



RACING AT LE MANS

£.s.d.

Rover B.R.M. turbine car entered in 24-hr. event

The Rover-B.R.M. gas turbine engine car has been entered for the 1965 Le Mans 24-hour race on June 19-20. Built as a joint enterprise by The Rover Company Ltd. and the Owen Organisation, this car will be officially competing in the race on equal terms with piston engine cars for the first time.

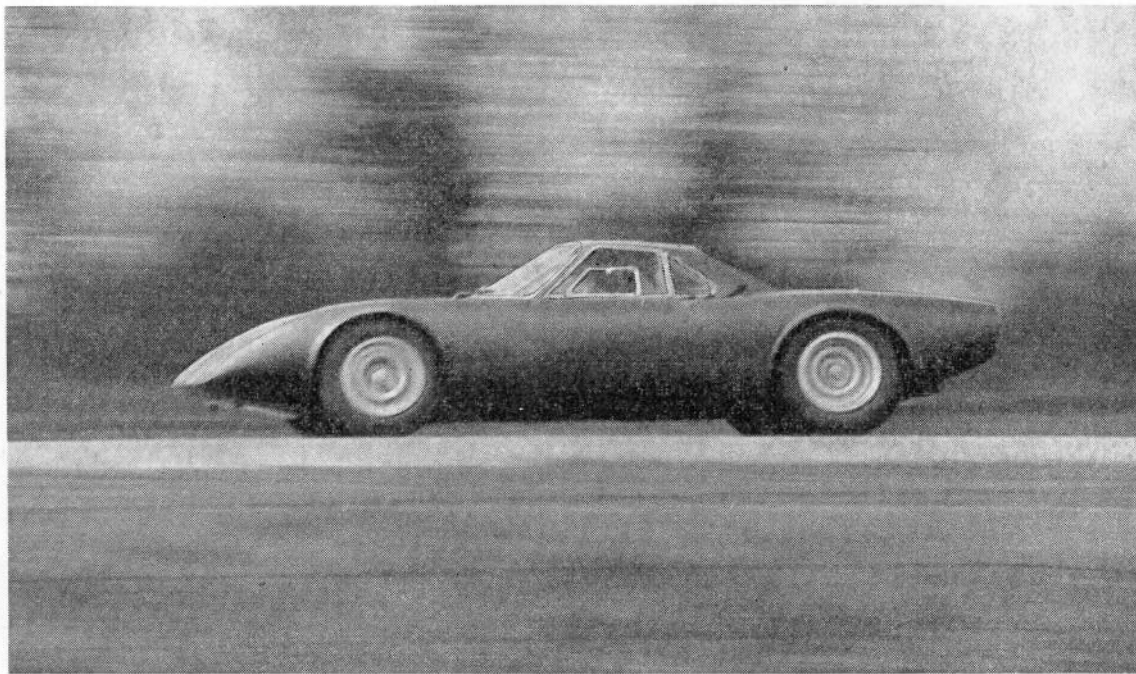
The engine for the 1965 car represents a further step forward in automotive gas turbine engineering, for this year the engine will be fitted with a heat exchanger built from a glass ceramic material known as Pyroceram manufactured by Corning Glass Works of the United States.

By the use of this heat exchanger greater efficiency of the engine and therefore improved fuel economy will be achieved.

Within the Owen Organisation, Motor Panels (Coventry) Ltd. has been responsible for the engineering of the bodywork and Rubery, Owen and Company Ltd. has been responsible for the engineering of the chassis frame and suspension based upon the successful Grand Prix B.R.M.

In 1963 the Rover-B.R.M. achieved a notable success in the Le Mans 24-hour race, winning the special prize for the first gas turbine powered car to complete the 24-hour race at an average speed of more than 93.22 m.p.h. In fact, the car averaged nearly 108 m.p.h., had a trouble-free run, and would have been placed eighth had it been officially classified.

Last year another Rover-B.R.M. was built and appeared at the April trials, but although the car was ready and progress with the Corning ceramic regenerative heat exchanger was satisfactory, more engine endurance running was required than was possible in the time available, and the car was withdrawn from the June race.



● The Rover-B.R.M. at maximum speed on the Mulsanne straight during the recent Le Mans practise. It averaged a speed of 112.7 m.p.h.; its fastest lap of the eight-mile track was 4 mins 27 secs. It ran for 4 hours 16 minutes and covered about 400 miles. Summing up of the car's performance: "perfectly reliable."

This year, however, the car is officially classified and will be driven by the Owen Organisation B.R.M. team drivers Graham Hill and Jackie Stewart with 'Wilkie' Wilkinson as team manager.

The body design has been produced by Rover Styling to provide a visual impact of greater sophistication, improved aerodynamics and occupant safety compared with the 1963 car.

It is a two-seater coupe car of composite aluminium and steel construction with a tubular steel space frame. The general layout, including the mid-rear engine, is similar to that of 1963, although many of the smaller items have been re-arranged for improved efficiency.

The air intakes for the engine are on either side, on top of the body, forward of the rear wheels and are formed in the rear body portion which hinges upwards and forwards about a safety roll bar above and behind the occupant's head. When open the entire engine, gearbox and rear suspension are exposed for inspection and maintenance.

The entire forward part of the car opens to the base of the windscreen, hinging upwards to expose the front suspension, steering and spare wheel carrier. Axially rotating head lamps are fitted, which can be raised into position for use after dark. This ensures maximum aerodynamic efficiency over the greater part of the race.

Overall weight has been reduced compared with previous years and the interior has been redesigned to reduce driver fatigue with improved controls, increased comfort and removal of distractions.



Graham Hill



Jackie Stewart

All the main portions of the body are fully floating, the principle adopted in 1963, and rest on steel valances which also act as stone guards. Except for the roof, scuttle assembly and crash bar, which are in steel, the body is in aluminium. Rivets have only been used in the doors, all other sheets being fastened together by Rowen-Arc Spot welding. The detail design, development and manufacture of the body has been executed by Motor Panels (Coventry) Ltd., of the Owen Organisation and their associates.

The tubular steel frame is similar to that of the 1963 car, except that

aft of the bulkhead, separating the driver from the engine compartment, the physical dimensions of the tube runs and the arrangement of the detail are completely different to accommodate the heat exchanger engine. The design principles are identical.

Dunlop disc brakes are mounted outboard all round, but at the rear, to aid cooling, the discs are mounted on the inner side of the rear hub carrier casting. Fully adjustable dampers are fitted all round the car and provision is made for the fitting of anti-roll bars both front and back.

The engine powering the 1965 Rover-B.R.M. represents a stage in the evolution of a small simple gas turbine engine of good fuel economy. The nominal power of the engine is 145 h.p.

The three main engine sections are:

- (1) A gas generator which includes the compressor, compressor driving turbine and various drives for the auxiliaries. The nominal maximum speed of this section is 65,000 r.p.m.
- (2) A work-turbine section, which includes the Owen Organisation gear box and final drive. The nominal speed of the turbine is 37,000 r.p.m.
- (3) A main casing which houses ducting, the combustion chamber and two regenerative heat exchanger discs.

THE Board issued a statement to shareholders dated March 5th, 1965, following a Press announcement of a proposed Scrip Issue, and made a profit and dividend forecast for the current financial year which ends on the 31st July, 1965. Some explanatory information relating to the Board's decision and to the Company's finances generally is now given for the benefit of employees.

Proposed Scrip Issue

The money which the Company uses to run the business, known as the Capital Employed, has been derived partly from monies subscribed by the public to buy shares in the Company and partly from profits earned over a considerable period which have not been distributed in dividends but have been put to reserve.

This reserve money, together with additional capital subscribed by the shareholders and temporary borrowing, has been used to expand the Company's manufacturing capacity and the Board therefore decided to regard this reserve money as permanent capital and to recognise this by a Scrip Issue of shares in the proportion of one to every three already held.

Although after this Issue Ordinary shareholders will hold four shares for every three previously held, this will not of itself increase the value of an individual shareholding. In the case of employees' shares the situation is much more advantageous. Because of the regulations governing these shares the Scrip Issue will result in the value of each employee's shareholding being increased by one-third.

Tremendous efforts have been made in recent years to expand the Company's facilities and to introduce new products, including the Rover 2000. These efforts are now being rewarded but this reward has not been achieved without sacrifice. During the years when the expansion was taking place the Company's profit decreased drastically, and the dividend paid to shareholders remained unchanged for four years despite the reduction in the purchasing power of the £ over this period. The profits in recent years and rates of dividend including the forecast rate for the current year are shown below:

	Net profit of the Group before Tax	Net profit of the Group before Tax expressed as % of Capital Employed	Dividend Paid per 5/- Share	% Increase
1960	2,764,973	23.6	9½d.	Nil
1961	2,234,440	15.6	9½d.	Nil
1962	1,725,781	11.9	9½d.	Nil
1963	1,406,269	9.2	9½d.	Nil
1964	2,519,542	12.5	10½d.	10.5
1965	—	—	1/- (forecast)	26.3

If this year's dividend is paid as forecast, it will be noted that in six years the dividend paid per share will have increased by 26 per cent. while in the same period 4,000 new jobs have been created in the Company and the average earnings have risen by 30 per cent. Further, the profits made in 1964 were less than those made in 1960 despite an increase in the Capital Employed over this period of nearly £8,500,000.

The economy of the Company may be better understood by study of the table, which shows how each £1 of sales revenue in the year 1963/64 was spent:

We spent on making the goods:	
On Materials, Services, Supplies, etc.	13 6
On Wages and Salaries	4 9
On Depreciation of Plant, machinery, body dies, etc.	3
	7
	19 1
We paid in taxes	5½
We re-invested in the business	3
And we paid in dividend to the Shareholders (after deducting tax)	2½
	£1 0 0

Royal yacht displayed in boat exhibition



exhibition

to Rover Gas Turbines Ltd., is seen on arrival at the Bull Ring Centre with his stone grey car and his royal 'charge.' He is talking to Mr. P. P. McMaster, of the English Grains Co., Burton-on-Trent.

The yacht, 20 ft. long overall and with a 15 ft. waterline, was one of 24 boats displayed in a two-week exhibition arranged by the Midland Boat Builders Association and sponsored by the Granary Bread Division of the English Grains Company.

Although Mr. Fox drove to Birmingham during the snowy conditions of early March, he maintained a good average speed on the 120-mile run from Southampton in his Rover 3-litre car. The trailer for the yacht was supplied by a Redditch firm.

When the Duke of Edinburgh's Flying Fifteen yacht "Coweslip" was displayed in a boat exhibition in Birmingham Bull Ring Centre last month,

it was towed from Cowes (I.O.W.) and back by Mr. Uffa Fox in his Rover 3-litre automatic. Mr. Fox, boat designer of renown and Consultant Naval Architect

SALES NEWS FROM HOME AND OVERSEAS

S. African plant being increased : 2000 car assembly soon



Delegates who attended the recent South African sales conference held at St. George's Club, Port Elizabeth. They are: front row (left to right) Messrs. H. C. Leon, A. J. Worster, A. I. Moffett, A. G. S. Herbert, L. S. Cole and G. Bartholomew. Second row, R. Brown, S. C. Toll, K. W. Beetlestone, M. Matthew, T. J. Swart, G. Papenfus, G. van A. Botha. Third row, G. Wollaston, T. J. du Preez, C. Whitehead, J. Lind Holmes, S. Scott, K. Davis. Fourth row, C. Bell, H. C. Grobler, J. L. Blackwood Murray, Mrs. B. Behr (managing director's secretary), R. Gaylard. At the rear, P. W. Olyott, C. Vernon-Smith, T. L. Came, J. E. Johnson, R. Gansler, and R. G. Skinner.

ROVER SOUTH AFRICA IS IN PROCESS OF INCREASING THE SIZE OF ITS ASSEMBLY PLANT AT PORT ELIZABETH.

Expansion has been necessitated to meet South African demands for the Land-Rover and to provide premises for the forthcoming assembly of Rover 2000 cars in South Africa.

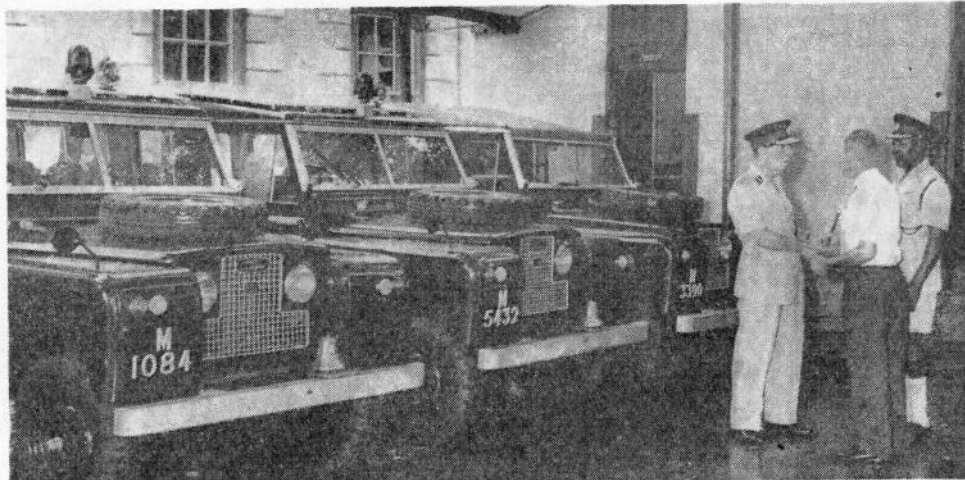
The extension, foreshadowed in the December issue of ROVER NEWS, is due to be completed shortly.

The first plant buildings were erected in 1961 and extensions followed in 1962 and 1963.

Announcement in South Africa of the latest expansion coincided with the two-day 1965 sales conference held at the Port Elizabeth

plant on February 22 and 23. Present from Solihull were Mr. A. J. Worster (Director) and Mr. A. G. S. Herbert (Executive Director, Sales).

Delegates from all Rover distributors in South Africa and South West Africa attended. Papers presented ranged from problems connected with assembly and manufacture to market research, service and local content.



This photograph from Barbados, West Indies, was taken when five Land-Rovers were handed over to the Barbados police department by Redman and Taylor's Garage Ltd., of Bridgetown, our Barbados distributor. Mr. Wood Goddard, managing direc-

tor of our distributor firm, hands over the keys of the vehicles to Major R. A. Stoute (left), Police Commissioner. Looking on: Supt. Forde, acting officer in charge, police traffic department. The scene: outside the Police Commissioner's office.

DUTCH RALLY DRAWS DRIVERS FROM ALL OVER EUROPE

An international rally of Land-Rover drivers from different parts of Europe took place on April 10, at the Dutch village of Gelderland.

The organisers, Messrs. H. C. L. Sieberg, our Dutch distributors, received nearly 60 entries, including 15 from the United Kingdom—some from as far afield as Plymouth and Yorkshire.

They travelled by diverse routes, some via Dover/Calais, others via Harwich/Hook of Holland, but with the majority flying from South-end to Rotterdam.

Two women drivers competed with several acknowledged male experts. The trial began with a series of

driving tests on various surfaces, as a preliminary to a rugged 10-mile drive straight across country, through sand, mud and water—hazards normally impassable to ordinary cars and even calculated to stop all but the best of Land-Rover drivers. E.C.F.H.

Land-Rovers in funeral pageantry

Land-Rovers played a major role in the solemn pageantry associated with the reburial in Ireland of Sir Roger Casement, the Irish hero executed by the British during the first world war.

Seven Long Land-Rovers carried flowers behind the gun carriage on which Sir Roger's remains rested. The gun carriage itself was also drawn by a Land-Rover. The photograph below was taken as the funeral procession passed along O'Connell Street, Dublin.

All these Land-Rovers formed part of a fleet assembled by Standard-Triumph (Eire) Ltd., our Eire distributors, in Ireland and sold to the Irish Army last year. A repeat order for 40 additional vehicles has since been received and these are now being delivered to the Army.

(Photograph by courtesy of Independent Newspapers Ltd., Dublin).

First 2000 handed over in Malaya

The first Rover 2000 is handed over from local stocks to a customer in Malaysia. Taking possession of the car—and a bouquet of flowers to go with it—is Dr. C. Lim (centre). She received the keys from Mr. W. E. Van Giessen (left), retail manager of Champion Motors (Malaya)

Ltd., Singapore branch. Handing her the flowers is Mr. L. H. Cuff, the salesman who sold the car to Dr. Lim.

Malaysia is among the first countries outside Europe and the United States to receive the Rover 2000, and the occasion of the first 2000 to be handed over to a customer

received wide Press coverage in Malaysia.

Hundreds of Rover cars and several thousand Land-Rovers have been imported into Malaysia during the last 12 years. In Singapore, 3-litres are used by the Prime Minister's Department and by judges of the High Court.

In 1964, Champion Motors supplied five 3-litres to the High Court for use by judges. In addition, Toh Puan Aisha, the consort of the Singapore Head of State (the Yang Di-Pertuan Negara) uses a Rover 3-litre when attending official functions.

The Government is the largest user of Land-Rovers in the country. They are to be found in the Services, the police, fire and health services, agricultural, civil aviation and telecommunications departments. Virtually every Government department uses the vehicles.

In private industry, Land-Rovers are used at the tin mines, on rubber-estates, and for civil engineering.



Turbines in engineering exhibition

Rover Gas Turbines Ltd. is exhibiting at the London International Engineering Exhibition this month. The Company is displaying its 60 and 90 h.p. engines on Stand No. 6.

Centre-piece of the stand is an 'exploded' engine displayed so that all main assemblies and parts can be inspected.

Also exhibited are two typical samples of the many available variants of these versatile gas turbines.

The theme of the Rover stand is the many uses to which the light, compact and simply constructed gas turbine engine can be put.

Available on the stand is the new Rover Gas Turbine engine catalogue showing all variants of the 60 and 90 h.p. engines, together with installation kits. Full specifications are given for the engines in this catalogue.

The 60 and 90 b.h.p. Rover Gas Turbine engines are identical in size, differing only internally. They are simple, well-proven turbine engines, capable of using a wide variety of fuels and give their nominal power ratings continuously if required.

Already in world-wide service with the armed forces and industry, the Rover 1S60 and 1S90 single-shaft gas turbine engines are acknowledged for their reliability and low cost.

The following dates have been agreed by the co-ordinating committee for the Company's 1965 Fork Truck Driver of the Year Competition.

Solihull regional heats, Sunday, May 9; Cardiff regional heats, Saturday, May 15; Tyseley regional heats, Saturday, May 22; Company finals (at Acocks Green) Saturday, June 12.

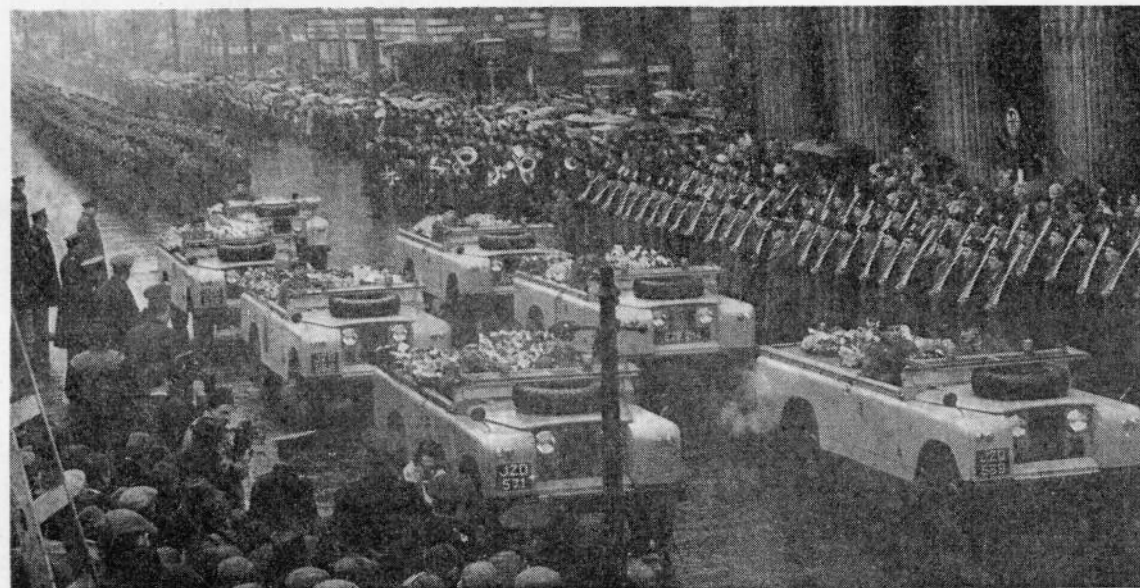
Details of tests and entry forms will be circulated shortly, but to emphasise the safety aspect it was agreed that entry should be restricted to all hourly-paid drivers in the Company's employ who have had a blameworthy accident-free record during the previous six months.

New Rover distributors have been appointed in Sweden. They are Bilfirma Harry Karlsson AB, Friggatan 12, Gothenberg C. Their appointment took effect from April 1.

The Rover 2000 car will be introduced into Sweden in the near future. It is already in Norway, Finland and Denmark and its entry into Sweden will mean that all Scandinavian countries have been introduced to the car.

★ ★ ★

A private exhibition of cars was given in Vienna by our Austrian distributor, Carl Jeschek. About 200 V.I.P.s and Government officials were invited to a reception, at which nine Rover cars and Land-Rovers, including the Monte Carlo 2000 Touring Car winner, were on view.



The Rover gas turbine car T4 was driven to Birmingham Airport to enable the president of a Venezuelan airline to inspect it during a "flying" visit. The airline is buying six British aircraft in which will be incorporated 2S/150 auxiliary power unit Rover gas turbine engines. Dr. Granadillo, president of the airline, Linea Aeropostal, landed at Elmdon while en route from Manchester to the south of England and he had a run in T4

along the Coventry road before returning to the airport for a thorough inspection of the turbine engine. Pictured, left to right, are Mr. M. Barnard (Assistant Chief Engineer, Rover Gas Turbines), Mr. W. Bloor (Gas Turbine Liaison Engineer), Dr. Granadillo, Mr. W. Else (Hawker Siddeley test pilot), Mr. Raymond Smith (Rolls-Royce agent, South America) and Mr. N. Whyte (assistant to Mr. Smith).

Pictures from the Shows

GENEVA ▶

AMSTERDAM ▼



Mr. A. B. Engelen, Managing Director of H. C. L. Sieberg N.V., our Dutch distributors (left) points out a feature of the Rover stand at the Amsterdam Motor Show to Mr. J. Van Aartsen, the then Dutch Minister of Transport and Public Works (centre), who opened the show, and Mr. S. Schootstra, General Chairman to the R.A.I.—the name of the organisation for all Dutch importers and manufacturers of motor vehicles, parts, garage equipment, cycles, trailers.



A few hours after buying a Long Land-Rover station wagon at the Amsterdam Motor Show, a woman Member of the Dutch Parliament gave it away.

Mrs. G. Wijsmuller-Meijer, a Member of the second chamber of the States General (Dutch Parliament), a member of Amsterdam Town Council and treasurer to the Queen Wilhelmina Fund for the fight against tuberculosis in Surinam (Dutch Guiana), bought the vehicle for the fund and offered it to the Governor of Surinam on the evening of the day the above photograph was taken.

She is seen talking with Mr. A. B. Engelen (centre) and Mr. R. Van Zeggeren, a member of Sieberg's Land-Rover sales staff.

Mrs. Wijsmuller-Meijer is a member of the Wijsmuller family, famous for its worldwide activities as owners of ocean-going tugs.



Mr. L. G. T. Farmer, the Rover Chairman, speaking at a dinner given by our Swiss joint distributors, E. Fehlmann and Co., and Henri Badan et Cie, for Rover Company executives in Geneva for the Swiss Motor Show.

GENEVA MOTOR SHOW CROWDS SEE ROVER 2000 'MONTE' CAR

Centrepiece of the Rover exhibits at the Geneva Motor Show last month was a Rover 2000 mounted on a turntable and a special cutaway engineering exhibit of the 2000. On the stand floor were two other 2000s, a 3-litre coupe and two Land-Rover station wagons.

The Rover 2000, which performed so creditably in the recent Monte Carlo Rally by winning its class and being the first production touring car to finish the rally, was also on display.

For many years Switzerland has been an important market for Rover vehicles and since the introduction of the Rover 2000, our passenger car sales have increased by almost 15 per cent. Land-Rover sales have increased during the last twelve months by more than 50 per cent.

Shop stewards go on courses

Since a "pilot" course in mid-1963 proved so successful, groups of shop stewards from Rover factories at Solihull and in the Tyseley Group have been attending ten-week courses held at Solihull College of Further Education.

There are usually three courses in the college year and a dozen or so Rover shop stewards are usually enrolled for each course. Attendance is half a day each week and college fees are paid by the Company.

Full support to the courses is given by the trade unions from which the shop stewards are drawn. Unions involved to date have been the National Union of Vehicle Builders, Electrical Trades Union, Amalgamated Engineering Union, Transport and General, and the General and Municipal Workers Union.

DISCUSSION

The ten-week syllabus covers the structure and organisation of the British trade union movement; the roles of shop steward and supervisor in industry; trade unions and automation; handling members' problems; and shop floor negotiations.

A film portraying a mythical factory dispute is followed by the class dividing into discussion groups to decide how the "dispute" might have been avoided.

The final session is devoted to a discussion on the future of industrial relations at The Rover Company. A forum for this discussion comprises a representative of the Company's Industrial Relations Department, a full-time trade union official and a Ministry of Labour industrial relations officer.

The next course is scheduled to start on April 28.

SIERRA LEONE TRAINEE

Two apprenticeships completed this month were those of E. Allen and R. W. Cosier, both at Solihull works.

A trainee from Sierra Leone is undergoing a three month practical training course on Land-Rovers.

NEW APPOINTMENT

Rover Gas Turbines Ltd., has appointed Mr. Thurstan James as a consultant for its gas turbine business with the aircraft industry.

Mr. Thurstan James, who recently retired as Editor of "The Aeroplane," will be working in conjunction with Mr. John Griffiths (General Sales Manager, Rover Gas Turbines Ltd.).

Mr. Thurstan James has spent the whole of his working life in aviation and for 30 years was a member of the staff of the aviation weekly.

He was one of the first to be transferred to the Ministry of Aircraft Production when this was set up by Lord Beaverbrook in May, 1940. In 1962, he received a Sherman Fairchild Safety Award for his writings.

All weather tennis courts now in use

Membership of Solihull Tennis Section had not reached last year's record figure, due possibly to uncertainty regarding the future of the tennis courts because of development of part of the sports ground.

Three new all-weather courts had been constructed, however, and made available for use before the old ones had been taken over by the contractors. Thus, the section was able to have a successful season and to run its tournaments as usual.

This was reported to the section's annual meeting on April 5, by the chairman, Mr. E. J. Walden (814, Engineering Body Development). He announced that Mr. P. M. Wilks (Technical Director) had agreed to become president of the section and hoped to be able to present the trophies in future.

Officers elected: Chairman, Mr. Walden; secretary, Miss A. Oliver (663, O. & M.); treasurer, Mr. R. Clifton (613, Inspection, Land Rover, Final Line). Committee: Mr. R. Plenderleith (481, Works Engineers), Mrs. I. Plenderleith (Addressograph, Percy Road), Miss J. Conway (393) and Mr. M. Broadhead (786, Land-Rover Engineering).

RETIREMENTS

Mr. Joseph Payne on April 1; he was a fitter in the Hard Top Section, Clay Lane, Coventry (nearly 10 years' service). Mr. William George Ogston on February 26; he was employed in Inspection Department, Acocks Green (27½ years). Mr. William Beasley Summers on February 25; he was a trimmer in the Land-Rover Trim Shop (19 years). Mr. C. Mansell on March 26; he was a clerk in the Planning Department, Solihull (5 years). Mr. Arthur Henry Hollands on February 12; he was a blacksmith at Tyseley (12 years). Mr. George Anderton on March 26; he was employed in Transport Department, Tyseley (4 years). Mr. Arthur George Caswell on February 26; he was a turner in the Toolroom, Tyseley (40 years). Mr. Alfred George Corbett on March 19; he was a pantograph operator at Springfield (17 years). Mr. Thomas Henry Olds on March 12; he was a viewer at Perry Barr (10 years). Mr. W. Frampton on March 26; he was foreman of the Grinding Section, Tyseley (28 years).

Car purchase: Special terms for Rover employees

Employees of The Rover Company are offered favourable credit sale or hire purchase terms by United Dominions Trust for the purchase of any make of motor vehicle in addition to the arrangements under the Rover and B.M.C. car purchase schemes.

The terms offered represent a reduction of one per cent in the rate

of interest charged to the general public.

Any employee interested can obtain particulars on application to United Dominions Trust (Commercial) Ltd., at 39, Bennetts Hill, Birmingham, 2, or 5, Churchill Way, Cardiff.

Practice session

A practice session for Rover karters has been arranged for May 2 on the Solihull Test Track, starting at 2 p.m. This will also constitute a club meeting and all members should attend to help formulate future kartering plans. Prospective members are also invited.

A tankard from workmates was presented to Mr. Tom Hickey, a bricklayer's labourer at Perry Barr, on the occasion of his transfer to lighter work in the Perry Barr Toolroom. He had been with the Works Engineers Dept. for 23 years. The presentation was made by Mr. L. Evans (foreman bricklayer).

A bombardment of questions at the

careers exhibition

The Rover 2000 came under the eagle eye of one of its most critical audiences to date at a Careers Exhibition held in the Solihull Civic Hall on March 11.

More than 3,500 boys and girls from local schools, together with their parents, attended the exhibition, which was opened by the Mayor of Solihull, Alderman H. C. Taylor, and sponsored by Solihull Rotary Club. Members of The Rover Company's Industrial Relations Department had a busy afternoon and evening with a scale model of the Rover 2000, borrowed from the Mock-up Shop, as the centre attraction on the Rover stand.

The objectives of the exhibition were to provide a comprehensive "careers advice service" to prospective school leavers and to help guide them into taking up careers most suited to their individual talents and desires. Numerous exhibits on view gave the youngsters some idea of the workings and products of the many industries in the area.

Questions on the Rover stand ranged far and wide, from details of the working of the apprenticeship and other training schemes, to comparisons of the 2000's performance and quality with other makes of cars (some of these were very flattering indeed). "Is it made of rubber?" one budding motor enthusiast asked of the model 2000. Other frequent questions were: "Does it go?" or "Can I buy one?"

The technical knowledge and critical appraisal of many of the youngsters was quite remarkable and speaks well for the future of the motor industry. Those "under fire" often found themselves drifting into discussion on complicated aspects of design and production, with which their "inquisitors" appeared to be familiar!

Everyone was full of praise for the standard of workmanship and attention to detail which those in the Mock-up Shop at Solihull give to the construction of these excellent scale models.

R.J.S.

●The Rover stand with its model 2000 at the Solihull Careers Exhibition. Facing a barrage of questions from fact finding young teenagers are Mr. R. J. Smith (Personnel Officer, Solihull), right, Mr. L. S. Shaw (Apprentices Supervisor), at rear, and Mr. S. Harrison (Personnel Assistant).



First-aid certificates gained by Rover policemen and firemen



Holders of St. John Ambulance Brigade first-aid certificates. From left to right, standing, are Messrs. J. A. Kirby, G. H. Ellis, P. Higgins, R. H. Taylor, D. J. Rosier, D. W. Womwell, R. Nichols and M. P. Perkins. Seated (left to right) Mr. and Mrs. V. Hammond, and Mr. A. V. Davies. Not in the picture is another recipient, Mr. W. E. Smith, and the instructor, Mr. L. J. Rose. Both were unable to be present because of other engagements.

A group of Rover employees—most of them works police and firemen—have gained first-aid certificates on completion of a course of eight lectures.

Recipients are Messrs. Dennis W. Womwell, Ronald H. Taylor, Donald J. Rosier, Peter Higgins, Ronald Nichols and George H. Ellis (all Solihull Works Police night staff); Michael P. Perkins and John A. Kirby (Solihull Fire Brigade, night staff), Albert V. Davies (Carpenters' Shop, Solihull Works Engineers), William E. Smith (Heat Treatment, Acocks Green), Victor Hammond (Press Tool Design, Planning Department, Solihull) and his wife, Mrs. Adele Hammond.

Instructor for the course was Mr. L. J. Rose (Toolroom, Acocks

Green), who is a St. John Ambulance Brigade corps officer.

Hitherto, the Company has arranged first-aid classes every two years, but if sufficient interest is shown by employees Mr. Rose will give annual instruction. Interested employees should give their names and departments to Mr. R. Dixon, Welfare Manager, Solihull.

Stressing the importance attached by the Company to first-aid instruction, Mr. Dixon told ROVER NEWS: "Employees with certificates are on duty for first aid purposes when the surgeries are closed after working hours."

PROMISING NEWCOMERS' DEBUT IN DIFFICULT PRODUCTION

Newcomers with promise made their debut for Rover Drama-Society in the farcical comedy "Pickle in Paradise" by Sam Bate, staged in the Tyseley theatre on March 5 and 6.

Farce is difficult for an amateur group and this three-act play with a cast of eight was no exception.

The first act moved very slowly indeed; however, the second saw the group really begin to warm to the theme of the production and by the end of the effort the whole cast was really throwing itself into the spirit of the play.

Of the newcomers, Margaret Horton carried with confidence the role of Annie the maid, while as the twittering, bird-like spinster sisters, Pat Hill (Solihull Surgery) and Joy Hughes (Gas Turbine) proved a good combination. Both are decided assets to the group, though Pat should be careful not to over-act, and stronger dialogue delivery by Joy would ensure there was no ear-strain in the audience.

The other newcomers were Sandra Wood (Gas Turbine Buying) who had a small part and Eric Sharpe (Land-Rover Bodyseal).

Remainder of the cast comprised old hands, John Wallbank (Computer Programming), Audrey Taylor (Gas Turbine), and Alec Finney (Gas Turbine Buying).

Always a good all-rounder, John Wallbank wore a clerical dog collar and was quite adequate to the role of village parson.

Audrey Taylor forsook the very feminine parts of previous productions to be cast as the "Admiral's widow"—a nautical, tweedy character who breezed in and out of the production with a booming, hearty



dialogue. She was first-class.

John Sharpe produced, and backstage and in front of house were Annelly Goodchild, David Pouncey, Les Coombes and Chris Scott.

NEXT PLAY

A kitchen sink comedy, "Breakfast for One" by James Doran, has been chosen by The Rover Dramatic Society for its final play of the season to be given in the Tyseley works theatre on May 21 and 22.

This three-act production has very

A scene from "Pickle in Paradise." From left to right on stage are Joy Hughes, Pat Hill (in the roles of the spinster Fairfield sisters), Eric Sharpe (as their nephew), and Margaret Horton (the maid). On the floor: Alec Finney, a temporarily unconscious "Frenchman."

little plot but a strong dialogue. Producing will be Alec Finney and the cast will comprise Audrey Taylor, John and Eric Sharpe, Pat Hill and Margaret Horton.

GRANNIE GETS ACQUAINTED WITH HER AUSTRALIAN GRANDCHILDREN

A retired Rover employee with her daughter and four grandchildren whom she had only recently met for the first time when this photograph was taken. It comes from Riverton, near Perth, Australia, and shows Mrs. Mary Bull, whose retirement after 10 years in the Tyseley Wages Office was reported in ROVER NEWS last October, with her daughter and grandchildren with whom she has gone to live in her retirement. Mrs. Bull's former colleagues will be pleased to hear that she has settled down well in Australia and describes her new home town as 'a beaut place' to her son, Mr. G. R. Bull, who lives in Sparkbrook, Birmingham. She goes swimming twice a day. No wonder. Look at the summer dresses and shirt-sleeve order on this Christmas Day photograph!

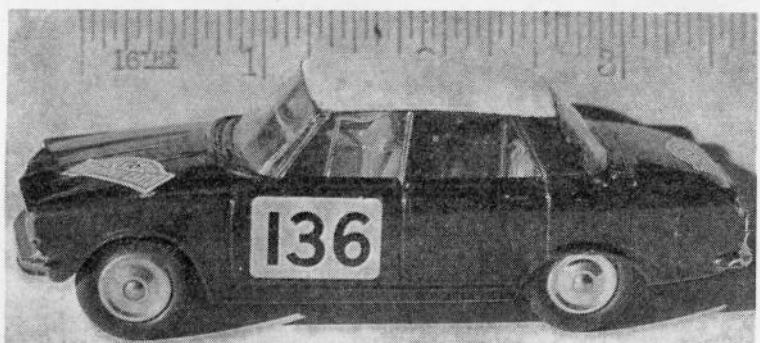


Archers hold a field shoot

The annual open field shoot organised by Rover Archery Section is being held this weekend (Easter Sunday) on the Rover Solihull sports field, starting at 11 a.m. Refreshments are available, and all interested are welcome. The event is not confined to Rover archers, and many other club members are also showing their skill.

The new Archery Section committee comprises: Chairman, Mr. G. Armstrong (Engine Drawing Office); Secretary, Mr. N. Bedford (Jig Shop); Treasurer, Mrs. I. Harbison (Comptometer office); Team Captain and Records Officer, Mr. A. Howell (Experimental Department). Committee: Messrs. F. Stuart (Experimental Department), B. Russell (Land-Rover), J. Howell (son of A. Howell, Mock-up Shop).

New members are welcome. The section now has modern equipment for young archers, including Canadian fibreglass bows.



The latest addition to the Corgi range

●The latest Corgi car model now on sale in the Sales Aids Department at Solihull is this exact replica of the Rover 2000 so successful in the Monte Carlo Rally. In maroon and white, and bearing miniature rally plates, the model carries all the detail of the original car, including spotlights, rally number, etc. Models are available to employees, distributors and dealers alike. Prices on application to Mr. F. Smith, Sales Aids Supervisor, internal phone Solihull 592.

Ambitious plans for rail exhibition

Competitions for railway model building, scenic painting and drawing will again be organised in conjunction with the Rover Railway Society's second annual exhibition to be held in the Solihull Main Canteen on September 11.

Details of the competitions, which are open to all employees and members of their families, can be obtained from any of the following: G. J. Hinds (Planning D.O., internal telephone 638), D. Jaynes (Experimental, 701), and G. Morley (Land-Rover Chassis D.O., 635).

The organisers are also anxious to borrow railway exhibits for the exhibition proper. Last year's successful event occupied part of the Junior Staff Canteen; this year it is hoped to make it a much bigger affair in the Main Canteen.

There will be several working layouts, including a steam, passenger-carrying layout for giving short rides to adults and children alike, and a British Railways expert will be present to answer the questions of enthusiasts.

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

SICE—Mr. and Mrs. W. F. Sice celebrated their silver wedding on March 23. Mr. Sice is employed on P5 Final Paint Rectification.

RANDALL—Mr. and Mrs. E. Randall celebrated their silver wedding on March 25. Mr. Randall is employed on Group 446, Percy Road.

ANDREWS—Mr. and Mrs. S. Andrews celebrated their silver wedding on March 23. Mr. Andrews was a staff foreman in Inspection Department, Tyseley, until his retirement in February, 1964.

RUBY WEDDING

We offer our congratulations and best wishes to . . .

ALLEN—Mr. and Mrs. W. C. Allen celebrated their ruby wedding on February 11. Mr. Allen is head of Rates Control, Acocks Green.

ALLEN—Mr. and Mrs. Arthur Allen celebrated their ruby wedding on February 27. Mr. Allen is a toolsetter on Group 312, Perry Barr.

GOLDEN WEDDING

We offer our congratulations and best wishes to . . .

COOKE—Mr. and Mrs. George Cooke celebrated their golden wedding on February 20. Mr. Cooke was employed in Parts Department, Solihull, until his retirement in 1962, when he and his wife moved to Stourport.

Mrs. E. Leech, who is expecting a happy event in June, left the Company on March 19. She was secretary to Mr. H. Hayer (Works Supt., Perry Barr) for six years. Numerous gifts, including a cot, mattress, and carrycot, were presented to her on behalf of colleagues and friends.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

SOUTHALL—To Mr. and Mrs. D. H. Southall, a daughter (Lindsay Jane) on February 19. Mr. Southall is a draughtsman in the Gas Turbine Drawing Office.

BRADSHAW—To Mr. and Mrs. Fred J. Bradshaw, a son (Darrell Paul) on March 9. Mr. Bradshaw is Land-Rover Stores foreman, Solihull.

ASHWORTH—To Mr. and Mrs. John Ashworth, a son (James) on February 26. Mrs. Janette Ashworth was secretary to Mr. W. Martin-Hurst from 1960-62.

TOMLINSON—To Mr. and Mrs. G. Tomlinson, a daughter (Jacqueline) on February 8. Mr. Tomlinson works on Group 420, Percy Road.

GILBERT—To Mr. and Mrs. A. Gilbert, a daughter (Gillian) on March 10. Mr. Gilbert works in Transport Department, Percy Road.

PAYNE—To Mr. and Mrs. K. Payne, a son (Steven Ernest) on February 24. Mr. Payne works on Group 303, Pinion Housing Section, Perry Barr.

MARRIAGES

We offer our congratulations and best wishes to . . .

CLARKE-BOOTH—On March 6 at Brays Road Methodist Church, Sheldon, Mr. T. Clarke (Inspection Department, Acocks Green) to Miss Joyce Booth.

MOLONEY-CONLON—On March 13 at St. Alphege's Church, Solihull, Mr. F. Moloney (Electrician, Acocks Green) to Miss Joan Conlon.

TANNER-SKELCHER—On March 20 at St. Mary's Church, Acocks Green, Mr. J. Tanner to Miss Christine Skelcher (Planning Department, Acocks Green).

LIVESEY-WESTON—On March 20 at Lyndon Methodist Church, Sheldon, Mr. Brian Livesey (Gas Turbine Inspection, Solihull) to Miss J. Weston (Gas Turbine Buying Office, Solihull).

STEVENS-EDWARDS-BROWN—On March 8 at Dudley Register Office, Mr. Edward Stevens (Toolroom, Tyseley and Perry Barr) to Miss Patricia Edwards-Brown.

DAVIES-DYMOND—On February 27 at Cardiff Register Office, Mr. Neil Alan Davies to Miss Elaine Dymond (copy typist, Cost Office, Pengam).

LILWALL-THWAITES—On February 27 at the Church of St. Michael and All Angels, Yardley, Mr. Brian James Lilwall to Miss Sandra Thwaites (Gas Turbine Service Department).

THOMAS-JONES—On March 13 at Solihull Register Office, Mr. Lyndon H. Thomas (Research Section, Solihull) to Miss Marian Jones.

EVERILL-BALL—On February 27 at Corpus Christie Church, Stechford, Mr. Michael Everill (Land-Rover Assembly Line) to Miss Joyce Ball (Land-Rover Trim Shop).

WOODCOCK-DAVIES—On March 20 at St. Thomas More's Church, Sheldon, Mr. John Woodcock (P6 Final Line) to Miss Janet Davies (P5 Trim Shop).

LEEK-SPRAGUE—On March 27 at Lyndon Methodist Church, Sheldon, Mr. John Leek (P6 Line) to Miss Jennifer Sprague (Cost Department).

UPTON-SMITHSON—On March 20 at St. Giles' Church, Sheldon, Mr. John Upton (Service Department, Solihull) to Miss Christine Smithson.

HAWKINS-MEACHAM—On March 6 at the Church of the Sacred Heart, Acocks Green, Mr. Dennis Hawkins (capstan lathe operator, Group 21, Tyseley) to Miss Irene Meacham (capstan operator, Group 21, Tyseley).

FRAZIER-OGBORNE—On March 13 at St. Mary and St. Margaret's Church, Castle Bromwich, Mr. R. Frazier (Planning Department, Percy Road) to Miss A. L. Ogborne.

HOWLINGS-MAHONY—On February 27 at the Church of the Rosary, Salfley, Mr. Len Howlings (Group 248, Ryland Road) to Miss M. M. Mahony.

HARVEY-REEVE—On March 27 at St. Matthew's Church, Great Barr, Mr. David Harvey to Miss Anita Jay Reeve (clerk, Kardex Department, Ryland Road).

HARRIS-EVANS—On March 20, at St. Alphege's Church, Solihull, Mr. Roger Harris (Plant Layout, Solihull) to Miss Janet Evans (Plant Layout, Solihull).

RUSSELL-PHILLIPS—On March 20 at Solihull Register Office, Mr. B. A. Russell (Land-Rover Track) to Miss S. Phillips (Land-Rover Trim Shop).

TOOMER-TUCKER—On March 27 at St. Andrew's Church, Small Heath, Mr. Terence John Toomer (Progress assistant, Acocks Green) to Miss Ruby Tucker.

BONSER-ALDERTON—On March 27 at Salter Street Church, Earlswood, Mr. Melvin John Bonser (machinist, Acocks Green), to Miss J. Alderton.

COOK-DAVIES—On March 27 at St. John's Church, Sparkhill, Mr. Donald Charles Cook (auto tool setter, Acocks Green) to Miss Barbara Davies.

DEATHS

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

THORINGTON—Mr. Thomas E. Thorington died on March 16, aged 70. He was employed in Inspection Department, Acocks Green, and had been with the Company for 27 years.

BROWN—Mr. Ernest Claude Brown died on February 26, aged 75. He first joined the Company in 1921, and was a Machine Shop foreman at Tyseley before the war. He served in the Northern Group during the war, and was employed in Tyseley Toolroom from October, 1947, until his retirement in September, 1960.

DANKS—Mr. Eric Danks died on February 27, as the result of a road accident, aged 35. He was a semi-skilled finisher on P6, and had been with the Company for a month.

PALMER—Mr. Arthur Thomas Palmer died on March 7, aged 71. He was a pipe-fitter's mate, and had been with the Company for 26 years.

DAVIES—Mrs. Margaret Davies died on March 18, aged 50. She was a power press operator, and had been with the Company for 5 years.

ALKS—Mr. Valdemars Alks died on March 13, aged 57. He was a machine operator at Tyseley, and had been with the Company for 10 years.

Suggestions win £75

Five Solihull employees shared £75 in the latest batch of awards announced by the Solihull Suggestion Scheme Committee.

Biggest cheque—for £50—went to Mr. L. Wheelton (W.D. Land-Rovers) and one for £15 was given to Mr. J. H. Vickers (P6).

Other recipients were: Mr. E. J. Foulger (P6—£5); Mr. A. V. Everill (Works Engineers—£2 10s.); and Mr. G. D. Haddock (P6—£2 10s.).

Q.. What's wrong in this picture? A.. Plenty



Thousands of Rover Solihull employees use Valiant Way into and out of the works every day of the working week.

The majority of them use the road properly and with consideration for others. But a minority of employees do not and it is for their benefit that the adjoining photograph is published at the specific request of workers' representatives on Solihull J.P.C.A.

Offenders ignore the carefully laid out, marked traffic lanes, one for traffic turning left towards Solihull and the other for vehicles going right for Sheldon and Olton.

Some use the quicker moving inside lane until they reach the Lode Lane junction; then they decide

they want to go to the right, thus blocking the inside lane until they have filtered into Lode Lane.

Others veer well over from the centre marked lane into the outside one, so blocking the way for incoming traffic. Indeed, it is not unusual for a particularly bad "hog" to race up the whole length of the outside lane

from No. 1 gate and then force his way out into Lode Lane, to the annoyance of those who have patiently queued.

And motor cyclists are not averse to using the grass, as can be seen from the photograph!

If you use Valiant Way at peak times ask yourself this:—

DO YOU PLAY THE GAME WITH YOUR MATES?

Don't be a "Jack" concerned just with yourself. Everyone wants to get home. Be patient, show courtesy. Pick your correct lane and stick to it. Leave the outside lane for incoming traffic—and the grass for pedestrians!

★ 'Thank you' — two words which make roads safer ★

"Thank you." If we as motorists and pedestrians go our ways creating situations which produce the utterance of this expression, then road accidents would diminish in number and lives would be saved.

Wishful thinking? Certainly not. You try it out next time you drive your vehicle or cross the road on foot.

Courtesy pays and to the full when practised on the highway. This is why "Courtesy and Experience" is the motto of The Company of Veteran Motorists, which was formed in 1932 to promote courtesy among experienced drivers.

When a pedestrian uses a zebra crossing foolishly or emerges care-

lessly from the front of a parked vehicle causing you to brake sharply, swerve or skid your vehicle you are liable to be annoyed and you resume your driving in a state of annoyance. That's natural but bad for YOUR safety and the safety of others. The pedestrian goes his or her way disgruntled and with evil thoughts of motorists.

By waiting a few seconds the pedestrian would have saved a dangerous situation and earned your "thank you," given perhaps by a salutation. Result: both parties go their way in harmony.

As motorist-to-motorist the "thank you" occasions are frequent. For instance, you are driving

in a long line of traffic and on your near side is a street with a vehicle waiting to 'filter' into the same line. What do you invariably do? Next time give way, let him in and he

will repeat it, for courtesy breeds courtesy.

This is how the Company of Veteran Motorists comes to have more than 90,000 members, every one of whom has driven free of serious convictions for over 10 years. This is a qualification for membership. Next time you see this badge on a motor vehicle remember the "thank you" expression and the words COURTESY



will "thank you." Result: you both go your ways in a good mood and the chances are that the other driver, mindful of your courtesy,

The day he came to Tyseley...

When Mr. Walter W. Sexton, transferred from Coventry to Tyseley in March, 1931, the first person to whom he was introduced was a Purchase Department youth named A. B. Smith.

On March 31, when Mr. Sexton retired at the age of 67 after more than 40 years' Rover service, the man who presented him with several gifts was his colleague of 30 years' standing... Mr. A. B. Smith (Director and General Manager). Mr. F. W. Allen, who was responsible for Material Control and Stores for many years, was also in attendance.

Mr. Sexton received a motor mower, transistor radio and picnic set. He was also given a bouquet



A group photographed after the presentation to Mr. Sexton. He is in the centre (third man from the left, front row).

until his retirement, he was in charge of the Rough and Steel Stores, Consumable Stores and external transport.

Talking of what he intended to do after retirement, Mr. Sexton said: "I have a nice garden at my home at Balsall Common and I shall spend a lot of time in it. We shall also do a bit of motoring."

Following Mr. Sexton's retirement, Mr. A. J. Slater now has overall control as Stores Superintendent, Tyseley, and Mr. J. Cartwright is responsible to him for Rough Stores, Engine Despatch and external transport.

Mr. P. M. Wilks (Technical Director) presented his secretary, Mrs. Janet Starr, with a single string of pearls, a blanket, an electric coffee percolator, a coffee set and other gifts on behalf of her colleagues and friends in Engineering and other departments at Solihull, when she left the Company at the end of March to join her husband, Mr. John Starr, at Cwmbran (Mon.) where he has taken a new post after eight years in the Solihull Buying Office. Mrs. Starr first joined Rover in Export Sales in 1949. Two years later she was promoted to secretary to Mr. A. Goddard, then Development Engineer, Engineering Department. In 1956, she became secretary to Mr. P. M. Wilks when he joined Engineering from Rover Gas Turbines. After a spell as a full time housewife from 1959-62 she returned as secretary to Mr. R. N. Penny, Chief Engineer, Rover Gas Turbines, and in October, 1962, she again became Mr. Wilks' secretary.



A small group of Rover employees from the Solihull and Coventry works went along to the Coventry home of a retired colleague on March 16 to present him with a cottage chair from workmates at the two factories. With them went a ROVER NEWS photographer to record the event.



The man visited was Mr. William Arnold, who retired last Christmas from Coventry Clay Lane Inspection Dept. after 36 years' Rover Service. He originally worked at the Helen Street premises until the second world war when he went to Barnoldswick. At the end of hostilities he came to Solihull, but returned to Coventry in 1961.

In the photograph, left to right, are Mr. E. P. Hancock, representing the Coventry shop-floor, Mr. W. T. Stone (Inspection Coventry), Mr. G. Tyler (Production Supt., Coventry), and Mr. E. G. Race (Inspection Supt. Quality Control, Solihull), who is shaking hands with the seated Mr. Arnold.



Mr. Brian Livesey (Gas Turbine Inspection), well known in karting circles as a first-class driver for the Rover team on many Midland tracks, married Miss Jennifer Western (Gas

Turbine Buying Office) at Lyndon Methodist Church on March 21. The couple are pictured with friends after being presented with a clock and

teapot by Mr. S. Kerr (Chief Inspector, Gas Turbines) and Mr. N. Cooper (head buyer, Gas Turbines). The gifts were wedding presents from colleagues.

Apprentices win Smith Brewery Cup after extra time: 4-2 victory

Rover Apprentices won the Smith Brewery Cup on March 13 when they defeated L. H. Newton Reserves 4-2 after 30 minutes extra time.

Victory came the Rover way only after the Apprentices had been twice ahead and once in arrears and goalkeeper Buzzard had saved a penalty. At the end of 90 minutes, the score stood at 2-2.

The match began with Rover winning the toss and kicking against a slight wind. For the first 20 minutes Newtons were well on top with the Rover defence doing well to keep them out.

Then after 25 minutes McPEARSON put Rover ahead with a fierce first-time shot.

Again Newtons hit back and only fine saves by Buzzard in the Rover goal, including a penalty shot, kept Rover in the lead. Then just on half time Newtons equalised.

The second half saw some good fast football, and it was not long before Newtons had taken the lead through a very good goal by their centre forward.

Rover now began to fight hard and with about 30 minutes gone equalised through inside right BROWN.

After 90 minutes' play the score was still a draw so 30 minutes extra time was decreed.

The first 15 minutes of this saw some fine football with both teams coming close to scoring. Rover

The cup-winning apprentices team. Left to right: Back row, R. Ettrick (manager), A. Sperring, G. Buzzard, D. Wilson, J. Nichols, I. Ettrick, M. Price, W. Newnes (secretary), Front row, P. Wade, P. McPearson, P. Gould (captain), C. Brown, A. Bowler.



Management darts side too strong for ladies team

An experienced Management side once again proved too strong for the Rover ladies' dart team in the annual match played at Solihull on February 23.

After only four games the Management had taken a convincing 3-1 lead, but a fight-back from the ladies led by Glenda Parker and Mavis Boden pulled the score to 3-3.

Three successive victories for the men, however, then proved decisive. The ladies' captain, Joan Rowlands, came back for the women with a win over Mr. R. Dixon, but this proved to be their last, A. Whitehouse (substitute) taking the final game from Pat Hunt.

All concerned, players and followers alike, would like to thank very much those responsible for the wonderful catering arrangements on the evening of the match. E.S.



When Mr. George Pitman (labourer, Parts Stores, Pengam) retired at the age of 70, Mr. Stan Clare (Superintendent, Parts Stores, Pengam) presented him with money in a leather wallet and a Rover 2000 pen, the gifts of workmates. Mr. Pitman, a Rover employee for 2½ years, made history by being the first Cardiff worker to retire. He is seen being "chaired" by the ladies.

continued to fight hard in the second half of extra time and nine minutes from the end the Apprentices forced a corner from which WALE found the net.

With the score now 3-2 to Rover, Newtons put everything into attack only to find Buzzard still in splendid form.

Then with about four minutes left GOULD made it four for Rover from a perfect pass by McPearson.

Although all members of the Rover team played well in a match producing some excellent football, special praise must go to G. Buzzard in goal and centre half M. Price. P.G.

UNEXPECTED GOOD CATCHES FROM A RIVER IN SPATE

Solihull anglers fished their last contest of the coarse fishing season on March 13 at Symonds Yat on the River Wye. Fifty-two members took part.

Though there was still snow in the hedgerows and on the hills, the slow thaw which had begun in the Welsh hills a few days before had put an extra three feet of water on the

river which was still rising. Any expectation of heavy catches seemed remote.

The peggers out, Bill Jones and Gordon Hodgetts, had done their best under the circumstances, pegging every bit of slack water that might hold a few fish.

Four-and-a-half hours later, however, those anglers with a couple of pounds of fish in the net and high hopes were soon disillusioned as the weigh-in took place.

Fred Richards, former assistant works convenor, was the first to send a mixed bag of roach, dace and chub to the scale—9 lb. 3 oz. 14 dr. in all, the best weight he has recorded in any contest.

But it was not enough, for he was beaten into second place by Fred

Cox (P6) with 11 lb. 14 oz. 10 dr. of chub and dace.

Harry King (Material Costing Office) and Terry Boardman (Gas Turbine Department) were third and fourth respectively with 6 lb. 9 oz. 4 dr. and 5 lb. 6 oz. 14 dr.

Total weight of fish taken in the prize list of 11 was 61 lb. 14 oz. 4 dr. A weight of 3 lb. 4 oz. took the last prize.

Prizes for the best roach and the best chub were won by Les Hare (chub, 2 lb. 8 oz.), and Jack Drew (roach, 12 oz.).

The next contest will be staged at Walcot East Lake on June 19. Members who can assist in removing some of the excessive weed growth from this venue before the end of the closed season should give their names to the secretary so that arrangements can be made. F.H.

BOWLING GREEN OPEN ON MAY 1

The crown bowling green laid out as part of the facilities offered in the new Rover sports field off Lode Lane, Solihull, provisionally opens for use of May 1. It will be available for use by all the Rover factory bowling sections which compete annually in the inter-works competition.

Mr. L. W. Lawrence (Land-Rover Stores), secretary of the Solihull section, says his group welcomes new members and anyone interested should contact one of the following officers or committeemen: President, Mr. J. B. Wilson (Works Engineer); Chairman, Mr. T. Whitaker (Land-Rover); Secretary, Mr. L. W. Lawrence (internal tel. 323); Treasurer, Mr. H. Jones (staff). Committee: Messrs. W. Bygraves, L. Edwards, W. Stubbs, S. Wheeler, W. Wrighton, K. Bayliss and S. Higgins.

Postal Poser...

Received in the post at the Solihull factory... a letter addressed thus: Mr. Soli Hull, Rover Motor Co., Ltd., New Birmingham, Warwickshire, England.

ENGAGEMENT—Mr. Andrew Brown (P6 Engineering) to Miss Jean Corbett.

2000s in the Irish and Scottish rallies

Private entry Rover 2000s are taking part in the Circuit of Ireland rally this month, and the Scottish rally in June.

Both events are of international calibre and the privately-entered 2000s will compete against numerous works teams, including the principal British ones.

One Rover 2000 is in the Circuit of Ireland event (April 16-20) and three Rovers are entered for the Scottish.

Competition Section foreman Tony Cox, an experienced rally driver, and "Motoring News" writer John Davenport are crewing together in the Irish event. On the last occasion the pair were teamed—in a Rover 3-litre in the 1963 R.A.C. rally—they were 24th from 88 finishers.

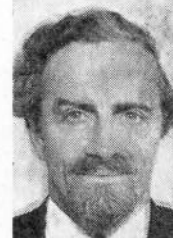


Tony Cox

The Irish event, covering 1,500 miles in Ulster and Eire, starts from Bangor and finishes at Larne.

The three 2000s in the Scottish event (June 7-11) will be crewed by Logan Morrison and Johnston Syer, the Rover works team pair on "home ground" for this occasion; Tony Cox and John Davenport; and Jimmy Gibbon and Walter Henderson Campbell. Mr. Gibbon is a principal of James Gibbon (Motors) Ltd., our Glasgow distributors. His navigator, Mr. Campbell, is a dentist who drove with Mr. Gibbon on the 1956 and 1957 Scottish rallies.

This five-day event starts and finishes at Glasgow and covers 1,800 miles with 54 forest special sections.



Jimmy Gibbon

THE MEN AT THE HELM



The Management Committee of the Rover (Solihull) Social and Athletic Club for 1964/65. From left to right are: BACK ROW: D. Kemp (Vice-Chairman, Land-Rover Assembly); J. Wright (Sawmill); D. Murray

(Land-Rover Final Line); J. Lawless (P5 Chrome Stores); J. Hart (Land-Rover Press and Weld. MIDDLE ROW: G. Luker (Secretarial); C. Chadwick (P6); E. Chaffey (P6); J. Orgill (Land-Rover Development); J. Field-

house (P6 Cost Office); S. Gupwell (Experimental); S. Morris (Paint Shop West Block); A. Panton (Works Engineers). FRONT ROW: Mrs. C. Turner (Trim Shop Main Block); Mrs. M. Hovey (Secretary); A. Greenway (Treasurer); L. Hare (Chairman, P5 Line); R. Dixon (General Secretary); Mrs. L. Ellis (Car Trim Shop); Mrs. E. Coe (Service Accounts).

The photograph does not include Messrs. K. Bayliss (Land-Rover Spot Weld), R. Bent (Gas Turbine); T. Stiling (staff), and R. Johnson (Service Paint Shop), who were unable to attend on the evening this picture was taken.

The Management Committee meets on the first Tuesday of each month, and members may raise matters for discussion at these meetings upon notifying the Secretary in writing.

Business transacted is varied and concerned mainly with the activities of the club's 26 sections, each of which can be joined by any member on payment of a small appropriate membership fee.

Information regarding sections may be obtained from any of the committee members or from the General Secretary, Mr. R. Dixon (Internal telephone Solihull 535).

Sections: Angling, Billiards and Snooker, Cricket, Domino, Football, Judo, Model Railway, Rifle, Table Tennis, Archery, Badminton, Chess, Darts (ladies), Golf, Kart, Motor Car/Cycle, Photographic and Arts, Teenage, Apprentices Football, Bowls, Drama, Darts (gents), Horticultural, Modern Dance, Old Time Dance, Tennis.



Anyone recognise himself, or perhaps a workmate? This group of apprentices lined up for a photographer outside the Rover Tyseley factory about 20 years ago. In the centre of the rear row is Mr. L. S. Shaw (Apprentices Supervisor).