



**MONTE
CARLO
RALLY
SUCCESS
FOR
ROVER
2000**



**1st
TOURING
CAR OUT
OF 158
1st
IN ITS
CLASS
6th
OVERALL**

THE ROVER 2000 SUCCEEDED MAGNIFICENTLY IN THE GRUELLING, 2,600-MILE MONTE CARLO RALLY. IT NOT ONLY HAD ITS MOST SIGNIFICANT INTERNATIONAL RALLY SUCCESS SINCE ENTERING THE COMPETITION FIELD, BUT FULLY JUSTIFIED THE COMPANY'S CONFIDENCE IN THE CAR AS A POTENTIAL RALLY VICTOR.

After battling its way through frightful blizzard conditions in the later stages of the event — conditions which only a mere 15 per cent of competitors could overcome—the Rover 2000 crewed by Roger Clark and Jim Porter, a young Leicester pair, not only won its class (1600-2000 cc) and finished sixth overall, but topped the category for Production Touring Cars from 158 starters in eight classes.

OF THE OVERALL TOTAL OF 237 STARTERS, ONLY 35 SURVIVED LASHING RAINSTORMS, SNOW DRIFTS UP TO EIGHT FEET DEEP, BLINDING BLIZZARDS AND DANGEROUS ICE, TO REACH MONTE CARLO. TWENTY OF THESE 35 WERE IN THE CATEGORY WON BY THE ROVER 2000—THE OTHER 15 BEING IN THE GRAND TOURING CATEGORY. TWELVE BRITISH CREWS FINISHED, CLARK AND PORTER BEING SECOND HIGHEST AMONG THEIR COUNTRYMEN.

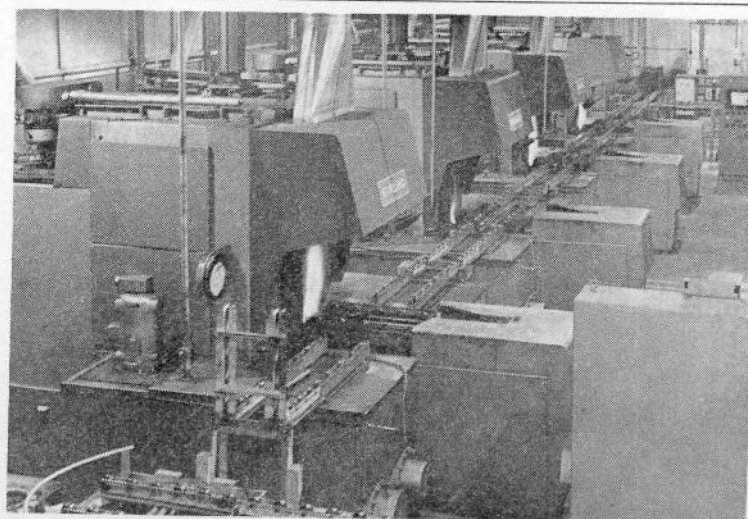
Four Rover 2000s were entered in the rally, two starting from London and two from Paris. Of these, a Paris starter driven by Logan Morrison and Johnston Syer dropped out in Belgium with mechanical trouble. The other three gave the four Rover Service teams little concern.

(Full eye-witness stories of the Rover success, and more photographs, are on page 3).

The 2000s crewed by Ken James/Mike Hughes and Anne Hall/Val Domleo, were beaten only by time in the terrible conditions encountered in the French maritime Alps. The James-Hughes car went into an eight-foot snowdrift and eventually had to be pulled out, and the ladies' car also failed to beat the clock after heroic efforts by the women to connect a loose dynamo lead which resulted in them driving virtually blind in blizzard conditions.

The successful Rover 2000 needed virtually no attention, apart from fuelling and tyre changes to meet the differing conditions from section to section.

When the car purred to the finish the engine sounded as sweet as the day it left Solihull.



A general view of the four sealed quench furnaces at Acocks Green. Three similar ones are in commission at Cardiff.

The worldwide circulation of ROVER NEWS this month topped the record figure of 20,000 copies. Of these, 15,000 were posted to employees and retired workers, and more than 5,000 went to distributors and dealers in Britain and to distributors and subsidiary Rover companies overseas.

All Rover employees in Britain are entitled to a free copy every month. Anyone not in receipt should contact the editorial office at Solihull (Internal phone: 713).

Automated heat treatment plant at two factories

A further stage in automation in heat treatment has been introduced into the Company's operations with the commissioning at the Acocks Green and Pengam factories of new sealed quench heat treatment plants for gas carburising, carbo-nitriding and bright hardening of automotive components.

The type of work processed at Acocks Green is varied, while the Cardiff works, in the main, processes gear box components.

The Acocks Green plant comprises four town-gas fired Birlec sealed quench furnaces, two endothermic generators which supply controlled atmosphere 'carrier' gas to the sealed quench furnaces, and two electrically heated tempering furnaces.

Each sealed quench furnace has an operating panel which includes a Honeywell strip chart recorder, a 'Protect-O-Vane' over temperature instrument, a bank of timers which control the cycles required for carburising, carbo-nitriding, etc., various switches and push buttons which control the oil heaters, furnace fan, inner and outer doors, elevator, extractor mechanism and various indicator lamps to show that,

for instance, when the inner door switch is operated the door has in fact opened.

A typical cycle of operations to carburise a load of work is as follows: The components are assembled on suitable jigs and run round the track to the automatic degreasing plant. The components are immersed in the liquid for a pre-determined time, drained and taken back along the track to the furnace. The load is then turned on a turntable in line with the furnace, the outer door of the furnace raised and the charge placed in the vestibule or outer chamber.

The door is then closed, the inner door opened and the charge transferred to the inner chamber or furnace, and the inner door then closed. The furnace at this time is running at approximately 800°C dependent on the quenching temperature of the preceding load. The temperature is raised to the carburising temperature of 925°C, and allowed to soak for one hour before

the addition of propane gas, which is used as the carburising media in this case. The active carburising time is dependent on the case depth required.

This has again been pre-determined and all the operator has to do is set the timers from heat treatment cards provided, and make the necessary additions of propane. At the end of the active carburising period the propane addition is switched off, and the furnace temperature dropped to the hardening temperature. This again depends on material, etc., but is normally in the range of 780/810°C. The load is again soaked for a pre-determined time after which it is ready for quenching. This is done by opening the inner door and extracting the load on to the elevator which lowers it into the oil quench tank, which is an integral part of the furnace. The overall furnace time for a case depth of .032"/.036" is in the order of 9½ hours.

The load is left in the oil for 20

Continued on page 5

28 more gold watches are given out: Total nears 800 mark

With the presentation of 28 more gold watches last month by Mr. A. J. Worster to employees with 25 years' Rover service, the total handed out since the scheme's inception is nearing the 800 mark.

Last month's presentations were made at Solihull, Tyseley and Acocks Green factories. A Cardiff employee came to Solihull to receive his award, and Mr. Worster went to the home of an Acocks Green employee to present the man with his long service watch.

Recipients were:
Tyseley (picture A): Messrs. R. Colin (Works Engineer, Percy Road); B. J. Richards (Time Study Engineer); F. Hill (staff foreman, Tyseley); W. F. Edge (Percy Road); H. Brown (staff foreman, Production Development, Tyseley); H. Horrobin (Toolsetter, Group 71, Tyseley); C. Turley (Toolsetter, Group 24, Tyseley); E. D. Howes (Tool Stores assistant, Tyseley); J. R. Huffadine (operator, Group 71, Tyseley); L. S. Malsbury (turner, Tyseley Toolroom); W. E. Whittall (Finish Stores assistant).

Solihull (picture B): Messrs. C. K. Brown (Financial); R. Elliott (Planning); G. Buttery

(buyer, section leader, forgings); T. J. Harding (research mathematician); K. H. Moreton (foreman, P6, Receiving and Despatch); S. J. Oliver (staff foreman); N. H. Stoneham (Works Fire & Safety Officer); L. Hone (greaser, Works Engineers).

Acocks Green (picture C): Messrs. V. McGough (Quality Engineer, Acocks Green and Tyseley); W. E. Brooks (Assembly Planning Engineer); N. V. S. Tait

(jig borer, Toolroom); W. N. Lee (leading hand, Progress Department); S. C. Webb (Maintenance electrician); E. A. Masters (leading hand, Stores); F. E. Middleton (semi-skilled fitter, P6 Assembly).

Cardiff (at Solihull): Mr. S. S. Ayre (Chief Inspector, Cardiff).

The man who received his watch at home was Mr. F. H. Smith, of 35, Brookvale Grove, Olton, Solihull. He was an 'A' inspector at Acocks Green.



Mr. Ayre receiving his gold watch from Mr. A. J. Worster. He came from Pengam for the presentation ceremony.



Mr. Smith gets his gold watch from Mr. Worster, who went specially to the former's home to make the presentation.

Ambulance unit needs recruits

The Rover Division of the St. John Ambulance Brigade is at present seriously under strength, and finding great difficulty in operating as a unit.

Recruits are urgently needed and anyone interested in joining this group of stalwarts who do such grand work in the area are asked to contact one of the following—Mr. Walter Rea (P6 Panel Prep.), Mr. Tommy Mullholland (Acocks Green Machine Shop), or Mr. Les Rose (Acocks Green Toolroom).

Without more members, this, our own division of a fine organisation, is in real danger of having to disband. This would be a tragedy after the years of service given, and the trophies and honours won.

Safety First Corner

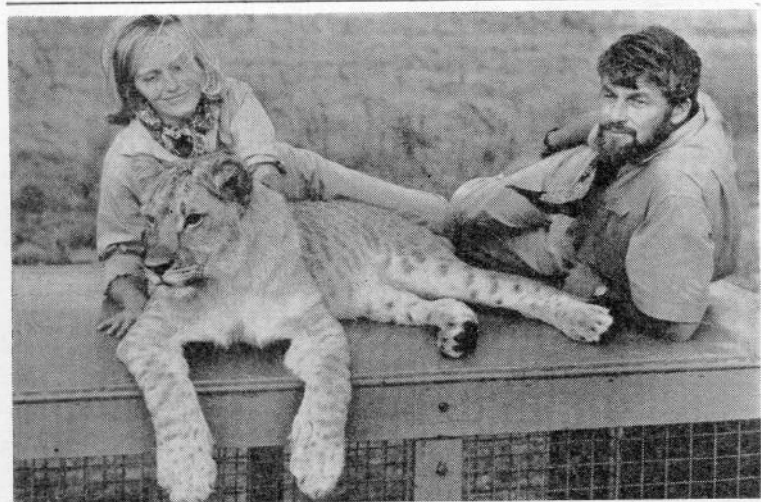
'GO SAFE—STOP ACCIDENTS' THEME FOR 1965

THE 1965 NATIONAL INDUSTRIAL SAFETY CAMPAIGN WILL BE LAUNCHED NEXT MONTH.

Theme of the campaign is "Go safe—stop accidents," and while the campaign hopes to make its initial impact in its month of launch, the theme of the drive will extend over 12 months. Thus, March, 1965 will mark the beginning of a Safety Year.

Some 60 years ago there was no accident prevention. Engineers cutting a tunnel through a mountain would estimate the requirement of so many tons of steel and concrete, and so many men killed and disabled for every mile of tunnelling. Accidents were accepted as inevitable, and part of the price to be paid for the job.

That was the old idea. Today we know different. Progress has been made in all directions, for we now have experts dealing with various modern devices used in our industrial life. Yet in spite of all these improvements, accidents still occur.



Riding on Land-Rovers was one of the favourite pastimes of Elsa the lioness which provided the subject for Joy Adamson's best-selling book, "Born Free." A film based on the book is being made in Kenya and film stars Virginia McKenna, her husband Bill Travers, and Kenya lioness, Henrietta, are here pictured riding on the roof of a Long hardtop Land-Rover in a scene from this Carl Foreman Open Road Films production.

WORKS SAFETY DRIVE

By W. G. KANE, Safety Officer, Tyseley Group of Factories.

Many hours of study have been made by experts in the field of accident prevention, and legislation has been made to keep abreast of our industrial progress. One factor seems to have emerged with this progress—human thoughtlessness.

Freedom from accidents is not a privilege, but a goal to be achieved by care. Consider five of the main contributing factors to unsafe acts—indifference, daring, laziness, anger and haste. All indicate lack of thought and care.

One might retort that without these human foibles we should be a race of robots. But while care will not destroy your personality, lack of it may destroy life—yours or somebody else's. Just as plague and disease were the scourge of the country a century ago, so accidents have become the scourge of the 20th century.

One wonders what people in 100 years from now will think of our apathetic attitude towards the problem of industrial accidents. The solution is there, but we just don't accept it.

About 80 per cent of industrial accidents result from careless or unsafe practices, the remaining 20 per cent from unsafe conditions. It follows, therefore, that one of the best ways of avoiding an accident is to understand and follow the rules governing a job or machine.

Rover employees can support this forthcoming safety campaign by:

- Complying with all safety rules, particularly in such matters as the wearing of eye protection and protective clothing where provided.
- Ensuring that machine guards are used to their fullest advantage.
- Using portable and hand tools correctly.
- Protecting your feet by wearing safety footwear.
- Handling and stacking materials correctly.
- Getting help when moving heavy loads.
- Reporting hazards immediately.



Apprentices elect their officers

Mr. Peter May (Gas Turbine Technical Office) was elected chairman at the annual meeting of Rover Apprentices Association held on January 26 in the Projection Room at Solihull. Some 50 apprentices were present.

The meeting elected Mr. Trevor Holland (O. & M.) as treasurer and also a committee of ten, from whom a secretary will be chosen.

ROVER ACTORS' NEXT PRODUCTION

The second winter production by Rover Dramatic Society is being billed for March 5 and 6. It will be "Pickle in Paradise," a farce by Sam Bate and with a cast of seven. As in the past, it will be staged in the Tyseley theatre. In the cast will be old favourites John Wallbank (Computer programming), John Sharpe (Land-Rover Test), Alec Finney (Gas Turbine Buying), Audrey Taylor (Gas Turbine), and newcomers Pat Hill (Solihull Surgery), Sandra Wood (Gas Turbine Buying) and Margaret Horton. John Sharpe will produce.

This specially-designed vehicle based on a Forward Control Land-Rover has been supplied to the British Broadcasting Corporation. Bodywork is by Martin Walter Ltd., of Folkestone. It is designed to travel the country to locate and test new sites for permanent relay transmitters for B.B.C. sound radio and television programmes. The Land-Rover is fitted with a 110ft. hydraulically-operated aerial, special work benches and a generator to supply the necessary power in a sound insulated compartment. When a likely site is located, the aerial is raised and test programmes put out to assess the value of the location.



By
The Editor

While the main ingredient to the Rover 2000's success in the Monte Carlo Rally was the superb mechanical animal itself, it was teamwork which brought the car its first significant rallying reward. The know-how of Rover designers and engineers, the skill of Rover employees in the engine and component factories and on the assembly line, a first-class crew and enthusiastic service teams—all were vital links in a magnificent morale-boosting result.

It has long been the Rover Company's contention that the 2000 was a prospective rally victor. This faith was fully justified at Monte Carlo. And I saw the effect of success on the Rover service teams which spent five days and nights with little sleep, eating rarely, waiting and working in freezing weather, and travelling at high speed from point to point to be on hand when the Rovers needed servicing.

There was early gloom when the Morrison/Syer car fell out near Liege so soon after starting from Paris with such high hopes. Once again, Logan and Johnston had been unlucky. Was it an ill omen? Would the 2000 once again prove itself to be a good also-ran, with one perhaps finishing well down the list?

We did not know. The other three 2000s ploughed on steadily through the Low Countries and down the western half of France in pouring rain and high winds. The only obstacles at this stage were tree branches across roads.

The Rover times were good so far. But so were those of all the other entrants. By the time the 2000s had reached the foothills of the Central Massif, only a dozen or so of the 237 competitors had fallen out. The

1st PRODUCTION TOURING CAR 1st IN CLASS . . . 6th OVERALL

three 2000s were still there, but so were some 200 other cars.

Weather warning

I watched the 2000s negotiate a section on the edge of the Massif at St. Flour. It was snowing and so cold that our stove would not boil water for a cup of English tea. Nicely spaced, the cars snaked up a series of eight hairpin bends like tigers bent on their prey.

But conditions—snow, ice and cold—were a warning of things to come. As the cars climbed through the Massif and up to 6,000 ft. in the Alps, conditions deteriorated rapidly.

As we came off the Massif, we ourselves saw something of the weather so shortly to be faced by the rally crews. Isolated patches of

packed snow, often disguising treacherous ice, made our own trip eventful and we were more than glad to reach the Rhone Valley, despite the heavy rain which greeted us.

On the rally route, the snow became so heavy that road signs were obliterated and car tracks disappeared within minutes. The way ahead was so blotted out that crews drove blind and by sheer instinct. In many cases, instinct was not enough and cars careered off the unseen road into tremendous drifts. The James/Hughes car was one.

Sometimes a car diving into a drift caused a "shunt" behind if a group of cars were bunched. Many of the smaller cars forced their way through snow as deep as their own height.

In such conditions, it was perhaps surprising that as many as 35 cars reached Monte Carlo. That night

certainly saw a pruning of the number of competitors.

Further gloom in the Rover camp at the loss of two more 2000s in this terrible night soon changed to high hopes coupled with a mood of determination when it was unofficially calculated that Clark and Porter were leading their class and lying seventh overall.

Electric effect

The effect was electric. While the crews slept in a bed for the first time since leaving London, Competition Manager Ralph Nash made his plans for the final stage of the event—the all-night circuit in the hills north of Nice to decide the final results.

Enthusiasm was high among the Service teams, now augmented for the final effort by Logan Morrison,

Johnston Syer, Anne Hall and Val Domleo. The route was "receded," the Service points chosen and the party given its instructions.

Weather conditions were likely to be as bad as could be in the Alps, particularly on the Col Turino, the highest point to be reached by the surviving cars.

It was an enthusiastic Rover party which split up with their Service cars and Land-Rover and disappeared into the cold January night to take up their positions on the mountain roads. There was a scent of victory in the air and it affected everyone.

The rally cars set off, among them the 2000 with its refreshed and determined young crewmen. It was raining in Monte Carlo, so snow in the mountains was a certainty. All cars were to cover most of the stage three times in the 11-hour run.

We chose a vantage point at a bridge. Twice the 2000 went by on time; the third time it was eight minutes' late. It finally returned safely to Monte Carlo having lost seven minutes overall—a good result. Conditions were as bad as expected, but this time the crew knew what to expect and forewarned they were forearmed.

Waiting hours

Hours went by before the results were announced and after snatching a few hours' rest, members of the Rover party roamed restlessly round sun-kissed Monte Carlo rather like prospective fathers in a hospital waiting room.

Then the result was announced. We had done it. The Rover had won the Production Touring Car Category against opposition from 158 cars in eight classes. It had also won its class, was sixth overall and second best British crew to finish. What a success! And what smiles from the Rover party in the crowded Press room when the details were released.

Within hours of the great news being telephoned to Solihull where Management and employees alike had been kept informed of day-to-day events through the medium of the ROVER NEWS poster boards, a telegram arrived for Ralph Nash from Mr. W. Martin-Hurst the Managing Director, and Mr. Peter Wilks (Technical Director).

It read: "Warmest congratulations and thanks to yourself, Clark, Porter and all drivers, Tony Cox and service crews."



●On the road to success. The 2000 crewed by Roger Clark and Jim Porter on a section in the maritime Alps. The banked snow gives some idea of conditions. BELOW: Collecting the fruits of victory. The pair receiving the Riviera Cup for winning their class. In the background—the Monaco palace of Prince Rainier and Princess Grace.

INDIVIDUALS WHO WORK AS A TEAM

The service teams celebrated the 2000's success in a right royal manner—and so they deserved to do.

In this closely-knit harmonious bunch are foreman Tony Cox (15 years Rover service) and Graham King (6 years a Rover employee), Jim Pike (4 years), Barry Craven (17 years), Stanley Daniels (5 years), Lou Chaffey (14 years), Graham Jones (2½ years) and Brian Eckersley (3½ years).

Tony joined the Competition Section from Engineering, when it was formed three years ago and Graham King soon joined him. The others have joined the section from time to time over the last three years, Barry Craven from Service and the others from Engineering.

All are top-rate Rover fitters, but as Tony Cox explained, this is not enough for rallying.

"They must not only be excellent fitters, but individuals in themselves, capable of initiative. They must get on with one another as a team, and this is really most important."

●Smiles of triumph from fitters of the Rover Service teams as they pose for the camera in Monte Carlo. With the successful car are grouped, left to right, Graham Jones, Anne Hall, Jim Pike, Tony Cox, Graham King, Barry Craven, Val Domleo, Lou Chaffey, Brian Eckersley, Stan Daniels, Roger Clark, Jim Porter and Competition Manager Ralph Nash.

They work hard and long when called upon, and play equally hard when relaxing. In both, they are cheerful and ever ready with a quip and a joke.

Both Roger Clark and Jim Porter are aged 25 and live in Leicester. They are a quiet pair and have been personal friends for six or seven years—a factor making for first-class co-operation when rallying.

Roger is in the family garage business and Jim is a trainee manager with a meat company. Rallying has been in their blood since they first gained driving licences and the pair have literally driven their way into the international rally field the hard way. This was Roger Clark's first 'Monte' and Jim Porter's first rally outside the U.K.

Comment on the rally from the taciturn Roger: "A joyride for the first half, and a nightmare the rest of the way."



Intuition and determination kept 'blind' car moving

Sheer dogged determination plus female intuition kept the 2000 crewed by Anne Hall and Val Domleo going during that terrible night in the Alps.

Though knocked out of the rally for losing too much time, the pair told a story to ROVER NEWS which surely must equal any other story from this rally—and there were many.

A broken lead gave dynamo trouble early in the nightmare ride. To save power, the women drove on sidelights only, and with the road and signposts completely covered and the raging blizzard freezing their windscreen, the two literally drove blindly on.

Coming to a barn at a junction, Anne Hall nosed the car bonnet under this temporary roof. Val Domleo then lay down in 12 to 18 inches of snow to get under the car at the loose lead and repair it.

As she worked, she thawed the snow round her body and was soon lying in a pool of water. She was also so cold that she did not discover until later that she had burnt her wrist on the hot exhaust pipe.

Beaten by time they may have been, but not in courage and grim determination. For they drove the car down from the snow line and into Monte Carlo—and then helped all they could to achieve the Clark/Porter success.



Going on holiday, he stopped to help rescue family from fire

A Rover employee, Mr George Dixon (unit leader, Stock Audit, Acocks Green) has been awarded a framed certificate of the Society for the Protection of Life from Fire, for his part in helping to save a family from their burning home in Highgate Road, Balsall Heath, Birmingham, last September.

Mr. and Mrs. Dixon were making a 4 a.m. start on their holidays to Blue Anchor when

a postman flagged them down to say that a family of nine—a grandmother, six children and their parents—were trapped in a bedroom of a burning house.

While his wife went to phone for the fire brigade, George and the postman tried to reach the trapped people via the front door, but were beaten back by smoke and flames.

The pair then found a ladder and 48-year-old George climbed to the bedroom window. He calmed down the trapped people before taking the youngest child, a baby of 3½ months, and began climbing down. At this moment, an explosion shattered the windows, and flames licked round the ladder.

"Only the thought of getting the baby to safety made me carry on," George, a Rover employee for six

years, told ROVER NEWS. "With the baby safe, I dreaded having to go up again, but the arrival of the firemen saved me the trip.

"When the family was safe we were about to leave, when a policeman asked me to move my van," he added.

For the first few days of his holidays George felt the effects of the smoke on his chest, but sea air and sunshine soon put him right. He also had the supreme satisfaction

of knowing that the fire officer in charge of the rescue had said that the efforts of the two amateurs had probably saved the family from panic—and death.

Monday night is dance night

Here's your chance to learn dancing, if you don't already indulge in the graceful art.

The Rover Modern Dancing Section has started a new series of classes, and Rover employees are cordially invited to attend.

Tuition is available for all grades of ballroom dancing at classes which begin at 7.45 every Monday evening in the Junior Staff Canteen.

Further information can be obtained from Mr. Stan Morris (West Block Paint Shop, Solihull). Alternatively, just come along on a Monday evening. You will be welcome.

Appointed and Promoted

Mr. V. McGough (Quality Engineer, Acocks Green and Tyseley Group) is now responsible for the Forward Projects Section of the Quality Control Department, in addition to his existing duties.

He is operating from the Solihull factory (internal telephone number 513).

The Forward Projects Section, which was the responsibility of Mr. F. E. A. Stephenson until his tragic death in a road accident, covers the assessment of drawings for quality assurance; specifying and ordering of inspection equipment; issue and control of drawings and modification notes for the whole of the Quality Control organisation; liaison with Engineering Department at development stage, and the investigation of suppliers for quality assurance.

★ ★ ★

Because of the increasing production and spares requirements envisaged for the future, it has been deemed desirable to strengthen the Progress Department of the Acocks Green and Tyseley Group of Factories.

To this end the Production and Service Spares Sections have been merged and **Mr. F. N. Vincent** has been appointed Assistant Progress Manager and Deputy to the Progress Manager, Mr. R. Kendrick.

Apprenticeships completed

Three apprenticeships completed last month were those of Stephen Everall (Plant Layout D.O., Solihull); Robert Mole (Experimental Welding Shop, Solihull); and Leonard Saundry (Standards Room, Tyseley). Congratulations and best wishes to each of them.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to...
AYLWARD—To Mr. and Mrs. E. W. Aylward, a daughter (Sally Ann) on December 1. Mr. Aylward is employed in the Provisioning Office, Engineering Department, Solihull.
DONAGHY—To Mr. and Mrs. J. Donaghy, a son (Dean John) on December 23. Mr. Donaghy works on the Land-Rover track, and Mrs. Donaghy formerly worked in the Land-Rover Trim Shop.
BRADSHAW—To Mr. and Mrs. R. Bradshaw, a son (Phillip John) on December 26. Mrs. Bradshaw formerly worked in the Land-Rover Trim Shop.
MANCHESTER—To Mr. and Mrs. A. Manchester, twin daughters (Eloise Elizabeth and Tracey Ann) on December 9. Mr. Manchester is an assistant in the R Stores, Perry Barr.

MARRIAGES

We offer our congratulations and best wishes to...

MURPHY-DAVIES—On December 24 at Cardiff Register Office, Mr. Thomas Raymond Murphy (Service Buying, Pengam) to Miss Sylvia Davies.
FOSH-DWEN—On January 2 at Portsmouth Register Office, Mr. David Robert Fosh to Miss Juliet Alice Dwen. Miss Dwen is a secretary in the Personnel Department, Pengam.

SILVER WEDDINGS

We offer our congratulations and best wishes to...

HARPER—Mr. and Mrs. B. Harper celebrated their silver wedding on December 30. Mr. Harper is a section leader in Office Operations, Pengam, and Mrs. Harper is employed in Service Cost Department, Pengam.

SHEASBY—Mr. and Mrs. H. Sheasby celebrated their silver wedding on February 10. Mr. Sheasby is an inspector at Solihull.

GOLDEN WEDDINGS

We offer our congratulations and best wishes to...

HEFFER—Mr. and Mrs. F. W. Heffer, celebrated their golden wedding on November 14. Mr. Heffer was employed as a labourer in the West Block Paint Shop, Solihull, until his retirement in July last year.

RETIREMENTS

Mr. A. Procter on January 22; he was a viewer, Inspection Department, Acocks Green (13½ years' service). Mr. Sidney Brookes on January 29; he was a miller in the Toolroom, Tyseley (25 years). Mr. Edwin Spink on January 29; he was a crankshaft grinder at Tyseley (35 years). Miss Olive Tomkins on January 8; she was a viewer at Tyseley (12 years). Mr. W. T. Slater on January 1; he was in Inspection Department, Acocks Green (7 years). Mr. William Ernest Rogers on December 31; he was a packer in the Sawmill, Solihull (10 years). Mr. David William Austin on December 31; he was a fitter in Experimental Department (14 years). Mr. John Baynam on January 1; he was a finisher on P6 (15 years).

DEATHS

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

BLISSETT—Mr. Dennis Henry Blissett died on January 1, aged 62. He was an assistant in the Rough Stores, Tyseley, and had been with the Company for 10 years.

CATCHPOLE—Miss Muriel Catchpole died on January 1, aged 49. She was an inspector at Percy Road, and had been with the Company for 8 years.

DAVIS—Mr. Arthur George David died on January 16, aged 64. He was a fitter in the Assembly Shop, Perry Barr, and had been with the Company for 18 years.

JENKINS—Mr. Raymond Henry Jenkins died on January 4, aged 41. He was a fitter and polisher on P6, and had been with the Company for a total of 9 years.

ANSTEY—Mr. Henry Francis Anstey died on January 17, aged 52. He was a tinsmith on the P5 Final Line, and had been with the Company for 19 years.

BAYNHAM—Mr. Edwin Thomas Baynam died on January 18, aged 57. He was an arc welder in the Press/Weld Shop, and has been with the Company for 11 years.

RICHARDSON—Mrs. Doreen Richardson died on January 20, aged 36. She was a bench hand on P6, and had been with the Company for 2 years.

ESTELL—Mr. Thomas Henry George Estell died on January 9, aged 52. He was an electrician with Works Engineers and has been with the Company for 19 years.

FOX—Mr. Alfred Victor Fox died on December 27, aged 61. He was a leading hand inspector, Solihull, and had been with the Company for 11 years.

WHITE—Mr. Patrick Joseph White died on December 29, aged 28. He was a press operator and fitter, Press/Weld Shop and had been with the Company for 5½ years.

SKILLED TAPS IRON OUT THE WRINKLES

A couple of taps and the small dent in the Rover 3-litre bonnet vanished. And the skilled hands which did it without so much as a hairline crack appearing in the paint finish belonged to 52-year-old tinsmith, Mr. Gilbert H. Parsons.

Day in and day out, Gilbert Parsons is to be found on the P5 Final Line at Solihull tapping out with hammer and wood block any small irregularities on the smooth, gleaming surfaces of finished Rover 3-litres.

His method of work is simple—the block is held under or behind the affected section of metal, a few taps from the hammer and the job is done. Simple? Try it sometime, though not on a Rover 3-litre! The skill is in the tapper's hands, gained through years and years of experience.

Gilbert Parsons began his working life as a cabinet maker and it was the advent of steel which led him into tapping.

In fact, he joined Rover in 1931 as a coachbuilder, the Company then making wood and fabric car bodies. Four years later he began his trade as a tinsmith with the introduction of metal bodies.

In addition to his skill at dent removing, Gilbert is also a fully qualified lead loader—another skill acquired during his 34 years with Rover.

Early in the second world war, Gilbert was moved to one of Rover's shadow factories in Yorkshire where he was a "skinner" on aircraft frames.

Immediately after the war he was employed at Clay Lane, Coventry, in the making of the first 28 post-war Rover cars produced for showrooms.

Hobbies? Joinery, perhaps? Gilbert prefers something quieter—gardening, in fact. Chrysanthemum growing is his main interest, though he told ROVER NEWS. "I don't grow them for prizes, just for my wife."



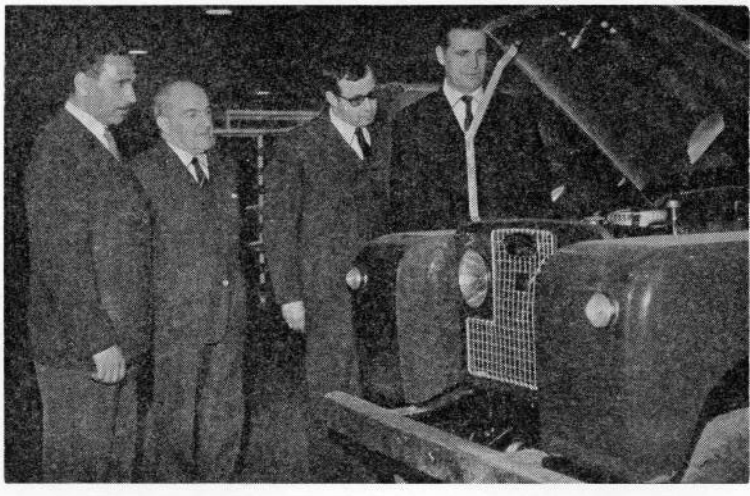
Mr. Dixon and the framed certificate awarded to him for his part in helping to save a family from fire.

ALGERIANS ON THE LAND-ROVER LINE

Four Algerians toured the Land-Rover Line at Solihull on January 27 with keen interest.

Two of the visitors, Mr. A. L. Debes and Mr. L. Pellicer, were from our Algerian distributors, Compagnie Algerienne de Tracteurs, of Algiers, and the other two were Mr. Kadi Abelatif, General Director for Political Affairs, Algerian Government, and Major Mohamed Bonbekeur, officer in charge, the Algerian Fire Department.

In the photograph below, they are seen inspecting a unit on the Land-Rover Assembly Line. They also saw the 2000 car under production.



Gilbert Parsons at work—the wood block is held in position and a few deft taps make any irregularity disappear like magic.

ENGAGEMENTS: Mr. Lyn H. Thomas (Engineering Research Section) to Miss Marian Jones of Wellington, Shropshire, on December 31; Miss C. A. Pinchen (Salaries Department, Solihull) to Mr. P. J. Robathan (Carpenters Shop, Solihull); Mr. Frank Allsop to Miss Anne Morris, both of the Order Processing Department, Solihull.

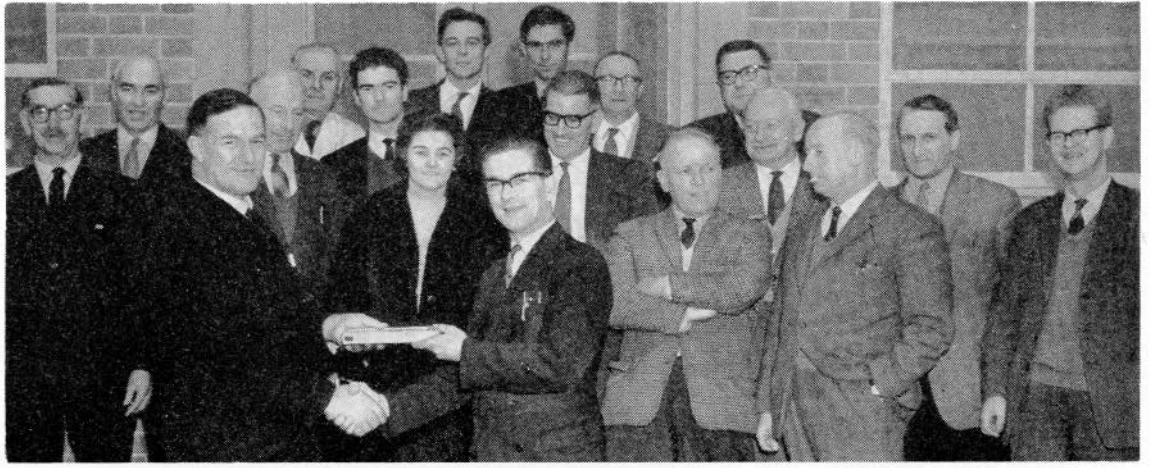


Just a car outside a Georgian-style house in an English county town, you might think. But you would be wrong. For this is a photograph recording Rover history. The car is the first Rover 2000 to arrive in New Zealand and it is set against a background of Rover House, the Rover New Zealand head office in Kent Terrace, Wellington. Incidentally, this is the first photograph to be published of our New Zealand headquarters. The 2000's arrival and reception in New Zealand was reported last month.



PEOPLE IN PICTURES

A presentation of cutlery was made at Acocks Green to Mr. S. F. May (right in the top picture) who left the Company to teach engineering subjects at Bromsgrove College of Further Education. Mr. May joined the Company in 1956 and was Assistant Chief Development Engineer in the Ministry Division until 1959 when he transferred as an engineer to the Works Efficiency Department at Acocks Green. The presentation was made by Mr. A. E. Whitehouse (Senior Project Engineer, Land-Rover Engines).



Over Gas Turbine colleagues said farewell to Mr. D. H. Llewellyn, Production Manager and Chief Installation Engineer since 1956, with a silver plated cigarette case, a table lighter and a clock when he left after years' Rover service to join a firm on the South coast. The presentation (pictured right) was made by Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.). Mr. Llewellyn has been succeeded as Production Manager by Mr. R. B. Myring, his deputy for the last eight years, and Production Supt. since 1958.



Mr. Owen Leonard Fuller (second from left in picture below) being presented with bed linen by Mr. F. Kennedy (Periodic Jig Inspection foreman) upon his retirement after 30 years' Rover service. He is 71 and, apart from wartime work in the North, he spent all his service at Tyseley, being in Periodic Jig Inspection when he retired. Mr. Fuller, father of Mr. Gordon Fuller (Planning, Solihull), is a cricket enthusiast and played regularly for the Tyseley team until he was 60.



ABOVE: Mr. John Buckley (Invoicing Supervisor, Home Sales) presented Mrs. Agnes Murphy, an invoice clerk, with a hearth rug when she retired from the Company after nearly 17 years' service. Mrs. Murphy and her husband, whose retirement was reported in December ROVER NEWS, started Rover House in Lode Lane in 1947.

LEFT: On the day he retired after 25 years' Rover service, Mr. William Austin (Experimental Department, Machine Shop, Solihull) was presented with an electric shaver and electric

RIGHT: Mr. W. T. Slater (in white coat), who retired from the Acocks Green Inspection Dept., had the unusual distinction of having two separate presentations made to him at the same time. Mr. F. L. Jephcoat (Quality Engineer, Acocks Green), right, gave him an electric clock and barometer on behalf of workmates in Inspection, and Mr. W. Leach (Gas Turbine Shop foreman), left, handed over an electric razor from Mr. Slater's mates in the Gas Turbine Machine Shop.



BELOW: Mr. J. H. Whitby (Parts Manager) presents Miss Margaret Ormerod (Transit Stores, Solihull) with a gold watch on behalf of her



clock by Mr. Ralph Nash (Competitions Section Manager) on behalf of workmates. Mr. Austin, aged 67, began his career in 1938 and worked on Pegasus and Hercules engines during the war at the then Solihull shadow factory.

friends and colleagues to mark her retirement from the Company after nearly 10 years' service. Miss Ormerod hopes to settle down to her hobby of gardening.



RIGHT: Mr. C. B. Powell (Supt. P6) presented Mr. and Mrs. John Baynham with towels and an electric blanket, on behalf of their friends and colleagues, when Mr. Baynham retired from the Company after nearly 15 years' service. He worked on the P6 Final Line, and before that on the P5 Line. Mrs. E. Foulger (P6 Final Line) presented Mrs. Baynham with flowers.

Continued from page 1
HEAT AUTOMATION

minutes, the elevator then rising automatically, and the load is in the draining position for 10 minutes. The outer door is then opened and the load brought out onto the track, from where it goes back to the degreasing plant and then on to the tempering furnace, which is charged by means of a 'tram' traversing the two tempering furnaces and a water quench tank. The overall time taken to 'temper' or 'stress relieve' a load is two hours.

The laboratories at both works are responsible for the issue of heat treatment cards which determine the process from start to finish, the control and maintenance of all instrumentation, final checking of the case depths and endorsement of master cards before the work is released to the machine shops.

Rover anglers ban wasp grub bait, accept possible rise in subscriptions

Longer contests, the use of wasp grub, new B.A.A. rules and the subscription rates—all were subjects touched upon at the annual meeting of Solihull Angling Section.

Mr. L. Hare, chairman, opened the meeting by thanking members for the wonderful support they had given to the annual dinner, concert, dance and prize presentation in November. He also thanked the committee for the way it had carried out its duties during the year.

The secretary, Mr. F. Haywood, announced that the following venues had been booked for 1965: First bye contest, Saturday, June 19, Walcot East Lake; annual contest, Saturday, September 11, Buildwas; fur and feather contest, Saturday, November 27.

Though venues had to be obtained for three other contests to complete the year's fixtures he had no doubt these would soon be booked.

Mr. W. Jones, in his Birmingham Anglers' Association delegate's report, gave details of new rules which came into operation in 1965, and also of new waters acquired by the Association.

Mr. Hare gave details of a fishery on the River Wye, the coarse fishing rights of which the Section hoped to rent. Members agreed that, if negotiations were successful, the annual subscription would be raised by 10/- a year to pay the rental. This would bring the total subscription to 45/- a year. Honorary membership would remain at 10/- a year.

Judo men gain their gradings

Six members of Rover Judo Club went for their gradings recently. And all six came away with the sought after belts.

The six were: P. George (brown belt), J. Llewellyn (blue), T. Parsons (green), D. Southall (green), K. George (orange) and R. Parry (yellow).

The following members did not go for a grading on this occasion, but are graded members: J. Phillips (yellow), J. Lloyd (yellow), C. Fearn (orange), J. Cash (orange), C. Lovell (green), R. Walsh (blue) and T. Leaper (black, 1st Dan, club instructor).

The order in which the gradings take place are: 6 Kyu (white belt), 5 (yellow), 4 (orange), 3 (green), 2 (blue), 1 (brown), and then on to the Dan grades.

The club is still open to receive additional employee members who will be welcomed from any of the Rover factories.

The mat area has recently been greatly enlarged and a first grade instructor (black belt) is in attendance on instruction evenings on Mondays in the Main Canteen at Solihull.

Seniors hold their own

Rover Tyseley senior team is just about holding its own in the premier division of the Works F.A. League.

It had another good game against the City Police, just losing 3-2. Other recent results: lost 2-1 away to Bulpitts; won 3-2 at home against Hill Top Foundry; lost 6-2 away to Triplex Safety Glass; won 6-5 away against G.K.N.

A lot of team building will be needed next season if Tyseley means to stay in the top league.

The Tyseley "A" team has been having a season of mixed fortunes. Its league showing is not as impressive as last year, and the team was lying fifth at the halfway stage. With a little bit of luck regarding injuries, the players are confident the position can be improved.

They again had a good cup run, reaching the semi-final of the Silver-Smiths Cup before being eliminated 4-0 by Dunlop "A". A feature of the side has been the good form of Bobby Wainwright at centre-half, and the consistency of veteran Jim Bryant.

A discussion took place regarding the ban on the use of wasp grub as a bait in contests organised by the B.A.A. It was agreed to bar its use in all future Rover contests, too, for the same reason that the B.A.A. had banned it, i.e. the bait was difficult to obtain.

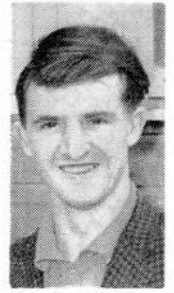
It was also decided to lengthen the duration of future contests from four to five hours, weather conditions permitting.

Officers and committee elected: Chairman, Mr. L. Hare (PS Valeting Shop); Vice-chairman, Mr. D. Kemp (Land-Rover Chassis Assembly); Secretary, Mr. F. Haywood (Land-Rover Chassis Weld); Assistant Secretary, Mr. J. Newey (Gas Turbine); Auditors, Mr. G. Hodgetts (Land-Rover Weld), Mr. E. Griffin (PS Bodies); B.A.A. delegate, Mr. W. Jones (Land-Rover Chassis Weld); Committee, Messrs. W. Perks (P6), R. Burden (P6), A. Bennett (Land-Rover Assembly), R. Checkley (Sawmill), E. Beavon (PS Finishing Line), F. Cox (P6), R. Harze (Miscellaneous Department), J. Smallwood (Land-Rover Chassis Weld), R. Scott (Land-Rover Scuttle Weld), L. Ford (PS Finishing Line).

CRICKETERS TO MAKE FULL USE OF NEW SQUARE



Tony Rooke



Ernie Lindsay

The Rover sports ground at Lode Lane underwent several ground improvements during 1964 and Solihull cricketers intend to take full advantage of their new square, and bitumastic practice wickets for 1965.

To meet the requirements of the forthcoming season, Rover (Solihull) C.C. has streamlined its committee to six members only. Mr. C. A. Studholme becomes chairman after being secretary and treasurer for ten years; E. D. Jones (Land-Rover Assembly) is captain, League XI; R. Robbins (Land-Rover Assembly) is captain Club XI; A. Gregory (Land-Rover Assembly) is treasurer, and R. Ryder (Home Sales Department) and A. Reville (Market Research), fixture secretary, complete the new committee.



L. Burnett

Mr. W. J. Robinson (Executive Director, Production—Solihull) has accepted the Presidency of the club for the third successive year, and Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare) and Mr. B. G. L. Jackman (Executive Director, Production) join the Vice-Presidents.

The new season will bring a complete new programme. The inter-departmental cricket league will be superseded by a knockout competition. This will be supplemented with a mid-week club XI playing local clubs, with an intensive practice programme on Tuesdays and Thursdays under the guidance of Tony Rooke (Land-Rover Assembly), Harry Moule (Drawing Office), are holders of the M.C.C. Certificate of Coaching.

The Saturday League XI will be led by "Skip" Jones, supported by stalwarts Lauerston Burnett, from Barbados, and Ernie Lindsay, a 22 year-old left-hand batsman of very high calibre. Ernie has already had Lancashire League experience and represented Lancashire Youth XI seven times.

Harry Moule, the Old Hill (Birmingham League) captain and prolific run-getter for 25 years in the Birmingham League, will be assisting the Rover team in 1965 when available. R. Robbins will continue to lead the club XI.

Solihull cricketers extend to all their colleagues a warm invitation to join them in 1965. This section of the Social Club plays all classes of cricket—two league XI's every Saturday, two club XI's on Sundays, a mid-week XI and inter-departmental matches. Enquiries should be made to Mr. C. A. Studholme, Service Parts Department, Solihull (opposite the works engineer's block), internal phone 472.

Incidentally, Mr. Studholme is also assistant honorary secretary of the Midland Works & Business League and would like to hear from old cricketers (and retired colleagues) who would like to officiate on Saturdays. The league pays 15/- a match per umpire, and with nine tables to cater for the league's need for more umpires is very urgent.

Enquiries should be addressed to 28, Tanhouse Farm Road, Solihull, or phone SHEldon 4549.

Mr. Robert Blake (Direct Sales, Solihull) is anxious to resuscitate the moribund Rover Boxing Club. He visualises it being open to employees in the Midland Rover factories, and all interested should contact him by post or on Solihull internal phone numbers 210 or 753.



A 21-piece dinner service from friends and colleagues in Sales Division was presented to Miss Joanne Rosemary Bridgewater by Mr. P. Pender-Cudlip (Fleet Sales Manager) when she left to take a secretarial post in Zurich

with E. Fehlmann and Co., our distributor in German-speaking Switzerland. Miss Bridgewater had been secretary to Mr. Pender-Cudlip for 3½ years.



A presentation was made at Acocks Green to Mr. W. V. Heatley who is emigrating to Australia. He is flying out with his wife and family in a B.O.A.C. Boeing 707 and their route takes them via Beirut, Karachi, Ceylon, Bangkok, Singapore, Darwin and on to Melbourne.

Mr Heatley has been engaged on inspection work on the P6 Engine Assembly line at Acocks Green.

He is pictured above being presented with a sum of money by Mr. A. J. West (Inspection Supt., Acocks Green), on behalf of colleagues. With it went warm wishes for a new life in Australia.



Cutlery and an electric blanket were presented to Mr. A. Procter when he retired on January 22 after 13½ years service with the Company. He was

a viewer in the Acocks Green Inspection Dept. Mr. E. H. Howes (foreman, Raw Material View) made the presentation on behalf of Mr. Procter's workmates.

The Acocks Green and Tyseley Group Chess Club is seeking new blood.

Though it has been functioning for less than a year, the club is holding its own in Division 6 of the Birmingham Chess League. It has won three matches and lost three, and is positioned about half way in the table.

The club has some 16 members,

Newly-formed chess club holds its own

and skipper Mr. D. J. Whitehouse (Tyseley D.O., phone 135) says both new players of calibre and beginners will be welcomed at the Tuesday club nights held in the Acocks Green staff canteen.

Further information can be ob-

tained from Mr. Whitehouse or from any of the following team members: Messrs. A. L. Campbell (Tyseley D.O.), R. Frazier (Planning Dept., Tyseley), E. Shackle (Demonstration, Acocks Green), L. Lewis and W. Jones (both Toolroom, Tyseley).

WHO DO YOU KNOW?

● A picture from the past. It was taken in the Tyseley works canteen about 1935-36 at the Rover Ex-Service Club's annual dinner. Easily recognisable in the front row are Captain (later Sir Geoffrey) Savage, Mr. A. J. Worster and Major B. H. Thomas. Readers will doubtless recognise many more—and perhaps themselves 30 years ago!

