



£400,000 parts orders with a world-wide distribution

Special orders for Land-Rover spare parts, valued at over £400,000, have been received in the last few weeks by the Company's Parts Department.

All the orders are being executed from Pengam, and are in addition to any calls overseas for locally manufactured parts.

Largest order in the batch just announced by the Parts Department is from South Africa and others are for the Congo, Spain, Burma, Pakistan, Syria, Australia, New Zealand and West Germany. The latter order followed the recent purchase of 200 built-up Land-Rovers for the Border

Police and represents a three-year scaling.

The orders are indicative, not only of the parts business already being done by the Company with fleet operators following sales of vehicles, but of the growing potential in this field as Land-Rover fleets grow in size in all corners of the world. It is estimated that more than 250,000 Land-Rovers are in use in 170 countries.

The parts ordered vary in size from small screws to complete Land-Rover bodies, and will be supplied from the range of over 25,000 different part numbers which the department carries in stock.

CARDIFF GENERAL MANAGER IS VICE-PRESIDENT

Mr. D. N. Steed, Executive Director, Production and General Manager at Cardiff, has been elected to the office of Vice-President of the Engineering Employers' Association of South Wales—still popularly referred to as the "Federation."

This appointment is a personal honour for Mr. Steed and recognition of the place achieved by the Rover Company on the South Wales industrial scene since the Pengam project was initiated under Mr. Steed's general managership in 1961.



Mr. STEED

Pengam security chief elected secretary

Mr. Horace Walpole (Chief Security Officer, Pengam) has been elected hon. secretary of the Wales Region branch of The Industrial Police and Security Association.

The branch is a new one with some 170 members and Mr. Walpole is its first secretary.

A Rover employee since 1961, Mr. Walpole is a former superintendent of Cardiff City Police. In the latter period of his police service he was in charge of the forensic laboratory—one of the best-equipped in Britain.

Directors take long service award to man in a nursing home

Two Rover directors accompanied by Mr. L. N. Callaby and other members of M.C.D. went to a Leamington Spa nursing home a few days before Christmas to present a partially paralysed employee with a transistor radio and cheque to mark his 25 years' service to the Company.

The recipient was Mr. T. L. (Leslie) Newman, who spent all his Rover working life in Material Control until going into hospital. The directors who presented him with the radio fitted with an earplug were Mr. A. B. Smith (Director and General Manager) and Mr. W. J. Robinson (Executive Director, Production—Solihull).

After making the presentations in the nursing home lounge, before an audience of Mr. Newman's fellow

patients, Mr. Smith handed the Matron, Miss J. Salt, a cheque for £25—a Christmas gift from the directors of the Rover Company to the nursing home.

Mr. Newman began his Rover service in M.C.D. at Helen Street, Coventry, under the late Mr. F. Monk. His duties concerned scheduling and chasing material from outside suppliers.

At the start of the second world war, he was transferred to Rover's northern factory at Barnoldswick to chase material for the production of Cheetah engines. At the end of the war he returned to Solihull in charge of M.C.D. Service section.

In latter years, his motorised wheelchair was a familiar sight at Solihull, and various modifications and refinements were carried out in the Garage and Experimental Department at Solihull to make Mr. Newman's transportation to and from the office as comfortable and easy as possible.

Mr. Smith and Mr. Robinson called in to see Mr. E. G. Commander, the former Rover director and Chief Buyer, who is also a patient in the nursing home. Ted Commander would be very glad to see, or hear from, any of his old colleagues and friends who would like to visit or write to him.

A thought for the New Year:
Remember, the next inspector of our finished product is the customer.

SHAH REVIEWS TROOPS



The Shahanshah of Persia reviewing his troops from a Land-Rover at the ceremony commemorating the liberation of the province of Azerbaijan (December 12). The Land-Rovers used were finished in blue, with chrome-plated front bumpers, hand-rails and rear hand pulls.



A cheerful group at the nursing home presentation to Mr. Newman. From left to right are: Mr. A. B. Smith, Mrs. Peggy Jaynes (senior M.C.D. female clerk), Mr. G. F. Holbeche (M.C.D. Input Control Manager), Mr. E. A. Larner (M.C.D. Service Section), Matron Salt, Mr. Newman (seated), Mr. W. J. Robinson, and Mr. L. N. Callaby (Material Control and Stores Manager).

First 2000 'lands' in N. Zealand

Though subjected to various types of driving, and at times tested in almost "grand prix" conditions, the first Rover 2000 to arrive in New Zealand came out of its testing by Rover New Zealand employees, distributor personnel, and prospective customers with honour.

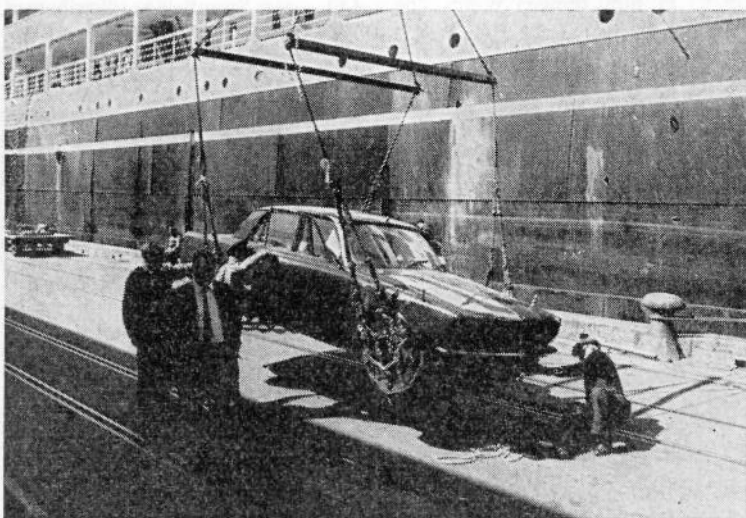
The car's arrival occasioned some excitement in New Zealand. Ever since the 1963 Earls Court Motor Show (writes a correspondent) New Zealanders have been tantalised by articles about, and pictures of, the 2000. Some have seen the Publicity film about the car's production.

Even the wharries sensed something special as the car was swung out of the ship's hold to be lowered some 80ft. to the wharf.

A few pictures were taken before photography became impossible because of eager onlookers.

After a hectic fortnight's testing by staff and would-be customers, the car went to the Auckland assembly plant for study on local assembly implications.

The first bulk shipments of built-up 2000s are due in New Zealand during March.



Steady does it. The first Rover 2000 to arrive in New Zealand is unloaded.

BELOW LEFT: The Governor General of New Zealand, Sir Bernard Fergusson, and Lady Fergusson, acknowledge the cheers of hundreds

of schoolchildren on visiting Havelock North after attending the Annual Blossoms Festival at Hastings. The Land-Rover used was supplied, with driver, by the area Rover dealers, Hawke's Bay Farmers Motor Dept., Hastings.

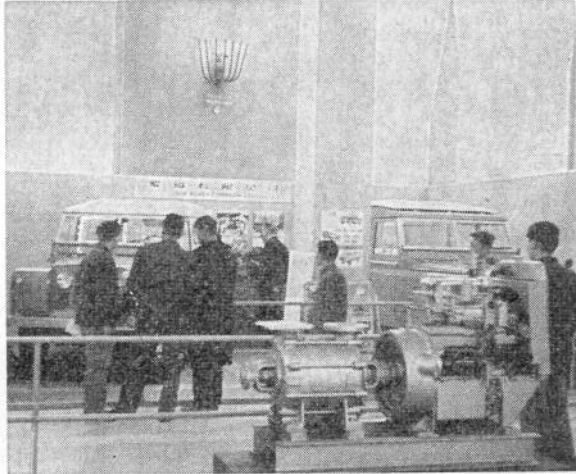
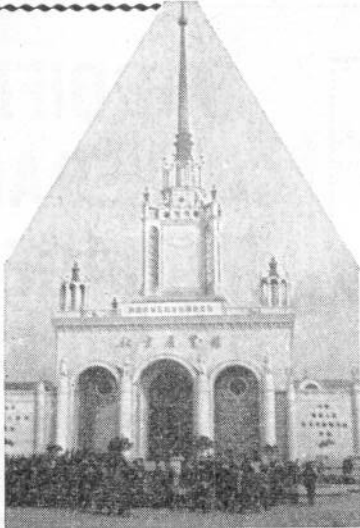


Reporting in Person . . .

... ON A MISSION TO —

CHINA

● **BELOW LEFT:** The British Trade Fair building in Peking as seen from the outside. **BELOW:** The Rover stand inside the Fair, with a group of interested Chinese discussing a Land-Rover on exhibition.



I have been dealing with Chinese people outside the Chinese mainland for many years, and consequently I looked forward keenly to our visit to the People's Republic. I have always found the Chinese extremely industrious, persevering, patient, and able to exist, even make a reasonable living, under conditions which would not be tolerated for one moment in England.

By one of the 4 Rover Company representatives at the recent British Trade Fair in Peking

We travelled out via Moscow, Omsk and Irkutsk, and had to spend some time in Moscow waiting for the plane onwards. Though not allowed to leave the airport we were able to form some idea of the way the Russians handled traffic and passengers, customs and baggage.

In Peking from the first, we were all impressed by the excellent organisation at every level. Transport was efficiently laid on, handling through the customs was quick and effective, and when we arrived at the Nationalities Hotel we were impressed by the building, which is modern, well-heated, and where the service is as good as anything one has experienced anywhere else in the Far East.

Everyone was courteous and smiling, and there was a surprising choice of food, from Western to local Chinese dishes. No tips were accepted under any conditions, and it was quite safe to leave any valuables in the hotel rooms—in contrast to other Eastern countries I could mention where I have had my pocket picked and my wallet stolen from my room while shaving in the bathroom next door, and with the door open, too!

The streets are wide and very clean, and very fine new buildings have been erected, mainly with the aid of Russian loans and Russian architects. There is an immense central square, flanked on one side by the old "Forbidden City," where the emperors, their governments and very extensive retinues were housed; on another by the vast Opera House, and on a third by a very fine museum. This square is the venue of all the parades and demonstrations which are regularly laid on.

The Fair was held in a modern hall, or rather a series of inter-connecting halls, and the admission of the general public was carefully controlled by the authorities. Five thousand people were admitted by ticket each morning, and another five thousand each afternoon. Consequently, the place was always rather crowded.

The exhibits were well staged, and each exhibitor employed interpreters and "explainers" to answer questions. However, comparatively few of the visitors asked many questions.

All our interpreters were people of good education—two were school teachers, and one was a doctor—and many of the interpreters on all the stands were women.

Despite a succession of bad seasons and natural disasters the people seemed adequately fed and reasonably well-clothed against the cold weather, but there was a drab uniformity about the clothing of men and women alike which was rather depressing.

There was, however, a sense of strict discipline which would not be tolerated in this country, and there was no evidence of the "bother you, Jack" attitude which is all too apparent in many Western countries. There was, on the contrary, a sense of purpose so lacking in Europe and

Further education —Rover style

A party of some 40 Swiss dealers spent a week at the Solihull Service School undergoing courses on the Land-Rover, Rover 3-litre and 2000, according to their franchise.

The visitors were led by Mr. E. Hess, Service Manager of E. Fehlmann and Co., distributors for German-speaking Switzerland, and included, apart from dealers, several men from the Fehlmann organisation in Zurich. Four of the party were Italian-speaking.

During their stay the visitors, who stayed at a Solihull hotel, were looked after socially by Messrs. M. Brewer, S. Johnson, N. Junod, G. Pitt, D. Newey and P. Lawrenson. They visited London, a Coventry theatre and bowling alley; witnessed wrestling at Solihull Civic Hall and sampled the pleasures of the English country pub.

America and in most parts of Asia.

There is a certain arrogance apparent which I was inclined to associate with that oriental phenomenon—"face." I had to lecture on the Land-Rover, its many uses and applications, and the history and background of our Company, but before the lecture was delivered the manuscript had to be submitted for scrutiny by the authorities.

I had devoted about a quarter of it to service and maintenance problems, with broad instructions on how to get the best out of the Land-Rovers. When I came to that part of my talk, however, I was blandly informed that I need not deliver it, because "we know all about the maintenance and repair of the Land-Rover!"



A Land-Rover in Mongolia. This picture, supplied by Mr. Terence Garvey, British Charge d'Affaires in Peking and Ambassador to Mongolia, shows his vehicle with the Union Jack on its bonnet against a Mongolian background which includes yurts—all-weather Mongolian felt tents.

People with the vehicle are, left to right, a Mongolian herdsman, Mr. Garvey, two members of his party, a representative of the Mongolian Foreign Ministry and another herdsman.

The occasion was a visit to a milking centre in Uburkhangai province, some 350 miles across country from the capital.

"Roads are still rare in Mongolia," says Mr. Garvey, "and most

travelling is on tracks or, as the picture shows, across the grasslands of the central Asian steppe."

I only wished that, after "growing up" with the Land-Rover, working on it and maintaining it for so many years in so many different countries, I could feel the same confidence in my own infallibility.

VETERAN ROVER'S DAY OF GLORY



When comedian Ken Dodd went to open a new jeweller's shop in Stoubridge, Worcs., he travelled in a 1909 six h.p. single-cylinder Rover car. The vehicle was

provided by its owner, Mr. R. B. Taylor, of Richard Taylor (Garages) Ltd., our Stoubridge distributors, who drove the stage and television star through crowded streets to the shop (pictured above).

"The occasion was well advertised and we literally stopped the traffic in Stoubridge High Street, where there was a terrific crowd round the jeweller's shop," Mr. Taylor told ROVER NEWS.

A newspaper report of the event describes the Veteran Car Club Rover's appearance as "further proof of the high precision engineering of Rover cars and the maintenance skill of Richard Taylor's mechanics who service this veteran of the road."

The London Service 25 Club, formed in January, 1963, held its first Christmas party on December 5, when more than 80 members, retired members and friends met in the Seagrave Road clubroom for a very pleasant social evening. Much of the entertainment was self-contributed.

Some 130 Seagrave Road employees and wives and husbands attended the depot's Christmas dance on December 19.

Land-Rovers lead the way to Army autopoint victory



Battered but triumphant, this Land-Rover clinched victory for the British Army Motoring Association in its annual autopoint at Aldershot with the London Motor Club on December 5. The event was open to cars and cross country vehicles and the London Motor Club team included other 4x4 units of British manufacture.

Virtually half the Army team comprised Land-Rovers specially "hot-ted-up" for the occasion with extra powerful engines.

The Company lent four Land-Rovers for the event—two Regular canvas topped units, a Regular station wagon and a Forward Control—and they contributed in no small measure to the Army's win.

Sponsored by the B.B.C., the autopoint was seen by thousands of television viewers looking in on Saturday "Grandstand."

On the previous day, in practice, the vehicle in the above photograph rolled over and over sideways five times down a steep, slippery bank, coming to rest on its roof. It was then righted on to its wheels, the engine was restarted and the vehicle competed with great success on the Saturday after some bodywork repairs had been carried out by Army mechanics.

This Land-Rover was the only vehicle in the competition to win every one of its three heats.

A Rover observer of the event described the ground conditions under which the vehicles competed as "a slippery, wet, muddy morass"—just the conditions, in fact, in which Land-Rovers excel.

Drivers in the Army team were soldiers, and the London Motor Club team had many professional drivers, including world champion racing driver John Surtees.

16, she's the youngest A.A.A. official

Miss Mavis Bedford, 16-year-old daughter of Mr. Neville Bedford (Jig Shop, Solihull) and grand-daughter of Mr. George Bedford (Inspection, Quality Control), recently became the youngest official of the Amateur Athletics Association following a training course at Solihull Youth Headquarters.

She is a keen archer, and as well as being secretary of the Archery Section at the Solihull Youth headquarters Mavis often shoots for Rover Archery Club, of which her father is secretary.

Amongst her other interests are athletics, the trampoline, lacrosse and hockey. Mavis's ambition is to become a games mistress.

Mr. Roger Moulton received a handsome travelling clock as a 21st birthday gift from workmates in P5 Stores at Solihull. Mr. Bert Bacon (senior foreman) [made the presentation.



● Land-Rovers used by the Government of the Republic of Zambia during the independence celebrations. Vehicles were lined up three-deep for this photograph to be taken.

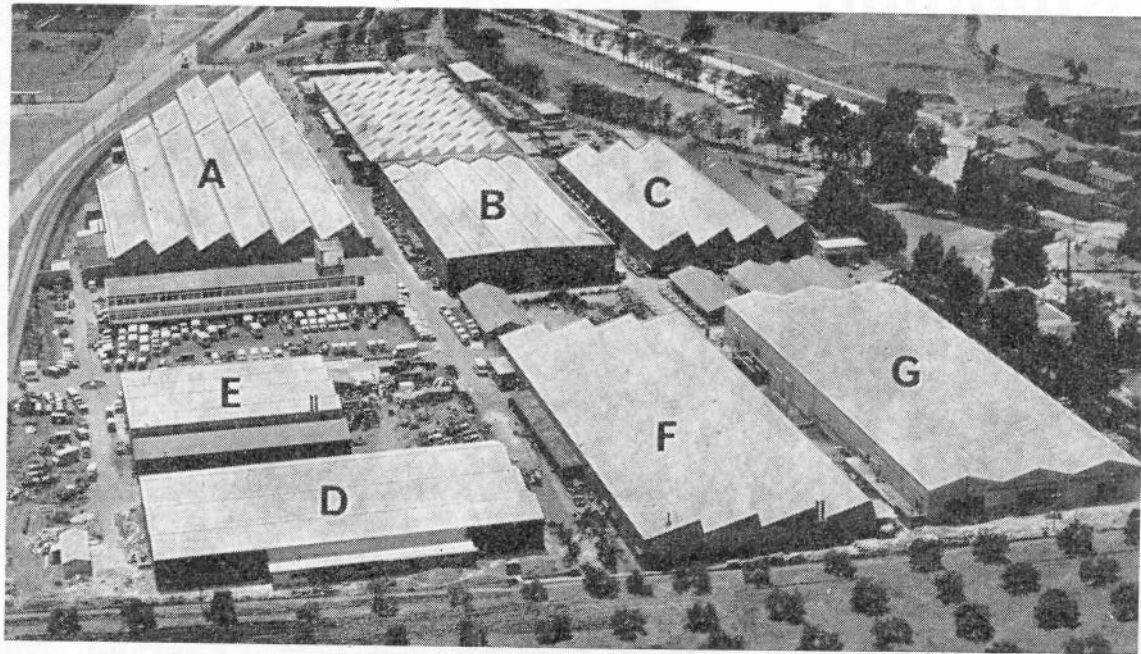
Olé!—manufacturing plant pictures from Spain

An aerial view—the first to reach ROVER NEWS—of the plant of Metalurgica de Santa Ana, S.A., our Spanish distributors and licensees, who manufacture Land-Rovers at Linares and distribute throughout Spain.

The following key identifies the various buildings: (A)—the original office block; (B)—the original machine shops; (C)—the original stores and Bought Out parts stores; (D)—Press Shop and Weld Shop for Land-Rover chassis; (E) and (F)—agricultural section; (G)—development section; (H)—Land-Rover Assembly Shop.

Since this photograph was taken the olive trees in the foreground have been removed for further plant expansion.

In between buildings A and E is the office area, a close up of part of which is shown BELOW.



which is shown BELOW.

Because of the intense summer heat (105 is not unusual) a cooling

system is essential. A trough of water circulates continually on the roof of the office block and the photograph shows the large shutters

used for controlling ventilation on the "sunny side" of the building. BELOW RIGHT: A scene on the Land-Rover assembly line at Linares.



Parts 'rep' breaks new ground

Distributors and Land-Rover fleet users in the Lebanon, Syria, Jordan, Saudi-Arabia and Libya were visited during a month-long tour of the Middle East recently undertaken by Mr. R. Carbutt, Field Parts representative from Solihull.

It was the first such visit to the area by a Field Parts Department representative, though Mr. Carbutt had been to Libya on an earlier occasion.

Except for Libya, the countries visited were among those toured early last year by Mr. L. G. T. Farmer, the Rover Chairman, and Mr. R. W. Bromley (Executive Director, Service).



Mr. CARBUTT

Mr. Carbutt's terms of reference were concerned with the Company's constant aim to provide a first-class parts service to back our products in an area where the efforts of our distributors have made the Land-Rover pre-eminent in the 4x4 field.

"It was an enormously successful trip from our point of view," Mr. H. V. London (Field Parts Manager) told ROVER NEWS. "Mr. Carbutt was able to give very considerable assistance to distributors in the steady expansion of their parts service and organisation."

After returning from the Middle East, Mr. Carbutt flew to Vienna where he spent some time in the Spare Parts Department of our Austrian distributor, Carl Jeschek, giving guidance on stock requirements.

Tyseley group works police collected £42 16s. 4d. for the Fire Services National Benevolent Fund which assists in the maintenance of 600 orphans of fire service personnel.

Visitor from Poland



A recent visitor to Tyseley and Acocks Green machine shops was Mr. Andrzej Zielinski, of Warsaw, Poland, here seen (left) at Acocks Green with Mr. J. D. C. Smellie (Public Relations Assistant). Mr. Zielinski has been awarded a three-month United Nations Economic Development Fellowship to study the design and development of machine tools, especially hydraulic equipment for machine tools automation. He visited several firms to see machine tools in use.

2-SHAFT TURBINE—'EXCELLENT PROSPECTS'

—says Mr. A. B. Smith.

Rover Gas Turbine Ltd. held its annual dinner and dance at the Manor House, Meriden, on December 11. It proved to be a most enjoyable evening and the committee is to be congratulated on the arrangements.

The Rover Gas Turbines Twist Cup, which is the subject of annual competition, was won by Mr. and Mrs. R. Myring with the previous holders, Mr. and Mrs. J. Moore, being close runners-up. The cup was presented by Mrs. A. B. Smith, the wife of the Director and General Manager.

In the absence of Mr. G. F. Searle

(Managing Director, Rover Gas Turbines Ltd.), who was ill, Mr. Smith paid tribute to the work of all members of the staff of Rover Gas Turbines and congratulated them on the progress made over the last 12 months. He referred to those people who, to meet time schedules on development programmes, had

given up part of their holidays and worked excessive overtime.

There were excellent prospects for the new two-shaft engines designed by Mr. R. N. Penny and his team, provided that the development programme set down was achieved and costs kept within the economic plan for the gas turbine project.

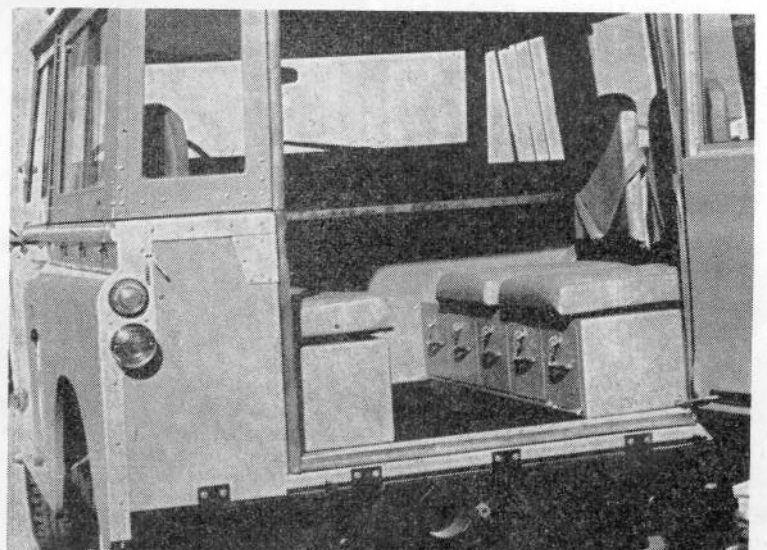
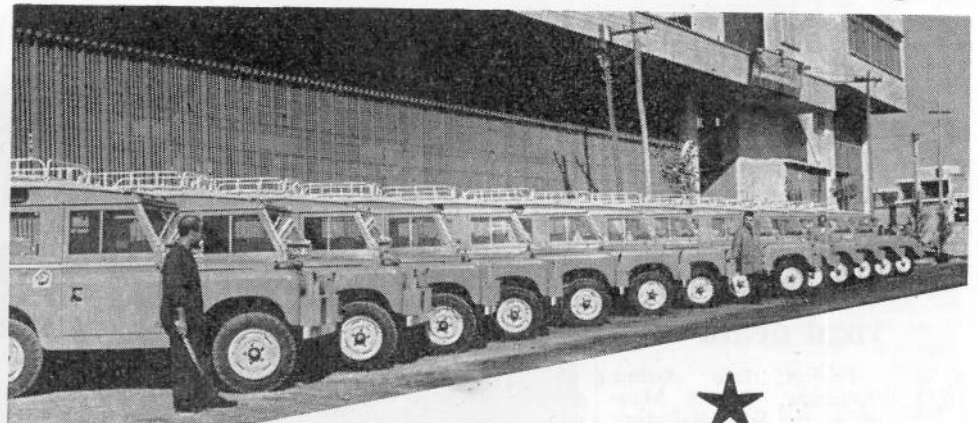
£18 for Oxfam

Oxfam gained £18 0s. 6d. as the result of a Christmas draw arranged by Mr. Tom Snook (Accounts Department, Solihull). The first prize, a large gaily-decorated cake baked by Mrs. Snook, was won by Mr. T. Gray (Accounts Department). Five other prizes, including a crinoline lady cake, were also donated by Mr. Snook.

ENGAGEMENTS: Mr. John Hawkins (Order Processing Department, Solihull) and Miss Rosalind Martin, Miss Margaret Warwood (Export Invoicing Department, Solihull) and Mr. Raymond Holt, Miss Sonja Goodwin (Comptometer Operator, Wages Dept., Tyseley) and Mr. Ian Spencer Remington. Miss Goodwin's father, Mr. Stanley Goodwin, has been with the Company for over 35 years and is Superintendent, Engine Assembly & Test, Tyseley.

Prepared for errands of mercy

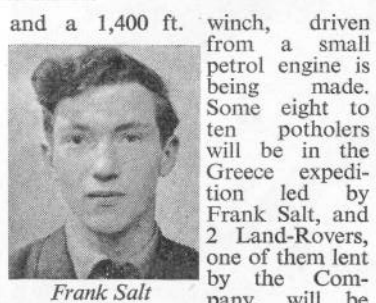
Land-Rovers lined up for missions of mercy in Iran. A batch of such vehicles has been delivered fortnightly to a medical corps raised by the Shahanshah of Persia to take medical care to outlying Iranian areas. Each Regular station wagon is equipped with extra petrol tanks, roof racks, medical boxes and spare petrol cans and holders. Units are staffed by a doctor, anaesthetist, male nurse and assistant, and they go wherever they are needed. Our Iran distributors, Sherkat Sahami Sanaati Towlidi Morratlab, received an order for 100 vehicles for this work. RIGHT: Medical boxes are fitted on either side in the interior of each vehicle and the rear seats are cushioned on them. LEFT: Chatting outside our Iran assembly plant are, left to right, Mr. Sherkat Morratlab, Managing Director (Administration) of our distributor firm; Mr. P. J. Waghorn (Factory Representative for Iran), and Mr. H. Kazemi, the assembly plant technical manager. Mr. Waghorn's 3-litre car appears to be in good condition after more than two years of hard use over some fairly bad roads in Iran, and on trips to Iraq and Turkey.



Their Easter target —a Greek-Albanian border pothole!

Rover's own potholer, 24-year-old Mr. Frank Salt (draughtsman, Engine Drawing Office, Solihull) is planning two expeditions which, if they materialise, will take him and his party thousands of miles from home to very wild places indeed.

Expedition Number One—a three to four-week one in Greece at Easter—has as its objective a single shaft more than 1,000 ft. deep on the Greek-Albanian border. Organisation for this trip is well in hand



Frank Salt

and a 1,400 ft. winch, driven from a small petrol engine is being made. Some eight to ten potholers will be in the Greece expedition led by Frank Salt, and 2 Land-Rovers, one of them lent by the Company, will be taken by the party. The feasibility and timing of Expedition Number Two—to New Guinea to cross the 8 to 14,000 ft. Star Mountain range using a north to south route—is dependent entirely on the political situation. The range in prospect runs on the border between the Australian part of the country and the territory which is part of Indonesia.

Aerial surveys of the range have shown some tremendous rivers which appear from and disappear into huge caves. Thus, prospects in the area for potholing "form" after a serious operation. He has been training in the potholes of Derbyshire for his forthcoming ambitious ventures.

Cost Dept members dine out

The first Solihull Cost Department dinner dance was held at The Greswolde Arms Hotel, Knowle, on December 14, when 109 members of the Cost Department, Stock Audit and Comptometer Department, with husbands, wives and friends, enjoyed the traditional Christmas dinner.

In welcoming the guests Mr. T. J. Stone also included several former members of the Cost Department who came along to renew acquaintances.

The evening was an outstanding success, thanks to the efforts of the committee, comprising Messrs. R. Wale, T. Topham, R. Brookes and R. Waring, so much so that the booking has already been made for next year.

Against the background of Buckingham Palace, Mr. B. G. L. Jackman (Executive Director, Production) drives his 1903 Phoenix - Minerva tri-car through London at the start of its Brighton road run with other veteran cars. His co-driver was Mr. A. D. Bourne, of Ettington, near Stratford-upon-Avon. Mr. Jackman describes the run for ROVER NEWS as follows:

"After a bad start due to carburettor troubles which entailed leaving Hyde Park half hour behind schedule, the run was reasonably uneventful, other than for stops at about 12-mile intervals for rechecking of the carburettor setting and giving the engine a chance to cool down. "Because we were running late, traffic congestion seemed to be somewhat less than on recent occasions and the outstanding event was that



the vehicle ascended all hills under its own power (with some pedal assistance), which is the first time that this has been achieved. "The vehicle now has four Completed Run Plaques out of six times entered and on this occasion Brighton was reached at 2.30 p.m. with 1½ hours to spare from the 4 p.m. deadline."

Quality Manager's road death

Mr. Francis Eric Arthur Stephenson, Quality Manager at the Solihull factory since January, 1960, was killed instantly on December 9 when his Rover 2000 was involved in a collision with a lorry in heavy rain on the main Coventry - Birmingham road. He was on his way to his office from his Coventry home at the time.

Mr. Stephenson, who was 59, joined the Company in 1936 in the Inspection Department. He continued to be concerned with inspection and quality during the whole of his service, and at the time of his death he was responsible for the Forward Projects Section of the Quality Department under Mr. E. G. Bacon (Executive Director, Quality Control).



Mr. Stephenson

TELEPHONE GIRL MARRIED



Miss Margaret Curry (Telephone Exchange, Solihull) and Mr. A. McDermott signing the register after their wedding at St. Giles Church, Sheldon, on December 1. The bride has been with the Company for 18 months.



Miss Barbara Freeman, who started with the Company in the Solihull Press Shop in 1957, left on December 4, a fortnight before she emigrated to Australia. A purse and money were presented to her by Mr. A. Glass (Press and Welding Shops Supt.) on behalf of workmates. Miss Freeman was a power press operator.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

QUINNEY—To Mr. and Mrs. B. Quinney, a daughter (Cherryse Ann) on December 15. Mrs. Quinney formerly worked in the Land-Rover Trim Shop, Solihull.

JEYNES—To Mr. and Mrs. D. G. Jeynes, a daughter (Sally Ann) on November 9. Mr. Jeynes is employed in the Provisioning Office, Engineering Department, Solihull.

BALDWIN—To Mr. and Mrs. R. Baldwin, a daughter (Deborah Jayne) on November 11. Mr. Baldwin is employed in the Parts Stores, Pengam, and Mrs. Sheila Baldwin (née Bulpin) was formerly employed in the Parts Office, Pengam. It is the first grandchild for Mr. and Mrs. Les Bulpin—Mr. Bulpin is an Inspector in Service Parts, Pengam.

COWARD—To Mr. and Mrs. J. Coward, a daughter (Jennifer). Mr. Coward is employed in the Receiving Stores, Pengam.

GUNTER—To Mr. and Mrs. A. Gunter, a daughter (Helen). Mr. Gunter is employed in the Receiving Stores, Pengam.

WYNNE—To Mr. and Mrs. P. Wynne, a son (Philip). Mr. Wynne is employed in the Receiving Stores, Pengam.

MARRIAGES

We offer our congratulations and best wishes to . . .

DOHERTY-FULLERTON—On December 27 at Lock Hill Church, Buncrama, Donegal, Mr. Doherty to Miss Josephine Fullerton (gas welder, Ryland Road).

SEARLE-BIXBY—On December 12 at Knowle Parish Church, Mr. David Searle (Assistant Project Engineer, P6) to Miss Sue Bixby (Planning Department). Mr. Searle is the son of Mr. G. F. Searle, Managing Director, Rover Gas Turbines Ltd.

HASTY-BAYLISS—On December 12 at St. John's Church, Ladywood, Mr. Peter Hasty (P6 Sealing Section) to Miss Ann Bayliss.

McDERMOTT-CURRY—On December 1 at St. Giles' Church, Sheldon, Mr. A. McDermott to Miss Margaret Curry (Telephone Exchange, Solihull).

HUTCHINGS-BATES—On December 19 at St. Edmund's Church, Tyseley, Mr. David W. Hutchings (Stores & Supplies Liaison, Solihull) to Miss Christine Ann Bates.

JONES-MEDDINGS—On October 31 at St. Cyprian's Church, Hay Mills, Mr. Michael Jones to Miss Jean Meddings (Body Tracing Office, Solihull).

TODDINGTON-GRISBY—On October 31 at Solihull Register Office, Mr. A. V. Toddington (Service Transit Department, Solihull) to Miss Dorothy Grisby (Gas Turbine Stores, Solihull).

KELLIHER-McHALE—On September 19 at St. John's Church, Balsall Heath, Mr. T. Kelliher to Miss M. McHale (Ryland Road).

MULLIGAN-LAWLOR—On November 28 at St. Catherine's Church, Horse Fair, Mr. B. Mulligan to Miss E. Lawlor (Ryland Road).

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

BRUETON—Mr. and Mrs. L. Brueton celebrated their silver wedding on December 18. Mr. Brueton works in Stock Audit, and Mrs. Brueton in Land-Rover Trim Shop, Solihull.

KIRBY—Mr. and Mrs. J. A. Kirby celebrated their silver wedding on December 12. Mr. Kirby is the Deputy Chief Officer of the Works Fire Brigade, Solihull.

PHILLIPS—Mr. and Mrs. Robert A. Phillips celebrated their silver wedding on December 25. Mr. Phillips is a senior foreman, Gas Turbine Development.

JACKSON—Mr. and Mrs. George Jackson celebrated their silver wedding on December 23. Mr. Jackson is a chargehand at Percy Road.

TUSTIN—Mr. and Mrs. E. A. Tustin celebrated their silver wedding on December 23. Mr. Tustin is employed in the Toolroom, Tyseley, and Mrs. Tustin in the Print Room, Tyseley.

JONES—Mr. and Mrs. H. Jones (Coventry works) celebrated their silver wedding on November 25.

DEVEY—Mr. and Mrs. R. Devey celebrated their silver wedding on December 16. Mr. Devey is maintenance foreman at Ryland Road.

LEETON—Mr. and Mrs. B. Leeton celebrated their silver wedding on January 4. Mr. Leeton is an inspector in the Rough Stores, Ryland Road.

HARPER—Mr. and Mrs. Harper (Pengam works) celebrated their silver wedding on December 30. Before moving to Pengam in 1962 Mr. Harper worked at Solihull.

BURNELL—Mr. and Mrs. W. Burnell (better known as Audrey and Bill) celebrated their silver wedding on November 8. Mr. Burnell is a supervisor in the Guillotine Shop, and Mrs. Burnell is a part-time help in the Social Club bar.

EDGE—Mr. and Mrs. W. Edge celebrated their silver wedding on December 26. Mr. Edge is a chargehand at Percy Road.

AINSWORTH—Mr. and Mrs. W. Ainsworth celebrated their silver wedding on December 26. Mr. Ainsworth is progress foreman at Percy Road.

KIRKWOOD—Mr. and Mrs. J. W. Kirkwood celebrated their silver wedding on December 26. Mr. Kirkwood is employed in the Stores, Acocks Green.

35 YEARS WED

O'DELL—Mr. and Mrs. M. O'Dell celebrated their 35th wedding anniversary on January 11. Mr. O'Dell is employed in reception at Seagrave Road, Fulham.

DEATHS

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

SKENE—Mr. David Skene died on December 7, aged 56. He was a maintenance labourer at Pengam, and had been with the Company for 3 years.

JOHNSON—Mr. Harold Ernest Johnson died on November 25, aged 64. He was employed as a storekeeper at Solihull, and had been with the Company for 8 years.

LEEK—Mr. Harry Leek died on November 18, aged 56. He was employed as an inspector at Solihull, and had been with the Company for 9 years.

RHODES—Mr. Bernard Leo Rhodes died on November 18, aged 61. He was employed as a fitter on the Land-Rover Final Line, Solihull, and had been with the Company for 10 years.

LODER—Mr. E. G. R. Loder died on November 21, aged 70. He was employed as a fitter at Seagrave Road, and had been with the Company for 35 years.

TOMKINS—Mr. J. A. Tomkins died on November 11, aged 41. He was employed as a storekeeper at Seagrave Road, and had been with the Company for 18 months.

WARD—Mr. Edward Albert Ward died on November 28, aged 44. He was employed as a fork truck driver at Solihull, and had been with the Company nearly a year.

WOOD—Mr. George Wood died on December 20, aged 48. He was employed as an electrician and skilled fitter on Test Rectification, Solihull, and had been with the Company for 12½ years.

AYRES—Mr. Walter Ayres died on December 19, aged 69. He was a staff foreman in the Finish Stores, Tyseley, and had been with the Company for 33 years.

BATES—Mr. Herbert Bates died on November 30, aged 46. He was employed as a fitter's mate in the Toolroom, Ryland Road, and had been with the Company for 9 years.

LAMBERT—Mr. Andrew J. Lambert died on December 24, aged 56. He was employed as a crankshaft grinder at Tyseley, and had been with the Company for 28 years.

OSBORN—Mr. Philip John Osborn died on November 28, aged 59. He was employed as a turner in the Toolroom, Percy Road, and had been with the Company for 20 years.

WALTON—Mr. Frederick J. Walton died on November 27, aged 68. He was an inspector at Tyseley, and had been with the Company for 20 years.

YOUNG—Mrs. Dorothy Mary Young died on December 19, aged 46. She was employed as a karex clerk in the Progress Office, Tyseley, and had been with the Company for 3 years.

HIPKISS—Mr. W. B. Hipkiss died on December 14, aged 61. He was employed as a shop cleaner at Acocks Green, and had been with the Company for 27 years.

MR. F. W. LAWRENSON SAYS FAREWELL AFTER 35 YEARS



A 35-year link with the Company was cut on December 23 when Mr. F. W. Lawrenson retired from Technical Service Department at Solihull.

In the presence of Mr. R. W. Bromley (Executive Director, Service) and all the departmental staff, Mr. F. G. Hawkins (Service Manager) presented him (pictured above) with an electric drill and saw-bench, plus a substantial cheque from colleagues, and a framed dictaphone disc from the girls in the correspondence section as a reminder of the years during which they listened to his voice.

Mr. Lawrenson joined Rover at Helen Street, Coventry, in 1929 as a Service School instructor. After several years on this work he visited distributors as the Company's engineer during "service weeks." Shortly before the outbreak of the second world war, he joined Service

Reception.

His duties during the war were carried out at Calf Hall Mill, Butts Mill and at the Solihull factory, which was then No. 2 Shadow Factory. He was deputy chief inspector on Cheetah and Hercules aero engines.

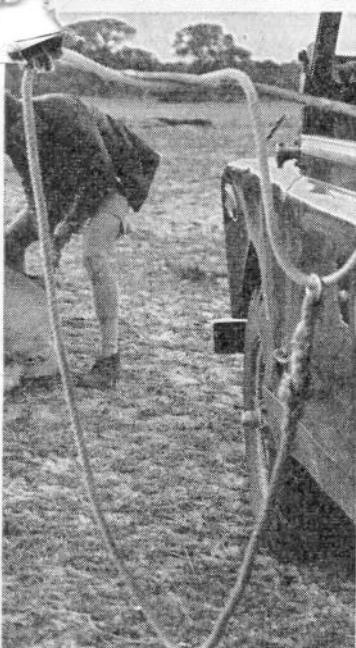
After the war he resumed duty as repairs consultant. He became Chief Consultant and remained on this work until 1954. After a period of ill-health Mr. Lawrenson rejoined the Technical Service Department as technical correspondent.

With Mr. Lawrenson's retirement, Mr. Hawkins is now the sole employed survivor of the original eight members of Technical Service Dept., who founded it in 1929.

A 4-wheel 'hunt' ... to help the hunted



Game reserve staff setting out in Land-Rovers for a day's work. They usually move out as early as possible. RIGHT: A Land-Rover approaches a herd of sable—and one animal swings away towards the cameraman! LEFT: Close-up of a "Rhodesian lasso" attached to a Land-Rover. The rod at the top of the lasso is slipped away once the lasso is round the leg of an animal.



By H. C. VICKERS

Stores Supervisor, Rover Rhodesia.

The Land-Rover is given many tasks but few, perhaps, as exciting as the capturing of game in central Africa. Rover employees in Britain will be interested to see some of the work that Land-Rovers supplied in CKD packs to us for assembly may be called upon to do.

With the spread of farms, towns and industry in Rhodesia, the game of Rhodesia is finding itself in possession of less and less of its native habitat. All types of animals are affected—lion, elephant, giraffe, buck of various kinds, hippo, rhino, zebra, buffalo, leopard, and even crocodiles. Even the odd leopard may still make a wild dash across the street in many towns.

As can be expected the animals simply move to the areas most easily accessible but not necessarily the best for food and water. To correct this the staff of the Game Reserves are constantly working to ensure that game finds its way to the most suitable areas.

At the same time national game parks have been established and are comparable with the zoos in the U.K., though on a much bigger scale. For example, the Wankie Game Park is more than half the size of Wales, so that the animals are not by any means 'fenced in' and, indeed, still live their normal lives with the lion feeding on his friends from time to time.

It is absolutely necessary that the animals are captured and moved into the game parks without being harmed and the Land-Rover, as on so many other occasions, has been found to be quite adaptable to this job, particularly with its ability to cross roadless country full of surprises in the form of boulders, rivers and heavy undergrowth.

The photographs shown here give some idea of the work and how it is done.

Moment of capture. A game ranger manoeuvres a Land-Rover so that his assistant can place the lasso over the rear legs of a giraffe.



All quiet and ready for a ride. A captured eland has been loaded aboard a Land-Rover for transportation. (Rhodesia Information Service photographs.)



Rover workers showered the needy with abundant cheer

Rover employees once again showed their customary generosity to deserving causes and cases at Christmas. Indeed, for some groups of warm-hearted workers, the festive season provided the culmination of a year of steady giving to the needy.

Nearly £100 was collected last year in pennies and threepenny bits among Works Engineering men at Solihull. They dispensed it in the form of cheques to Solihull Old Age Pensioners Association, the Cancer Campaign, Guide Dogs for the Blind, West Heath Hospital League of Friends, Maryvale Convent, and Solihull Home for Mentally Handicapped Children; flowers to hospitals, and Christmas parcels to old age pensioners and needy former and present-day Rover employees.

12 CHILDREN

Among the latter was a sick man with 12 children. The Rover Good Samaritans saw to it that his home had a decorated Christmas tree and that his children had gifts and other Christmas cheer in abundance.

Girls in the Land-Rover Trim Shop have for many years now made and bought toys for kindergarten children at the Wilson Stuart School for Spastics in Perry Common Road, Birmingham. They repeated their annual good deed again this Christmas and a very fine collection of toys made by willing hands and kind hearts was again sent to the school (see page 6 picture).

In true Christmas spirit, girls of the P5 Trim Shop collected toys among themselves for children in Flint Green House, Acocks Green, Birmingham. This Christmas collection has been made for six years

under the organisation of Mrs. Janet Sherriff and the girls give most generously (see page 6 picture).

They also make weekly contributions to enable gifts to be sent to the children at other times of the year, and some of the girls visit the home to see the youngsters.

Outside the factories, too, Rover workers from Solihull, Acocks Green and works in the Tyseley group have been working steadily in a Good Hearts Fellowship operating from a local public house.

Most of the supporters of G.H.F. are Rover men, and Rover workers sit on the organising committee.

Last year, more than £1,000 was raised by dances and competitions and this has gone to old people, local schools, hospitals, churches and Scout bodies, and to the families of the needy.

Since 1959, when G.H.F. came into being, some £3,500 has been raised and distributed.

APPRECIATED

No reasonable request for help is turned down. The merits of each request is discussed by G.H.F. members who decide how much to give. Should it be five or twenty-five pounds, it is delivered with a smile.

The nature of G.H.F. work is so much appreciated that over the years, local traders and admirers have given raffle prizes to the value of hundreds of pounds. The climax of G.H.F. work comes every Christ-

mas, the last one being no exception, when "old friends" are entertained to a party costing approximately £300.

Among other 'Good Samaritans' whose deeds came to the notice of ROVER NEWS were George Greenwood, a Seagrave Road fitter, and Nurse Keen, of the Percy Road surgery.

At the London depot, Mr. Greenwood raised some £30 by collections and raffles and this money went towards providing a happy Christmas for children in local orphanages and in home care.

Nurse Keen collected Christmas toys for the youngsters in St. Christopher's Orphanage, Olton, and during the year raised £100 for distribution to local hospitals, children's homes and other institutions.

Rhythm group delights the Finns

After a two-month engagement in Finland, the Birmingham Renegades rhythm group, managed by Ted Brown, Gauge Inspection, Perry Barr, returned to England to appear at Manchester University.

The boys have many engagements until the end of this month when the group again leaves on a Scandinavian tour—Sweden in February and Finland in March.

While in Finland the group made

television and radio appearances. The lads made several single discs of their own composition and one L.P. and also backed "Ankie" (one of Scandinavia's top female singers) on her latest disc.

Their reception in Finland was tremendous, and after returning home the group received a telegram congratulating them on having gained No. 1 position in the Finnish hit parade charts—topping the Beatles!

POSTBAG FROM THE PAST—No. 6

In June I procured, for the amusement of my little boy, 12 years of age, and weighing only 4½ stones, one of your 36 in. Youth's "Meteor" Tricycles. It was a second hand machine, which had evidently done long and arduous service on hire, and had to all appearances carried far heavier weights than were ever contemplated for it.

In fact, it was chiefly on the ground of compassion for the machine that I redeemed it from its terrible servitude and destined it for a career more worthy of it. I spent a little on renovating it, and handed it over to its young rider.

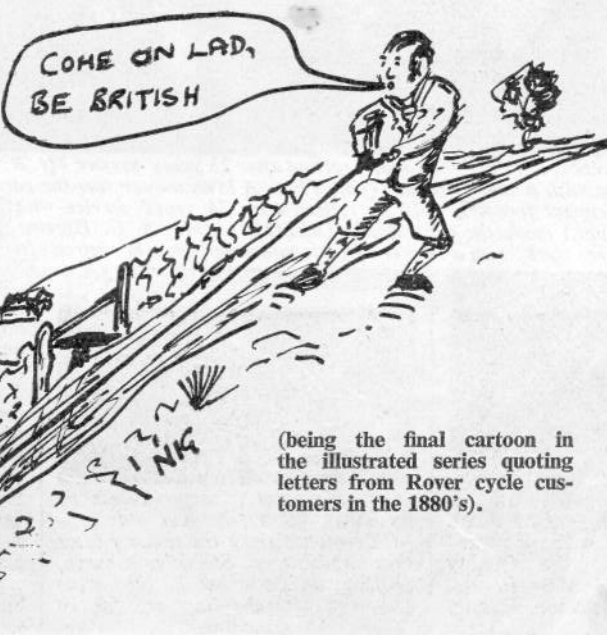
Since that time he has accompanied me on rides of 20, 30 and 40 miles, over roads principally in Kent and Surrey—in all weathers and on all kinds of surface and

gradients.

On the 27th of last month I put the capabilities of both rider and machine to a more crucial test by allowing my boy to accompany me in a ride from Upper Norwood to Brighton. The roads from Norwood to Redhill were in such a bad state as to deter many adult riders from the journey; but notwithstanding mud and stones, the lad successfully accomplished his task—46 miles in 7 hours riding time.

The next morning he rose quite fresh, and before starting for the home journey, put in eight miles along the sea coast. We left Brighton on the return at 1 p.m., and arrived in Norwood a little after 9 p.m., the actual riding time being 6½ hours. The boy rode every hill out but Redhill, and every hill back but the latter half of Handcross and South Norwood Hill, and arrived home so fresh and lively that he could have achieved another 20 miles.

"My object in writing to you is not to claim credit for the boy's performance, which is merely typical of the pluck and staying power of the English boy generally, but to thank you for having furnished a real working tricycle—not a toy—on which an English boy can show what he can do. I think it should be known that such a machine is to be had..."



(being the final cartoon in the illustrated series quoting letters from Rover cycle customers in the 1880's).

GLIMPSSES OF THE CHRISTMAS SPIRIT



Christmas time is children's party time, and the Editor makes no apology for choosing top-of-the-page spots for photographs of happy Rover youngsters enjoying themselves.

Some 850 children of Solihull and Coventry employees had a wonderful time at a party in the main canteen at Solihull, and some of them are seen on the LEFT as the party got under way with a concert. Highlight of the event was the much-awaited arrival of Father Christmas (Ray Plenderleith).

At Seagrave Road (RIGHT), 120 children welcomed Father Christmas (Len Messenger) and clown (George Greenwood) at the end of a party which included a film show.

Needless to say, Santa brought a massive load of presents for the youngsters both at Solihull and in London!



New snooker cup won after good final

Playing some excellent snooker before a large audience, Arthur Bonas (Works Engineers) proved a little too good for Trevor Munro (Land-Rover Shop) in the final of the Ron Pearson Memorial Snooker Cup played on December 16, 17 and 18. He won by two frames to one.

The losing semi-finalists were R. Dixon (Welfare) and M. Whittle (Sawmill) with G. Perks (Land-Rover) having the highest break of 28.

This competition was an excellent success and Mr. R. Butcher (chairman) presented the trophy and awards. Tributes to the late Mr. Ron Pearson will be remembered by all and this competition is to be held each year in memory of a great "Rover sportsman."

R.S.T. BELOW: Mr. Bonas with the cup received from Mr. Butcher (left).



GOLF DETAILS

Rover Golfing Society—1964 season results:— Spring Medal (at Shirley Park) won by G. Hall, Land-Rover, Solihull; Captain's Prize (Blackwell), L. Commander, Springfield; Wagstaffe Cup (Ludlow), F. Fisk, Acocks Green; Stableford (Ladbrook Park) K. Grieves, Planning, Solihull; Acocks Green Trophy (Whittington Barracks) D. Taylor, Acocks Green; Tysley Trophy (Ludlow) B. Longstaffe, Land-Rover; Solihull Trophy (Droitwich) E. Wheeler, Planning, Solihull; Competition Winner's Medal (Shirley Park) J. Ward, Trim Shop, Solihull.

Match results:— Solihull v. The Rest at North Wors, won by The Rest 4-3; Solihull v. Dunlop Rim & Wheel at Maxstoke Park won by Solihull 6-0; Solihull v. Lockheed at Whitnash won by Lockheed 5-1; Solihull v. Dunlop Rim & Wheel at Kenilworth won by Solihull 3-2. Competition prizes will be presented during the annual dinner and A.G.M. at the Good Companions Hotel, Coventry Road, Yardley, on February 12.



Some of the toys collected by girls in the P5 Trim Shop at Solihull which brought Christmas pleasure to children in an Acocks Green home.



These gifts from girls in the Land-Rover Trim Shop, Solihull, gladdened the hearts of many a child at a Birmingham school for spastics. The toys were piled high for all to see before being despatched in good time for Christmas Eve.

Badge for Pengam baseball player

Mr. Tom Clarke, a Pengam Parts Department storekeeper and one of two Rover Cardiff employees to gain their first international baseball caps last summer, has been presented with a blazer badge by the Parts Department Social Club to commemorate his achievement.

Tom and Mr. Graham Finn (formerly an operator on the Rear Suspension Line, Pengam Production) were in the Wales team which trounced England by an innings and 23 runs last July. Mr. Finn has since left the Company's employ.

The badge given to Mr. Clarke, a Rover employee for 2½ years, was an elaborate coloured official international blazer adornment.



Prize-winning machines at go-karters' annual dinner

The annual dinner dance and concert of Rover Kart Club on December 5 was a great success, with 150 people being seated for the dinner and a further 200 attending the dance. Mr. John Fox (Gas Turbine), club chairman, and Mr. C. J. Goode, vice president, officiated. Guests included Mr. and Mrs. R. N. Oxley, Mr. and Mrs. H. Gardner and Mr. and Mrs. A. Manley. Mrs. Oxley presented awards to Messrs. Barry Johnson, Dave Wells, Simon Ostler, Vic Short, Len Johnson, Mrs. Lucy Livesey and Mr. Brian Livesey. She was in turn, presented with a bouquet by Mrs. J. Fox.

A Dale "Shadow" Class IV kart powered by a highly-tuned Bultaco 200cc engine owned by Mr. T. Clayton, of Solihull, and Shennington Kart Club, was displayed in the ballroom.

This kart had lapped the Oulton Park circuit faster than an 'E'-type Jaguar and had a maximum speed of 110 m.p.h. Also displayed was Barry Johnson's Class I Special Fastakart with a tuned 100cc. Guazzoni engine. This kart was a consistent award winner this season.

Many members of Lucas Kart Club were present and spent a most enjoyable evening.

Mrs. R. N. Oxley, left, receiving her bouquet from Mrs. J. Fox, wife of the club chairman. Award winners inset are, top downwards LEFT: Barry Johnson, Mrs. Lucy Livesey, Brian Livesey. RIGHT: Simon Ostler, Dave Wells, Vic Short.

GONE INTO RETIREMENT

Mr. George Whitehouse Tedd on December 10; he was employed as a Stores assistant at Solihull (9 years' service). Mr. Arthur Albert Burdett on December 23; he was employed as a trimmer at Solihull (25 years). Mrs. M. E. Draper on December 31; she was employed as a cleaner with Works Liaison (12 years). Mr. C. Docker on December 23; he was a machinist at Ryland Road (18 years). Mr. Owen Fuller on December 31; he was a Stores assistant at Tysley (29 years). Mr. George F. Sandbrook on December 28; he was a machinist at Percy Road (9 years). Mr. A.

Knibbs on August 28; he was employed as a millwright's mate at Acocks Green (23 years). Mr. P. Bott on September 25; he was Process Department foreman at Acocks Green (24 years). Mr. A. R. Taylor on October 16; he was Stores clerk at Acocks Green (13 years).

ACOCKS GREEN PRESENTATIONS



When Mr. Arthur Knibbs, a millwright's mate, retired after 23 years' service Mr. K. G. Currie (Works Engineer, Acocks Green) presented him with a sum of money (ABOVE). A lawn mower was the parting gift of colleagues to Mr. Percy Bott, Process Department foreman when he retired after 24 years' service with the Company. Mr. R. Williamson (Assistant Works Supt.) made the presentation (BELOW). Mr. A. G. Higgins (Stores Supt.) presented Mr. Arthur Reginald Taylor, stores clerk, with a Parker '61' fountain pen when he retired after 13 years' service (ABOVE RIGHT).



Mr. John Watts (group leader, P5 Squab Trim) presented 69-year-old Mr. Arthur Burdett (P5 trimmer) with a music case when the latter retired after 11 years' service. Mr. Burdett often played the piano at parties, and occasionally in the main canteen during lunch hour.