



King of the Underworld

The Land-Rover is now famous in all parts of the world. It has also been up some pretty high mountains at times. Now it is making a name for itself in conquering the underworld. The "potholer in four-wheel drive" in this picture is the latest innovation at the Mfulira copper mine in Zambia. It moves men, drilling machines, timber and other materials along four underground levels between 1,650 ft. and 1,760 ft. below the surface. Surely a new potholing record of its kind!

It operates for 1,000 ft. along each of the four levels and gets from one level to another along the one-in-seven gradient of a spiral raise.

The mine has the biggest cage on the copperbelt so only the bumpers of



the Land-Rover had to be removed to enable the vehicle to fit in the cage for its journey into the depths.

This Land-Rover is the only one in use at such a depth underground at

any of the six copper mines on the Zambia copperbelt.

(A Roan Selection Trust Group, Ndola, photograph).

The New York Motor Show

FIRST-TIME IMPRESSIONS

The outstanding impressions of my visit to the United States are the cheerfulness and friendliness of the people, the breathtaking beauty of the New York skyline as seen from a plane flying up the Hudson River at night, and the (to me) surprising drabness of New York on a wet April afternoon.

I am certain that there is a vast potential market in North America for specialist vehicles of the right type, and I was very impressed indeed by the efforts which our North American Company is making to increase sales of our existing products and to make sure that the American buyer of a Land-Rover or a Rover car can get satisfactory service over a very large area.

I was fortunate on this, my first visit to the United States, to travel with the Managing Director, Mr. W. Martin-Hurst, who showed me a great deal that I might otherwise have missed on such a short visit of eight days.

by
Mr. P. M. Wilks
(Technical Director)

who recently made his first visit to the United States to attend the New York Motor Show and take part in technical discussions with Rover North America and Kiekhaefer Corporation executives.

One of the first problems one encounters on any substantial journey, either east or west, is the time difference. On this occasion, we left London Airport at about 11.30 a.m. and arrived at New York at 12.30 p.m. This meant, of course, that time practically stood still for the period of the flight.

It takes a day or two to get acclimatised and to prevent oneself feeling ready for bed at 6 o'clock in the evening!

We had an opportunity to drive out of New York in a Cadillac. This was the latest 1965 model, and particularly interesting was the air-conditioning system which enabled one to set the temperature on a dial. The car interior then maintained this temperature, either by heating or refrigeration, whatever the ambient conditions.

Another interesting gadget was the road speed governor which enabled one to select any speed on a dial and thereafter the car would maintain this speed unless one pushed the accelerator down or operated the foot brake. This means that it is possible to drive on motorways where there is a speed limit without having to watch the speedometer.

We drove through some very beautiful countryside with typical white painted wooden houses and after a cup of tea prepared by the young son of Mr. J. B. McWilliams, President of Rover North America, and Mrs. McWilliams, at their home at Pound Ridge we returned to New York.

It was very impressive to walk into the main hall of the New York Motor Show and see the Rover stand on the stage at the end of the hall.

This is an extremely good position, but it does mean that all the other exhibits have to come across our stand to get into the hall. Thus, Rover North America has to do some very quick last minute 'setting up' after the other exhibits are in.

On the Rover stand were two 3-litres, two 2000s and a Long Land-Rover pick-up.

The last named was fitted with a camper of a type popular in America. It is, in effect, a 'portable house'

CO-DRIVER OF 'MONTE' SUCCESS CAR JOINS ROVER



Tony Cox and John Davenport speeding through dirty conditions in the Circuit of Ireland Rally.

Jim Porter—co-driver in the Rover 2000 which won the Production Touring Car Category in the Monte Carlo Rally in January—joined The Rover Company on May 1 as Competitions Secretary.

As such, he is assisting Mr. Ralph Nash, the Competitions Manager, with the organisation work associated with the entry of Rover cars in international rallies. Jim was a trainee manager in his previous post.

He retains his place in the Rover works international rally team and is co-driver to Roger Clark in the Acropolis Rally this month.

For business and personal reasons, Ken James and Mike Hughes have dropped out of the Rover team in the Greek event. Taking their place are Andrew Cowan, 11th overall in the 1965 'Monte' and winner of two Scottish internationals, and William Syer, brother of Johnston Syer.

Thus, the Rover 2000 crew line-up is: Roger Clark/Jim Porter; Andrew Cowan/William Syer (Group 1); Logan Morrison/Johnston Syer; Mrs. Anne Hall/Miss Val Domleo (Group 3).



Jim Porter

Cardiff Corporation buys a Rover 3-litre for civic leaders' use

The "very close and friendly atmosphere" existing between The Rover Company and Cardiff City Council was emphasised by the Lord Mayor of Cardiff, Alderman W. J. Hartland, at a ceremony at the Pengam factory when he accepted the log book of a Rover 3-litre saloon bought by the Corporation.

The car, a black automatic with tan upholstery and with certain additional items, has been purchased by Cardiff Council as a second car for the use of Lord Mayors and Deputy Lord Mayors.

Stressing that the Lord Mayor tried to keep out of council committee decisions, Alderman Hartland said he was nevertheless extremely pleased that the existing friendly association between Company and Council had been knit to an even greater degree.

"I personally have a very high regard for the Rover car because it exemplifies the high standard of engineering in the British motor industry which this country is always very proud to talk about," the Lord Mayor said.

He added: "I am sure the car will give the service which one expects from the Rover Company. We appreciate what you are doing at Cardiff, and we are now very happy and proud to be the owners of a Rover car."

Handing over the log book, Mr. D. N. Steed (Executive Director and General Manager, Cardiff) recalled that the question of a second car had been discussed by the council over a

In pouring rain, the Lord Mayor of Cardiff bids farewell to Mr. Steed before leaving the Pengam factory in the newly-acquired Rover 3-litre civic car.



The private entry Rover 2000 crewed by Rover Competition Section foreman Tony Cox and motoring

Continued in page 2

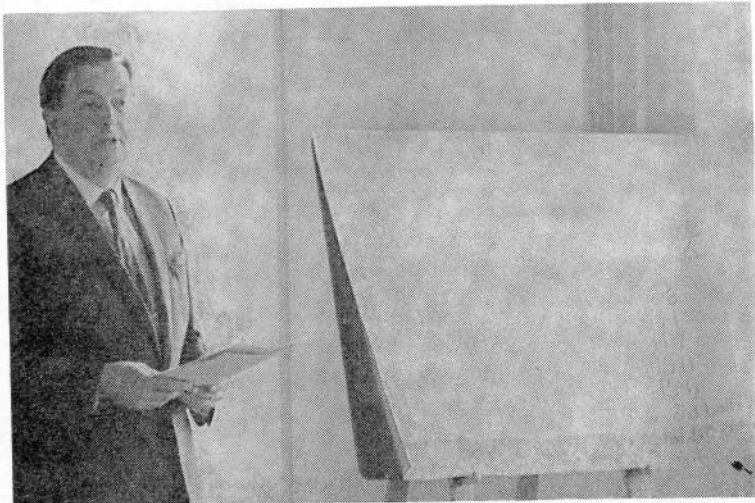
Continued in page 2



Mr. Peter Wilks talks about the technical innovations of the Rover 2000 with Bob Lienert, an editor of "Automotive News," the car industry's news organ in the United States, at the Rover stand at the New York Motor Show.

Continued in page 2

A ROVER MANAGEMENT VIEW ON PRICES AND INCOMES



Mr. Jackman giving his talk with the aid of a chart.

Land-Rover provides the power for six men's work

The men, the tools and the power—all in one vehicle. This has been made possible by an English Electric conversion which enables six men with portable power tools such as saws, drills, pumps, rock breakers, and even floodlights and welding equipment, to travel together with a built-in source of power in a Land-Rover.

The English Electric Company, in conjunction with The Rover Company, has developed a compact, powerful generating system which can be installed in a standard Land-Rover chassis.

The generator, a small high-output unit, is mounted under the floor of the vehicle and coupled to the power take-off shaft. The carrying capacity, ground clearance and manoeuvrability of the Land-Rover



is in no way affected.

Output of the system (17 kva) is sufficient under all conditions to permit the simultaneous use of hand tools for drilling, pumping, sawing, cutting and grinding and the operation of floodlighting, welding and field cooking equipment.

Converted Land-Rovers are expected to have particular appeal to local authorities, electricity, gas and water supply authorities, the building industries, maintenance and emergency crews and in forestry, estate management and farming—particularly in underdeveloped territories. The equipment is also being evaluated for military uses and a display based upon these was shown at the London International Engineering Exhibition last month.

English Electric will market the generator, associated control and connection equipment in the form

of a kit of parts suitable for the conversion of any model of Land-Rover. No structural modifications are necessary and the work is well within the capabilities of the average garage without the use of special tools.

The system will function under any environmental or climatic conditions in which the Land-Rover may be employed. Since the generator itself does not rotate while the vehicle is in motion and has a maintenance-free life of 3,000 hours, the generating system should not require servicing of any kind during the useful life of the vehicle.



Land-Rovers on exhibition at the Iranian Industrial Fair in Teheran. The fair was held in the premises of the Ministry of Economy and our

Iranian distributors, Sherkat Sahami Sanaati Towlidi Morratob, had an exhibition place in the forecourt at the entrance to the building. The board on the wall behind the Land-Rovers was one of two on which were displayed Land-Rover components made in Iran, where the vehicle is also assembled.

Talking to Solihull Supervisors' Discussion Group, Mr. B. G. L. Jackman (Production Director) outlined the objectives behind the Statement of Intent on Productivity, Prices and Incomes, as signed last December between members of the Government, industrial management and trade union leaders. Unquestionably the objectives were good; the problem was to achieve them in all the respective areas, he said.

He illustrated, by reference to a series of tables drawn from the Board of Trade Journal, some of the difficulties inherent in holding increases in prices and incomes in step with each other. These indicated quite clearly that over the past two to three years, wages and earnings had risen at roughly twice the rate at which increases in overall manufacturing costs and retail prices had occurred.

An extra £300,000,000 of exports per annum was necessary to improve

the balance of payments situation to an acceptable level, and if one accepted that currently there was little reserve of manpower and plant capacity available—as was certainly the case in the Midlands—then this increase in exports could only be achieved by damping down demands in the home market to release a significant element of capacity for diversion to additional exports.

A look nationally at the ratio of overall company profits to total domestic factor incomes indicated no significant change over the past five years. The ratio was, in fact, lower in 1964 than in 1960, and there seemed to be no case for hoping that any correcting factor could come from this source.

There were other pressures stemming from recent national agreements, such as the three-year engineering industry package agreement, and the direct price-wage scale and long-term agreements in certain industries totalling a further 6,000,000 workers. This, together with outstanding claims already lodged, made it unlikely that wage increases could be held to the generally agreed rate of 3½ to 4 per cent representing the probable achievable increase in overall national productivity.

The talk concluded with Mr. Jackman suggesting that members of the audience may care to comment on what action they would take if given the job to correct the economy through the Budget which was due on the following day.

FROM PAGE ONE

Mr. Wilks in America

which fits on top of the Land-Rover with a portion going forward over the pick-up cab. In this forward portion two people can sleep.

Over the main body of the vehicle are two further bunks and all the normal equipment such as a refrigerator, cooker, sink, cupboards and so on. There was a great deal of interest in this vehicle and Rover North America hopes to sell a number of Land-Rovers with this conversion.

On the show stand we talked to quite a number of customers and dealers and found them extremely enthusiastic about our vehicles, although they stressed the vital importance of maintaining high standards of design, assembly and quality. Rover vehicles are regarded by the American buyers as of high quality and they are prepared to pay accordingly, providing that they do not have trouble with the vehicles at an early mileage.

One evening we flew down to Florida where we spent a splendid day in boats with Mr. Carl Kiekhaefer, President of the Kiekhaefer Corporation, which uses Rover diesel engines in conjunction with its Mer-cruiser drive.

ENTHUSIASM

A meeting back in New York with the regional managers of Rover North America was perhaps one of the most worthwhile parts of the trip and one could not fail to be impressed by the enthusiasm and effort which these men are putting into our business in North America.

Most of the last day was spent at the motor show talking to customers and dealers.

Our return home was by the new Super VC.10. Whilst expecting the time difference, it was nevertheless with something of a shock that I noticed that it was getting dark in mid-afternoon. We landed at London Airport at about 10.30 p.m. (local time) and by 1 a.m. I was safely home.



Mr. A. S. Ostler (Chief Designer, Cars), left, receives from Mr. W. Andrews, President of the R.A.C., the one gold and two silver medals awarded to Rover cars in the 1964 coachwork competition organised by the Institute of British Carriage and Automobile Manufacturers and judged at the Earls Court Motor Show. The gold was awarded for the 3-litre coupé, one silver for the 3-litre saloon and the other silver for the 2000. They were presented at the R.A.C. Club, Pall Mall, London.

Rover-B.R.M. in 2-litre class

The Rover-B.R.M. gas turbine car has been placed in the 1,600-2,000 c.c. class in next month's Le Mans race and not, as originally hoped, in the 1,300-1,600 c.c. class. This decision has been notified to the Rover Company and the Owen Organisation by the Automobile Club de l'Ouest.

If a recently approved gas turbine formula effective from January 1, 1966, could have been tried this year, the Rover-B.R.M. would have been placed in the 1,300-1,600 c.c. class.

Though substantially improved over previous versions this year's car is part of the development programme for gas turbine powered vehicles and the A.C.O.S. decision has undoubtedly handicapped the Rover-B.R.M.'s possible competitive performance next month.

FROM PAGE ONE

Porter joins Rover

journalist John Davenport had bad luck in the Circuit of Ireland Rally. The pair were leading in their class and lying sixth overall when a slight mechanical fault caused over-revving of the valve gear and the 2000 had to retire.

This unfortunate incident occurred when the car was three quarters of the way round the route.

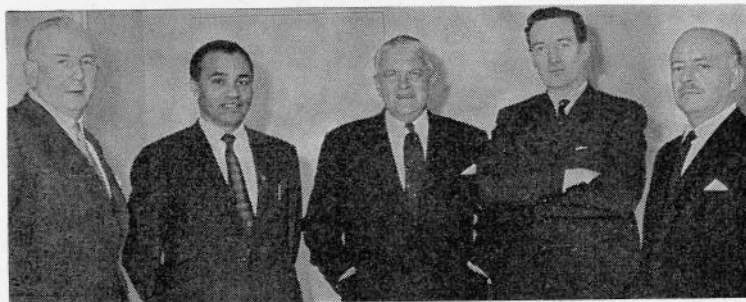
FROM PAGE ONE 3-litre in civic fleet

number of years. The recent decision to buy a Rover 3-litre had pleased the Company very much, Mr. Steed continued. "It strengthens the association we have had with the Council of Cardiff. This has always been very cordial." The Company had agreed to run in the car for the Corporation, and Mr. Steed was sure it would give the Lord Mayor and his Deputy "happy and pleasurable motoring."

Alderman Hartland was accompanied by the Lady Mayoress, Mrs. Hartland, and also present were

Alderman E. W. Kingdom, chairman of the Civic Buildings Committee, Mr. Lawrence Jeffreys, Lord Mayor's secretary, Mr. H. D. Gauntlett, the City Surveyor, and Mr. W. H. Harrison (Sales Reception and Demonstration Section Controller, Home Sales, Solihull), who had driven the new civic car from Solihull to the Cardiff factory for the handing over ceremony.

After the ceremony the Lord Mayor and Lady Mayoress were driven away in civic style in the new car.



A visitor to the Solihull works on a Good Friday was Mr. A. M. Milner, M.P., the Zambia Minister of State for Public Services.

He met several directors, had talks with sales executives and toured the Land-Rover Line.

Mr. Milner, second from left in the photograph left, is seen with, left to right, Mr. A. B. Smith, Director and General Manager; Mr. A. G. S. Herbert, Executive Director, Sales; Mr. P. M. Wilks, Technical Director; and Mr. R. J. Burn, Export Manager.



Mr. Searle recalls old times with Mr. E. G. Commander, the former Rover director and Chief Buyer, at the retired employees' dinner. **BELOW RIGHT:** Some of the audience obviously enjoying the concert which followed the meal.

270 retired employees at annual dinner, concert

The annual dinner and concert for retired employees was well attended this year with the total reaching almost the 270 mark.

Among members of Management who came along to chat with old friends and colleagues were Mr. L. G. T. Farmer (Chairman), Mr. A. B. Smith (Director and General Manager), Mr. B. G. L. Jackman (Production Director), Mr. G. F. Searle (Managing Director, Rover Gas Turbines), Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare), and Mr. E. Scott (General Works Manager, Tyseley Group).

An excellent turkey dinner was followed by brief speeches by Mr. Farmer, Mr. Searle and Mr. Scott, and by two retired employees. Miss L. M. Marson, former Welfare Officer, responded for the ladies, and Mr. Frank Underwood, former Chief Modeller, Styling and Mock-up Department, proposed a toast to the Company. Entertainment for the concert was first-class, and everyone had a very enjoyable evening.



● Ladies in retirement. With Miss Marson (foreground) are six other retired women employees who returned to the Solihull factory for this annual event.

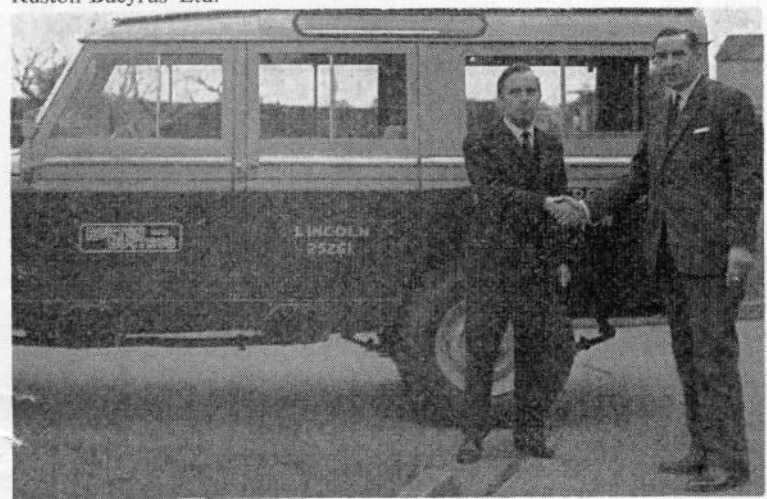
New unit put straight to work

Ruston-Bucyrus Ltd., of Lincoln, manufacturers of excavators and cranes, recently bought a Land-Rover from J. R. J. Mansbridge Ltd., our Lincoln distributor, for use by their field erection personnel. This vehicle is fitted out with erection tools and carries a three-man team to be employed mainly in erecting large excavators in Europe.

On the day of delivery it immediately set out for West Germany where the field erectors are to assemble and put to work a heavy-duty quarry and mine shovel of six cubic yards capacity.

Later the same unit will be responsible for erecting two Ruston-Bucyrus giant walking draglines for excavating brown coal in West Germany. The value of these two excavators is £600,000.

● In the photograph below, Mr. D. J. Whiteley (left), Sales Manager of J. R. J. Mansbridge Ltd., hands over the Land-Rover keys to Mr. F. Wildmore, Commercial Director of Ruston-Bucyrus Ltd.



Last-minute gas turbine exhibit drew attention at Olympia

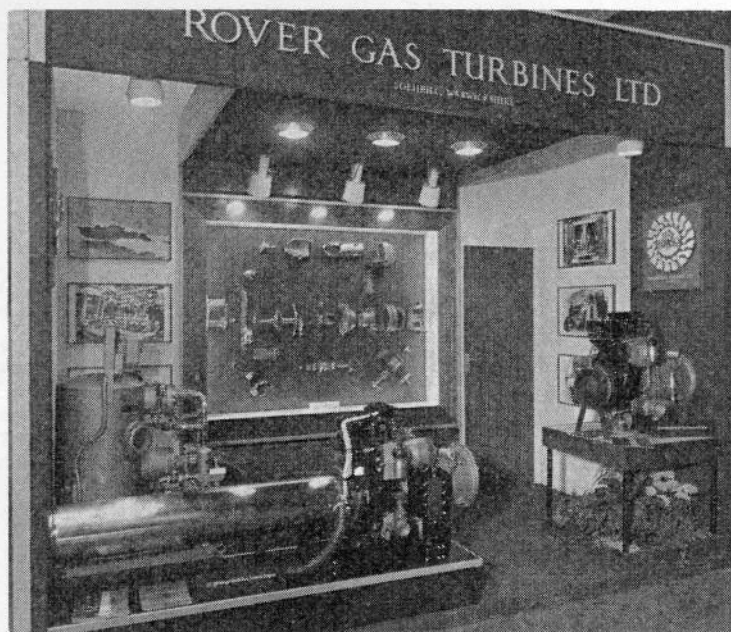
A gas turbine driven generator-evaporator set, which completed tests only three days before the opening in London of the International Engineering Exhibition, figured prominently on the Rover Gas Turbine stand at Olympia.

The installation is a typical Rover gas turbine driven alternator set, with the turbine's exhaust heat being used to operate a Braby 400 Evaporator. Distilled water can be provided from brackish or salt water by this lightweight generator.

A stainless steel heat exchanger forms part of the gas turbine exhaust system. Either a 60 or 90 b.h.p. gas turbine engine can be used, driving 40 kw or 60 kw alternators respectively.

The unit attracted considerable attention at Olympia, and Rover personnel returned from the exhibition with civil, military and naval enquiries to follow up.

Personnel on stand duty during the period of the exhibition were Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.), Mr. John Griffiths (General Sales Manager), Mr. G. Cowan (Technical Sales Manager), Mr. D. Aslin (Service Manager), Mr. W. Bloor (Gas Turbine Liaison Engineer), and Mr. John Moore (Technical Sales Office).



The Rover stand at Olympia, with the generator-evaporator set in the left foreground.

Renegades

The Renegades Rhythm Group managed by Mr Ted Brown (Gauge Inspection, Perry Barr) flew to Helsinki for a one-night stand in the Finnish capital on April 30—and then flew home next day for a venue in Sutton Coldfield. The group, great favourites in Finland after recent tours there, will again tour that country in July and August.

Income tax adjustments to be made in June

THE Board of Inland Revenue has issued the following announcement of vital interest to all Rover employees:

"The income tax changes announced in the Budget operated from April 6, 1965. New tax tables and, where necessary, new code numbers to give effect to the changes will come into use in the week beginning June 8 (week 10). In that week adjustments will be made

for the payment of too much or too little tax in earlier weeks. Most people will have slightly more income tax deducted but others will have less deducted or may receive a refund. Thereafter the weekly deductions will be at the new rates."

A Rover Company Salaries Dept. spokesman added: "For monthly staff any adjustment will be made in the salary payment dated June 30."

U.S. Pressmen got their pictures . . . by Land-Rover

American Press photographers found this Land-Rover station wagon invaluable for getting around during the Crosby golf tournament in the United States. The vehicle, painted black with wicker work, and with chrome plated bumpers, is referred to as the Land-Rover Town Car in advertisements appearing in national magazines.

Use of the Land-Rover enabled the photographers to get to extremely wet and soggy sections of the course. It could also park in ditches and on hillsides where conventional cars could not go.

Many trips a day out to the course and back to the wire-photo machine in nearby Carmel had to be made at fixed times, as the machine was hooked up nationwide to most newspapers.

The three courses, Pebble Beach, Cypress Point and the Monterey Peninsula Country Club were very

wet, having been subjected to one of the longest rainy seasons known to the area. But thanks to the Land-Rover, the photographers got their pictures in on time.



Land-Rover



Mr. C. F. Davis (senior foreman, Land-Rover Final Line, Solihull) presents Mr. Tom Doley (Land-Rover Final Line) with a monetary gift on behalf of his friends and colleagues, when Tom retired from the Company after 8 years' service. Tom, who started work as an 11-year-old errand boy, was a flying officer in the Royal Flying Corps

during the first world war. He took part in some of the first daylight bombing raids over enemy lines in the then new R.E.8 aircraft. Nowadays Tom, now 74, leads a more sedate life, and as well as his interest in sport, especially cricket, he enjoys playing the piano at clubs and in his local where he is very popular.

Rover man's role in radio programmes to hospital patients



Mr. and Mrs. Whitehouse "on duty" in the B.H.B.A. studio. While Mr. Whitehouse operates the control panel, his wife announces music requests.

Thousands of patients in hospitals in the Birmingham area tune in their bedside head sets daily to the radio service offered by the Birmingham Hospitals Broadcasting Association (B.H.B.A.).

This is an organisation of volunteers, comprising a nucleus of professionals from the B.B.C. and A.T.V., and many amateurs of various trades and professions. All have one desire in common—to bring cheer and goodwill to the 15 to 20,000 patients in 20 or so hospitals served by B.H.B.A.

Among the helpers is a Rover employee, Mr. John Whitehouse (Time Study, Solihull) and his wife. They are comparative newcomers to B.H.B.A., launched 13 years ago and broadcasting four to six hours a day, mostly in the evenings, but also on Saturday afternoons and Sunday mornings. Mr. Whitehouse works on the continuity staff, helping with the production of programmes and the

preparation of material. He also works on the control panel when necessary.

He told ROVER NEWS: "With voluntary work of this kind you have to do all sorts of jobs, as you can never be sure from day to day who will be turning in to help."

Mrs. Whitehouse also does continuity work and writes short stories for use as programme fill-ins. She is shortly going on to personal calls, involving telephone interviewing and the playing of request music.

Because of his motor industry

connection, Mr. Whitehouse hopes to play a leading roll in formulating a new programme about motoring. It is envisaged that news and views of interest to motorist patients will be included, together with maintenance hints and rallying information.

At the moment, he says, "the whole idea is at my feet."

The hospitals local radio service at present has a studio in Dale End, Birmingham, but the B.H.B.A. hopes to raise £10,000 for a new studio to be built at the Warwickshire County Cricket ground.

Locked, but not forgotten!

Mr. Arthur Allen (Toolsetter, Group 312, Perry Barr) arranged for a coach party of more than 40 to travel to London to see the "Black and White Minstrel Show." Afterwards they went to a "local" on the outskirts of London, where they stayed until closing time, arriving back in Birmingham at 1.30 a.m. Sunday.

An extremely good time was had by all, even the person who went to the trouble to have his car garaged for the day, with arrangements to collect it at 2 a.m. only to find that his vehicle was securely under lock and key until 9 a.m.

Mr. R. C. BARRY DIES IN HIS OFFICE

It is with deep regret that ROVER NEWS records the sudden death on April 13 of Mr. Roland Charles Barry (Assistant Controller, C.D.O.S., Engineering Dept., Solihull), of 21, Three Spires Avenue, Coventry.

Mr. Barry, who joined the Rover Company in 1947, had been at work as usual in his office at Solihull and during the late afternoon suddenly collapsed and died.

On joining the Company at Solihull he was in charge of designs of F.V.R.D.E. trailers and followed this through until the end of the development contract.

Later he became Chief Draughtsman of the Chassis Office, and of late, and until his death, he was assistant controller to Mr. D. L. Johnson (Controller, Central Drawing Office Services).

Before joining Rover Mr. Barry was with the Daimler Company at Coventry as Chief Engineer (Commercial Vehicles).

He assisted in the formation of the Coventry branch of the Institution of Automobile Engineers and was for a time secretary of the branch.

During the first world war he was released from the Army to work on the Gnome rotary aeroplane engine.

Mr. Barry, who was 70, leaves a widow and a 14-year-old son.



Mr. BARRY.

Suffragettes used a Rover car to win votes for women

By H. B. LIGHT

Used as a rostrum by many prominent speakers during the years 1907 to 1911 in the north-west of England, especially in Liverpool, the little 1905 6 h.p. Rover shown in the adjoining picture was well known at the docks for its dinner hour appearances. Miss Eleanor Rathbone, who later became a Member of Parliament, often spoke from it and the car became a great feature in the women's suffrage campaign on Merseyside.

The picture was taken outside the local headquarters of the N.W. section of the National Union of Women's Suffrage Societies and at the wheel of the Rover is Miss C. Leadley-Brown, now in her 83rd year, who sent the picture for Rover interest. Her passenger was Margaret Robinson, organiser for the N.W. section of the N.U.W.S.S.

Miss Leadley-Brown, M.B.E., now lives in Devon and she tells lively stories of her experiences with the little Rover and recalls that the greatest road hazards in those early days were not accidents but breakdowns. Garages were few and far between and drivers had to be prepared to carry out repairs on the road.

Apart from difficult starting in cold weather—swinging the starting handle for half-an-hour and facing up to the hazard of a back-fire—

4 apprentices 'out of time'

Four apprenticeships completed: John Clink (Experimental Trim), Graham Guest (Plant Layout), Phillip Webb (Research Dept.) and David Ryman (Inspection, Acocks Green).

Mr. Kadiman Mangunatmadja, from Indonesia, is undergoing a short training course.

The Apprentices' Association held its annual dance at The George Hotel, Solihull. It was a successful event and many ex-apprentices attended. The Management was represented by Mr. and Mrs. G. F. Searle, Mr. and Mrs. E. Scott, and Mr. L. S. Shaw.

Two collections on the P6 sections recently drew magnificent responses. The sum of £139 was collected for the dependants of Eric Danks, of Stage II, who was so tragically killed in a road accident, and £95 5s. was raised for the dependants of Lou George, of Stage III.

Voting in the annual municipal elections took place a few days ago. In topical vein, this article recalls the days when women agitated for the vote.



she remembers the day when she experienced thirteen punctures, six of which she had to deal with herself.

In her own words, Miss Leadley-Brown writes: "The last of them occurred on the Chester-Heswall Road at 10 o'clock at night. Warily and angrily I put on my overalls and began for the sixth time that day to jack up the axle and to remove the tyre.

"It was not an easy job even for a hale young woman and by the time I

heard wavering footsteps approaching I was hot as well as angry and tired. I did not look up as the steps halted on the offside and neither of us spoke.

"At last I could endure it no longer and grasping my tyre-lever very firmly I raised my head and said 'This is not a show!' 'Isn't

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

MARLER—To Mr. and Mrs. A. Marler, a daughter on April 4. Mr. Marler is Assistant Section Leader, Current Car Design, Solihull.

GOODE—To Mr. and Mrs. A. E. Goode, a son (Graham Paul) on March 21. Mr. Goode is employed on P6 Works Engineers, and Mrs. Goode formerly worked in CKD office.

ROGERS—To Mr. and Mrs. Rogers, a daughter (Linda Ann) on March 31. Mrs. Rogers was a clerk in the B.O.F. Perry Barr.

MARRIAGES

We offer our congratulations and best wishes to . . .

ABRAHALL-FIELDHOUSE—On April 10 at Birmingham Register Office, Mr. Graham Charles Abrahall to Miss Carol Ann Fieldhouse (Styling Office, Solihull). The bride's father, Mr. Jack Fieldhouse, works in P6 Works Office, Solihull.

SHAW-WALKER—On April 3 at St. Alphege's Church, Solihull, Mr. John Shaw to Miss Norma Walker. Miss Walker is secretary to Mr. J. E. Beanland.

CHURCH-ASTON—On April 17 at Solihull Register Office, Mr. Bernard Church to Miss Janet Aston. Janet, who worked in Financial Department, has left the Company to live in Coventry.

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

BIGGS—Mr. and Mrs. F. Biggs celebrated their silver wedding on April 20. Mrs. Biggs is a typist in Technical Service Typing Pool, Solihull.

OWEN—Mr. and Mrs. Alfred Owen celebrated their silver wedding on May 10. Mr. Owen is a toolsetter in No. 6 Machine Shop, Tyseley.

PEARL WEDDING

We offer our congratulations and best wishes to . . .

PINNER—Mr. and Mrs. Pinner celebrated their pearl wedding on April 13. Mr. Pinner is senior foreman, Inspection Department, Solihull, and Mrs. Pinner works on the P6 Final Line.

RETIREMENTS

Mr. Joseph Payne on April 1; he was a fitter, Clay Lane, Coventry (9 years' service). Mr. George Frederick Rigby on April 16; he was a progress chaser, Service Department, Solihull (19 years). Mr. James Bagley on April 16; he was a storekeeper, Experimental Department, Solihull (16 years). Mr. E. P. Gregory on March 26; he was employed in Stores, Acocks Green (23 years). Mr. C. A. Bridgewater on March 26; he was employed in the Machine Shop, Acocks Green (25 years). Mr. William Allbutt on April 16; he was a labourer in the Toolroom, Perry Barr (8 years). Mr. William Thomas Jones on April 23; he was a grinder in the Machine Shop, Percy

Road (21 years). Mr. Reginald Keay on April 30; he was a Stores Assistant at Springfield (16 years). Mr. Thomas Mansell Dole on April 5; he was a sweeper on the Land-Rover—Fins. Line (8 years). Mr. William Ernest Rogers on March 31; he was a packer in the Saw Mill (11 years).

DEATHS

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

WADE—Mr. Michael Henry Wade died on April 5, aged 43. He was a power press operator, Press Shop, Solihull, and had been with the Company for 11 years.

GEORGE—Mr. Louis Arthur George died on March 26, aged 51. He was a trimmer on P6, Solihull, and had been with the Company for 18 months.

JAMES—Mrs. Beatrice James died on April 13, aged 49. She had worked for the Company at Solihull for just over four years, mainly in Purchase Invoice Dept., and left about 12 months ago.

CHAMBERS—Mr. Joseph Henry Chambers died on April 3, aged 55. He was employed in Transport Department, Acocks Green, and had been with the Company for 24 years.

BARTON—Mr. Ernest Frederick Barton died on April 18, aged 57. He was an electrician's mate at Perry Barr, and had been with the Company for 10 years.

DAVIES—Mr. Thomas David Davies died on April 15, aged 64. He was a polisher at Tyseley, and had been with the Company for 11 years.

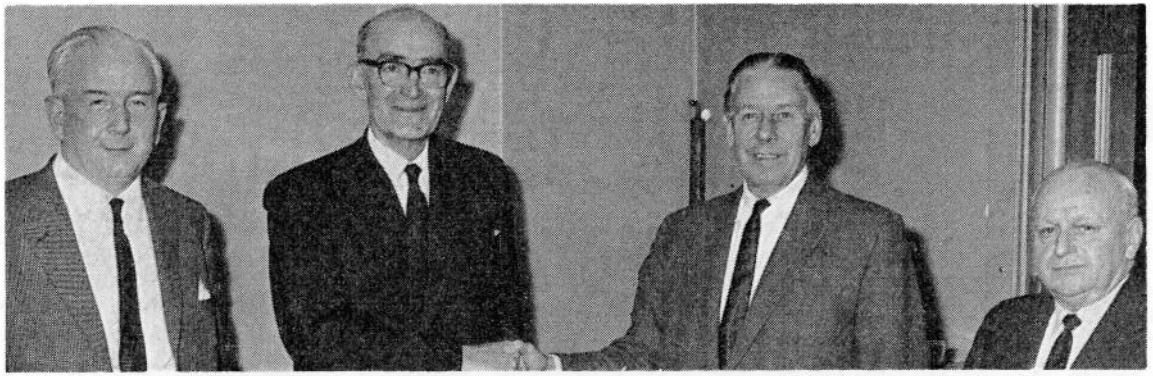
POWELL—Mr. Ernest Powell died on April 3, aged 84. He was a machine tool fitter in the Toolroom, Tyseley, until his retirement in 1960.

PRICE—Mr. Arthur Sidney Price died on March 29, aged 54. He was a viewer at Perry Barr, and had been with the Company for six years.

SMITH—Mr. Richard Smith died on April 13, aged 44. He was a viewer at Tyseley, and had been with the Company for four years.



Presentations in Pictures



The man who has himself made presentations in the past was a recipient in his own right at a ceremony at Acocks Green on March 31. When Mr. F. L. Jephcoat (Quality Engineer, Acocks Green) retired after 28 years' service he was presented with a transistor radio and an electric lawn mower by Mr. E. G. Bacon (Executive Director, Quality Control). In the photograph, left to right, are Mr. A. B. Smith (Director and General Manager), Mr. Jephcoat, Mr. Bacon and Mr. J. W. E. Walton (Executive Director, Production — Tyseley).



Colleagues in the Acocks Green Inspection Department presented Mr. Trevor Clarke (fourth from right) with two double blankets as wedding presents on the occasion of his marriage to Miss Joyce Booth. Mr. W. Brooks (senior foreman, Inspection) made the presentation.



Pictured above is Mr. Joseph Payne (centre), a fitter on hard tops at Coventry Clay Lane for 10 years, who received an extra cash present from Mr. G. V. Tyler (Production Supt.), right, on behalf of workmates, when he collected his last wage packet before retirement.



One of the Rover Company's oldest workers—82-year-old Mr. Arthur George Caswell—has retired after more than 40 years' service. He is seen, second from left, after being presented with a picnic set and a folding garden chair by Mr. H. Hougham (Toolroom Supt., Tyseley), left, on behalf of workmates. Mr. Caswell, a Quaker, joined the Company in December, 1924, since when he has been employed in the Tyseley Toolroom. He was a turner and reliever.

Mr. G. Corbitt (Turbine Rotors, Springfield) seated in his fireside chair, surrounded by his friends and colleagues who bought him it as a retirement gift. The presentation was made by Mr. P. Wooders (Shop Supt., Springfield) who congratulated 70-year-old Mr. Corbitt on his 17 years' service with the Company.



Mr. W. Frampton (centre, front), retired after 29 years' service with the Company. He commenced work at Tyseley as an internal grinder on December 31, 1936, and was appointed foreman of the Grinding Section in April, 1957, serving in that capacity ever since. Mr. T. Brindley (Works Superintendent), left, presented Mr. Frampton with fishing tackle contributed for by his workmates. Also in the picture are Mr. P. Wright (Senior Machine Shop Supt.), Mr. C. Morgan (Machine Shop Supt.), Mr. B. Dickinson, Mr. F. Hill, Mr. C. Winspur and Mr. P. Nicholas (grinders).



BELOW: An electric clock and kettle were the appropriate gifts of workmates in the Electricians' Shop, Acocks Green, to Mr. Frank Maloney (centre, facing right) when he married Miss Joan Conlon at Solihull. Mr. H. J. Morson (Chief Electrician) made the presentation.



Mr. A. H. Hollands (right), employed as a blacksmith at Tyseley, retired after 12 years' service aged 69. Our photograph shows him after receiving a cheque from Mr. W. Griffiths (Hardening Shop foreman), second from left, this being a parting gift raised by his workmates. Also in the picture are Mr. P. Wright (Senior Supt.), and Mr. N. Wheelodon (charge-hand).



LEFT: When Miss Christine Skelcher (seventh from left) married Mr. J. Tanner, she was presented with a canteen of cutlery and a bolster set by friends and colleagues in the Acocks Green Planning Dept. Mr. A. E. Haskey (Planning Engineer) made the presentation.

RIGHT: Mrs. Brenda Jones (centre in spectacles) left the Company after nine years as senior copy typist in the Purchase Office, Acocks Green. She was presented with a carrycot and bath set by her friends and colleagues. Her husband, Mr. Alan Jones, works in Planning Department, Acocks Green.

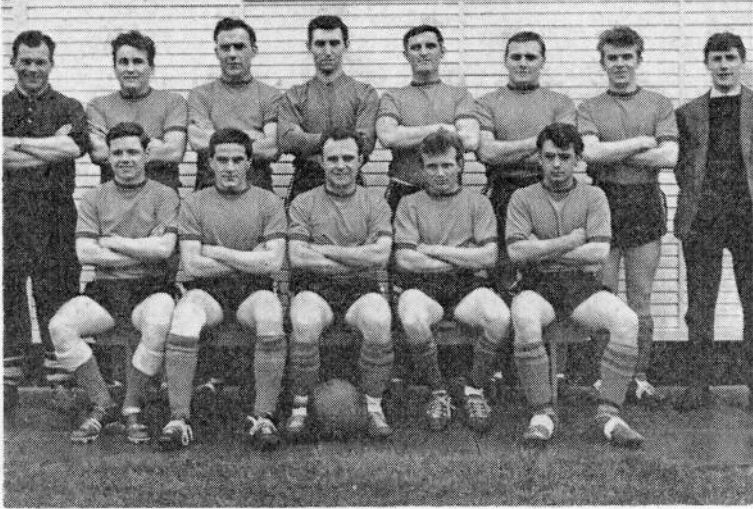


BELOW: Mr. Donald Charles Cooke (auto tool setter, Acocks Green), fourth from right, received an electric heater from workmates when he married Miss Barbara Davies. Mr. W. Hebblethwaite (Machine Shop Supt.), second from left, handed over the gift.

RIGHT: Miss Irene Meacham, fourth from left, a capstan lathe operator on Group 21, Tyseley, for 18 years, married Mr. Dennis Hawkins, a fellow operator on the same group for the last eight years, at The Church of the Sacred Heart, Acocks Green. A collection taken up by their workmates realised £18 18s. 0d., with which the couple intended to buy a china cabinet. Our picture was taken after the presentation by Mr. T. Brindley (left) of a cheque for 18 guineas. Also in the picture, from left to right, are: Mr. D. Hawkins, Mr. C. Morgan, (Machine Shop Supt.), Miss Meacham. Mr. P. Wright (Senior Machine Shop Supt.), Mrs. I. Brown (Inspection), Mr. V. Cole (staff chargehand), and Mrs. A. Mitchell (capstan operator)



Acocks Green 'new boys' go out fighting in cup final



The Acocks Green team which played in the Children's Hospital cup final. From left to right: (rear) A. Geobey (team manager), J. Arrowsmith, L. Godwin, C. Collier, A. Rees, T. Nash, D. Hartland, T. Parkin. (front), A. Barr, W. Barber, B. Murphy (captain), B. Holt, J. Murphy.

Old time dancers enjoy turkey dinner

Some 200 people sat down to an excellent turkey meal at the Rover Solihull Olde Tyme Dance Section's ninth annual dinner-dance on April 24.

Guests for the evening were Mr W. J. Robinson (Executive Director, Production—Solihull) and Mrs. Robinson; Mr. R. Dixon (Social Club General Secretary) and Mrs. Dixon; Mr. A. Manley (Assistant General Secretary) and Mrs. Manley and the section's resident M.C.s, Mr J. Preece and Mrs. E. Hurry (both N.A.T.D.).

The health of guests was proposed by Mrs. H. Allen and Mr. Robinson replied. Mr. J. Slocombe proposed the toast to the ladies and Mrs. L. Ellis responded.

After the meal the diners adjourned to the ballroom to join another 300 people in dancing to midnight to the music of Wallace Sethna's Olde Tyme Dance Orchestra.

WHEN GOOD FRIDAY FELL ON APRIL 16

Good Friday has fallen on April 16 only twice in 68 years, according to Mr. C. A. Bridgewater (Machine Shop, Acocks Green). The first occasion was the day he was born and the second time was last month—on the day he retired after more than 25 years' Rover service at Solihull, Tyseley and Acocks Green.

Mr. Bridgewater, a toolsetter for 18 years, is seen below being presented with an electric blanket by Mr. W. Hebblethwaite (Machine Shop Supt.) on behalf of workmates.

He is a former member of Shirley Silver Band, retiring two years ago after 25 years a bandsman. He will now do gardening as a hobby.



BELOW—A sum of money was given to Mr. E. P. Gregory (Stores Dept., Acocks Green) when he retired after nearly 23 years' service. Mr. A. G. Higgins (Stores Supt.) made the presentation in the name of workmates.



Wilmot Breeden, runners up in Division 2A of the Birmingham Works League, proved too strong for a Rover Acocks Green side which never gave up trying in the Children's Hospital Cup Final (invitation) played on April 14. The Acocks Green lads played a good, hard fought game in heavy conditions and finally went down 3-0.

An injury to Murphy in the second half prevented Rover pressing home the advantage when it appeared to be taking command of the game.

The Acocks Green team was formed only this season and has played in Division 2A. Though the side finished bottom, it has been commended for sporting displays against teams obviously too strong for it.

During the season, two players, Murphy and Rees were selected for representative honours by the league. At the end of the season, A. Geobey (team manager) was presented with a pewter tankard by the players for his efforts in running the side.

Archers among the prizes in recent field sports

Rover bowmen were in among the best prizes for the first time in their annual field shoot held on Easter Sunday.

Some 86 entries—fewer than last year—were received from many parts of the country for this fourth annual Rover event held at Solihull and by the end of the day Rover archers had collected a first, three thirds and a fourth prize.

Events during the day were recorded by BBC television cameras and the shoot had a few seconds on the screen on Easter Monday evening. Awards were presented by

Mrs. R. Dixon, wife of the Solihull Social Club General Secretary.

Rover results: Mrs. A. Howell, 3rd in ladies' free style with 150 pts. (1st place woman secured 240 pts.). B. Russell and F. Stewart, 3rd and 4th respectively in gents' bare bow with 310 and 290 pts. (1st and 2nd place men gained 440 and 340 pts.). Master D. Russell, 1st in under 14's (165 pts.). Master R. Stewart, 3rd

MATERIAL SAVING IDEA WINS TYSELEY MAN £50: £5 AWARDS TO 3 OTHERS



A Tyseley employee has been awarded £50 for a suggestion resulting in a saving of material on Land-Rover engines. He is Mr. D. Taylor (Engine Assembly Shop, Tyseley) who was presented with his award in the presence of workmates by Mr. E. Scott, General Works Manager, Tyseley Group (pictured above). Mr. Scott, who is chairman of Tyseley Suggestion Committee, congratulated Mr. Taylor on his alertness in discovering that the

saving could be made. He said response to the suggestion scheme in the Tyseley Group was excellent and he hoped it would continue.

Suggestions covering all points for improvements within the Tyseley Group or on vehicles were always welcome, said Mr. Scott. They were investigated and treated in the strictest confidence; no one on the committee knew the name of a person submitting a suggestion and even the chairman remained unaware of it until after the award had been decided.

The Tyseley Committee meets regularly once a month and other awards made at the April meeting were: Mr. A. V. Griffin (auto tool setter, Machine Shop, Tyseley—£5); Mr. D. McBride (Engine Test, Acocks Green—£5) and Mr. B. Murphy (Toolroom, Acocks Green—£5).

46 golfers compete for Spring medal

Rover golfers held the opening event of the season at Shirley Park golf club on April 24. It was for the Spring medal, and the event proved very popular, 46 members turning up. The weather was kind and the course in good condition. Scoring was not particularly low, but all agreed that it was a pleasant morning's golf.

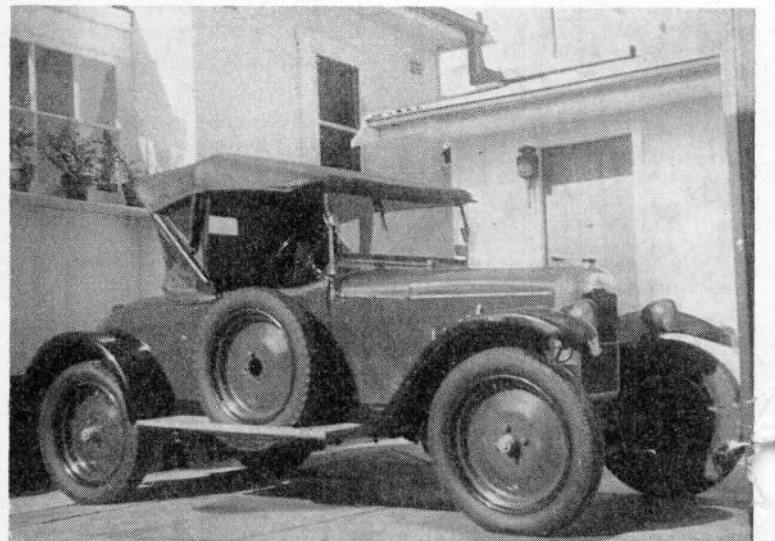
Result: K. Lewis (Springfield) 68 net; L. Commander (Springfield) 70 net; D. Taylor (Acocks Green) 71 net (taken on last nine holes).

Rover golfers learned with deep regret of the death of Tommy Thorington, of Acocks Green, an original member of the club. He will be missed. G.H.



A double presentation at Springfield works. Mr. R. Keays, centre (Stores), and Mr. W. Clarke—right centre in spectacles—(Machine Shop) each received a cheque presented by Mr. P.

Wooders (Shop Supt.), on behalf of their friends and colleagues, when they retired from the Company after 17 years' service each. Mr. Keays, who also received a linen basket and ottoman, plans to do gardening and motoring in retirement, while Mr. Clarke, who was also given a fly fishing rod, is taking a caravan for six months at Twinning Fleet-on-Severn for some leisurely fishing.



A reader writes . . . from New S. Wales

You often include an article in ROVER NEWS of a car of years gone by. Perhaps this one may interest you (pictured above right). It is a 1924 Rover owned until 1960 by the original buyer, a Mr. Taylor, of Wallsend, New South Wales, Australia.

It was then bought by Mr. Horn of the same district with a view to using it as an advertisement for his tyre business. After standing idle in an open car shelter for over twelve months, it was then sold to me for £100 (sterling).

Without any more attention than to inflate the tyres, charge the battery and top up with standard petrol, I set off for Sydney. On route the severe heat of the day took its toll on the car's gravity feed petrol system, making steep hills difficult to negotiate. However, the 100 miles were completed in under eight hours, including stops for cooling down.

The car has done only around 15,000 miles, as Mr. Taylor only used the car to go to church and do the weekly shopping (neither if it rained).

Only repairs necessary during my ownership have been a hole in the water pump and new brake linings. It will soon require rewiring throughout and a motorised windscreen wiper. Otherwise, the Rover has given smooth trouble-free motoring, enjoying 40 m.p.h. and petrol consumption around 35 m.p.g.

Servicing and general maintenance are never difficult as the age of the car inspires local mechanics to do their best regardless of time and personal cost.

The only missing parts of the original are the oil cap and petrol stick gauge. The only additions have been the rear reflectors, which are necessary for New South Wales regulations. Though an extra careful scrutiny is always given, the yearly registration has never proved difficult.

We still have the original car manual and the metal plate on the dashboard clearly reads: The Rover Co., Ltd., Coventry. Car No.: LD 4 11 22 and the plate on the doorstep—Built by Auto Builders Ltd., 84, Bayswater Road, Sydney.

Robin Norling, 58, Shandforth Street, Punchbowl, N.S.W., Australia.

EDITOR'S NOTE: In response to Mr. Norling's request for information, ROVER NEWS was able to tell him that his car, a 9 h.p. 4-cylinder model, was produced in 1924, 1925 and 1926. After certain alterations in 1926, the car was called the "nippy nine." Nearly 12,000 were built in all and the vehicle retailed in 1924 as follows: two and four-seater to standard specification, £180; saloon (Weymann type to seat four), £234. Extras—self-starter £12; de luxe equipment £12; speedo £5; eight-day clock £4.