrs. Adrienne Dutton, secretary to Mr. F. J. Nutt (Assistant Home Sales Manager). An unusual hobby for a woman? Not a bit, in Mrs. Dutton's opinion.

She took up the sport about four years ago and she and her husband, also a keen angler, seize every opportunity to go off on fishing excursions and spend weekends with rod and line.

Explaining that it was not unusual to fish at night, Mrs. Dutton, a Rover employee for eight years, told ROVER NEWS: "When we were at Croome Lake, Pershore, we baited up overnight and started fishing about 4 a.m. Caught five tench that day, too."

Mrs. Dutton is not particular about what variety of fish she lands. And, naturally, she has a few fisherman's tales to tell. Such as the day she caught two large fish, photographed them to provide proof for sceptical friends, and then got home to discover that the pictures had not come out... A fishy story, indeed!

Piscatorial Painfulness

A curious (and painful) mishap befell fishermen friends Messrs. Alf Flint (junior foreman, body section, Solihull Service) and Colin Calder (viewer, Service) during a rod and line excursion into Wales.

The pair were fishing from a boat when Mr. Flint swung his line and the hook lodged in Mr. Calder's nose.

The situation was painful while it lasted, particularly for Colin Calder, for the hook took some removing. But in retrospect the humour of the incident was not lost on the two anglers, nor on workmates, one of whom, Mr. Leonard Hunt (Service body section) put it into verse:

This isn't one of your fisherman's tales of the one that got away,

This is the tale of what happened in Wales, Only the other day,

Colin and Alf had taken a boat On the waters of Martonmers,

Soon they cast off and sat watching their float And hoped for the "Catch of the year."

They fished around without having much luck, In fact their output was weak,

Their hooks on the weeds often got stuck, And they had caught only one or two bleak.

Alf then decided that he'd had enough And his tackle decided to change,

"Get ready," he said "to get the big stuff, Once I have gotten the range."

He stood up in the boat and cast, Colin shouted "There she blows"

He got the biggest one at last "Cos he hooked through the nose."

Now in a glass case at the Club Is Calder Piscatorial,

By far the biggest ever chub, And Alf stands the victorious.

Solihull results—'A' team: October 17, beat Wake Green Amateurs in a Junior Cup match 3-1; October 24, lost to Metro 2-1; October 31, lost to City Transport 5-4.

'B' team: October 17, beat Wilmot Bredren 7-1; October 24, beat Wolsey 4-1; October 31, drew with G.K.N. 1-1.

Apprentices: October 17, Cup Match, beat Cheney Sports 11-1; October 24, beat Post Office Reserves 10-0; October 31, lost to Docker Brothers 2-1.



Mr. Walter Bartlett, son Garry (left) and Garry's friend, David, with the eight-pound barbel.

One maggot catches heavyweight barbels

Ryland Road angler Mr. Walter Bartlett (Group 258, Grinding Section) has beaten the record for the biggest barbel taken in Birmingham Angling Association water. And he beat it not once, but twice!

Until Walter came along the record barbel caught was a 7lb. 9oz. beauty landed from the Thames at Newbridge in 1963.

Walter, too, fished at Newbridge, and with a tiny 16 hook and a light line. His bait: a single maggot!

Thus armed, he landed two heavyweight barbels—one an eight-pounder and the second an excellent specimen weighing in at 9lb. 2oz. Both fish were returned to the water.

As reported last month, Mr. Charlie Dickinson, a universal grinder at Tyseley, was in the England team competing in the international angling championships in Italy.

Sixteen countries took part and France won the event.

Mr. Dickinson further proved his prowess in Italy by catching top weight for the England team, which finished ninth in the championship.



Charlie says that if they had had more accurate information concerning the river, and all the other things vital to an angler, they would have done much better.

But congratulations to Charlie on a magnificent performance. He is seen in the photograph against the background of a poster advertising the world championships and with the trophies he gained—a bronze medal merit award and two honour medals.

A regular show-man...

Mr. Jack Drew (Service Buying, Solihull) has maintained an interest in British birds, canaries and budgerigars since having his first feathered pet at the age of six. Now, 40 years later he has a collection of about 60, worth about £200 in all, and he enters almost a dozen a week in various shows in many parts of the country.

It was back in 1950 that Mr. Drew began showing prize specimens from his collection, and since then he has won numerous awards, including a shield for a Lutino (a yellow budgerigar with pink eyes) three years in succession. Last year he won an award for best British bird.

From the aviary to a fishpond is only a couple of yards in Mr. Drew's garden. Thus, two steps can take him from his winged pets to those with gills. In the pond he keeps 40 goldfish and three 1½lb. tench.



More than 30 employees in the Sawmill, Solihull, had a pleasant day's outing to London. Here are some of them on a river trip between Maidenhead and Windsor. They also visited London Airport.

Vice-Capt. accepts cup

Tyseley bowlers' vice-captain A. Boden received the Worster Cup on behalf of his team at the inter-works bowling section's annual dinner and concert at Acocks Green.

Mr. J. W. E. Walton (Executive Director, Production — Tyseley) presented the cup to Mr. Boden in the absence of the Tyseley skipper, Mr. B. Dickinson, through illness.

It was Tyseley's fourth successive triumph in this competition.

Mr. Walton also presented the Joe Hughes Cup to Mr. L. Phillips, of Tyseley, and the individual championship trophy to Mr. L. Whitehouse (Tyseley).

The following all from Tyseley, were also prizewinners and received their trophies from Mr. Walton: Messrs. B. Dickinson, F. E. Seymour, B. Edwards, L. Whitehouse, A. Hooper, A. Boden, M. Plater, L. Phillips, C. Carpenter, A. Harding, MacNally, D. Herbert, A. Griffiths, H. Mason.

As Mr. A. J. Worster, the section's president, was away in South Africa, Mr. Walton was chairman for the evening. Other guests included Mr. W. J. Robinson, Mr. E. Scott, Mr. T. Brindley, Mr. H. Hayer, Mr. E. Penney, Mr. W. C. Allen, Mr. Jimmy Faga of "The Greville Arms," Mr. D. Cocks of "The Dolphin Hotel" and Mr. C. Carpenter of "The College Arms."

After an excellent meal, the evening's relaxation revolved round a splendid concert organised by Mr. Billy Danter of Acocks Green.

The bowling section's committee and members wish to thank the committees of Solihull, Acocks Green and Tyseley for their support throughout the 1964 season, and also wish Tyseley skipper Bert Dickinson a speedy return to health.



Mr. Walton presenting the Worster Cup to Mr. A. Boden, vice-captain of the Tyseley team. Mr. F. E. Seymour, bowls sections secretary, is in the centre of the picture.

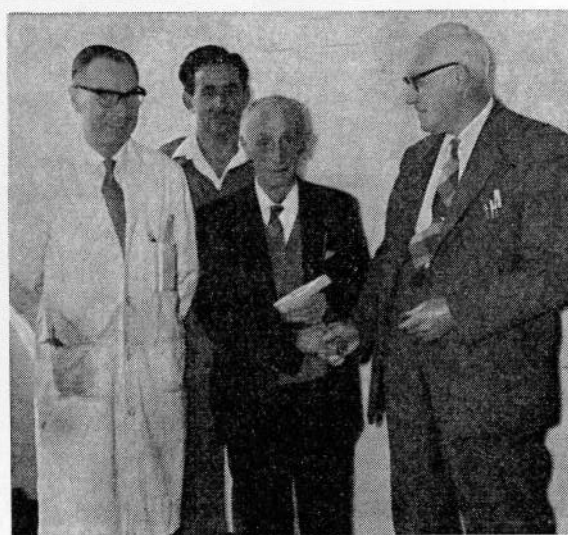
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Miss Rosemary Hughes, who joined Cardiff as secretary in Personnel Department two years ago, left on October 16 on transfer to Gas Turbine Sales, Solihull. She is pictured below being presented with a steam iron, carpet sweeper and money by Mr. L. C. Payne (Personnel Officer) on behalf of colleagues. (Photograph by Rover Photographic Club, Cardiff).



Mr. W. Clarke, shotblaster at Tyseley, retired after 15 years' service with the Company. He is 67. The photograph shows a presentation being made to Mr. Clarke by Mr. P. Wright (Senior Machine Shop Superintendent) on behalf of workmates. Also in the group are Mr. W. Griffiths (Hardening Shop foreman) and Mr. L. Illiffe (Staff Foreman electrician).



Mr. Henry Marshall, who retired from Tyseley after 30 years' service, was presented with cash from colleagues by Mr. S. Goodwin (Superintendent, Engine Assembly and Test, Tyseley). Mr. Marshall was 65, and a fitter in the Assembly Shop. During the war he instructed trainees.