



APPRENTICES BUILD 'BABY' CAR FOR JORDAN PRINCE



Crown Prince Abdullah of Jordan takes possession of his miniature Land-Rover in the royal palace at Amman. **BELOW:** Five of the Rover apprentices concerned with building the vehicle pictured with it before it was crated and shipped to Jordan. Behind them is a full-size Land-Rover. From left to right are Graham Gossage, Richard Kent, Bill Clarke (electrical work), George Richman and John Harris (whose apprenticeship has since been completed). Not on the photograph is Land-Rover D.O. former apprentice Chris Barrow who was closely concerned with design.



AN electrically-driven, half scale Land-Rover has been hand built by teenage Rover apprentices at Solihull for Crown Prince Abdullah, the young son of King Hussein of Jordan.

The sand-coloured, aluminium and steel vehicle was specially made to the order of Said A Malhas and Sons, our Jordanian distributors and has now been delivered to the royal palace in Amman.

Design of this highly unusual but workmanlike vehicle was carried out by Land-Rover Drawing Office former apprentice Chris Barrow under the guidance of Mr. L. N. Hughes (Deputy Chief Designer, Land-Rover.)

Building was done in the Jig Shop by apprentices Graham Gossage, Richard Kent, George Richman and John Harris (apprenticeship since completed) under the eye of the departmental manager, Mr. C. Nicholls, and his senior foreman, Mr. H. Dovey.

Apprentices under the control of Mr. L. S. Shaw (Apprentice Supervisor) were given the assignment for two reasons — to keep down cost as much as possible and to give the youngsters some valuable and highly unusual practical experience of building by hand.

The electrical work was carried out by apprentice Bill Clarke under the supervision of Mr. W. J. Johnson (Project Engineer Electrical, Land-Rover) and his assistant, Mr. J. Phillips.

Despatched with the vehicle was a brief servicing and operating "manual" from Service Technical Publications.

The vehicle on trial at Solihull before going to Jordan. Behind the wheel: four-year-old Andrew Wilks, son of Mr. Peter Wilks (Technical Director).



The miniature Land-Rover has a forward and reverse gear, incorporating a safety locking device to prevent the lever being moved into reverse while the model is running forward at speed.

Mr. Hughes told ROVER NEWS: "Every effort has been made in the design of the chassis to adapt existing and proprietary components of various origin in order to reduce the overall cost of the model, and at the same time produce a practical design.

SPEED—12 m.p.h.

"Hence the chassis is not representative of the full size Land-Rover in any way, but the body has been so built as to offer, as far as possible, an overall representation of the full size vehicle in miniature and hinged doors, tailgate and a folding windscreen have been incorporated to this effect."

Top speed of the model is 12 m.p.h. which can be reduced to 8 m.p.h., if required. It is driven by two heavy duty 12-volt batteries, one under the bonnet and the other under the seat box. Other details: steering wheel 8½ ins. diameter, operating a representative type of Ackerman steering through a conventional steering box giving one and three-quarter turns, lock to lock. Wheels and tyres: scooter type 350×8 (15-20 lb. p.s.i.).

THREE PEDALS

The model has three foot pedals—one for acceleration and one for braking and the third, a dummy clutch pedal, is utilised to operate the headlamp dipper switch. Working side and brake lights and horn are also incorporated.

The C.A.V. ½ h.p. traction motor is of the parallel wound reversing type and a 6 to 1 reduction chain

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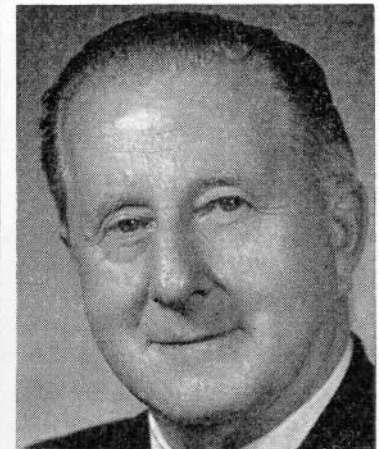


Mr. JACKMAN

The following announcement was made after a meeting of the Main Board of Directors on February 25:—

"After many years as Production Director, Mr. A. J. Worster has retired from this position, although he will remain a Director.

"Mr. B. G. L. Jackman, Executive Director, Production, has been appointed Production Director and joins the Main Board."



Mr. WORSTER

Mr. Worster joined the Company 35 years ago as planning engineer and in 1932 he was appointed Works Manager, Tyseley factory. In 1957, he became Executive Director, Production, of all machine shops and a year later joined the Main Board as Director of Production for all the Rover factories.

Always highly regarded on the shop floor for his human touch, Mr. Worster has become widely known in recent years through his presentations on behalf of the Company of gold watches to employees of longstanding. Nearly 800 have been presented since the scheme's inception, almost all of them by Mr. Worster.

Mr. Jackman joined Rover in August last year as Executive Director, Production, from the Lockheed Hydraulic Brake Co. Ltd., Leamington Spa, where he was Executive Director and General Manager.

During an earlier five-year period with the Company from 1939, Mr. Jackman was a planning engineer on car assembly at Coventry, and later Chief Planning Engineer on airframe manufacture at Coventry and Skipton.

He is a veteran car enthusiast, being a regular entrant in the annual London-Brighton veteran car run with his 1903 Phoenix-Minerva tri-car.

Acropolis: New cars and colours for 2000 crews

NEW 2000 CARS, SAME CREWS. THIS IS THE ROVER FORMULA FOR THE 1,800-MILE ACROPOLIS RALLY IN GREECE FROM MAY 20-23.

Four 2000s which came off the production line a fortnight ago will be in the start from Athens. Crewing them will be the same pairs who drove for Rover in the Monte Carlo Rally.

These are Roger Clark and Jim Porter, who did so well in the 'Monte'; Ken James and Mike Hughes; the Scottish pair Logan Morrison and Johnston Syer; and the women's team of Anne Hall and Val Domleo. Two of the cars will be entered in the Grand Touring category and two in the Production Touring category.

The new cars are white with black trim. They replace the four copper leaf red 2000s with white roofs which saw 'service' in the Alpine, Liege and R.A.C. events last year, and the 'Monte' in January.

Stiff opposition

These ex-competition cars are to be used by the rally drivers to gain them increased familiarity with the vehicle through daily use.

Servicing for this year's event will be in the hands of Competition Section foreman Tony Cox and five fitters operating with three 3-litres. Competition Manager Ralph Nash and a sixth fitter will travel in a Rover 2000.

In the Acropolis last year, Rover 3-litres were second, third and fourth in their class, and were the highest placed British entries.

But the 2000 is likely to meet stiffer opposition in the Acropolis than the 3-litres encountered last year.

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Illustrated talk on American progress

With the aid of slides, Mr. J. B. McWilliams, President of Rover North America, gave a talk on Rover marketing arrangements and sales progress in the United States in the Solihull Service School on March 1.

In the audience were Mr. L. G. T. Farmer, the Chairman; Mr. W. Martin-Hurst, Managing Director; Mr. A. B. Smith, Director and General Manager; Mr. P. M. Wilks, Technical Director; Mr. C. J. Peyton, Company Secretary; Mr.

R. W. Bromley (Executive Director, Service); and members of the Sales and Service Divisions.

Mr. and Mrs. McWilliams (she is Advertising Executive for Rover North America) spent a fortnight in Britain, during which time they visited several factories in the Rover group and had talks with many executives.

● Members of the Rover Main Board listen as Mr. McWilliams gives his illustrated talk. Seated next to Mr. Farmer is Mrs. McWilliams.



Mrs. S. B. Wilks

It is with deep regret that Rover News records the death on February 21, of Mrs. Kathleen Edith Wilks, wife of Mr. S. B. Wilks.

The funeral took place on February 24 in the Isle of Islay where Mr. and Mrs. Wilks made their home five years ago.

We speak for all employees of the Rover Company in expressing our deep sorrow and sympathy.

Tele-dictation saves money and time

'Phone-your-letter' system introduced to Typing Centre

A tele-dictation system whereby a letter dictated by internal telephone is recorded on a disc and then played back for subsequent typing, has been introduced into the Rover Company's secretarial operations.

Two recording machines and transcribers have been introduced into the Secretarial Department Typing Centre at Solihull. The name has been changed from "pool" to "centre" with the introduction of this up-to-date operation, which could be regarded as the prelude to an eventual large measure of centralised dictation throughout the Company.



Mr. C. J. Peyton, the Company Secretary, tries out the tele-dictation system for himself. As he dictates into an ordinary internal telephone, Miss P. C. Payne (Typing Centre Supervisor) listens in on the telephone attached to the recording machines to ensure that the operation is proceeding smoothly. In the background are Mr. A. Greenway (left) and Mr. A. N. Robertson (Office Services Manager). Two discs of dictation awaiting transcribing are also in racks in the background. The actual recording machines are below the telephone being used by Mr. Peyton. At present there are two, but their "banked up" method of storage provides for the future addition of further machines without resulting office accommodation problems.

Advantage to the Company accruing from introduction to tele-dictation is a very substantial direct financial saving and a saving in time by all employees concerned.

No longer need a dictator wait for the availability of a shorthand typist, and the latter no longer wastes time walking to and from the Typing Centre to offices; nor is her time spent in taking dictation.

The system also helps towards a more equal distribution of work in the Typing Centre and therefore speedier service. Under the manual method, a letter dictated towards the end of a long session of dictation can take several hours to arrive for signature.

Under the tele-dictation system, however, the same load of dictation can be spread among several girls for transcribing and the work completed sooner.

There are 16 girls working in the Centre and the supervisor, Miss P. C. Payne, introduced the tele-dictation system carefully by asking for volunteers to use it. Response among the girls was immediate, and as they acclimatise themselves to the machinery so has their efficiency increased.

Each recording disc has 12 minutes' dictation time on it, and each can be "cleaned" after use rather like the tape on a recorder and used for many thousands of times.



Use of the new system is simplicity itself. All a dictator linked by the internal telephone system does is to dial a number to get on the circuit.

Details of the operating procedure—including the means of making corrections inserting second thoughts and playing back—are contained in a users' guide issued by Secretarial Department for people who place work in the Secretarial Typing Centre. A "runner service" whereby files of relevant correspondence are sent to the Centre to assist in the correct spelling of names and the understanding of technical data, etc., has already been instituted and is working well.

Further tele-dictation machines may be added if logging now taking place shows that the existing pair are working to full capacity.

Help or advice can be obtained from either Mr. A. N. Robertson (Office Services Manager, internal phone 515) or Miss Payne (Typing Centre Supervisor, internal phone 379).

Transcribing in progress. Each typist pictured above is wearing stetho-phones "plugged" into a handy size transcriber machine which is "playing back" a disc of recorded dictation. Note the neat headset being worn by the girls, Miss Sandra Kurzejka (foreground), Miss Sylvia Jacobs (centre) and Miss Angela Burridge, at rear with Miss Payne.

(FOOTNOTE: Organisation and Methods Department says that centralised dictation services have been used in many companies for some time, and the Rover installation is the outcome of extensive investigation into the systems in use. Other dictation systems, with individual machines, have been operating for some time in both Service and Export Sales Departments. The latter installation may also be centralised via the internal telephone service but with a separate typing centre for this part of the Company's organisation.)

Land-Rovers in Scottish exercise

Two Land-Rovers driven by Land-Rover Field Executive Mr. Alec Joyce assisted by Mr. Dick Hewitt, took part in a three-day hill trial in Scotland.

The trial was organised by the "Motor" magazine for a six-page feature on four-wheel drive vehicles



which appeared in the publication this month. Among the nine vehicles taking part were a Regular station wagon and a Long wheelbase with truck cab and canvas hood.

The course was over an 8,000-acre, snow-covered mountain estate just north of Perth owned by Sir William Keith Murray who runs six Land-Rovers on the estate, and who watched the event.

The object was to provide an assessment of each vehicle's capabilities over a rough mountain course thick with snow and other hazards, including swamp ground hidden by layers of ice.

Without exception, all the vehicles took their turn at becoming bogged down in heavy mud, but it was a Land-Rover driven by Mr. Joyce that finally reached the main objective—a hill top 2,000 feet up.

An hour later, after making repeated efforts to get through a deep snow drift, a 4 x 4 vehicle of another make struggled the last 300 yards to the top to join the Land-Rover.

16 employees pocket £117 for good ideas

Sixteen Solihull employees shared £117 for bright ideas in the latest list of awards given by Solihull Suggestion Scheme Committee. Largest award of £35 went to Mr. B. S. Womwell (W.D. Land-Rovers); Mr. R. Allen (Works Engineers) collected £20, and Mr. J. Goode (Service) £10 and £5 awards.

Other recipients were: Mr. T. J. Casey (P6), Mr. S. R. Barlow (P6), Mrs. P. May (Press Shop), Mrs. J. Jones (Press Shop), Mr. C. G. Wykes (Press Shop), and Mr. G. Thomas (Rectification), £5 each; Mr. R. J. R. Jeffs (Inspection) £3; Mr. J. Sharp (Paint Shop), Mr. G. P. Moseley (P6), Mr. L. Wheelton (W.D. Land-Rovers), and Mr. D. W. Harrison (P6), £2 each; Mr. F. T. Harris (formerly P6), £1.

A man in Inspection who wishes to remain anonymous also received a £5 award.

Giant X-ray bares a 'heart'

To mark the 50th anniversary of the Amsterdam Motor Show, the centrepiece of the Rover stand was a gold-painted Rover 2000 mounted on a turntable.

Four other 2000s also displayed included the car that won worldwide acclaim recently by becoming the first standard production car to finish this year's Monte Carlo Rally. Immediately after the Amsterdam Show this car went on tour to many Rover distributors throughout Europe.

Also on show were a Rover 3-litre saloon, a Rover 3-litre coupe, and a Regular Land-Rover station wagon. The vehicles were displayed by the Company in conjunction with its Dutch distributors, H. C. L. Sieberg N.V.

As a backcloth to the Rover stand, one of the largest X-ray photographs ever printed was illuminated to show the internal structure of a Land-Rover. This X-ray photograph is claimed to be the largest in Europe and one of the largest in the world.

Growing market

For many years Holland has been an important market for Rover cars, and one that has grown steadily during recent years. During the last 12 months Rover car imports to Holland have increased by 143 per cent over the previous corresponding 12 months. The success of the Rover 2000 has had a considerable bearing on this increase.

The 1965 Amsterdam Motor Show was the first motor show in Holland since the car became available in Europe and spectator interest in it was immense.

Scrip issue announced

The Company issued the following statement on February 27: "The Directors are of the opinion that the share capital of the Group should be brought more into line with the capital employed.

"Accordingly they propose to recommend that an appropriate amount of reserves be capitalised and applied in issuing new Ordinary and Employee Shares of 5s. each, credited as fully paid, to holders of the existing Ordinary Shares and of Employee Shares which qualify, on the basis of one new share for every three shares held. Further details of the issue will be announced later."



In a snowfall which created chaos in Vancouver, British Columbia, the British Columbia Automobile Association fielded a fleet of 16 Land-Rovers to pull stuck cars or push buses out of the snow. The fleet answered more than 18,000 calls during December.



Mr. John Knez (left), Rover North America's newly-appointed Service Manager for the south eastern region, prepares to head south with the mobile training unit he has put to good use while assigned to Rover's Toronto organisation as Service Manager. Mr. Knez joined Rover under Mr. L. W. Wheeler, then Rover's Canadian General Manager and now in charge of the new south eastern region where Mr. Knez has joined him in the service post. Also in the picture are Mr. Mark Barratt (centre), Warranty Claims Supervisor, and Mr. John Hopping (right), Rover North America Service and Parts Manager.

WADING THE WAIKATO

● Operation Boy Scout under way in flood conditions near Hamilton, North Island, New Zealand. The Land-Rover is negotiating the bed of the fast-flowing river as it takes Scouts from their water-logged camp to dry ground. Note the mud in the foreground of the picture below left and (below) the water almost up to the Land-Rover wheel arches.



COMPUTER PROGRESS REPORT

Since the installation of the IBM 1401 computer at Solihull, considerable progress has been made with the exacting task of implementing the planned applications. In fact, it has been possible to bring forward an application which was not originally planned for introduction until 1967.

This is a complex and extensive operation called Order Processing which starts with the receipt of customers orders for all models, and interprets and summarises this information for assembly plant loading and also produces documentation for every vehicle.

The work now handled by the computer is as follows:—

- Material scheduling and purchase requisitioning for Solihull Production parts.
 - Stores and work-in-progress accounting for all P.6 production areas by cost centres.
 - Stores accounting for P.5 and Land-Rover by the sanction costing procedure, previously processed by the Hollerith Department.
 - Above maximum and below minimum stock reporting for P.6 items.
 - Order processing for all models.
- At present the computer produces offset litho masters from which works labels, progress tickets, invoices, and various analyses for vehicles, extras, colour, trim are printed. Later on it will be possible to consider a teleprinter system to broadcast the information to the production lines.

OUTSTANDING

Three main items outstanding which are scheduled for completion by August, 1966 are:—

- Material scheduling and purchase requisitioning for Tyseley.
- The change over to cost centre accounting for P.5 and Land-Rover, which has already been largely implemented for Tyseley factories.
- Consolidating those routines which are now operational, and improving the flow of data from the factory and various offices to the computer.

August, 1966, has a particular significance, because a powerful new computer called the IBM system 360 will be installed, and concurrently with the above programme of work, the computer staff are attending courses to learn about system 360.

The general intention up to August, 1966, is to give data processing assistance to the areas of production control, material control and costing. From then onwards, the computer will progressively be used more in the field of Management control, by utilising data which is either stored or is passing through the computer.

Plans for this and for further data processing routines are in the process of being drawn up, but first the computer staff are to be re-organised into an operations team, and a planning team, and a firm of consultants have been advising on this. The computer is now working 60 hours a week, which has meant shift working for computer staff.

To bring people up to date with the current applications a demonstration in pictorial form is being prepared and will be on display in the computer building.

Flooded camp evacuated by Land-Rover — Scouts saved from a soaking

Nature provided just the perfect circumstance for the Land-Rover to prove its versatility in the Hamilton area of New Zealand recently.

Thunderstorms and consequent flooding in low lying areas put a local scout troop, camping near the River Waikato, into difficulties.

A phone call one early Sunday morning told one of the staff of the Hamilton branch of Cable-Price Corporation Ltd., Land-Rover distributors for the upper part of New Zealand's North Island, that water was coming into the scouts' camping ground. Assistance was asked in evacuating the boys from the rising river.

"A Land-Rover did a marvellous job in getting all the boys out," a Cable-Price Corporation spokesman told ROVER NEWS. "It is not possible to see from the photographs,

but the river was flowing very fast. The entire operation was watched by parents and local farmers whose tractors were unable to cross even when the Land-Rover was doing the job."

General opinion among bystanders was that the Land-Rover had saved the boys from a good soaking, and that the whole operation was an amazing effort by a four-wheel drive vehicle.

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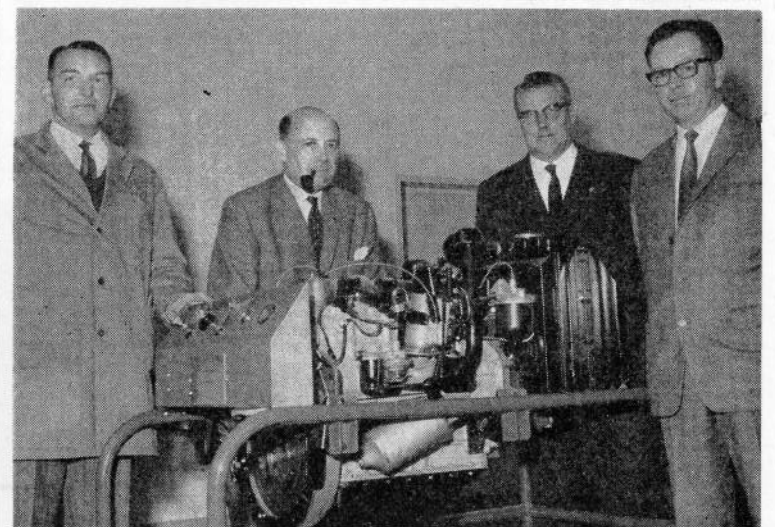
The same branch of Land-Rover distributors has developed a test track of its own. Land-Rovers using it have to contend with peat, boggy ground and rough grass, and climb logs, loose clay and sand banks which become quite steep in places.

Dramatic highlight of a run round the course is when a Land-Rover heads directly towards the top of a huge mound of soil. As the vehicle keels along the side of the heap, side tipping up to 30 degrees, the passenger frantically grips the door! The demonstrator, however, knows what he is about, having been over the course earlier.

"We find this most interesting both from the humorous and sales aspects," says the Hamilton spokes-

man. "The track is very helpful in sales, particularly if the client has a certain apathy towards the go-anywhere side of the Land-Rover."

"It also enables our own staff to either demonstrate the vehicle in rugged going or to watch. In either case they are able to talk to clients with first-hand knowledge."



Mr. E. Fehlmann (right) donating a Rover diesel engine to Mr. Oskar Moosman (with pipe), President of the Swiss Motor Traders' Association. The engine is a joint gift of the Rover Company and E. Fehlmann and Co. our distributors in German-speaking Switzerland. It will serve as an instruction unit with the 'Hard' technical college for motor mechanics.

Another big Swiss Army order

A further large order for Land-Rovers has been received by the Company from the Swiss Army. The order, worth £320,000 (3,840,000 Swiss francs) is for 450 Regular Petrol Land-Rovers.

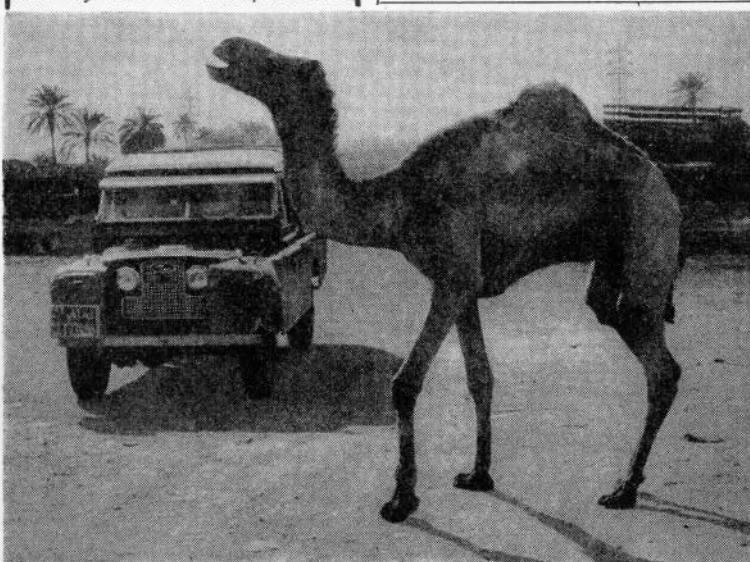
Delivery of the vehicles, painted in Swiss Army grey, is scheduled to start in May and to be completed before the end of the year.

This is the largest order to be received from the Swiss Army and will bring the total number of Land-Rovers in use by it to 2,200.

The last order from the Swiss military authorities was for 300 vehicles last year.

Since the Land-Rover went into production in 1948, 450,000 vehicles have been produced.

● Old and new in transportation in the Middle East. This contrast photograph was taken by Mr. R. Carbutt (Field Parts representative, from Solihull) during a recent tour of the area where Land-Rovers and camels "live" side by side as transportation.



DRIVER SAFETY—THE 'SELLING LINE'

OF THE FUTURE?

Increased safety for drivers and passengers as a future "selling line" for British vehicles throughout the world was suggested by Mr. B. G. L. Jackman (Production Director), speaking at the annual dinner of the Midland Centre of the Institute of British Carriage and Automobile Manufacturers on February 4.

Mr. Jackman said that so rapid had been the evolution of body styling and vehicle construction over the past decade that a car produced just a few years ago now

looked quite peculiar and, in some ways, outmoded.

"This styling has brought with it the ability to add and modify contour features without involving for each facelift the extremely high tooling costs for a new body shell, so inevitably part of the modern production scene," Mr. Jackman continued.

This was truly remarkable and undoubtedly the success of their efforts had made a major contribution to the saleability of British vehicles throughout the world.

"Is there anything more to be done?" Mr. Jackman asked, adding: "I think there is and I believe it lies in the field of further safety for drivers and passengers."

Much had already been done in the interests of road safety and Mr. Jackman instanced the structural shell strength of most saloons for taking rolls, the emergence of a collapsible steering column and wheel, padded fascias, the removal of sharp edged components and the use of seat belts.

Mr. Jackman referred to exports and increasing competition with so

many territories becoming at least partly self-supporting in vehicle manufacture.

The high place occupied by Britain could only be maintained through high quality of manufacture and the medium of advanced design and technological leadership.

"What Paris has been for so many years as the fashion centre for ladies' clothes, Britain must become as the fashion house of automotive design," Mr. Jackman declared.

Mr. W. J. Robinson (Executive Director, Production—Solihull) another speaker at the dinner, also referred to the ever increasing role being played by the motor industry in the export drive—"a prime necessity for the nation's economic well-being."

He said a considerable interchange of information went on between car manufacturers which, while not unique, was on a considerably larger scale than was fashionable in other industries.

Mr. A. S. Ostler (Chief Designer, Cars) who, at the annual meeting earlier in the evening was re-elected Chairman of the Midland Centre of the Institute for a second term, reported an increased Midland membership of 84. He expressed gratitude for help over works visits last year, particularly to the companies visited and for their excellent reception and generous hospitality.

TV CAMERAS PUT FOCUS ON 2000 SAFETY FEATURES

The many safety factors incorporated in the design of the Rover 2000 came under keen discussion during a 20-minute television programme on BBC2 on February 18 in the motor-ing feature "Wheelbase."

Under the title of "Designing for Danger," the programme considered car designing to reduce the risk of injury in road accidents.

The feature was filmed in the Solihull Service School where a Rover 2000 which had received a head-on impact was examined and the various built-in safety precautions were discussed by Mr. Peter Wilks (Technical Director), Mr. D. E. Bache (Chief Styling Engineer) and Professor W. Gissane, C.B.E., F.R.C.S., Hon. Professor of Accident Surgery, Birmingham University, and Director of the Road Injuries Research Group.

Among the points stressed were that while the impact had crumpled the car's front, the main part of the structure holding passengers was very little deformed; the engine was deflected downwards instead of moving back into the passenger area; the steering gearbox was in

its original position and the column had not been driven rearwards; the roof was intact; and the driver's glove locker crumpled as intended under impact.

Asked during the discussion if the Rover Company wished to make any changes on the 2000 in the light of experience so far, Mr. Wilks said: "Nothing apart from minor details. We have a lot of plans, of course, for altering the car in the future, for improving it, and some of these improvements are in respect of safety. But from the evidence we've seen on crashes there are only very minor details we want to change."

The Easter, Whitsun and August statutory holidays this year are: Easter Monday and Tuesday, April 19 and 20; Whit-Monday, June 7; August, Monday, August 30.



A scene in the Solihull Service School during the "Wheelbase" programme featuring safety in car design.

They've been together now for 40 years . . .

A one-owner car for 40 years. Is this a record among Rover owners?

Proud owner of the 1924 Rover 8 h.p. two-cylinder, air cooled vehicle pictured in the adjoining columns is Mr. M. B. Panday, of Bombay, who has had the car since buying it new on January 1, 1925.

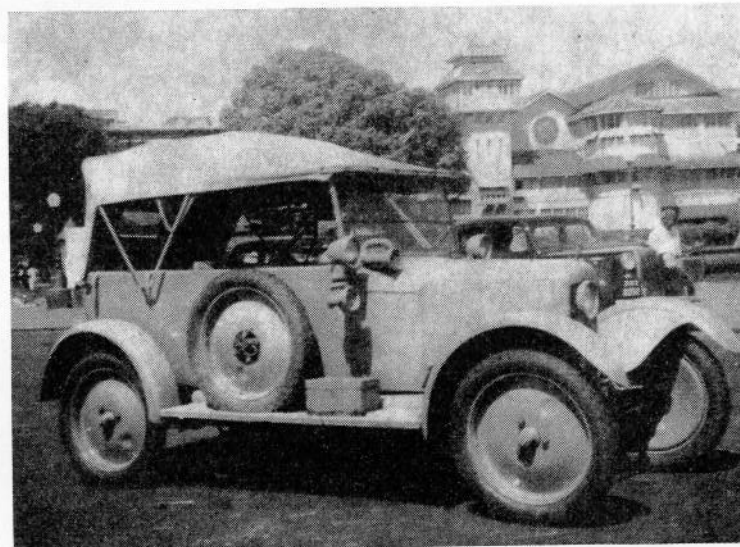
In his own words, it is "now doing its third 100,000 miles without ever being sick or sorry."

The cylinders have not yet been rebored, and many of the original parts are functioning perfectly, including cast-iron pistons, the roller bearing big ends, ball-bearing mains, camshaft ball-bearings, and clutch plates. The latter Mr. Panday describes as "still perfect."

"The gearbox, though a bit noisy now, has never given me a moment's bother. In fact, the power unit has never been removed from the chassis and I don't think it will need removing for some time yet."

The only difficulty Mr. Panday appears to have had with his car is in buying beaded-edge tyres. He is still using the original wheels and he has great difficulty in shodding them.

Mr. Panday is looking ahead ten years to when he and the Rover will celebrate the "golden jubilee" of their association.



Mr. Hall makes the presentations of a radio and electric clock to Mr. Summers in the Land-Rover Trim Shop at Solihull, watched by a large group of the latter's workmates.

The man who saved the canteen . . .

The man who probably saved the Acocks Green factory canteen from destruction by fire during a wartime air raid has retired after 23 years' service with the Company.

He is 70-year-old Mr. William Summers, a Land-Rover Trim cutter, who was presented with a radio and electric clock by Mr. P. Hall (Production Manager, Cars) on behalf of workmates, when he retired on February 25.

While on fireguard at Acocks Green one night during the war, Mr. Summers heard what sounded like a broom falling over in the canteen above the cellar where he and two companions were on duty.

Flames, smoke

He knew there was no one in the canteen and so, suspicious, he went to investigate. On opening the canteen door he was met by flames and smoke; the noise he had heard was an incendiary bomb crashing into the canteen!

Without hesitating, he picked up the nearest sandbag and threw it over the bomb just as it exploded. By this time his comrades had joined him and with buckets of water they soon had the fire under control.

After the episode, the late Sir Geoffrey Savage thanked Mr. Summers for the quick thinking which almost certainly saved the Acocks Green canteen—and possibly other parts of the factory—from destruction.



A gold watch for 25 years' Rover service was presented to Mrs. D. H. Bailey (Print Room operator, Planning Department, Acocks Green) on February 9 by Mr. A. B. Smith (Director and General Manager) and Mr. A. J. Worster (Director). Mrs. Bailey began her service at Tyseley on New Year's Day in 1939. In November, 1959, she was transferred to Acocks Green. Also in the photograph are Mr. J. W. E. Walton (Executive Director, Production, Tyseley), left, and Mr. C. E. Field (Planning Manager, Acocks Green), right.

Record long service man dies, aged 82

by H. B. Light

There are many present employees and Rover pensioners particularly, who will learn with regret of the death of Albert Allum on February 7, at the age of 82.

At retirement in his 77th year, on October 2, 1959, Mr. Allum had completed a record 63 years' service with the Company, having joined as an office boy in the sales office of J. K. Starley & Co., Ltd., in 1896. This was the year when the title of the Company changed to 'The Rover Cycle Company Limited.'

Right from the early cycling days until his retirement in the car era, Mr. Allum's working life was concerned with costing and as the Company expanded he became primarily associated with the Service Cost Department. One could say that he was the Company's original Cost Clerk.

In his day, Mr. Allum was a very keen and proficient sportsman, playing rugby football for the Coventry club, hockey for Warwickshire and cricket for the Rover club. In addition he was a keen 'solo' whist player and useful with the snooker cue.

Until a few months before his death, Mr. Allum continued to drive his car and paid regular visits to the works to see his friends—the last occasion being towards the end of last year.

He died a widower, leaving one son, Maurice, who is employed in the Service Department at Solihull.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

BLACK—To Mr. and Mrs. B. G. Black, a daughter on February 21. Mr. Black works in the Personnel Department, Pengam.

DINEEN—To Mr. and Mrs. S. Dineen, a daughter (Caroline) on February 3. Mrs. Dineen formerly worked in the Land-Rover Trim Shop.

REDMAN—To Mr. and Mrs. A. G. Redman, a daughter (Michele Diane) on January 8. Mrs. Redman was formerly employed in Planning Office, Acocks Green.

MORNING—To Mr. and Mrs. T. Morning, twin boy and girl (Fiona Angela

and Roy Thomas) on January 27. Mrs. Ann Morning formerly worked in Estimating Department, Acocks Green.

MARSHALL—To Mr. and Mrs. N. Marshall, a daughter (Gail Yvette) on February 15. Mr. Marshall works in the Toolroom, Acocks Green.

WILKES—To Mr. and Mrs. A. J. Wilkes, a son (Gerald Joseph) on January 23. Mr. Wilkes is an electrician at Solihull, and Mrs. Wilkes formerly worked as a typist at Acocks Green.

MARRIAGES

We offer our congratulations and best wishes to . . .

ETTRICK-GILMOR—On February 27 at St. James' Church, Shirley, Mr. Roy Ettrick (Land-Rover Development, Engineering Department) to Miss Catherine Gilmor.

McDONNELL-HORAN—On February 3 at St. Patrick's Church, County Mayo, Ireland, Mr. John McDonnell to Miss Anne Horan. Miss Horan is a typist in the Purchase Department, Pengam.

PITT-SHARP—On January 16 at Solihull Register Office, Mr. Ray Pitt to Miss Brenda Sharp. Mr. Pitt works in Publicity Department, and Miss Sharp was formerly a secretary in Transport Department.

BROWN-GOODE—On February 20 at St. Thomas' Church, Garretts Green, Mr. Ronald Derek Brown (Computer Input Section, M.C.D., Solihull) to Miss Janet Margaret Goode (comptometer operator, Solihull).

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

THOMPSON—Mr. and Mrs. N. Thompson celebrated their silver wedding on February 17. Mr. Thompson works in Gas Turbine Inspection Department.

LEE—Mr. and Mrs. N. Lee celebrated their silver wedding on February 3. Mr. Lee works in the Progress Department, Acocks Green, and Mrs. Lee is a cleaner with Works Liaison, Solihull.

DEATHS

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

SIDAWAY—Mr. Joseph Henry Sidaway died on January 30, aged 41. He was an inspector at Solihull, and had been with the Company for five months.

ASHLEY—Mr. Joseph Ashley died on January 26, aged 64. He was a labourer on Land-Rover Assembly, and had been with the Company for 15 years.

BENNETT—Mr. Walter Edward Bennett died on January 31, aged 53. He was a finisher on P6, and had been with the Company for two years.

FINNEY—Mr. James Finney died on February 13, aged 78. Until his retirement in January, 1960, Mr. Finney was staff foreman on Axle Assembly, Perry Barr.

SMITH—Mr. W. E. Smith, died on February 10, aged 41. He was employed in the Planning Department, Acocks Green, and had been with the Company for six years.

ALLUM—Mr. Albert Allum died on February 7, aged 82. He retired in October, 1959, having served the Company for 63 years.

RETIREMENTS

Mr. George Victor Viner on January 29; he was a labourer in the Laboratory, Solihull (9½ years' service). Mr. Joseph Hatton on January 22; he was a labourer at Tyseley and Percy Road (13 years). Mrs. E. Pearson on February 19; she was a typist in the Planning Buying Office, Solihull (8 years).



Mr. ALLUM

BIGGEST-EVER INVENTORY OPERATION CALLS FOR 'SPOT ON' CHECKING

S POTTED THOSE SMALL YELLOW SPOTS, SOME HALF INCH IN DIAMETER, ON MACHINES AND OFFICE DOORS IN VARIOUS PARTS OF ROVER FACTORIES ?

They are not meant to signify that the plague has arrived, or that the occupants are quarantined. The circles indicate that the equipment there has been checked off in the biggest-ever inventory-taking operation to be mounted within The Rover Company.

It is many years since a physical check of plant, machinery and office equipment has been made, and the Management and Company auditors decided that it was time for another.

This immense task came under the jurisdiction of the Company Secretary, Mr. C. J. Peyton, who delegated responsibility for the actual operation to Mr. A. Greenway and his Secretarial staff, headed by Mr. A. H. Thomas, the departmental manager.

On the last balance sheet, the value of plant was assessed as £16,000,000, a figure which gives some idea of the marathon task facing checkers at Solihull, Tyseley, Acocks Green, Cardiff and the smaller Rover premises at London, Coventry and in the Birmingham area.

Where possible, departments under the direct control of executive directors have been "parcelled" up and the employees therein have carried out the inventory check under the supervision of Secretarial Department.

But inventory checking in production and maintenance areas is far from straightforward, and Mr. Thomas and his Secretarial colleagues have organised working teams of pairs from some 35 clerical staff, Works' Engineers' men and members of Planning and Time Study Departments. These employees are now laboriously seeking the Company plate on every item of capital asset and checking its number against the inventory. In this vital work they are receiving every co-operation from all supervisory grades.

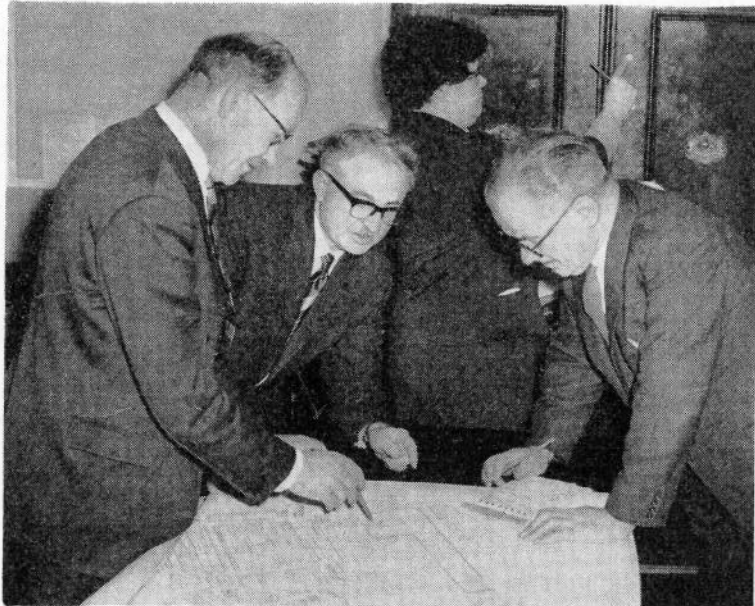
Organisation for this giant operation began last November, and it is hoped to complete by the end of the financial year.

Each number on a plate is the vital clue to information on the records telling when an item was bought and for how much. Depreciation since purchase and present-day book value can then be assessed. The records also indicate location of the items though many have been moved over the years and new locations are being noted.

The operation is proving hard work for the checkers who are facing up to some very intriguing problems—such as how to read a plate affixed to the back of heavy objects situated flush against walls, or on the top of objects with a couple of inches clearance from a ceiling!

And two men who worked one weekend checking plant in a boiler house finally emerged stripped to their underclothes and feeling decidedly over warm. But they had found their numbers, including those written on the hot boilers!

THE ROVER COMPANY AND THE OWEN ORGANISATION JOINTLY ANNOUNCE THAT AN APPLICATION FOR ENTRY OF A ROVER-B.R.M. GAS TURBINE GRAND TOURING PROTOTYPE CAR HAS BEEN MADE FOR THE LE MANS 24-HOUR RACE ON JUNE 19-20.



Planning the next moves in the Company's mammoth inventory-taking operation are, left to right: Mr. A. H. Thomas, Mr. A. Greenway, Mr. A. C. R. Greenwood, and Mrs. D. Rowley (Plant Records clerk).

Mr. Syd Brookes being presented with a cheque and cigarettes by Mr. E. Brown (Toolroom foreman, Tyseley) on retirement after 25 years' service in the Tyseley Toolroom. His wife received a bouquet. Also present in the photograph below are Mr. and Mrs. Brookes' daughter, Eunice, and Messrs. G. Woodhouse, E. Hazelhurst and R. Twigg.



Apprenticeship completed

Kenneth Wood (Electronics Laboratory, Solihull) completed his apprenticeship on February 5 and the occasion was marked by a presentation to him of a cheque by

Mr. M. W. Lewis (Deputy Chief Research Engineer), on behalf of colleagues in the research section. Congratulations and best wishes Kenneth.

PRESENTATION CORNER



When Mr. J. A. Steadman ('A' Viewer, Inspection, Acocks Green) retired he was presented with deep sea fishing equipment by Mr. A. J. West (Inspection Supt.). After retirement, Mr. Steadman was moving to South Wales.



Mrs. Olive Leonard being presented with a candlewick bedspread and table cloths by Mr. Bob Edge from her workmates upon her retirement after 10 years in B.O.F. Inspection, Tyseley.



LEFT: Following her departure after 27 years' unbroken Rover service, Mrs. M. J. Butlin (Purchase Department, Acocks Green) was presented with a set of Westminster chimes by her associates at Acocks Green, Tyseley, and Solihull. During her years of service she was an active member of the Rover Dramatic Society and played many leading parts. Her husband, Mr. J. Butlin, is Chief Inspection Superintendent at Tyseley.



Mrs. Mary Rodgers, who is expecting a happy event in April, left Rover Perry Barr after nine years with the Company. She was a clerk for Mr. C. Mack (B.O.F. Inspection) and did a lot of work for the social club. Mrs. Rodgers has many friends at Perry Barr from whom she received numerous gifts on her departure. She is pictured above with Mr. Mack and some of her friends.

Mr. Edward Spink, a crankshaft grinder at Tyseley, being presented (right) with a cutlery set from his workmates by Mr. P. Wright (Machine Shop Superintendent, Tyseley), when he retired after 35 years with the Company. Also present are Messrs. A. Hodder, B. Forrester, F. Avery, A. Moore, R. Taylor, K. Wilson, F. Jones, R. Peverelle and C. Hollingsworth.

The essential for rallying —by a woman driver

The importance of compatibility in a rally car crew was stressed by Mrs. Anne Hall when she spoke to Solihull Supervisors Discussion Group on March 1.

Her subject was "Rallying Around," and she described the ups and downs in her rallying career since it began in 1951, enlivening her talk with accounts of many amusing incidents.

Mrs. Hall, who rallies for the Rover Company, said the right crew was vital when two or three people were in a car for say three days and nights. When on holiday with someone it was possible to find that little habits begin to annoy by the end of the week. "So it is on a rally, only then you are driving under stress and strain," she added. "You must be able to drive and navigate—and a sense of humour is terribly important."



Mrs. Anne Hall and her two daughters, Pat and Carol, whom she brought with her to the Solihull factory, photographed with members of the Supervisors Discussion Group before Mrs. Hall gave her talk on rallying. Others in the group are (left to right) Mr. R. Nash, Mr. W. J. Robinson (Executive Director, Production—Solihull), Mr. J. Lawrence, Mr. R. Dixon and Mr. L. S. Shaw (Apprentice Supervisor), group chairman.

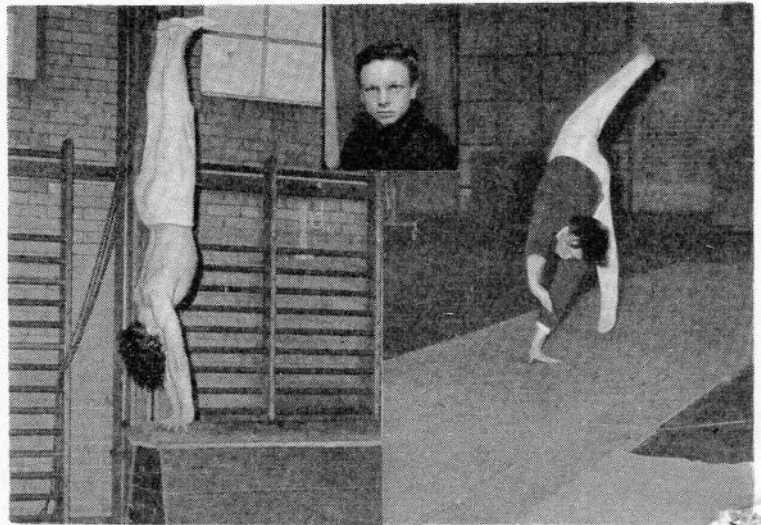
Of the Rover 2000, Mrs. Hall said: "I think it is a very good car and I enjoy driving it very much. The Rover Company has only just started in the rally world and I think it has made a very good start."

Quote by Anne Hall:
"They say you don't have to be mad to be a rally driver; but it helps."

Mrs. Hall said the Rover 2000 was quite the most comfortable car she had ever rallied in. One could sleep in it and she felt less tired in the 2000 after driving over mountainous and hill sections in the R.A.C. last year and in the 'Monte' in January, than ever before in these particular events.

Mrs. Hall thanked all who had anything to do with preparing rally cars. "If I have had any suggestions to make at the end of a rally they are incorporated in the car for the next event," she added.

IN BRITISH GYMNAST TEAM



Mr. Fred Griffin (P6 Stores, Solihull) is a proud man—and with good reason, for his 15-year-old son, William, has gained a place in an international gymnastic display to be held at the Gymnastrada in Vienna this summer.

William was one of five boys who won places from Cockshutt Hill Boys Secondary School, Birmingham, this being one of the largest number of entrants from one school. Some 200 boys and girls have been selected from all over the country.

A gifted gymnast, William last year won his school gymnastic championships and was in the Birmingham Boys School Championships.

He hopes to do equally well this year.

He is certainly making the right start towards his ambition of becoming a gymnastic instructor.

Illness-hit domino team struggling

Due to illness among members the Rover Domino Section team is having a poor time in the Sheldon and District League. Though bottom in the league, the team has advanced to the second round of the Ansells Shield.

At home the section has completed matches for the Newsome Trophy (awarded by Mr. C. T. Newsome) which has been won by Mr. E. Brooks with Mr. A. Kimberley as runner-up.

Considerable interest was displayed at Perry Barr in the final of a domino competition organised by Group 303. The match was played in the lunch break in the works canteen and Mr. W. Evans defeated Mr. C. Kirwan in two straight games.

Several helpers, who included timekeeper, referee, M.C. and even a trumpeter to herald the conquering heroes, made this an amusing occasion enjoyed by 40 or 50 cheering onlookers.

Snookered —by world champion

Rover Snooker Section had the distinction of being able to challenge Mr. Gary Owen, the world amateur snooker champion, at Solihull and six frames were staged by the committee using the team players, Messrs. S. Oliver (P5 foreman), A. Bonas (Maintenance), H. H. Lee (Design Office), R. Newbold, T. Munro (Land-Rover Assembly), and R. Dixon (General Secretary).

The results were all in favour of Mr. Owen who had several double figure breaks and delighted the audience with his remarkable positional play. His two largest breaks were 74 and 63. The playing of the present world amateur snooker champion offered a great lesson to the team players in marked concentration and the importance of using the cue ball to advantage in compiling a break with comparative ease.

This the average team player lacks and it was noticeable in this exhibition that this was the difference between standards of players in amateur snooker.

Mr. Owen also did several trick shots to finish off a very memorable evening at Solihull.

Referee's and markers' duties were efficiently carried out by Messrs. R. Butcher (Chairman, Land-Rover Assembly), Mr. B. Batty (P5 Trim) and Mr. R. S. Taylor (Secretary, Land-Rover Design). —R.S.T.

ASLIN TROPHY

Aslin Trophy results: M. Whittle 70, J. Norgrove 14; R. Newbold 24, T. Munro 78; S. Oliver 47, M. Harrison 51; M. Holmes 84, G. Pagan 52; W. Woodward 64, R. Plenderleith 39; F. Harris 52, C. Walker 36; H. Baird 62, A. H. Weaver 35; J. Dunn 58, W. Hitchman 41; A. Batty 51, B. Cooper 47.

Efficiency League Team: Rover Solihull A, 32 points from 13 games. Rover Solihull B, 39 points from 13 games.

CUP GAMES: Rover Solihull A 202, Lucas B.L.A. 267; Rover Solihull B 184, Wolseley B 263.

FROM PAGE ONE

Rallies: Liege decision

In common with all main British manufacturers, Rover will not now be entering cars in the Liege event in August.

The event has been severely restricted to meet tourist interests and will now be a run from Spa to Nurburg (Germany) and back with 81 hours of regularity tests on a circuit at Nurburg.

"In the circumstances the rally is not looked upon as a suitable replacement for the Liege in its old form," Competition Manager Ralph Nash told ROVER NEWS.

Golfers hear about two leagues plan for next season

Rover Golf Society celebrated its tenth anniversary with a dinner, prize presentation and annual meeting held at the "Good Companions," Sheldon, Birmingham, on February 12.

Thirty-six people attended, including Mr. R. Dixon, Social Club General Secretary (who later presented the prizes), two members of the Dunlop Rim and Wheel (Coventry) Golf Society and three former members of the Rover society—Messrs. G. Suthurst, P. Foley and J. Gilbert.

The captain, Mr. G. Hexter, received the guests and members in the mixed smokeroom (after he had found them) and then all adjourned to the dining room for an excellent meal.

After the toast "The Queen" the captain reviewed the past season's matches and then welcomed guests.

Mr. Dixon replied, giving interesting details of the social club's future activities. He then presented the prizes, assisted by Mr. A. Shrimpton, to the winners of the various competitions held last season.

After an interval to allow the assembly to refuel, the annual meeting of the society was held.

The secretary (Mr. A. Shrimpton) reported that he had been able to obtain most of the bookings to make up the programme for the coming season.

The treasurer's (Mr. G. Hexter) report was presented on a balance sheet, copies of which were issued to members, and he thanked the social club for its financial help during the past year.

Mr. Hexter then commented on his visit as chairman of the society to Bournville to attend a meeting of the Birmingham Golfing Society League. (The Rover Golf Society was runner-up in this competition last year).

The proposal for the coming season is for two leagues, first and second. The first will contain the top eight teams of last year and the rest will be in the other league. The handicap allowance for the top league will be 18 and under (above

that will play on 18) and the other league up to 24.

Officers elected: President, Mr. L. G. T. Farmer; chairman, captain and treasurer, G. Hexter; hon. secretary, K. Greaves; match secretary, W. Pope; competitions secretary, A. J. Shrimpton.

(Note: A subscription card to be issued to all members who have paid their subscriptions will act as a receipt).

The following awards were presented during the evening: Wagstaffe Cup, F. Fisk (Jig and Tool D.O., Acocks Green); Acocks Green Cup, D. Taylor (Planning, Acocks Green); Farmer Rose Bowl, K. Greaves

(Planning, Solihull); Committee Cup, J. Ashmore (Acocks Green); Captain's Prize, L. Commander (Springfield); Farmer Rose Bowl, losing semi-finalists, N. Woolley (Land-Rover, Solihull) and N. Coleman (Plant Layout, Acocks Green); 18 Hole Medal, G. Hall (Land-Rover, Solihull); Tyseley Shield, B. Longstaffe, special award (Land-Rover, Solihull); Solihull Cup, E. Wheeler (Planning, Solihull); Penfold Shield, J. Ward (Trim Shop, Solihull); Champion's Shield, J. Ward (Trim Shop, Solihull); Farmer Rose Bowl, runner-up, B. Longstaffe (Land-Rover, Solihull); 18 Hole Stableford, K. Greaves (Planning, Solihull).

The Rest beat Solihull by 4 matches to 3.

A special prize of a coffee perculator was presented to Brian Longstaffe, he having won the Tyseley Shield for three successive years.



Rover golfers with their trophies. Left to right, Messrs. A. Shrimpton (Transmission D.O.), competition secretary; B. Longstaffe, E. Wheeler, K. Greaves, F. Fisk, D. Taylor, J. Ward and G. Hexter (chairman and captain).

NEW CAR STICKER

The car sticker reproduced in actual size in the adjoining column has been issued by the Company to mark the success of the Rover 2000 in the recent Monte Carlo Rally.

Available ONLY to subsidiary companies, distributors and dealers, the sticker is a miniature reproduction of the rally number plate attached to the successful 2000, and is also a true colour (red and white). It has an adhesive front for affixing to the inside of a window, and this will not leave a mark on removal.

Stickers can be ordered at a nominal charge of six shillings a dozen from Mr. F. Smith, Sales Aids Supervisor at the Solihull factory.

FROM PAGE 1

'BABY' LAND-ROVER

drive operates on one rear wheel. Though road springs are not fitted articulation over rough ground is effected by means of a centrally pivoted front axle.

Instruments include a miniature working speedometer and a dummy combined petrol, oil and ammeter gauge.

Close result in skittles match

In the annual skittles match between Rover and G.K.N. teams, held at the White Swan, Harborne, on February 23, Rover narrowly missed winning against strong opposition. The score ended: Rover 507, G.K.N. 544.

Mr. P. M. Wilks (Technical Director) skippered the Rover team, which comprised Messrs. S. Heslop (Chief Chemist and Metallurgist), H. Butler (Supplies Manager), F. Shaw (Asst. Chief Engineer, Transmissions), R. Fulbrook (Electrical Design), J. E. Drinkwater (Asst. Chief Designer), N. Bryden (Engine Design), J. K. Knaggs (Buying), J. E. Fortey (Buying), J. McKay (M.C.D.), Tyseley, W. H. Smith (M.C.D.), Tyseley, L. Martin (M.C.D. Solihull), H. Jacobs (2000 Development), C. J. Goode (Engineering), A. E. Whitehouse (Engineering) and B. Walker (Electrical Design).

Rover Kart Club invites members and prospective members to a get-together meeting and film show on Thursday, March 25, at 7.30 p.m. in the Solihull Projection Room. This is the club's first social occasion of the season.

