



Seasonal Greetings from the Managing Director, Mr. W. MARTIN-HURST

Once again I wish you all and your families a very happy Christmas. As you read in the last issue of ROVER NEWS, the Company's financial year, which ended on August 1, showed a record for profit and turnover and most encouraging prospects for the future. Land-Rover production facilities are being expanded—a new assembly line has in fact just been opened—and far reaching plans will I hope take shape during the year to come.

Production of the Rover 2000 nears its scheduled output, and difficulties, unavoidable in any completely new model, have to a very great extent been overcome while the 3-litre continues to command a high proportion of the market for cars of its class.

We have been told that the recent increase in the price of petrol and the rise in Income Tax promised for next April are made necessary by the balance of payments crisis which can only be remedied by increased exports.

During the past year the Rover Company exported 70% of the Land-Rovers it sold and almost 55% of its total vehicle sales—in itself a major contribution to Britain's export effort. In 1965, as foreign sales of the 2000 build up, the Company's exports should reach a record level.

I am sure that you will share my pride in our Company's export performance and want to help to increase it.

I do therefore most earnestly ask any employee who feels tempted to withdraw his labour unconstitutionally to show patience and to remember that production and sales lost by stoppages can never be regained. Management will do its best to remove causes of friction and I hope that you will help to keep under control any that may arise.

I believe that a great opportunity lies ahead—let us take it and by entering 1965 in a spirit of friendliness and true co-operation make the best of whatever the New Year has in store for us.

I hope that for every one of you it will bring good health and happiness and prosperity.



W. Martin-Hurst

2000 for export to Australia, New Zealand, S. Africa

THE ROVER 2000 CAR WILL BE ON SALE IN AUSTRALIA, NEW ZEALAND AND SOUTH AFRICA NEXT YEAR.

Announcing this news, with its potential for the Company's export business, Mr. P. Boyd Brent (Overseas Operations Manager) revealed that shipments of completed cars from Solihull to Australia and New Zealand will begin in January.

Initial monthly consignments are 60 to Australia and 40 to New Zealand. Plans for CKD assembly in these two countries are under consideration.

CKD assembly of 2000s will start at the Rover South African plant at Port Elizabeth in April. Local manufactured content will be around 30 per cent, and initial capacity is likely to be more than 300 vehicles a year.

A big plant expansion programme is planned at Port Elizabeth. Buildings are to be added to cater for the assembly of special Land-Rover body requirements, and also to accommodate completely replanned Land-Rover and car assembly lines.

Land-Rover CKD assembly plants have been established in Angola (Portuguese West Africa) and in Zambia, which was known as North-

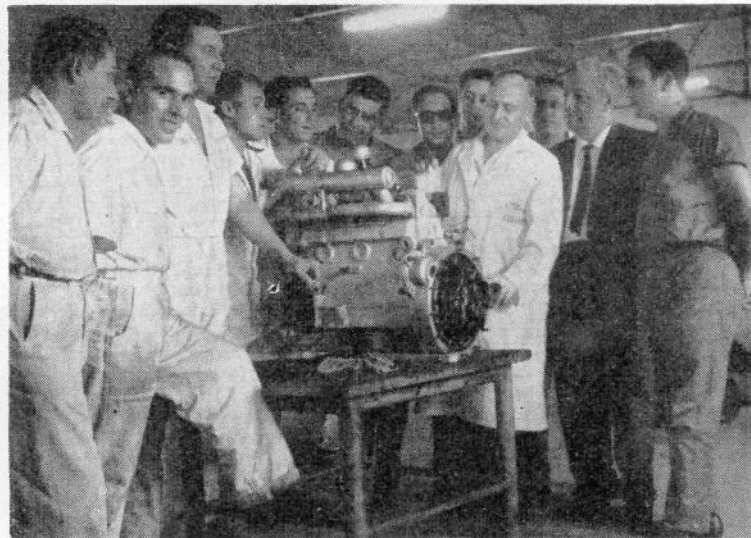
ern Rhodesia before independence.

Assembly has already begun at Luanda (Angola) in premises established by our distributors, Uniao Commercial de Automoveis Lda. Capacity will be several hundred vehicles a year and the plant will meet all Angola's Land-Rover needs.

In Zambia, agreement for establishing an assembly plant at Ndola has been concluded and the first

Zambian-assembled Land-Rovers should be coming off the production line by next May. While the initial aim is to meet all the four-wheel drive needs of Zambia, the possibility of exporting into neighbouring countries is not overlooked.

First CKD sets for the new Zambian plant are due to be shipped next month. In the meantime, the first order received from Zambia since independence for Land-Rovers—100 vehicles for the Zambia Defence Force, of which 50 are earmarked for the police—is being met with built up vehicles from Solihull.



Instruction before getting down to the job of assembling Land-Rovers for these Portuguese engineers in Angola (Portuguese West Africa). Mr. L. C. G. Brotherton, an overseas service engineer, details the vital statistics of a 2½-litre diesel Land-Rover engine. The course preceded the start of CKD assembly in Angola.

1964 CALENDAR OF ACHIEVEMENT

(compiled from the pages of
ROVER NEWS)

JANUARY. Rover 2000 voted "Car of the Year" by international motoring writers. Mr. Peter Wilks joins main Rover Board. Uffa Fox appointed Consulting Naval Architect to Rover Gas Turbines Ltd.

FEBRUARY. Company Chairman, Mr. L. G. T. Farmer, returns from a visit to the Middle East—an area rich in potential for Land-Rover business. Mr. J. A. Henderson appointed Managing Director of Rover Australia.

MARCH. Second Rover gas turbine boat powered by single shaft engine shows its paces. 2000 car for export into Europe, and also entered in international Alpine Rally. Important re-organisation of Rover Export Department.

APRIL. 2000 introduced to Americans at New York Show. Magnificent reception. Prince Albert of Belgium tours Solihull works. Salt water tests prove durability of metal used in Land-Rovers.

MAY. Three Rovers among five British cars to finish in Acropolis Rally. M.P.s tour Pengam factory. Teleprinter extension marks big advance in inter-factory communication. New company sports field takes shape.

JUNE. Mr. B. G. L. Jackman appointed Executive Director, Production. New Australian Managing Director's first visit to Solihull. New Zealand Land-Rover assembly moved to Auckland.

JULY/AUGUST. End of P4 car production announced after 15 year run. 21-year Government contract for tank engines ends at Acocks Green. Land-Rovers share in Bluebird's record breaking run. Two sales executives explore business potential in China.

SEPTEMBER. Announced that the 1965 Rover vehicle range would be unchanged with only minor car modifications. Gas turbine engine production trebled to meet increasing demand; sales policy streamlined.

OCTOBER. Computer to be installed in Pengam Parts Department. New laboratory takes shape at Acocks Green. Land-Rovers featured prominently at Farnborough Air Display. First Rover Fork Truck "Driver of the Year" Competition.

NOVEMBER. Chairman's report to shareholders reveals a record sales year and record group turnover. Land-Rovers displayed at Peking exhibition. Royal visitors to Rover Stand at Earls Court Motor Show.

China to buy 500 Land-Rovers: Peking Trade Fair order

THE ROVER COMPANY HAS ACQUIRED THE LARGEST MOTOR ORDER EVER RECEIVED BY BRITAIN FROM CHINA—A £300,000 CONTRACT FOR 500 REGULAR PETROL LAND-ROVERS.

Four Rover sales representatives who attended the British Trade Fair in Peking, at which two Land-Rovers were displayed, stayed behind in Peking after the exhibition had officially closed, to give demonstrations and negotiate details of the order.

The Land-Rovers are likely to be used for agricultural purposes. At present, there are more than 300 Land-Rovers in use in China, sold in the past through our China distributors, Messrs. Biddle, Sawyer and Co. Ltd. These vehicles are used mainly as tractor maintenance units and for co-operative farm management.

Rover personnel in Peking for the Fair were Messrs. R. J. Burn (Export Manager), E. Armitage (Far East Regional Sales Manager), T. Wall (Far East Factory Representative), and H. Lenton (Overseas Service).

This business was initiated some two years ago by Mr. A. G. S. Herbert (Sales Director) with the Chinese Embassy in London and was followed earlier this year by an exploratory business visit to China made by Messrs. Armitage and P. Boyd Brent (Overseas Operations Manager).

41-HOUR WEEK INTRODUCED

The nationally agreed 41-hour week for hourly paid manual workers was introduced in all the Rover factories on December 7.

The normal working hours have been amended and employees in the various factories should consult their works notice boards for details.

Gas turbine stake in the British aircraft industry

Rover gas turbine engines are scheduled for inclusion in several British aircraft projects, including a vertical take-off fighter, a short haul turbo-prop air liner and a new strategic jet freighter.

Because of its size, weight and great promise our gas turbine engine makes strong appeal to the designers of modern aircraft, for it is more and more a trend these days that aircraft should become self-sufficient from the viewpoint of power.

Consequently, they are being fitted with auxiliary power units to supply air conditioning, electrical

power and main engine starting power on the ground.

These auxiliary power units, while making the aircraft independent of ground trucks and airport supplies, are in general a liability after take-off because they represent loss of payload. Thus, the Rover gas turbine engine, representing a stride forward in light weight power units, is ideally suited as an airborne auxiliary power unit.

So substantial is the improvement in the Company's stake in the aircraft industry that, with other new commercial work, it will help to ensure the planned growth of Rover Gas Turbines Ltd. over the next five years.

Already it has stepped up its production for the current year to almost twice the number of engines produced during the last year. As a result, there is much greater activity in the sales field, which is already beginning to show results.

CARELESS PARKING WARNING

Complaints have been received by shop stewards and employee members of the Joint Production Consultative and Advisory Committee that a minority of employees are blocking access into and out of the Solihull works car parks by careless parking.

This thoughtlessness on the part of a few can cause distress to employees wishing to leave the works during working hours in emergencies—i.e., a sudden family illness or death, a personal hospital visit, etc.

If acts of such carelessness continue, the Company reserves the right to remove offending vehicles to another location. Such action would be with the greatest reluctance, but would be done in the interests of the majority.

The Editor and all associated with the production of ROVER NEWS wish readers all over the world a Very Happy Christmas and a Prosperous New Year.

RALLYING—A PEEP INTO 1965 AND A LAST LOOK AT 1964

Rover works team in 'Monte' for first time: Four 2000s entered



Miss V. Domleo—'new girl' to the Rover rally team, who will partner Mrs. Anne Hall in next month's Monte Carlo event.

A works team in the 'Monte' for the first time and the remainder of the 1965 programme the same as 1964. This is how next year's rally programme shapes up for Rover.

All five rallies on next year's Company calendar will be tackled by 2000s. Three-litres are not scheduled for works team rallying.

Four 2000s are entered in the Monte Carlo Rally taking place from January 16-21. Three of these are entered by the Rover Competitions Section in association with Provincial Newspapers Ltd., whose newspapers—the *Lancashire Evening Post*, *Sheffield Telegraph*, and *Chronicle and Echo*, Northampton—are producing special supplements.

Two of the group's motoring writers will be covering the rally in association with members of the Rover Company's Publicity Department.

Hitherto, Rovers in the 'Monte' have been limited to 3-litre private entries.

Crews will be the same as in the R.A.C. Rally, except that Miss Valerie Domleo, of Leamington Spa, will be co-driver and navigator to Mrs. Anne Hall. Miss Domleo, regarded as the most successful British woman co-driver in the rally world, has experienced Monte Carlo rallies, as well as the Alpine, Spa-Sofia-Liege, Tulip and Tour de France international events.

Thus, the Rover crew line-up for the 'Monte' will be: Mrs. Anne Hall, Miss Val Domleo; Ken James,

Mike Hughes; Logan Morrison, Johnston Syer; Roger Clark, Arnold Porter.

The Monte Carlo event itself is basically the same as in 1964, except that the race circuit at the end of the rally has been abandoned in favour of a 500-kilometre special stage.

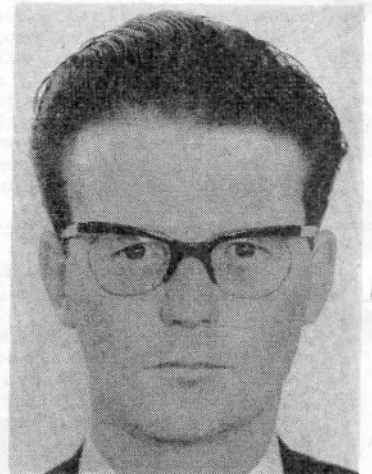
Other rallies on the 1965 Rover calendar are the Greek Acropolis (in May), French Alpine (June), European Liege (August) and British R.A.C. (November).

Appointed and Promoted

Mr Vernon Cleaver, Assistant Regional Sales Manager for Europe and Scandinavia, has been appointed Commercial Manager to Deutsche Rover in Frankfurt.

He will take up his new duties in Germany on January 1. Succeeding him at Solihull as assistant to Mr. R. L. Richter is Mr. R. Carlier who joined the Company on December 1 from B.M.C.

As Commercial Manager to the German Rover Company, Mr. Cleaver will be directly answerable to the Managing Director, Mr. J. Deppert, and will be responsible



Mr. CLEAVER.

for all contact between Solihull and Frankfurt.

Mr. Richter told ROVER NEWS: "We are very anxious to put into the German Rover Company's operations knowledge and know-how gained by the parent company. Mr. Cleaver's appointment will also be particularly useful in the German company's efforts to sell to the British and American military authorities in Germany."

Mr. Cleaver will take with him to Germany his wife, Mrs. Rosemary Cleaver. She is secretary to Mr. E. Wilford (Export Sales Manager) and has been with the Company for 14 years.

Mr. Cleaver has been with the Company for 15 years, all spent in the various departments of Export Sales. He has been Mr. Richter's deputy for nearly four years.

★ ★ ★
Mr. R. A. Stoodley, aged 40, who has been appointed managing director of D. H. Bloomer Ltd., our Grimsby distributors. The firm is a member of the Ross Group Motor Division.



Miss Pauline Phillpotts left the Company on November 26 before sailing for Australia on December 6, where she will live and work in Melbourne. Pauline was one of the first machinists in the P6 Trim Shop, where on the day she left she was presented with a travelling clock, nylon nightwear and a bouquet of flowers by Miss Val Pantou on behalf of Pauline's many friends and workmates on P6.

ANNE HALL TELLS OF HER

'MOST FRIGHTENING RALLY'

Third place in the ladies' class, fifth in the grand touring class and 16th overall—the second highest position yet achieved by a car entered in the R.A.C. Rally by the Rover Competitions Section.

These were the achievements of Mrs. Anne Hall and Miss Pat Spencer in their Rover 2000 in an event which had everything weather-wise.

Rain, snow, frost, black ice and fog—competitors had the lot in this 13th R.A.C. Rally, in which only 88 of 158 starters survived the 2,500 miles of roads, tracks and special stages to reach the finish in Chelsea, London.

Full of praise

A smiling, remarkably fresh-looking Mrs. Hall alighted from her 2000 at the Duke of York barracks to tell ROVER NEWS: "I have never been more frightened on a rally in my whole life. This was my 12th R.A.C. Rally and I have never been in a worse one for weather. We had the lot. Ice and frost in the most unexpected places made us particularly thankful for our Weathermaster tyres."

"But," she added, "I have never had a more comfortable rally."

Both she and Miss Spencer were full of praise for the Rover servicing teams who "hopped" from stage to stage to keep their car on the road. A cracked sump needed constant attention and five times it was drained, patched and refilled. "The service men were simply marvellous," Mrs. Hall said.

● Operation Wheelchange by an Army servicing team on a Rover 3-litre competing in the R.A.C. Rally. The car was one of three lent by the Company and entered by the British Army Motoring Association as private entries. Army servicing teams travelled in Land-Rovers.



The 2000 crewed by Mrs. Anne Hall (behind the steering wheel) and Miss Pat Spencer arriving at the spectator-crowded finishing line of the R.A.C.

Rally in London. While Mrs. Hall talks to a rally official, Miss Spencer has a few words with Rover Competitions Manager Ralph Nash.

The other three 2000s entered in the rally dropped out en route. The Morrison car was the first Rover casualty—he fell out north of Llandrindod Wells, in Wales, with back axle trouble. The James car was unable to restart after completing the speed trial at Oulton Park, and the Clark 2000 was involved in a mishap this side of Perth in Scotland, after doing the Highland circuit and while on its way south again into England.

After the Rover had gone off the road and down a drop, another car followed and landed on the 2000. Damage was such that continuation in the rally was impossible.

★ ★ ★
Two of three private entry Rover 3-litres lent by the Company and entered by the British Army Motoring Association finished 67th and 78th overall, thus maintaining the good record of Rover 3-litres in the R.A.C. Rally.

These entries were serviced en route by military Land-Rovers.

Crews of the finishing 3-litres were Major A. M. H. Wyndham, Sergt. J. Rhodes; and Sergts. S. E. Scowen and J. P. Minto.

Anti-flu pills available to employees

Sneezing again? Start of another winter cold? Why don't you do something about it?

Arrangements have been made to have courses of Esobactulin (anti-cold capsules) available in all the Rover factory surgeries.

A survey has indicated that this oral vaccine has proved beneficial to most of the employees who have taken it.

It is claimed by the manufacturers that immunity usually results within a fortnight of completing the five-day course, and lasts approximately three months.

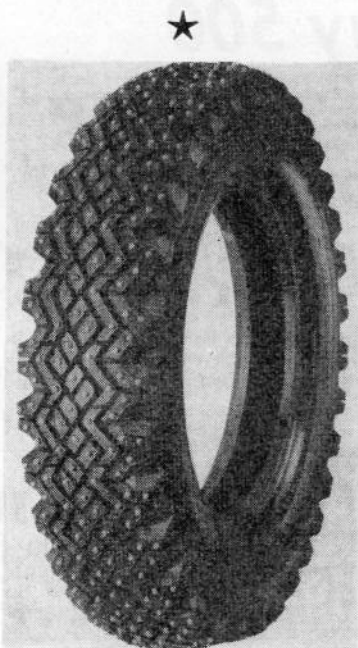
Six capsules are supplied, to be taken one each day for four days and two on the fifth. They should be taken on an empty stomach, or at least two hours after the last meal.

Cost to employees: 5s. 9d. per course. Apply to surgeries.

On exhibition at Smithfield Show

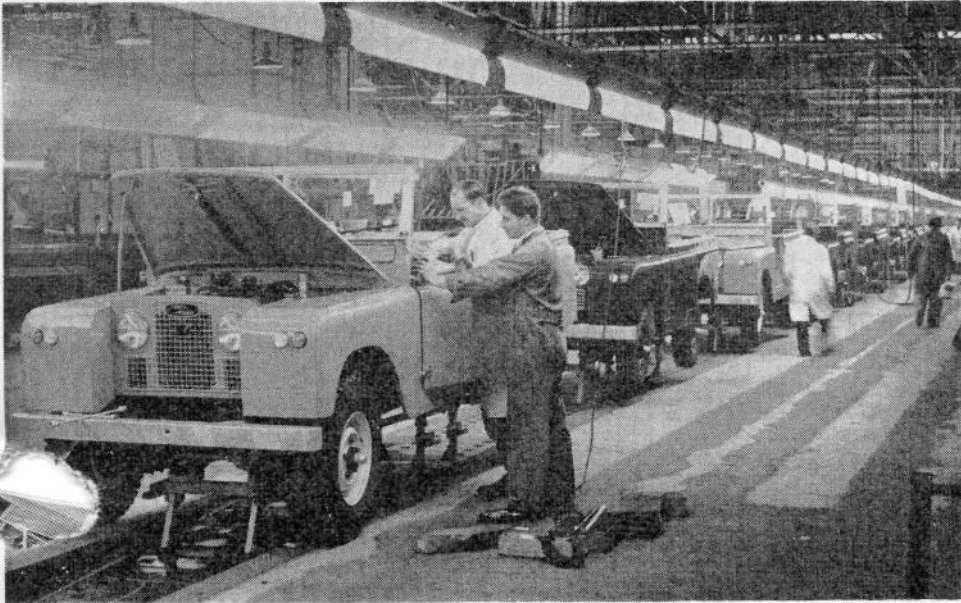
Two petrol Land-Rovers—a Regular left-hand drive and a Long unit with truck cab—fitted with a comprehensive range of approved equipment were displayed by the Company at the Royal Smithfield Show at Earls Court from December 7-11. The two vehicles demonstrated the Land-Rover's versatility when its power is harnessed to Rover-approved optional extra equipment, and particular emphasis was placed on agricultural applications.

Rover 2000s competing in the Monte Carlo Rally next month will be fitted with studded Weathermaster tyres, as illustrated, specially designed by Dunlop for rallying over ice and hard-packed snow. Though studded tyres are not new, it will be the first time Rover works rally cars have been fitted with them. The 'Monte' is the first rally entered by Rover works cars in which such tyres have been necessary. Icy and snow packed roads are a regular hazard of the Monte Carlo event.



Fifty Swiss dealers boarding their plane before leaving for home after a two-day visit to the Solihull and Acocks Green factories. Led by Mr. H. Badan, head of the distributor firm for French-speaking Switzerland, they toured the Land-Rover, 3-Litre and 2000 lines at Solihull, and also visited the Gas Turbine Division.

INTRODUCING — A NEW LAND-ROVER ASSEMBLY LINE



A general view of the new Land-Rover line. Note how vehicles under assembly are resting on support jigs, which are carried along on a conveyor belt let into the shop floor. This makes for easy walking round the moving units. BELOW: One of the five stations on the section raised above floor level. With the support jigs already in position, working in an upright position is possible at this early stage in assembly.

A brand new Land-Rover assembly line has recently come into operation at Solihull. This additional capacity will increase Land-Rover output by nearly a quarter and is the first stage of the current Land-Rover expansion scheme.

The new line, 660 ft. long, occupies part of the space released by the ending of P4 car production. Expansion has been necessitated by ever-increasing customer demand for Land-Rovers and is only the first part of a bigger, long-term scheme now taking shape.

Planning for the line by Mr. R. G. Harris (Chief Planning Engineer, Solihull) and his staff began under the overall direction of Mr. O. Poppe (Executive Director, Planning) many months ago. Consequently, the decks were cleared for immediate action as soon as the last P4 had been driven off the old car line.

Into the area moved Works Engineers and contractors' men and in just over four months the old track had been ripped out and the new one laid. All the attendant overhead apparatus was installed simultaneously and extensions carried out to the chassis frame weld and dash weld sections.

The lighting system has been retained from the old P4 line as a temporary measure, but this, too, will be replaced eventually under the long-term expansion scheme.

Several distinctive features distinguish the new line from the existing Land-Rover tracks. The conveyor belt is actually in the floor to enable workpeople to walk round vehicles easily and without climbing over a raised belt, as on the other Land-Rover lines. Vehicles under assembly are supported by special jigs not necessary on the other lines where the axles rest directly on the raised conveyor belts.

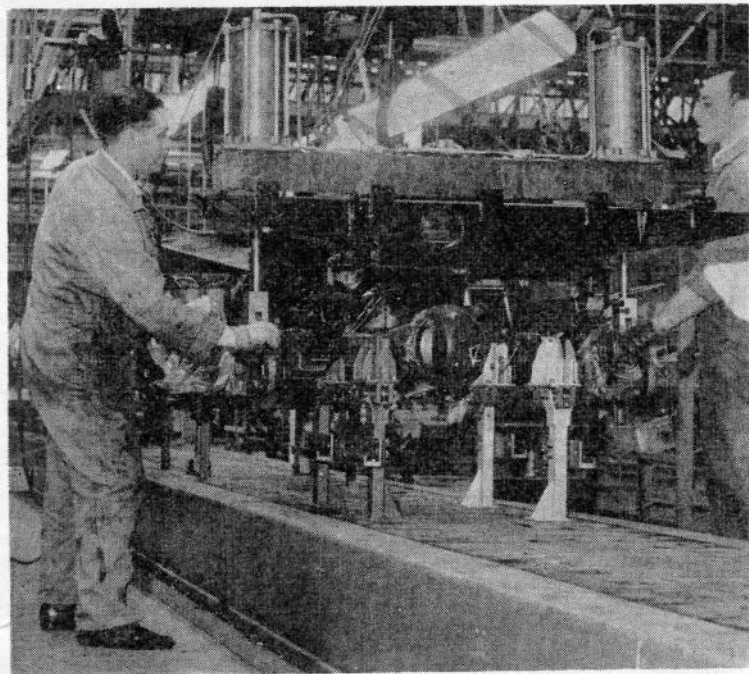
The first five stations on the line are on a 100 ft. section raised some 18 inches from floor level. This makes for easy working in an upright position for men on the section, for the "skeleton" units are, even at this stage, also on support jigs.

A schedule issue truck goes down the line with each vehicle, and this system makes for greater convenience as it ensures that the "supply" truck is at all times as close as possible to the vehicle being assembled.

Some 80 men are employed on the new line, most of them having been transferred from other Land-Rover tracks.

First stage of big expansion plan

RIGHT: End of the line. Here the conveyor belt falls to a low-level section before disappearing into the shop floor and doubling back to the start of the line. This section serves two purposes: It enables finished Land-Rovers to be dropped on to their wheels for driving off; and the jigs which go down into the low-level section with the conveyor belt can be reclaimed and returned to the start of the line for repeated use.



GAS LEAKS? THIS WHEELED DETECTOR SMELLS 'EM OUT

Day in and day out a Land-Rover resembling a cross between a mine detector and a vacuum cleaner can be seen about its business in Canadian townships. The vehicle and its crew are seeking . . . gas leaks.

Operated by Heath Survey Consultants of Canada Ltd., the equipment is known as a flame ionisation leak plotter and can locate gas main leaks several feet below the surface merely by driving over the main.

12 MILES A DAY

The mobile leak plotter is a mass of the latest in gas detection equipment which is able to record the presence of natural gas in the air in such minute quantities as 4.5 parts per million. It can check on distribution mains at the rate of 12 miles of pipe per day.

It works like this: As the unit drives over the buried main it scoops up air through a funnel-like fitting carried on a hollow boom. The air is sucked into a chamber in the vehicle in which a hydrogen flame is kept burning.

The flame is actually an electrode and there is another electrode a short distance away in the same chamber.

WARNING NEEDLE

If any gas is present in the sample of air it ionizes, creating an electrical current to flow to the other electrode which, in turn, causes a needle to move. This warns the operator of the presence of gas.

The leak is notified and repair crews are able to dig down to the exact location and fix it.

Much faster than regular leak-spotting methods, the mobile unit is yet another step in the safe handling and use of natural gas.



One of the two San Francisco locations of Paul Felton Imported cars (200, Taraval Street and 1529 Van Ness), now enfranchised to sell Rover cars and Land-Rovers. Paul Felton, principal of the concern, talks with Sales Manager Don McFadden outside the Van Ness premises.

News briefs from New Zealand

The newly acquired Parts building next door to the Rover New Zealand head office provided welcome space in which to hold a film evening on November 3.

This was organised by Mr. R. A. Wood (Parts Manager) and all connected with Rover in the Wellington area were invited. Company staff have in the past been guests at several similar social functions held by distributors and it was a pleasant change to be able to return the

hospitality.

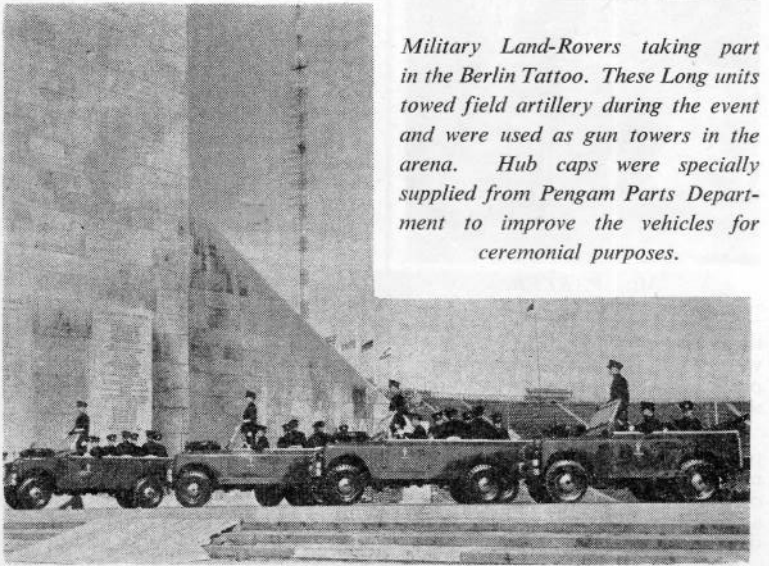
Films included "Assignment P6" and "24 hours at Le Mans." For many present it was the first time that they had seen a 2000, apart from in advertising literature, and the first car is now eagerly awaited in New Zealand.

Business commitments prevented Mr. P. K. L. Arnold, the Rover New Zealand Managing Director, being present at a gathering of all members of the Company to say farewell to

his secretary, Mrs. Pat Smart. Mr. T. Sanders (Accountant and Asst. Secretary) presented her with a silver and greenstone — New Zealand jade — bracelet. After three years with the Company Mrs. Smart has left to join her husband in Hong Kong.



The Governor-General of New Zealand, Sir Bernard Fergusson, has taken delivery of a new Rover 3-litre automatic from Wellington Motors Ltd., our Wellington distributors.



Military Land-Rovers taking part in the Berlin Tattoo. These Long units towed field artillery during the event and were used as gun towers in the arena. Hub caps were specially supplied from Pengam Parts Department to improve the vehicles for ceremonial purposes.

He'll cover 10 counties

Mr. A. D. W. Good (Sales Engineer, Solihull) left the Company on December 1 after 10½ years' service to become Midland sales engineer for Dennis Bros. Ltd., of Guildford, manufacturers of commercial and municipal vehicles.

He joined Rover as technical sales assistant and had been Sales Engineer for the last five years. In his new appointment, Mr. Good covers ten Midland counties.

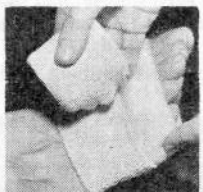
The high cost of NOT wearing safety shoes...

A big drive to encourage the purchase of safety footwear and consequently reduce the number of foot injuries through works accidents, has been launched through the Company's Welfare Department.

All employees—men and women, staff and manual—are potential foot accident victims. Yet they can walk about in perfect comfort (and safety) for as little as 43s. 9d.—less than 1½d. a day for a year!—the price of a pair of shoes with a steel box safety cap.

Foot injuries at Solihull are running at an average of 11 a month. At Pengam it is nine, at Acocks Green one, and in the Tyseley Group of Factories, one.

A breakdown of foot injuries shows just how serious they can be to health and in loss of earnings, without taking into account the sheer inconvenience of an injured foot both to victim and family.

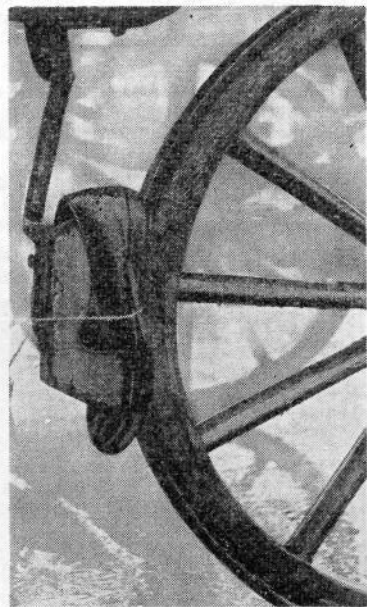


A fracture can mean two to three weeks away from work, and toe amputation—and there have been three at Solihull recently, one of them to a woman—can mean a lay off of up to two months.

Half a dozen accidents to feet have been known to lose more than 1,100 man hours between them. Indeed, one man who had a rear axle stub drop on a foot lost 538 hours' work!

This, then, is the cost to the individual and the Company of foot injuries. The remedy is simple—

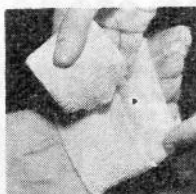
DON'T WALK ROUND THIS ARTICLE ... READ IT AND ACT NOW!



the wearing of steel-reinforced safety shoes or boots.

They come in many sizes and attractive styles for men and women

and range in price from approximately £2 to £3 a pair. And they are so light that they can be worn on all occasions, not just at work. In addition, manufacturers offer a £1,000 guarantee with each pair of shoes or boots.



Every Rover factory has catalogues and order forms and orders are channelled through the Welfare offices at Tyseley, Acocks Green and Pengam, and via the Overall Stores and Welfare office at Solihull. (Coventry employees' orders also go through Solihull). Delivery: 10 to 14 days.

Don't delay — YOU CAN WALK — place an order today. YOUR FEET ARE ESSENTIAL; PROTECT THEM.



Tax code numbers to leap—but don't worry

Your income tax code number will be altered next April—but don't let it alarm you. A new list of code numbers is being introduced for the tax year 1965/66 which begins on April 6, 1965.

All the new codes will be three digits, a factor of considerable potential advantage for large companies, such as Rover, when they contemplate computer use in the salary and wage field. It is also useful for future mechanisation trends in the Inland Revenue itself. This revision will make for greater accuracy and flexibility in the use of tax tables.

There will be more code numbers in the new list and, apart from code 1, the number standing for any particular total of allowances will be higher than at present.

Taxpayers whose allowances are unchanged for 1965/66 may not receive from the tax office a notice showing the new code number representing those allowances but should consult comparative lists which are to be displayed on notice boards throughout the Company.

Those taxpayers whose allowances for 1965/66 differ from those for the present year will receive a notice setting out the allowances in full and showing the new code number. Tax offices will begin issuing these notices early in the New Year.

Below is a comparative list of old and new numbers for the existing old numbers between 50 and 150. New numbers shown are the lowest equivalent of the existing code numbers. Employees whose present code numbers are below 50 or over 150 should consult a full list on notice boards.

Old	New	Old	New	Old	New	Old	New
50	223	84	523	123	598	137	637
51	224	85	524	124	601	138	638
52	226	86	526	125	604	139	640
53	227	87	527	126	607	140	641
54	229	88	529	127	610	141	643
55	230	89	530	128	613	142	644
56	232	90	532	129	616	143	646
57	233	91	533	130	619	144	647
58	235	92	535	131	622	145	649
59	236	93	536	132	625	146	650
60	238	94	538	133	628	147	652
61	239	95	539	134	631	148	653
62	241	96	541	135	634	149	655
63	242	97	542	136	635	150	656
64	244	98	544				
66	245	99	545				
67	247	100	547				
68	248	101	548				
68A	250	102	550				
68B	252	103	551				
68C	253	104	553				
68D	495	105	554				
68E	496	106	556				
68F	498	107	557				
69	500	108	559				
70	502	109	560				
71	503	110	562				
72	505	111	563				
73	506	112	565				
74	508	113	568				
75	509	114	571				
76	511	115	574				
77	512	116	577				
78	514	117	580				
79	515	118	583				
80	517	119	586				
81	518	120	589				
82	520	121	592				
83	521	122	595				

COMPANY'S OWN 'TRAVEL AGENT'

Rover personnel whose duties take them overseas on business have someone to make all their travel arrangements for them in the person of Miss May Parker.

For Miss Parker is the Company's newly appointed Travel Officer, and as such is responsible for booking tickets, reserving hotel accommodation, obtaining passports, attending to visa requirements, etc., for all Company personnel travelling abroad.



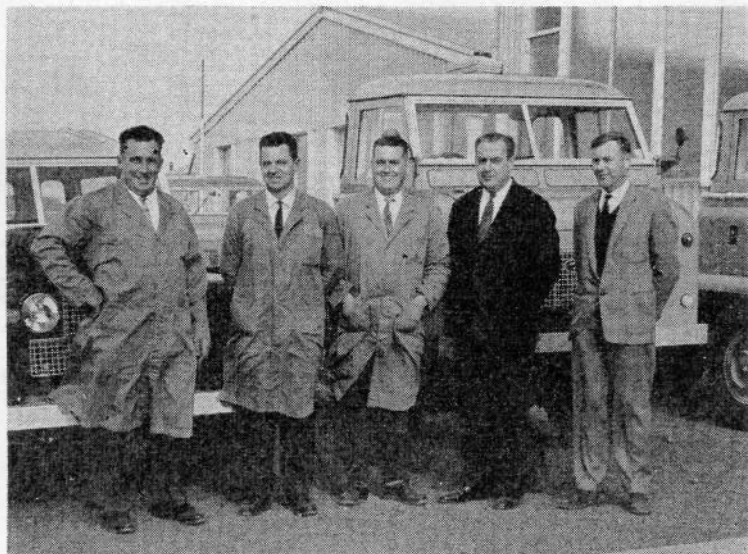
Miss PARKER.

She is also concerned with domestic flight bookings and hotel reservations for employees in this country, particularly for such events as motor shows.

From her bookings list it is possible to follow the planned movements of Company personnel on overseas business, and to indicate a person's whereabouts on a specific date.

She also makes travel and hotel bookings at home and abroad for visitors to the Company, as and when these are required.

Miss Parker has joined Rover from Alfred Bird and Sons Ltd., of Deritend, Birmingham, where she did similar work. Her Rover post is a new one and she is responsible through the P.R.O. (Mr. M. S. Alford) to Mr. J. H. Baldwin (Publicity Manager).



Record number at Engineering Dept. function

Some 325 people were present at the sixth annual dinner-dance organised for employees of Solihull Engineering Department and their relatives and friends.

The event, held in the Mayfair banquetting suite in Birmingham's Bull-Ring, was the best-ever attended of the Engineering Department's six annual functions.

BOUQUET

Mr. Len Smith (Rig Shop), chairman of the organising committee, proposed a toast to Mr. P. M. Wilks (Technical Director) who was present with his daughter, Angela. Mr. Wilks responded and Angela accepted a bouquet for her mother who was ill.

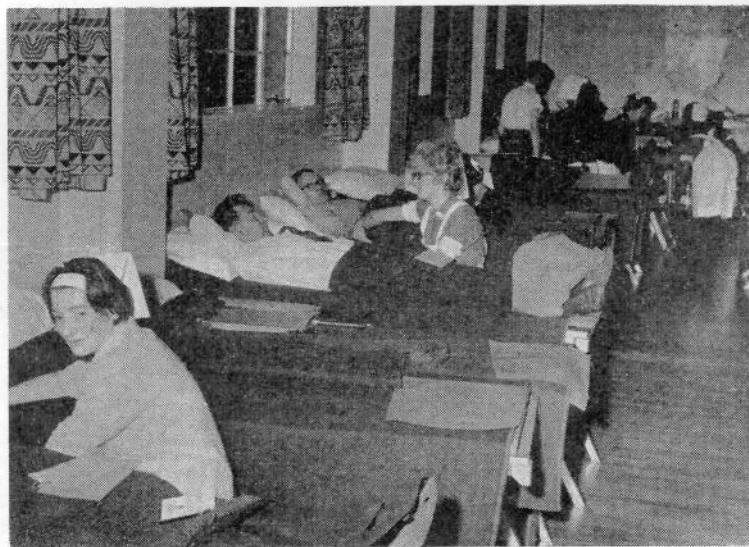
Also present was Mr. C. S. King (Chief Designer, New Vehicle Projects). A telegram of good wishes was received from Mr. W. Martin-Hurst, the Managing Director.

Dancing was to Billy Walker and his Orchestra.

Holiday fortnight

Rover factories will close for the 1965 annual holiday from July 16 to August 2.

A photograph from New Zealand Motor Bodies Ltd., Auckland, showing senior assembly plant staff with Mr. F. C. Pugh (Overseas Liaison Engineer) who recently returned to Solihull after 2½ months in Auckland. In the background are some of the first Land-Rovers off the new assembly line at Auckland. From left to right are Messrs. R. Billing (foreman, Welding Shop), L. J. McKearney (Line Supervisor), J. Grimmett (Production Manager), F. C. Pugh (Overseas Liaison Engineer, Solihull), and D. F. Buchanan (Administrative Officer, Assembly Division).



A hospital-like scene in the Solihull Guest Room (left). For four days last month, the room was lent to a National Blood Transfusion Unit for blood collection. During the period the unit was at the Solihull factory, nearly 500 employees each gave a pint of blood. A brief rest and a cup of tea was prescribed for each donor before he or she returned to the shop floor or office. In a letter to Mr. R. Dixon (Welfare Manager) after the Unit's visit, the Regional Donor Organiser, National Blood Transfusion Service said: "Once again thank you so much for the four excellent sessions. We were delighted with the results as in all 522 volunteers came forward, of whom 490 were able to make a donation. This was a really wonderful contribution to the blood bank."

Third M 14. T In t were Car C drive 1948 How: tower Mew: Rover Prom

PO

"I fo per pass saddle, t in need "Cor up, a fa right an cross di hurt my wheel w wheel ja frame, the mac home, a twenty- the exc you wo have it machine out and this seas of it as y

Our growing need — qualified young men with managerial ability

THE GROWING NEED FOR QUALIFIED YOUNG MEN WITH MANAGERIAL ABILITY IN THE EXPANDING COMPANY WAS STRESSED BY MR. L. G. T. FARMER, THE ROVER CHAIRMAN, AT THE ANNUAL DINNER OF ROVER APPRENTICES ASSOCIATION.

Mr. Farmer regretted that Mr. W. Martin-Hurst, the Managing Director, was unable to be present, but he sent congratulations to apprentices successful in their technical college examinations. With his condolences to those who had failed, he expressed the hope that a little extra effort would bring them success next time.

Setting up of an Apprentice Committee following discussions between Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare), Mr. L. S. Shaw (Apprentices Supervisor) and himself, was announced by Mr. P. M. Wilks (Technical Director).

With Mr. Wilks as chairman, the committee will include the directors responsible for the major departments where apprentice training takes place.

Mr. Wilks said: "Quite apart from any improvement which we can make in the future, I am constantly impressed by the apprentices and ex-apprentices with whom I come into contact. I like their enthusiasm, initiative and sense of good citizenship."

Stressing the importance of school

work, Mr. Wilks said such qualifications as H.N.C. are increasingly becoming an essential basis for many of the interesting and worthwhile jobs in industry.

"I think there are two reasons for this," Mr. Wilks went on. "These qualifications indicate that a man has the mental agility necessary to understand the complex problems involved in modern engineering, and they indicate that he has the determination and tenacity to succeed in what is often the least palatable

part of his training."

The Worcester Motoring Cup was presented by Mr. W. J. Robinson (Executive Director — Production, Solihull) to E. L. Wishlade (Publicity Dept.) and the Shaw Snooker Cup was presented by Mr. L. S. Shaw to G. H. Hicks for the second successive year.

About 145 were present at the dinner—the highest number at the function to date—and Management guests, in addition to Mr. Farmer, Mr. Wilks, Mr. Robinson and Mr. Shaw, included Mr. C. J. Peyton (Company Secretary), Mr. R. W. Bromley (Executive Director, Service), Mr. E. G. Bacon (Executive Director, Quality Control), Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.), and Mr. R. R. Hillen (Personnel Manager).

590 at banquet—Rover man presides

Rover Chief Designer (Cars) Mr. A. S. Ostler had the honour of presiding over the annual banquet of the Midland Centre of the Institute of British Carriage and Automobile Manufacturers, held at Penns Hall Hotel, Sutton Coldfield, on November 13. Mr. Ostler is Chairman of the Midland Centre.

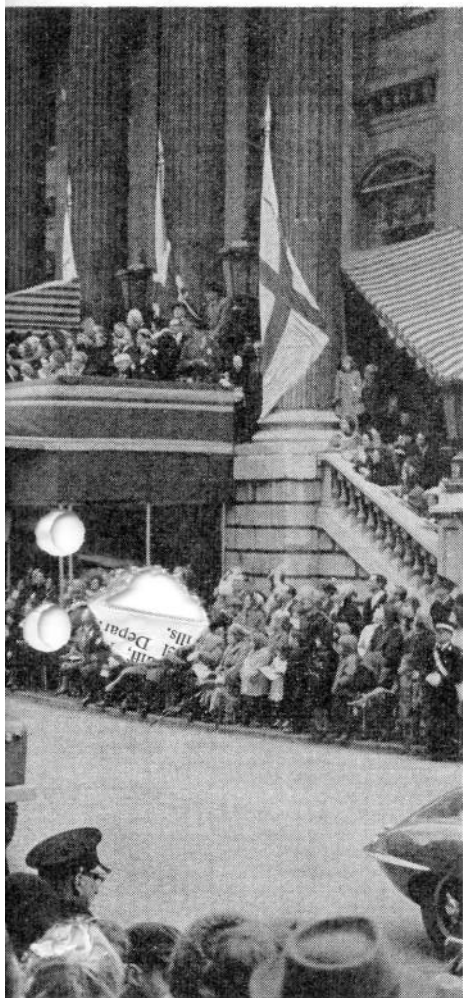
Some 590 people attended the function. Guests included the national President of the Institute, Mr. A. Jeffrey; the European President (Union de la Carrosserie), Mr. E. P. Connolly; the Chairmen of the Northern and Southern Centres, and their wives; and fellow Rover executive, Mr. R. N. Oxley (Assistant Chief Engineer, Cars), and Mrs. Oxley.

In a brief speech, Mr. Ostler welcomed all the guests, hoped that all present would have a most enjoyable and memorable evening, and thanked the Midland Centre committee members for the time and energy spent in making the function possible. Mr. Ostler specially mentioned the Midland secretary, Mr. Bernard Roberts, and Mrs. Roberts.

Sudden death

The death occurred suddenly on November 28 of Mr. Edward Albert Ward, a Solihull works fork lift driver. He was working as usual during the morning and it was a great shock to his colleagues when they heard of his death. He was 44 and had only been with the Company since last January.

● Civic visitors on the 2000 assembly line. The group pictured below includes the Lord Mayors of Cardiff and Birmingham and the Mayor of Solihull. Rover personnel acting as guides include Mr. B. G. L. Jackman, Mr. C. B. Powell (P6 Supt.) and Mr. R. G. Harris (Chief Planning Engineer, Solihull).



CAVALCADE OF ACHIEVEMENT

Years of Rover motoring drove by watching thousands during the Lord Mayor of London's Show on November 13. This year's theme was British motoring. The 1½-hour cavalcade of some 150 vehicles included a 1924 Rover 10 entered by the Veteran Club; the Rover Company's 1931 Nizam entered by Mr. E. Wishlade (Publicity); a 1975 owned and driven by Mr. Dashwood; the T4 gas turbine car (see above) on a Dixon-Bate trailer by a Land-Rover driven by Mr. N. (Land-Rover Special Projects); and a 2000 driven by Mr. Peter Clough (Sales Promotion Manager, Publicity).

Postbag from the Past—No. 5

(being another cartoon in the series quoting letters from Rover cycle customers written in the 1880s).



warded to your address last evening, passenger train, my No. 1 'Rover' (minus bell, and pedals). You will note it stands of repairs. riding down a long bank yesterday, feet for 15 miles an hour, I failed to make a right turn at bottom, and dashed into a ditch, a fearful smash. Luckily I did not hurt myself, bar a few bruises, and although the front wheel buckled, the forks bent, and the front wheel rimmed quite an inch beyond the curved track with the assistance of two companions. The machine was made rideable, and I rode it a distance of 23 miles, in two hours and ten minutes. I think this speaks volumes for the excellent of material. I should be pleased if you would put it in hand at once and let me have it back as soon as possible, as I have no time to ride, and it is essential I should be able to get about on your business all I can just at present. Of course, you will make as good a job of it as you can, and return it per passenger train."

TV news editors on 2000 line

Twelve news editors from independent television companies throughout the country were the guests of the Company at Solihull recently. A tour of the 2000 line figured prominently in the visitors' itinerary.

The editors represented various independent television media, including Midlands, Granada, Anglia, Tyne-Tees and Westward, and the visit was arranged in conjunction with an Associated Television conference held in Birmingham.



Mr. and Mrs. A. S. Ostler (centre) with Mr. A. Jeffrey (right), President of the Institute of British Carriage and Automobile Manufacturers, and Mrs. Jeffrey (left) at the annual banquet of the Midland region of the Institute.

CIVIC LEADERS AND MALAYSIANS AMONG FACTORY VISITORS

Several groups of important visitors have been to the Company's factories recently.

Making their annual visit round the Solihull works were the civic heads of Cardiff, Birmingham and Solihull.

In the party were the Lord Mayor

and Lady Mayoress of Cardiff (Ald. W. J. Hartland and Mrs. Hartland), the Lord Mayor and Lady Mayoress of Birmingham (Ald. F. Price and Mrs. Price), and the Mayor and Mayoress of Solihull (Ald. H. C. Taylor and Mrs. Taylor).

The visitors were received at

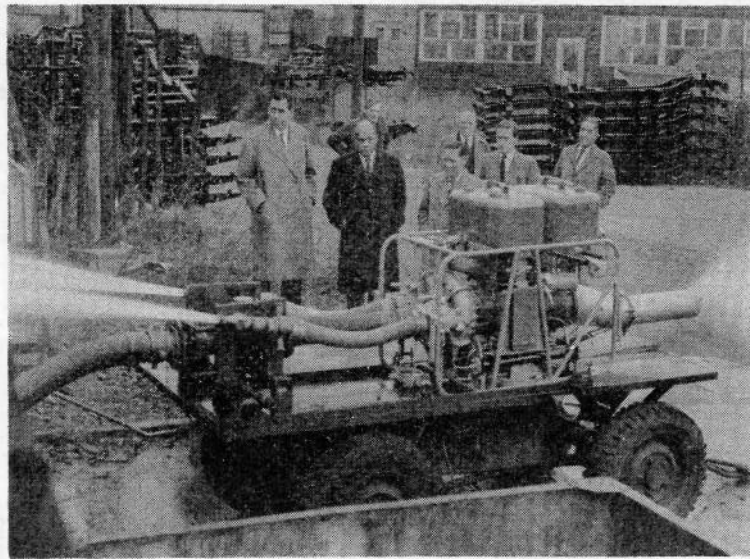
Solihull by Mr. A. B. Smith (Director and General Manager), Mr. B. G. L. Jackman (Executive Director, Production) and Mr. W. J. Robinson (Executive Director, Production—Solihull), and later at Acocks Green by Mr. J. W. E. Walton (Executive Director, Production—Tyseley) and Mr. E. Scott (General Works Manager, Tyseley Group).

Their itinerary comprised a tour of the 2000 car block, including the Paint Shop and assembly lines; a ride round the test track in Rover 2000s and a tour of the Acocks Green premises.

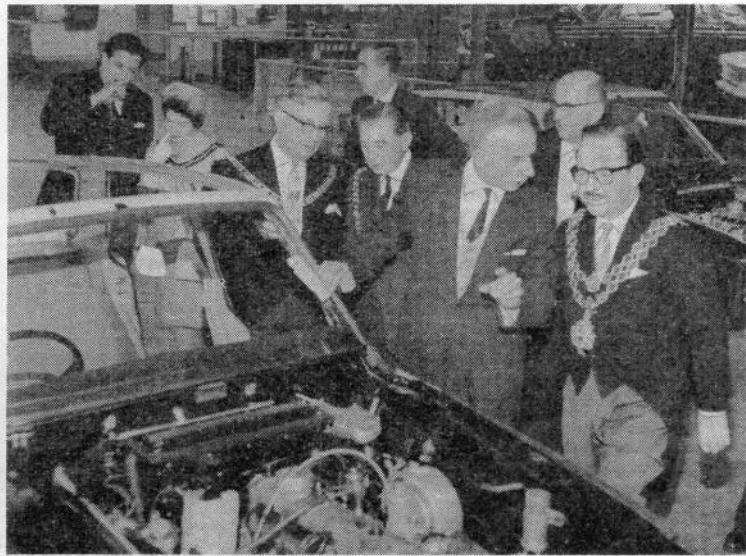
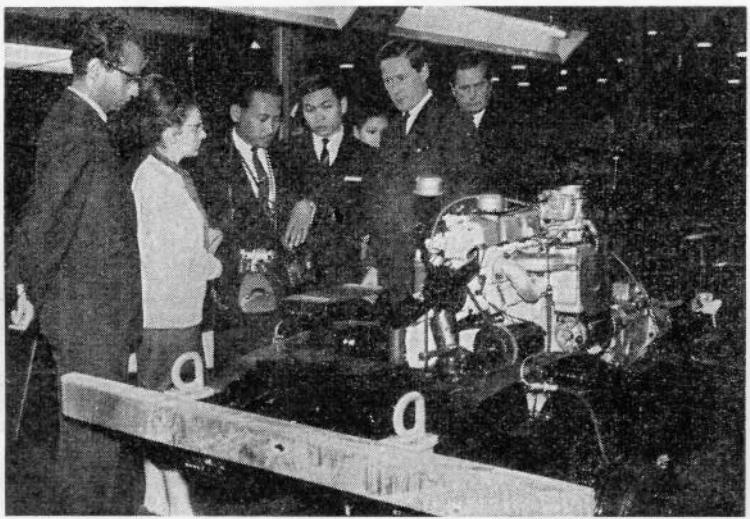


Other groups of visitors, sponsored by the Central Office of Information, have included 20 delegates from Colombo Plan countries who toured the Land-Rover line and inspected the T4 gas turbine car; and four Malaysian Civil Defence officers, whose interest was principally in Land-Rovers and gas turbine water pumps applicable to C.D. needs.

They went over the jungle course, and inspected a Special Projects display in the Service School park, which included several Land-Rover fire engines.



The Malaysian Civil Defence visitors watch a Rover gas turbine water pump in action. The pump was a "special" for an Italian naval vessel. BELOW: Delegates from Colombo Plan countries on the Land-Rover line at Solihull. The delegates who had been attending discussions in London, were on a brief post-conference tour before returning to their own countries.



NEWS AND PICTURES ABOUT ROVER PEOPLE

Murder drama opens the Rover theatre season

Rover Dramatic Society got off to a good start for its new winter season when it presented "Dial M for Murder" by Frederick Knott on the Tyseley stage on the evenings of November 27 and 28.

Though the story is a highly improbable one, it makes stage drama of the most gripping kind when effectively acted. A husband plans to have his wife murdered by a bribed "intruder," but the plot goes awry when the wife shows

unexpected fight and kills the would-be assassin.

Generally, the Rover cast coped adequately enough with the plot, which is a slow starter like so many in which the scene must be painstakingly set before the whole thing can really get under way.

As the plotting husband, Andy Lane (Springfield) displayed a suitable callousness while Janette Dennington, as the wife, exhibited the flashes of emotion which a woman in such a predicament would most certainly display.

John Sharpe (Land-Rover Test), returning to the stage after a long spell behind the scenes, was an urbane "other man"—a television writer of crime stories who finally saves the wife from the gallows.

Not for the first time, John Wallbank (Computer programming) made an excellent detective. He has the manner (and the pipe) for such a stage role!

Alex Finney (Gas Turbine Buying), who produced, also took on a role at the last minute as the would-be murderer who is killed. Incidentally, he and Miss Dennington deserve a special pat on the back for a realistic and suitably drawn out death struggle.

Stage manager and man responsible for setting was Arthur Price, who also had a brief walk-on part as a second detective. Audrey Taylor and David Pouncey were front of house and Rita Ellis prompted.

A coachload of members from a local Darby and Joan club saw the play on the first evening after being



A scene from "Dial M for Murder." On stage are, left to right, Andy Lane, John Sharpe, and Janette Dennington—three of the cast of five in this murder mystery by Frederick Knott.

sent complimentary tickets and on the second evening the audience included members of two other local dramatic societies. More than £5 was raised from programme donations and a raffle for Solihull Old Peoples' Association.

NEXT PRODUCTION: a comedy, probably in February. D.W.

The main canteen at Solihull will become a cinema for an evening on January 7 when the Rover Model Railway Section screens "Genevieve" and several supporting railway films. Tickets will be on sale in the main canteen at lunchtime on January 6. Price: 2s. each. The show starts at 7 p.m. and tea and bar refreshments will be available at the interval. The section will be putting on a full-day exhibition on the first Saturday in May.

First steward of Rover House retires

The man who was first steward of Rover House in Lode Lane, Solihull, when it was opened in 1947 for overseas representatives, retired from the Company on November 26—his 65th birthday—after 17 years' service.

Mr. Arthur H. Murphy was steward at Rover House for 12 months until his wife's ill-health compelled him to vacate the post. Subsequently, he became responsible for all returnable packing at the Solihull factory, and he carried out these duties under Mr. G. V. Wagstaffe (Stores Superintendent) until his retirement.

It was the third 'retirement,' in Mr. Murphy's working life. He left the Navy in 1937 after 22 years' service, only to be recalled two years later to serve until a second demobilisation in 1945. During nearly 30 years at sea in two world wars, he served in convoys to Russia and Malta, being torpedoed off the George Cross island. He was also present on several Commando raids and at the North African landings.

Mr. and Mrs. Murphy—she is employed in Home Sales and is also retiring at the end of the year—celebrated their ruby wedding anniversary in October. They have a son, a chief petty officer in the Fleet Air Arm.

Mr. Wagstaffe presented Mr. Murphy with an electro-plated tea service and cash on behalf of the latter's workmates in the Stores.

It's party time once again



Two young gentlemen and two young ladies relax with crisps at the Christmas party organised for children of employees of Solihull Works Engineers' Dept. ABOVE RIGHT: A moment of pleasure as Santa's gift actually changes hands.

AMBITION ACHIEVED — AFTER 25 YEARS!

A tinsmith working on P5 Final Line Rectification at Solihull has achieved his ambition of more than 25 years of chrysanthemum growing.

Not only has Mr. Cyril Eglise achieved the chrysanthemum grower's idea of perfection in growing flowers of the Japanese variety, but he took top award with one at a Midland show.

He won two silver cups and the National Chrysanthemum Society Certificate for finest bloom in the show at the Coventry and District Chrysanthemum Society's annual exhibition.

These awards were the culmination of mounting success with Japanese blooms over the last four years, during which time he has won three blue ribbons for earlies, two cups, two "Amateur Gardener" certificates and a "Smallholder" certificate.

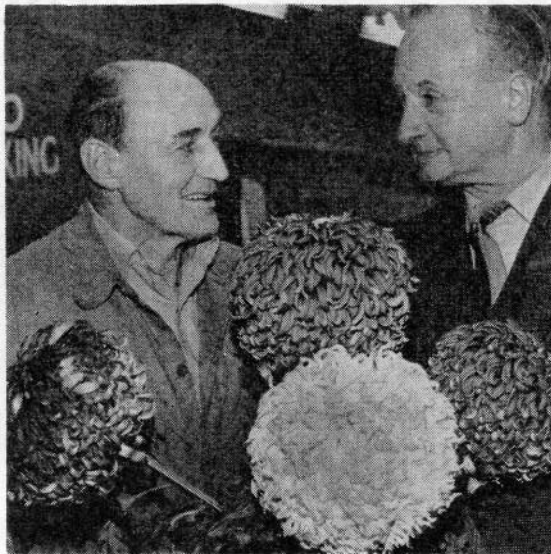
Winning size

A delighted Mr. Eglise told ROVER NEWS: "If you can grow Japanese you have achieved perfection in chrysanthemum growing."

His show winning bloom was some 10½ ins. in diameter, which gives some idea of how big a Japanese bloom will grow. And this one was not Mr. Eglise's biggest; he grew a bloom 12 ins. across, but it was not perfect enough for showing.

Mr. Eglise, a Rover employee for 30 years, has been showing chrysanthemums for 12 years and growing them since before the second world war.

★
Japanese chrysanthemum grower Mr. Eglise (left) has an admirer for some of his blooms in Mr. A. L. Barrow (Supt., P5 Final Line). Mr. Eglise's chrysanthemums have been the admiration of the P5 Final Line this year.
★



TECH. SERVICE SAYS GOODBYE TO Mr. LIGHT

An informal but pleasant ceremony took place in the Technical Service Department at Solihull on November 11 when presentation of a leather brief case was made to Mr. H. B. Light, who was leaving the department after nearly 20 years to take up his new appointment as Official Company Historian attached to Publicity Dept.

In the presence of the staff, the presentation was made by Mr. M. Brewer (Technical Editor), who served with Mr. Light in the same regiment during the war. In making the presentation, Mr. Brewer conveyed the good wishes of the staff to Mr. Light who gratefully acknowledged the gift.

On the same day, the Technical Service staff also made a presentation to Miss B. E. Hollins, who had been in the department for 15 years, and who was leaving to continue her secretarial duties with Mr. Light.

Miss Hollins received a travelling alarm clock and a leather writing case.

ODE TO A ROAD HOG

by R. N. JONES (Fleet Sales, Solihull).

A simple motorist was I,
An easy soul to satisfy,
Until to ROVER one day I came
My driving has never been the same.

When work is done, I get in my car,
The race begins, Valiant Way's not far.
Up on the inside, I'm turning right
War has no rules and this is a fight.

I'm at the Halt sign, it's a piece of cake,
Just bide my time for a chance to take,
Push my bonnet out, they still squeeze by,
I must think of something else to try.

The fellow behind is getting excited,
My family name is becoming blighted,
He wants to turn left, well, hard luck chum,
I'm staying here; you must be dumb.

Can't you see there's space enough to get by,
You can drive up the verge, send the pedestrians awry,
Your suspension should take it, who cares anyway,
You must be new and will learn some day.

PAGE OF PRESENTATIONS

Tyseley, Acocks Green, Solihull, Percy Road and Ryland Road occasions



Mr. Arthur (Jock) Stanyard has retired after 42 years' service with the Company as a grinder at Tyseley. Seventy-year-old Jock and his wife, whom he married 48 years ago, have left Birmingham to live at Benefield, Northants. Mr. Stanyard is pictured (left) receiving from Mr. P. Wright (Senior Supt.) a clock and a tea-set, subscribed for by his fellow workmates of Group 58. Also in the picture are Mr. W. Frampton (Grinding Section foreman) and workmates Messrs. A. Wallin, C. Winsper and L. Edwards.



Mr. Sid Pollard retired on November 6 aged 73. He was a chargehand labourer at Ryland Road and had been with the Company for 27 years, moving to Ryland Road from Tyseley. Mr. W. Garland (Machine Shop foreman) presented Mr. Pollard, with an electric blanket and cash on behalf of Ryland Road workmates. In the picture (right) are Messrs. E. Philpott, J. Hamilton, Sid Pollard, H. Moran and W. Garland.

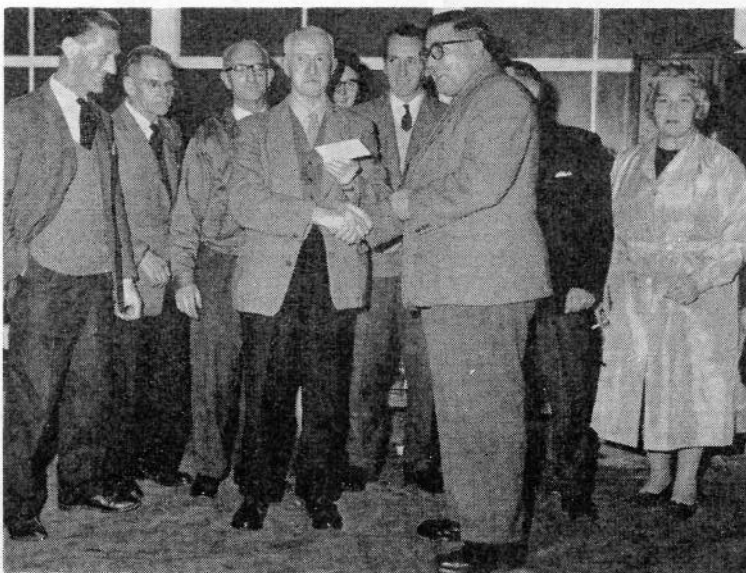


Mrs. Louise Grigg left the Company's employment as an operator on Group 29, Tyseley, to await an expected happy event. She is here seen (above) receiving from Mr. Frank Hill (Machine Shop foreman) a blanket and pram set, gifts subscribed for by her workmates. Also in the picture Mrs. Pretty, Mrs. Brain and Mrs. Broadhurst.

RIGHT: Another forthcoming happy event was celebrated in advance when Mrs. Brenda King left the P5 Car Detail Trim Shop at Solihull. Friends gave her a selection of nursery gifts.



BELOW: Mr. A. MacKellar (Works Superintendent, Percy Road) presented a wedding gift of blankets to Mr. T. Wilkes (Heat Treatment foreman), third from left, on the occasion of his marriage to Miss R. Whyte. The gift was subscribed for by friends and colleagues at Percy Road.



LEFT: When Mr. F. E. Haswell (fourth from left) retired after 19 years in the stores at Acocks Green, he was presented with a sum of money by Mr. A. G. Higgins (Stores Superintendent) raised among workmates as a token of their esteem.

He clocked out... with a clock

An electric clock and cheque were given to Mr. J. H. Walker when he retired from the Acocks Green Machine Shop. The gifts were handed over (below) by Mr. W. Hebblethwaite (Machine Shop Supt.) on behalf of Mr. Walker's workmates.



Mr. W. Wale (Superintendent, Engineering, Solihull) presented an electric razor to Mr. W. Woodman, P6 Development fitter, to mark the latter's departure from the Company to emigrate to Australia. The gift was subscribed for by workmates and with it went their best wishes to Mr. Woodman for a new life on the other side of the world.

She prefers work to retirement

Miss Rose Walford celebrated her 73rd birthday on November 4, and to mark the occasion her workmates subscribed towards presentation of a bouquet of chrysanthemums and a woollen cardigan.

C. Morgan (Machine Shop Supt.). Also in the adjoining photograph are Mr. P. Wright (Senior Supt.), Mr. F. Hill (foreman), Mrs. E. Collier (capstan operator) and Mrs. I. Brown (Inspection).

Miss Walford has been employed as a capstan operator at Tyseley for 24 years, and had the honour of being presented to the Duke of Edinburgh when he visited the works in February, 1958. She says: "I prefer the companionship of my workmates to the loneliness of retirement."

These were presented (left) by Mr.

Miss Walford has been employed



It's a fair wind that blows in the trophies for Rover dinghy sailor . . .

A collection of stainless steelware, pewter and plated trophies covered a large desk in the ROVER NEWS office. Such was the tangible proof of a Rover man's considerable success in dinghy sailing this season.

Mr. Paul Langley (Turbine Installation Drawing Office) has had a board-sweeping summer with his 13 ft. 3 ins. sailing dinghy.

He has won 25 first places, four seconds and a fifth place in Rugby Sailing Club events to gain four awards—two class trophies and two handicap trophies.

In addition, he has towed his dinghy on a trailer behind his car to numerous open meetings, mostly in the Midlands, to win four firsts, three seconds, and a third. In qualifying races he won 12 firsts, six seconds and three thirds.

Fleet captain

Paul ended the season by collecting the Midland Area Enterprise Aggregate Trophy for gaining the best four results out of six qualifying open meetings, and by coming 14th from 114 competitors in the Enterprise national championships.

Paul, a Rover employee for 10 years, is Enterprise fleet captain of Rugby Sailing Club, and his crewman during his so successful season was shopkeeper Terry Griffiths.

It took Paul and Terry six weeks to build the dinghy and trailer four years ago, and they shared the cost of £140.

Since entering competitive sailing, Paul and Terry have gradually built up their success. Last year—the season lasts from March to October inclusive—they won one open meeting and had a number of placings. This year, they really reaped the benefit of this experience.

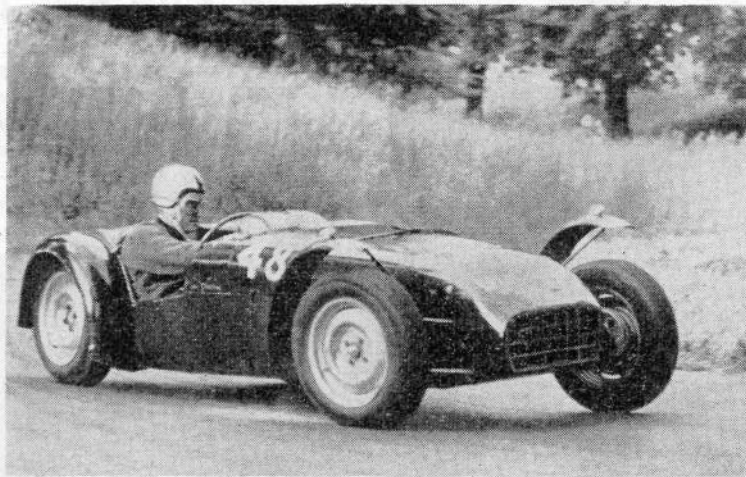


Paul says sailing is not a terribly expensive hobby. Heaviest item is travelling—he tows his boat and trailer 70 miles from his Coleshill home to the Rugby club water and back, apart from attending open meetings elsewhere in the Midlands.

"Waterproof clothing takes some punishment as you can imagine, and needs replacing periodically," Paul says. "And this year we had a new set of sails. But by and large, sailing expenses are modest once you are kitted up."

Paul and his partner say they enjoyed building the dinghy—from machine cut parts—as much as racing it. The Enterprise class is the largest in this country, having nearly 11,000 boats and very strong fleets in the Midlands.

Winter has now grounded them, but Operation Renovation is already under way in preparation for the 1965 season—and more trophies?



TENNIS CUPS PRESENTED

Trophies won during the last season were presented at a dinner dance held at the Greswolde Hotel, Knowle, on November 28 for members of Solihull Tennis Section.

It was the first event of its kind, but Mr. E. J. Walden, chairman of the section, said it was hoped to make it an annual affair.

Mr. R. Dixon (Welfare Manager), who, with Mrs. Dixon, was a guest for the evening, presented the ladies' singles cup to Mrs. Pam Greaves (Land-Rover Engineering) and the men's singles trophy to her husband, Mr. Ken Greaves (Brochure and Estimating).

Ladies' runner up was Mrs. Agnes Clifton, wife of Mr. R. Clifton (Land-Rover Inspection) and men's runner up was Mr. R. Rimmington (Works Engineers).



Bitten by the racing bug, Mr. John Upton (Service Reception, Solihull) decided last year to try his hand at hill climbs and sprint meetings.

He started with an M.G.A. and in November last year he bought himself a B.M.C. series A engined Lotus 7 in Formula Junior trim.

John, an ex-Rover apprentice, has had two seconds in national meetings and a third in a club sprint meeting—a good start to a racing career. For next year "I'll keep the car," says John "and have another go!"

Here's wishing him success. He is pictured above on the race track.

A group taken at the Solihull Tennis Section's annual dinner. From left to right: Miss Ann Oliver (O. and M.), secretary; Mrs. Pam Greaves, Mr. Ken Greaves, Mrs. Agnes Clifton, and Ted Walden (Engineering), chairman.

Archers on target this season

More archers entered the Rover archery field shoot held on the Lode Lane, Solihull, sports ground than competed in the British championships in Yorkshire last September.

A modified course was laid out consisting of 28 animal-faced targets, and with nearly 120 archers of all ages competing from various Midland clubs, the unanimous verdict of all was: "A most enjoyable day's sport, despite the cool breeze."

Top prizes, presented by Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare), went mostly to visiting archers, though Mrs. M. Howell (formerly of P6) and J. Howell, aged 16, won awards in their respective classes.

The first prize for the under 11's went to Master D. Russell, son of Mr. W. Russell (Rectification, Solihull) who was also competing with his wife.

Archer of the Year

The President's Trophy, donated last year by Mr. A. B. Smith (Director and General Manager) for the Rover Archer of the Year, was presented to 16-year-old J. Howell (Mock Up Shop, Solihull) who has consistently been among the awards at various events in the past season.

He won the All England Junior Field Championship in September and also the Midlands Championship.

Rover archers generally have done well in numerous events this season, collecting prizes from a dozen or so field shoots. Most of these were in the Midlands, a recent success being at Shrewsbury where the Rover bowmen took six awards.



Mrs. O. Poppe presents Mr. L. H. Morriss with the President's Cup at the annual dinner of Rover Solihull Rifle Club. Also in the group are the winners of other club awards for successes in the past shooting season.



Paul Langley amid trophies won this year by crewmate Terry Griffiths and himself. As can be imagined, there's quite a cleaning operation involved for Paul and his wife to keep the awards looking ship-shape.

Riflemen get their awards after dinner

Rover Solihull Rifle Club has vacancies for a few new members, announced the secretary, Mr. R. F. Bateman (Internal phone 767) at the club's 11th annual dinner dance at the Red Lion, Hotel, Knowle, on November 27.

Reviewing the year's shooting, Mr. Bateman said that after a bad start Rover competitors had recovered some of their form and the club had made some progress up the external league tables. He hoped for better fortune next year.

Internal competitions had been closely contested and Mr. Bateman listed the following successes: A. J. Houldey won the 'A' Class award, scored the highest number of "possibles" and had the highest individual score in the division of the Summer League.

R. F. Bateman: the 'B' Class award and the Handicap Cup.

R. Marshall: the 'C' Class Cup, and R. Butler the Captain's Trophy.

L. H. Morriss: the President's Cup after an exciting shoot off, B. V. Bishop coming second and R. F. Bateman third.

SILVER SPOONS

B. V. Bishop and H. H. J. Makepeace won the Pairs Cup. Silver spoons for maximum scores went to A. J. Houldey, L. H. Morriss, B. V. Bishop and R. F. Bateman.

N.S.R.A. Certificates: A. J. Houldey, L. H. Morriss, T. Fenton Smith, and Miss E. J. Thomas.

Some 30 people attended the dinner. Guests included Mr. O. Poppe (Executive Director, Planning) and Mrs. Poppe, and Mr. R. Bruce, chairman of the Warwickshire Smallbore Rifle Association.

The toast of the Company was proposed by Miss E. J. Thomas (chairman) and Mr. Poppe replied.

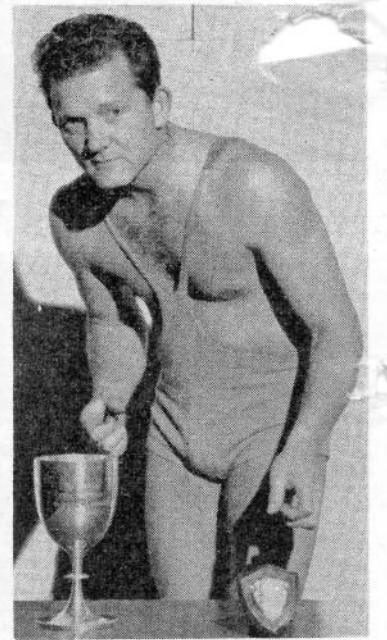
Mrs. Poppe presented trophies, and in her turn was given a bouquet of flowers. Other recipients were Miss Thomas and Mrs. M. Carter.

Presentations were also made to Mr. D. Faulkner, a member of the club for many years who has gone into the hotel business, and to Mr. T. Barton, chairman for many years.

SEAGRAVE RD. WRESTLER WINS A TITLE

A panel beater by occupation, but a potential champion beater by inclination. That's Terry Blackall, Seagrave Road's own wrestler, who has an eye on the British welterweight title.

Terry, who is 35, has been hard-pressing top British wrestlers for the past few years. Two years ago, in fact, he drew with Len Allen, who represented the British welterweight division at the Tokyo Olympics.



Wrestler Terry.

Now it would seem that Terry is really about to make his name in wrestling, having wrestled magnificently to win the London Welterweight Championship.

To do so he wrestled four bouts against the best wrestlers in London, finishing with a bout against Jimmy Brown, an experienced man whom Terry pinned after being well ahead on points.

After dominating his opponent early in the bout, Terry tired, as did Jimmy Brown, but the Seagrave Road man drove himself on to end the contest and take the title in less than the scheduled time.

Terry, a Rover employee at Seagrave Road for two years, now has his sights on the Southern Counties Championship—an eliminator for the British title.

Gardeners elect their officers

Rover gardeners hope to hold a dinner in February. Details will be announced later on notice boards throughout the Solihull works.

At the annual meeting of Rover Solihull Horticultural Society on November 23, the following were elected: chairman, Mr. A. C. R. Greenwood (Secretarial); vice-chairman, Mr. H. A. Brown (Land-Rover Final Line); secretary, Mr. A. Thomas (Welding); treasurer, Mr. A. Thacker (Land-Rover Trim Shop); committee, Messrs. C. Richards, J. Morris, T. Perrins, J. Daniels, J. Whitehouse and B. George. Show committee: secretary, P. Toon; assistant secretary, W. Bradshaw; committee: A. Ross, W. Tinney and T. Perrins.

Results of a Percy Road angling section fur and feather contest at Hampton Ferry on November 7: 1, R. Johnson (3 lb. 1 oz. 9 dr.); 2, D. Coulett (3 lb.); 3, B. Lewis (2 lb. 4 oz. 8 dr.); 4, P. Roberts (2 lb. 3 oz.); 5, D. Aston (1 lb. 10 oz. 12 dr.); 6, R. Derrington (1 lb. 10 oz. 8 dr.).

Mr. P. F. Allen (Machine Tool Reconditioning, Acocks Green) left the Company on November 12 after 21 years' service. He was presented with a cheque by Mr. E. Jackson, on behalf of his colleagues at Acocks Green.