



AWARD-WINNING ROVER-B.R.M. ACCLAIMED

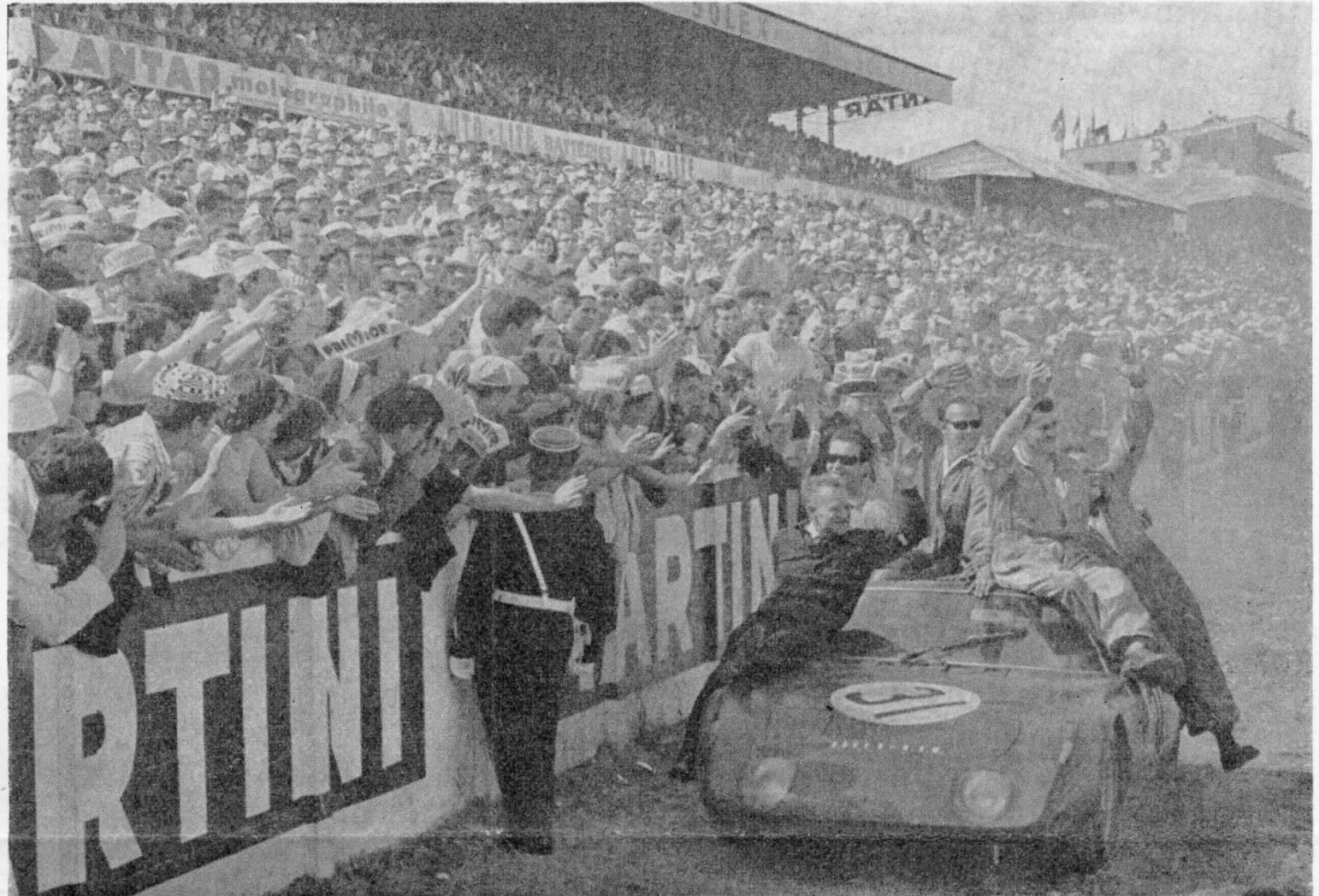
AT LE MANS

**1st British car home
3rd in its class
10th overall**

The Rover-B.R.M. gas turbine car made further motoring history in the Le Mans 24-hour race last month. Competing for the first time against piston-engined cars, it won the "Motor" Trophy for the highest placed British car, came 10th overall and in the index of performance, was third in the 2-litre class and second in the prototype category.

It completed 2,370.7 miles at an average speed of 98.8 m.p.h. Fuel consumption at 13.52 miles per gallon (20.9 litres/100 kilometres) was a remarkable improvement over the 6.97 m.p.g. (40.6 litres/100 kilometres) in 1963 when the Rover-B.R.M. ran at Le Mans, but did not compete.

The fuel consumption figures for a car much heavier than the one which ran in 1963 are re-



The picture that tells the Rover-B.R.M.'s Le Mans success story. Tens of thousands of French onlookers cheer wildly as the gas turbine car drives past the public terraces carrying team manager "Wilkie" Wilkinson, Rover project engineer Peter Candy and members of the pit team.

garded in Rover Gas Turbine circles as highly satisfactory. The car had the best fuel consumption of all the cars that finished except for the Austin Healey.

Of the 51 cars that started the race, only 14 finished a gruelling event which saw the fiercely competing Ferraris and Fords set a cracking, noisy pace from the start.

Certainly one of the most noteworthy features of the gas turbine car was a silent running not normally associated with

racing cars. Indeed, the 1965 car, partially because of the fitting of the Corning heat exchanger, was even quieter than the "ghostly" gas turbine performer of 1963 and virtually whispered round the circuit.

As in 1963, success for the Rover-B.R.M. was dependent upon close and successful collaboration between The Rover

Post-race engine report

A post-race examination of the gas turbine engine revealed that early in the race some of the compressor vanes were damaged, possibly as the result of the unexplained entry of a foreign body, with the result that the turbine inlet temperature increased.

To maintain this temperature at an acceptable level it was necessary to reduce the compressor speed and consequently operate with lower engine power. Except for the compressor impeller all other components are in excellent condition and will be used again in further engine builds.

The two heat exchanger discs which, including pre-race test bed running have completed the equivalent of more than 10,000 miles, are in mint condition except one face of one disc which has been slightly scored by the passage of a foreign body.

The fact that the car was in good competitive condition at the end of the race having run with a damaged impeller for most of the 2,370 miles illustrates the indestructibility of the Corning ceramic heat exchanger under maximum operating conditions and the inherent durability of the small gas turbine engine.

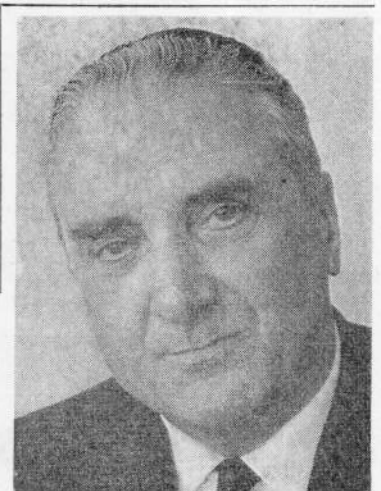
Company and the Owen Organisation, and a co-ordinating committee jointly chaired by Mr. A. B. Smith, Director and General Manager (Rover) and Mr. P. Spear, Director of Research, Owen Organisation, has met frequently during the last two years to plan the whole project.

Since the race, congratulatory telegrams and letters have been received

by the Company from all parts of the world including the Corning Glass Works in the U.S.A.

(A full report on the Rover-B.R.M.'s part in the race appears on page three).

General Manager at Cardiff



Mr. NIXON

Mr. Nixon has been engaged in the motor industry all his working life since being apprenticed with the Daimler Company at Coventry. He joined Rover in 1941 as a production engineer at Tyseley under Mr A. J. Worster. After the war he held various posts connected with inspection until being appointed Quality Manager of the Acocks Green/Tyseley Group in 1960.

Four years later he was transferred to Cardiff as Factory Manager (Production).

With Mr. Nixon's appointment is the announcement that Mr. R. C. Shand, hitherto Cardiff Production Manager, is to become Works Manager, and will continue to be responsible for production functions.

A Rover man with 24 years' service to the Company is to be appointed General Manager and Executive Director, Production (Cardiff). He is Mr. Stanley W. Nixon, who succeeds Mr. D. N. Steed, who has accepted another appointment and will be leaving the Company on July 31. A native of Cumberland, Mr. Nixon was educated at Armstrong (now Kings) College, Newcastle-on-Tyne, and holds the M.Sc. degree in mechanical engineering. He is a member of both the Institutions of Mechanical and Production Engineers, and his hobbies are colour photography and Hi-fi music.



The race nears its end and all eyes in a crowded Rover-B.R.M. pit look up the track for a first glimpse of the gas turbine car as it approaches the finishing line. In the group are Mr. L. G. T. Farmer, the Rover Chairman, Mr. W. Martin-Hurst, Managing Director, and Mrs. Martin-Hurst, Mr. G. F. Searle, Managing Director, Rover Gas Turbines, and other Rover and Owen Organisation personnel.

THE SCOTTISH RALLY

2000 is third overall and wins its

class . . . 3-litre success

ALL THE COMPANY'S MODELS—THE 2000, 3-LITRE AND LAND-ROVER—WON AWARDS IN LAST MONTH'S SCOTTISH INTERNATIONAL RALLY. ONLY 42 OF THE 102 STARTERS FINISHED.

● A Rover 2000 crewed by Logan Morrison and Johnston Syer was third overall and won its class.



Major F. Preston and S/Sgt. R. Davies stretch their legs after completing the Scottish Rally in a Rover 3-litre. They won their class.

NEW DISTRIBUTOR'S FOUR-DAY SERVICE SCHOOL IN TOKYO

The first Rover School to be held in Tokyo under the auspices of our new Japanese distributors, Cornes & Co. Ltd., of Nihonbashi, Tokyo, was a great success. The four-day school was supervised by Mr. Tom Wall (Factory Representative, Far East) and Mr. James Joss (Service representative), and 16 students from the Cornes organisation attended.

The course concentrated chiefly on the Rover 2000 car, using slide films with tuition by Mr. Joss. Subjects covered were: front and rear steering, suspension, brakes, gearbox, engine, maintenance, and final drive.

On the last day, students and tutor went to the Cornes service premises to study the 2000 demonstration model, concentrating on suspension and the car's unique features.

All the students had test drives and the Cornes Company considers the course to have been extremely satisfactory and of the utmost benefit.

"We are planning a similar

seminar covering the overhaul of the Borg Warner automatic transmission, etc., and reassembly using proper specialised tools in addition to the film study," a Cornes director writes to ROVER NEWS.

"We are all extremely appreciative of the patience and skill of Messrs. Wall and Joss, who, despite the difficulties of translation to Japanese, took us progressively and lucidly through the programme. We believe that the school did much to clarify all aspects of service work and facilitated understanding of the workshop manuals, because the film reflects on the manuals and vice versa."



Japanese students who attended the Rover School in Tokyo pause for the photographer before resuming instruction on the 2000.

Forty trippers on Le Mans 'Special'

A Rover party numbering 41 saw the 24-hour Le Mans race after a 12-hour journey by coach, plane and train.

They left the Solihull works at 3 a.m. on the Saturday, caught the Paris plane from London, and a train to Le Mans after a mad dash across Paris. Most members of

the group arrived for the start, though some missed the train and had to wait for the next.

Like thousands of French families, they spent the night at the fair which forms part of the Le Mans occasion, and dozed on the dry ground under the fir trees to the constant roar of the racing cars.

Bleary-eyed, but still enthusiastic, they were soon up and about on Sunday and set off on their way home shortly before the end of the race. They arrived home in time for work on Monday morning.

The outing was organised by Mr. John Garrett (head of the Fundamental Design Section, Gas Turbines) and it cost each traveller £17 15s.

A letter addressed: "The Rover Company Ltd., Glasgow 454 Street Chassis-Brakes 195" found its way to Solihull. It was initially delivered to the premises of our Glasgow distributor, James Gibbon (Motors) Ltd., who forwarded it to the Solihull works. And the sender? A Polish youngster requesting literature.

● A Rover 3-litre crewed by Major F. Preston and S/Sgt. R. Davies, of the British Army Motoring Association, was 12th overall and won its class. A second 3-litre driven by Mr. P. Burch, a garage proprietor from the south of England, and his navigator, Mr. G. Goff, was second in the class and finished 18th overall.

● An Army Land-Rover, sole entry in the class for Service vehicles, finished and gained the Peter Stuyvesant "Spirit of the Rally" Award for consideration and courtesy in helping other drivers out of trouble.

● Eight Rover vehicles—three 2000s four 3-litres and the Land-Rover—were among the 102 starters which left Glasgow on this tough 1,660-mile rally. All were private entries. One 2000, two 3-litres and the Land-Rover finished.

The Morrison/Syer 2000 which finished third overall had a fairly trouble-free run, except for replacement of a silencer and a section of exhaust pipe.

A smiling Logan Morrison, who has had some bad luck in recent rallies, was delighted with his car's performance in a rally which he described as having some "very rough driving" in dry, hard conditions. Among the awards he collected was the City of Glasgow Trophy for the best performance by a Scot.

Both the other 2000s went out early in the rally. Within a few hours of the start the car crewed by Jim Gibbon, of James Gibbon (Motors) Ltd., our Glasgow distributors, and dentist Walter Henderson Campbell, collided with a tree and Mr. Campbell was taken to hospital with a broken arm.

A front wheel landed in soft gravel on a special stage after the



The Rover 2000 crewed by Logan Morrison and Johnston Syer check in at the final control point near Glasgow. The car was third overall.

car had "taken off" over a bump. The 2000 spun round off the track and crashed into a tree. The vehicle was badly damaged.

During the night section run, the Tony Cox/John Davenport 2000 went off the road to avoid another competitor half on, half off the road, and split the oil sump. The pair kept going despite constant loss of oil and had the sump replaced in Glasgow. But the bearings began rattling shortly after restarting and the car had to drop out.

The two Army-entered 3-litres which failed to finish were crewed by Major T. Tracey/Capt. R. Skinner, and Major A. Wyndham/Capt. M. Cruickshank. The Preston/Davies 3-litre, which won its class, won the H.M. Service Award.

The Land-Rover which received the Peter Stuyvesant Award on the votes of other competitors was driven by W.O.1.A. Ashwell and W.O.2 K. Moffatt.

True to the Land-Rover tradition, this vehicle helped several competitors out of trouble during the rally.

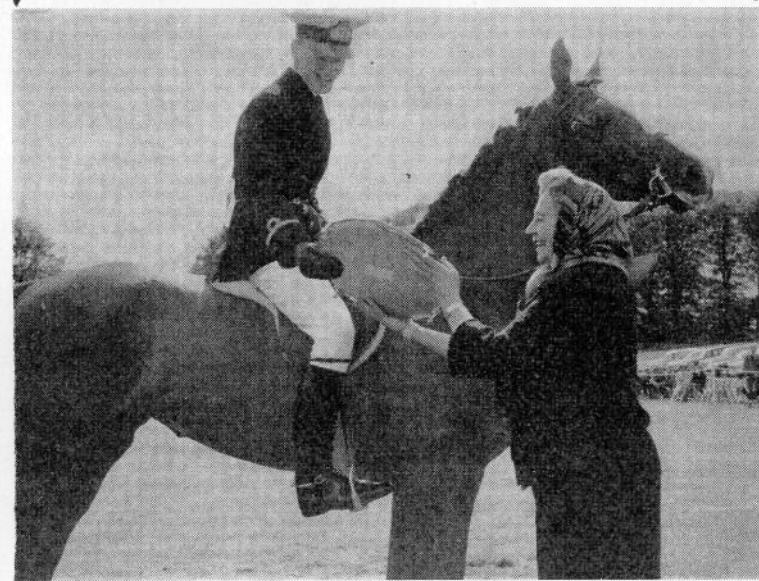
As it was highly numbered, the vehicle ran towards the end of the pack of competing cars. On one

occasion, it pulled a small car out of the ditch. The car raced off, with the crew's thanks, down the road and duly reported at the next control. Asked if their car was the last the crew said they were, in the firm belief that the Land-Rover was merely a non-competing rescue vehicle! Thus, the Land-Rover arrived to find the officials gone, and the control point abandoned.

The misunderstanding was later rectified, however, and the Land-Rover's place among the finishers was not affected.

Four Rover 2000s are competing in the Alpine Rally from July 19-25. Crews are: Roger Clark/Jim Porter; Logan Morrison/Johnston Syer; Ann Hall/Pat Spencer; and Andrew Cowan/Brian Coyle, of Glasgow. The latter, a newcomer to Rover rallying, has partnered Andrew Cowan in a number of rallies and is particularly well-known in Scottish events.

Rover trophy presented at Army horse trials



Mrs. W. Martin-Hurst, wife of the Managing Director, presents the Rover Challenge Trophy, donated by the Company for annual competition, to Sub Lieut. E. C. Atkinson after the latter had won the Rover event on Bugle March at the Army Three Day

Horse Trials held at Tidworth, Hants. The trophy takes the form of a handsome silver salver bearing an engraved Land-Rover, and was presented this year for the first time. A silver tankard for retention was also presented.

Basuto Premier's 3-litre

A black Rover 3-litre automatic saloon has been supplied to the recently-appointed Prime Minister of Basutoland, Chief Sekhonyane Maseribane, by Rover South Africa Manufacturing (Pty) Ltd.

The car was obtained at short notice from the showroom of Sydney Clow and Co. Ltd., our Transvaal distributor. The order was won in the face of keen American and other British competition.

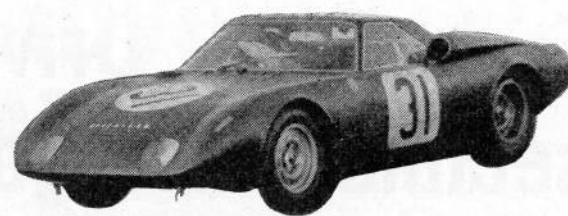
Colonel R. A. Powell, Mechanical Engineer of the Central Mechanical Workshops in Maseru, Basutoland, wrote to Rover South Africa: "Your co-operation in locating a suitable car for immediate delivery and the subsequent energetic action in preparing the vehicle for collection is greatly appreciated and this has enhanced your reputation in the territory. The Prime Minister is pleased with the car and there appears to be no reason why it should not give very satisfactory service."



Land-Rovers recently delivered to the Saudi Arabian Government by Ghazi Ibrahim Shaker and Bros., our Saudi Arabian distributors, parked before the Ministry of Defence in Jeddah. A total of 100 petrol Land-Rovers were supplied.



LE MANS 1965



By The Editor

I saw the dark green Rover-B.R.M. glide to success in the 24-hour Le Mans race. The car added to British engineering achievements from the moment Graham Hill climbed into the cockpit at the famous Le Mans running start to when jubilant pit mechanics, in their bright orange overalls, evaded gendarmes to jump aboard the car as it drove in the procession of finishing cars past the stands packed with tens of thousands of spectators.

This year's Le Mans showing of the car should not be compared with two years ago when the gas turbine ran, but did not compete. A determined effort by Ford to oust the Ferraris from their domination of this race for the last few years put an edge on the event. That speeds would be high was made evident in the practice runs a couple of days before the race and this proved to be so.

Our car was heavier than in 1963 and we were at a disadvantage at being placed in the 1,600-2,000 c.c. class rather than in the 1,300-1,600 c.c. category. This placing certainly handicapped our competitive performance.

As the gas turbine's practice times were rather modest compared with the Ferraris, Fords, Porsche and others, our car was well down the line at the start.

The first lap was important, for Graham would come in if there was anything seriously amiss. The Rover-B.R.M. pit was full of spectators as the car came round—and passed—for the first time. All was apparently in order.

Grew hotter

With the eyes and ears of the world's Press watching and listening the Rover-B.R.M. settled down to a steady lapping, purring away steadily and reliably amid the roaring engines of the 50 other competitors from eight nations.

The casualties of the pace soon began, and among the early retirements were Ford cars.

Ideal conditions for the Rover-B.R.M. were assessed to me as cool and dry. It was certainly dry, but never cool. Saturday began warm and gradually grew hotter and by 4 o'clock when the event began, it was baking hot. In fact, the ambient temperature during the race did not drop below 23°C (73.4°F) during the night hours and reached 35°C (95°F) during the daytime.

Pit visitors

The pit team of Rover and B.R.M. mechanics looked forward hopefully to the cool of the night hours. But darkness did not bring any relief from the perspiring heat.

During the early hours of Sunday, as the cars roared round in a dazzle of headlights, visitors to the Rover-B.R.M. pit included Mr. L. G. T. Farmer, the Rover Chairman, Mr.



W. Martin-Hurst, Managing Director, and Mr. A. B. Smith, Director and General Manager.

They made frequent appearances in the pit during the race, together with Mr. B. G. L. Jackman, Production Director, and Mr. G. F. Searle, Managing Director, Gas Turbines, and all showed the keenest interest in the car's performance and encouraged the pit fitters as they worked between brief periods of sleep.

From the U.S.

Also present during the race were several Corning Glass Works representatives from the United States—Mr. Rushmore Mariner, General Manager, New Products Division, and Mr. John Lanning, Product Development Manager, Heat Exchangers, who were joined during the night by Mr. James R. Houghton.

Mr. Mariner recalled the concentrated development during the 1965 Le Mans project at Corning. Some 25 trans-Atlantic discussions took place between Corning and Rover during this work and these were chaired by Mr. Mariner and Mr. Noel Penny. The co-operation that has taken place during this combined operation has been excellent.

Came the dawn and the Rover-B.R.M. continued to circulate steadily, with Graham Hill and Jackie Stewart changing over periodically at pit stops, which were a fever of activity for the tired mechanics.

As the sun again grew hot, the gas turbine was lying 13th out of the 18 cars left. There was a brief alarm late in the morning when the car

made its first and only unscheduled stop. For anxious minutes the car was in the pits with the fitters all over it like flies. But there was no need for concern and after slight attention the car purred away to resume its steady circulation of the eight-mile course.

And so to the end of the 1965 Le Mans race. I chose to see the finish from the packed terrace opposite the Rover-B.R.M. pit. Alongside me I discovered two young American

soldiers on leave from their unit near Paris. They were full of admiration for the gas turbine, in which there is intense interest in the United States. The French seemed curious about it, judging from the crowd round it after the race. But I felt that they like the roar and revving of engines, which is the Le Mans they know, and they are not yet "in the groove," so to speak, with the comparative silence of gas turbines.

Immediately after the race, Rover Gas Turbine's Chief Engineer, Mr. Noel Penny, spoke to me about the immediate future.

"The engine will be stripped out of the car, placed on a test bed and calibrated to determine the performance of the engine for comparison with pre-race performance," he said.

Facts from the pit . . .

The Rover-B.R.M. did 283 laps . . . made 10 pit stops . . . used 176½ gallons of paraffin and three pints of oil . . . had the rear brake pads changed once . . . used the same set of tyres throughout the race. Servicing comprised: fuelling, checking of oil, temperature, brakes and tyres. Pit teamwork report—"superb."

Special transporter carried car to France and back

The Rover-B.R.M. gas turbine car was carried to Le Mans and back in a specially-made transporter powered by a 3-litre engine.

Mr. G. N. Mackie (Manager, Land-Rover Special Projects) writes: We were approached by Gas Turbines in November 1964 for our recommendations regarding a suitable trailer for transport of the car. Based on past experience, the conclusion was reached that it would be preferable if a vehicle could be used rather than a trailer and Land-Rover Special Projects undertook to put forward some proposals.

Due to the extremely low ground clearance and limited approach angles of the Rover-B.R.M., the lowest possible loading height was very desirable, as apart from the complication of loading this car on to a high platform the length of the loading ramps becomes almost unacceptably long because of the limits set by the car's ground clearance.

It was eventually decided that the best specification of transporter for the job should have front wheel drive traction only. By this means the rear floor could be kept low, as clearance would not have to be provided for a rear axle and transmission. The rear wheels could therefore be simple independent suspension units.

It was then decided to go one stage further and use the Ibbett suspension system. This combines an independent

suspension unit together with a means of raising both rear wheels in relation to the body by hydraulic operation, which action causes the rear of the body to sink to the ground. By this means the entire body floor then becomes a shallow angle loading ramp and the only additional loading facilities required can be combined in the vehicle's tailboard which, when lowered, makes the ramp so formed continuous to ground level.

The method used to secure the car to the transporter takes the form of straps which go round the circumference of each tyre and are bolted to the floor of the vehicle. To improve access to these anchor points the vehicle sides have been made detachable. Provision of this facility created a problem with weather protection as any conventional body or combination of hood and hood sticks tends to become rather complicated when catering for this requirement. It was overcome by fitting a special folding hood and hood stick assembly which, with the aid of guide rails fitted to the body cappings, permit the structure to slide forward and fold up immediately behind the driver's cab.

The engine, transmission, front axle, etc., comprise units removed from various redundant prototype Land-Rovers, the cab, the rear body and chassis frame having been specially fabricated. All in all this vehicle can be considered quite an interesting transport unit in its own right.

NEWS BRIEFS...

A frequent visitor to the Rover-B.R.M. pit during the race was Danny Blanchflower, the former Tottenham Hotspur footballer, who is now a member of the B.B.C. television sports reporting team. He was covering the Le Mans event for B.B.C. TV. and took considerable interest in the gas turbine car's performance.

Another visitor was Marie Du Dufort, daughter of the Marquis Du Dufort, whose chateau is at Juigne.

When the Rover-B.R.M.'s lights were switched on as it got dusk, it was found that only those on one side were operating. A pit check quickly discovered that the vital lead was disconnected—apparently pulled away when the "lid" was taken off the engine during an earlier stop. The fault was soon remedied.



The specially-made transporter, with the car being loaded at Solihull. Note the concertina-type canvas roof.

A visitor to the Rover-B.R.M. base camp in the quiet of Le Lude, some 20 miles from the noise and dust of the Le Mans circuit, found a happy relaxed atmosphere, in which Rover and B.R.M. mechanics exchanged jokes as they worked on the car.

They had taken over a good sized garage behind the Hotel du Maine and here the teamwork knit over the last few years was perfected under experienced Team Manager W. E. ("Wilkie") Wilkinson.

"Wilkie" has been associated with racing for 45 years as mechanic and later as a driver. He was manager of the Ecurie Ecosse team for Jaguar in the mid-1950's and during his career has been associated with numerous well-known names in racing circles, including G. T. Eyston, R. F. Oates, Billy Cotton (the band leader) and Reg. Parnell. He joined B.R.M. as team manager in 1961.

Another Owen Organisation man with a long spell (35 years) in the "motor game," as he calls it, was Maurice Britton, Chief Planning and Vehicle Engineer at Motor Panels (Coventry) Ltd. What he doesn't know about the design and construction of a racing car isn't worth knowing!

In the Rover group were former former apprentice Peter Candy, Project Engineer; John Harbidge, Development Engineer, Engines; Bert Hole, George Dear (fitters) and George Perry (electrician). Of the group Peter Candy, George Perry and Bert Hole were involved with the 1963 venture.

All-night work

This team had worked on the project since late 1963, since when several engines have been rebuilt many times. As the race time got nearer, weekend and all-night working became necessary and the team worked through the Whitsun holiday.

Mr. Peter Spear, Director of Research, Owen Organisation, and Mr. Noel Penny (Chief Engineer, Gas Turbines) were also at Le Lude in senior advisory capacities, relating to the responsibilities allotted to them under the joint Rover/Owen Organisation co-ordinating committee set up to promote the project.

Division of responsibilities were: Rover—Engine; styling (David Bache); aerodynamics (Frank Varker). B.R.M.—chassis and gearbox, brakes, suspension—and the racing know-how.

Not to be overlooked are Dan Archer, who had the difficult task of driving the specially-built transporter with a 3-litre engine to and from Le Mans, and Mrs. Wilkinson and Mrs. Peter Spear, who worked non-stop day and night in the camp behind the pits brewing tea, cutting sandwiches and frying eggs and bacon for the drivers and pit team.

Fork Truck Driver title and second place go to Acocks Green . . . Pengam man third

THE 1965 title of Rover Fork Truck Driver of the Year has gone to Acocks Green. Irishman Mr. Patrick Callaghan (Finished Stores Receiving, Acocks Green) won the Company shield and £40 at the finals staged at the Acocks Green factory on June 12.

Second place and £20 went to a compatriot, Mr. James Creighton (Raw Material Stores Receiving, Acocks Green), and third place and £10 went to Wales with Mr. Richard Chucas (leading hand, Parts Department, Pengam).



Mr. A. B. Smith presents the Fork Truck Driver of the Year Shield to Mr. Patrick Callaghan. Also in the group, left to right, are Messrs. S. Scott (Solihull regional winner), James Creighton (2nd in final), Richard Chucas (3rd in final) and E. Parle (Cardiff regional winner). **BELOW:** Mr. D. Towner (Solihull) "in action" during the finals. He was subsequently disqualified.

A gap of more than 500 penalty points separated the first and second places. Mr. Callaghan had 566 points, Mr. Creighton 1,141½ and Mr. Chucas 1,739½. Mr. Creighton was unplaced last year.

Of the nine regional finalists, six were disqualified under the marking system which called for elimination from the contest of competitors failing to take the correct route, failure to complete the test or complete in the given time.

Presenting the awards, including cups to the three regional finalists, Mr. A. B. Smith (Director and General Manager) said Management was delighted that the competition had so much support.

It was not so long ago that material handling as we saw it today was very much in its infancy, he said.

Fork lift trucks and pallets were very expensive and the Company had to buy a "quite fantastic" number of pallets every year.

Mr. Smith said that in view of this the proper and careful handling of

HOW GOOD IDEAS ARE TURNED INTO CASH

Working quietly behind the scenes at Solihull are the men who determine what are good ideas, and how much they are worth in hard cash to the men and women on the shop floor who suggested them.

These men are the members of the sub and full committees of the Solihull Suggestion Scheme, who periodically leave their own jobs behind office desks and on the shop floor to consider the suggestions submitted by employees to promote cheaper production, better working conditions and safety.

Procedure is standard for handling suggestions. Boxes are emptied twice a week and suggestions—but not suggestors' names—are sent by the scheme secretary to the departmental heads concerned. If the suggestions are not returned to the scheme secretary within 2 weeks, reminders are sent out.

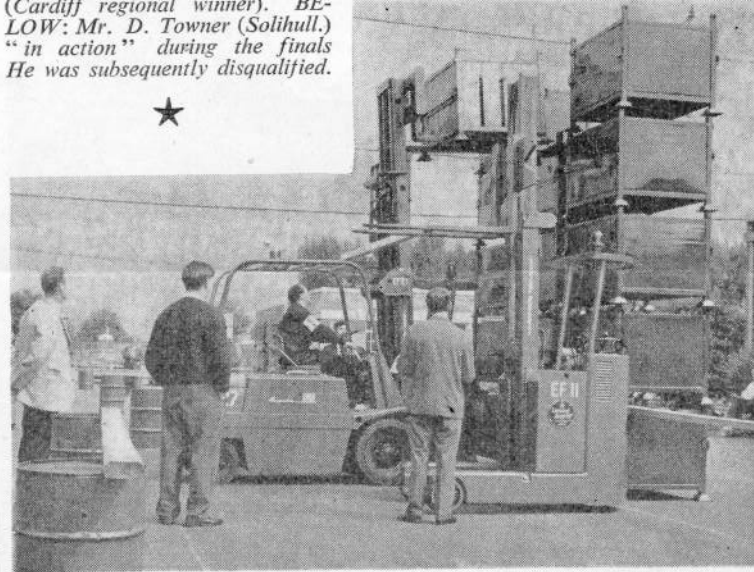
Once they have been returned the suggestions go before the suggestions sub-committee. Doubtful ones are submitted to the full committee, the main function of which is to decide value of suggestions which have been adopted in terms of award money.

In advising suggestors of unadopted suggestions, the secretary takes special care to see that the reasons for rejection are given and understood. Any suggestor who is dissatisfied with the sub-committee's ruling—after receiving the secretary's explanation—will have his suggestion considered by the full committee.

'Progress report'

Sometimes a suggestion has to 'hang fire' for various reasons for quite a considerable time and in such cases it is the secretary's practise to give the suggestors concerned a 'progress report' at 2-monthly intervals.

The sub-committee meets regularly and the main committee at least five times a year. The above picture of the main committee in session comprises left to right, from foreground,



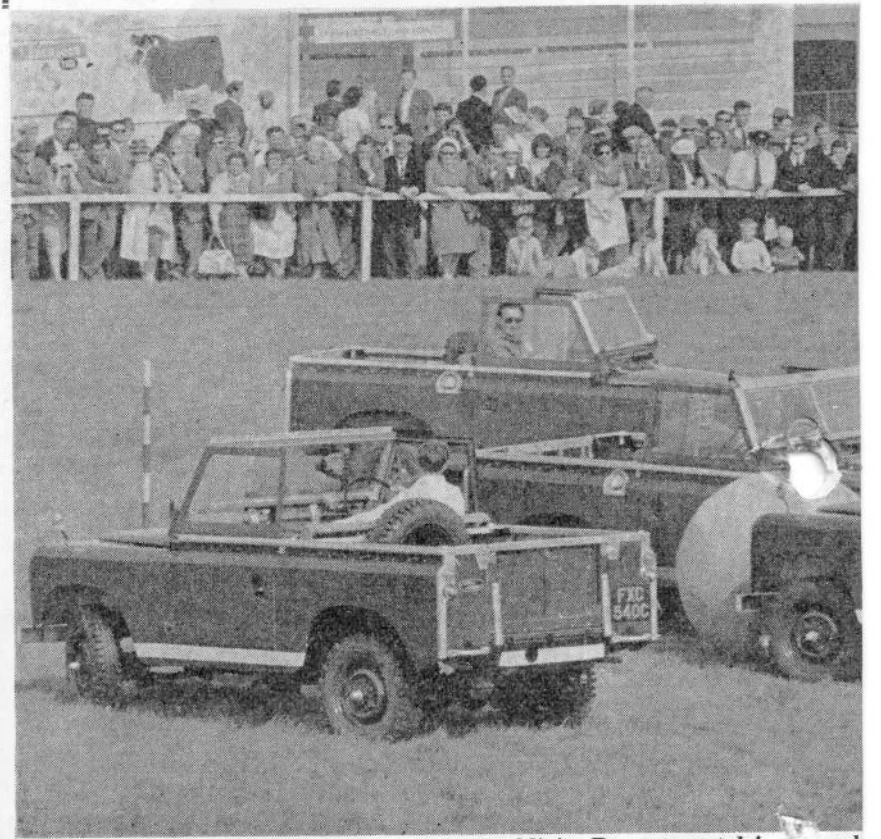
Mr. J. G. Bowater (Production—shop floor representative), Mr. D. F. Smith (representing Mr. J. B. Wilson Works Engineer), Mr. E. C. Davis (O. & M.), Mr. W. Ethell (secretary), Mr. W. J. Robinson (chairman, Executive Director, Production—Solihull), Mr. H. E. Coombs (Time Study), Mr. V. McGough (Quality Control), Mr. G. F. Holbeche (representing Mr. H. Butler, Supplies Manager), and Mr. R. B. Holder (Engineering, Method Study).

End of time

Four apprenticeships were completed last month—Michael Kinning (Machine Shop, Acocks Green); Michael Pendry (Design Research D.O., Solihull); Andrew Brown (Engineering Machine Shop, Solihull); and David Monnington (Service Repair Shop, Solihull).

A raffle organised by the dramatic society raised £5 1s. 0d. for mentally handicapped children. The prize, a basket of fruit, was donated by Mr. R. Clarke (foreman, P.6 Trim Shop).

And now Land-Rover



trucks and pallets and general regard for equipment encouraged by the competition was really invaluable.

A total of 53 fork lift truck drivers—24 from Solihull, 19 from the Tyseley factories and 10 from Pengam—entered this year's competition. The figure was slightly up on last year when the competition was inaugurated.

Innovations this year were the regional heats held on three preceding weekends for Solihull, Pengam and Tyseley group entries. (Entries from Tyseley, Acocks Green, Perry Barr and Percy Road works were classed in the Tyseley region).

Each heat and the final consisted of three driving and manoeuvring tests designed to judge the skill, accuracy and safety of competitors. Penalty points were incurred for failures to carry out tests properly.

This year's oral test took the form of a mythical driver's accident report, which was read to each competitor who then had to spot as many as possible of the 12 unsafe acts of operation carried out by the "driver" concerned.

Winners of the regional heats, who comprised the finalists, were: Solihull: 1, S. Scott; 2, A. Hughes; 3, D. Towner. Tyseley: 1, B. Williams (third in last year's final); 2, P. Callaghan; 3, J. Creighton. Cardiff: 1, E. Parle; 2, B. King; 3, R. Chucas.

Regional trophy winners were Messrs. S. Scott, B. Williams and E. Parle.

Competition officials were: Organisers: Messrs. R. F. Dovey (Materials Handling Engineer), G. Hinds (Planning, Solihull), H. Jones (Factory Layout, Tyseley) and R. Goode (Services Supt. Parts Department, Pengam).

Chief Marshal: Mr. R. Higgins (Chief Storekeeper, Acocks Green). Marshals: Messrs. E. Pullen and M. Aulton (internal transport, Solihull), Recorder, Mr. C. Petherbridge (Stores, Acocks Green).

Judges: Messrs. P. G. Northcott (Imperial Metal Industries (Kynoch) Ltd.), F. Palmer (Alfred Bird & Sons, Ltd.), E. Dolloway (British Industrial Truck Association), R. Goode, G. Hinds, N. Lewis (Planning, Acocks Green), B. Morrison (Planning, Solihull), D. Hedgecox (Stores, Tyseley), J. Plumb (Method Study, Solihull), and R. Holloway (Works Engineers, Solihull).

Publicity Department drivers put on a display of Land-Rover "polo" at the Bath and West Show from June 2-6. A series of four games were

During a television discussion on a proposal to tax cars according to size, the Bishop of Whitby objected, saying that the only car he could get into at present was a specially converted Land-Rover station wagon. The Bishop is 6 ft. 7 ins. tall!

Promotions Pengam P



Mr. HUBAND

Mr. M

Three promotions to new senior management posts have been made in the Pengam Parts Department as a logical sequence to the department's steady development since its move to Cardiff and its ever increasing activities.

Mr. R. G. Huband (formerly Assistant to the Parts Manager) is appointed Stores Manager. He assumes responsibility for the warehouse and will continue to deputise for Mr. J. H. Whitby (Manager, Parts Department) in his absence.

Mr. F. Lea (former Data Processing Supt.) is appointed Commercial Manager, responsible for all customer contact, home and overseas—and for data processing.

Mr. S. Meaton (former Operations Supt.) is appointed Provisioning Manager, and assumes

Reputation saved . . . by a fraction!

The Land-Rover saved its reputation as a "go anywhere" vehicle by a mere quarter of an inch recently.

A cinema manageress at Solihull decided that a Land-Rover standing in the foyer was just the thing for when the film "The High, Bright Sun," in which a Land-Rover features prominently, was shown at the cinema.

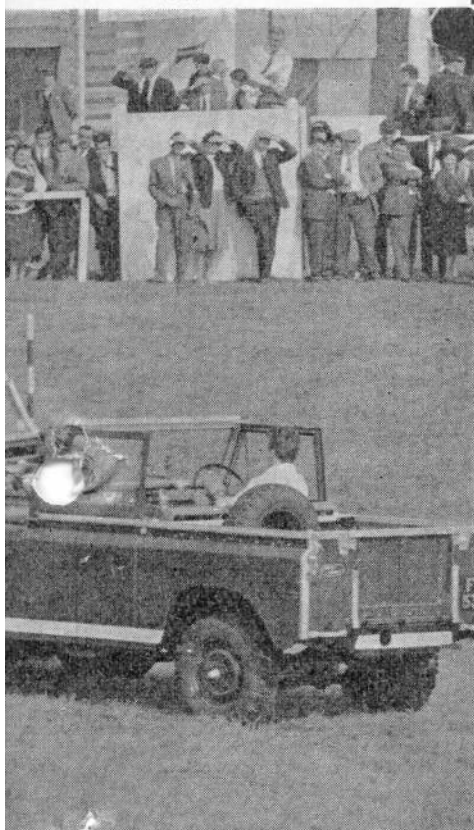
Mr. Gordon Hull, managing director of Charles Hull Ltd., our Solihull dealers, agreed. Then the problem had to be faced—of getting the vehicle up three steps and through the doors into the foyer.

It climbed the steps without a falter, and finally got into the foyer after both the cinema and Land-Rover's doors had been removed. The vehicle moved slowly into the cinema with a bare quarter of an inch clearance on either side.

The same procedure was repeated when the showing of the film—depicting life in Cyprus—ended, and Mr. Hull is pictured right easing the Land-Rover through the gap and down the steps.



er 'polo'!



ayed with the "greens" (R. Hewitt and R. Pitt) winning 3-1 over the "blacks" (E. Wishlade and H. Nicholson-Walker).
 in the interests of entertainment the games were few and easily understood by a large crowd, members of which quickly became highly partisan, but apparently enjoyed themselves in the process. In the photograph the "greens" block a "black" attack on their goal.
 E.C.F.H.

n developing parts Dept.



EATON Mr. LEA

overall responsibility for the provisioning function.
 Mr. M. Mackay (former Stores Supt.) is responsible to the Manager for specified development projects.
 The duties of Mr. J. Hawkes (Distribution Supt.), Mr. R. Lomas (Provisioning Supt.), Mr. S. Clare (Warehouse Supt.) and Mr. R. Goode (Services Supt.) remain unchanged.
 Mr. Whitby, the Parts Department Manager, who divides his working week between Solihull and Cardiff, told ROVER NEWS: "It was because of the introduction of the Rover 2000 that the Parts Department many projects of increased activity and stocking, and the move of the department to its new premises in Cardiff was planned to cater for the first stages of this increased activity."
 "More recently an IBM 1440 computer has been installed to enable the department to cope with increasing turnover and to apply more sophisticated techniques to the complex problems of provisioning, stock control and commercial development."
 "Increasing vehicle production will bring both increased turnover and a wider range of responsibilities to the department, and it is with these factors in mind that the appointments have been made."
 "In addition, the appointments effectively group under minimum decentralisation all the varied activities of the department and will achieve a greater degree of co-ordination than has previously been possible."

AN EIGHT-NATION ADVERTISING CONFERENCE HELD AT SOLIHULL

by KEITH KENT
 (Assistant Press Officer)

Rover advertising and publicity agents representing eight important European car markets were invited to Solihull last month for the first-ever advertising briefing conference to be arranged by the Company's Publicity Department.

The three-day conference was arranged to give the overseas delegates the opportunity to meet each other and to hear the Company's views on advertising policy for the 1965/66 season. A slide presentation of the new advertising campaign was given by directors and account executives of Pritchard, Wood and Partners Limited, of London, Rover's sole advertising agents for this country and overseas.

During the conference, which was also attended by Rover's Publicity personnel and officials of the Company's Export Sales Department, Mr. Graham Bannock (Company Economist) gave a talk on "The market for the Rover 2000 in Europe." There was a full discussion and exchange of views on advertising policy both in this country and in Europe, and afterwards the delegates were shown round the London offices of Pritchard, Wood and Partners Limited.

Welcoming the agents to the conference Mr. J. H. Baldwin (Publicity Manager) said: "This is an auspicious occasion for it is the first time that we have had a formal meeting on publicity matters with a group of publicity and advertising agents, representative of Europe, including Scandinavia. We have had individual discussions in the past, country by country, but never an opportunity for all those who are responsible for Rover publicity in this important and influential area, to meet and hear our policy views and put forward those of our distributors."

"It is only within the past ten years that The Rover Company has seriously concerned itself with export advertising, and it is only in the past three or four years that our policy has crystallised into three objectives—(1) international advertising, (2) regional advertising, (3) national advertising."

"These are very big areas when you remember that we are a relatively small company covering over 150 markets of the world, all of these with Land-Rovers, many of them with cars as well."

Mr. Baldwin continued: "We have broken new ground and I think it is unusual for a motor manufacturer to gather publicity agents from all over Europe together in this way and I feel that nothing but good can come out of a conference such as this. We regard Europe as extremely important."

On the second day of the conference the delegates were taken on a tour of the Rover 2000 assembly line and driven round the Company's Land-Rover "jungle" test track. In the evening they were taken to Stratford-upon-Avon. Countries represented at the conference were Germany, Holland, France, Belgium, Switzerland, Austria, Italy and Sweden.



Delegates to the Rover advertising conference. From left to right are Messrs. R. Brown (overseas account executive, Pritchard Wood & Partners Ltd.); J. T. Bradbury (Advertising Executive, Rover); H. J. Pomeroy (Overseas manager, Pritchard Wood & Partners Ltd.); J. P. B. Ubbink (Holland); K. Kent (Assistant Press Officer, Rover); D. Lovell (account director, Pritchard Wood & Partners Ltd.); C. Persson (Sweden); J. Ambrose (overseas media manager, Pritchard Wood & Partners Ltd.); J. H. Baldwin (Publicity Manager, Rover); M. S. Alford (Public Relations Officer, Rover); A. White (Director, Pritchard Wood & Partners Ltd.); F. Bosshard (German Switzerland); R. V. Monk (Belgium); C. A. Barazzetti (Italy); E. C. Borst-Smith (Assistant Publicity Manager, Rover); H. Juster (Austria); M. F. Boillat (French Switzerland); S. Gerigk (Germany); P. Damour (France); P. Clough (Sales Promotion Manager, Rover).

Hand fire appliances demonstrated to safety delegates

The quarterly meeting of safety representatives and Solihull J.P.C.A. safety sub-committee members held in the Works Canteen on June 15 was devoted entirely to fire prevention and protection.

Proceedings opened with the showing of a short sound film entitled "Suspects All" produced for the British Insurance Association by the Film Producers Guild, as part of the insurance companies' efforts aimed at reducing the destruction of life and property by fire.

After the film, Solihull Works Fire Brigade officers gave practical instruction on open land in North Block in the operation and use of the various types of hand fire extinguishers located throughout the works.

The request for this instruction came from safety representatives as a follow up of a "suggestion" submitted, and since put into effect, that improved operation instructions be marked on the various types of fire extinguishers to assist the employee who likes to 'have a go' at a fire after first making sure that the Works Fire Brigade has been informed either by fire alarm or internal telephone.

Mr. J. B. Wilson, Works Engineer, was chairman at the quarterly meeting and some 20 members were present.



A carbon dioxide hand extinguisher is demonstrated on open land in North Block to Solihull safety representatives and members of the J.P.C.A. safety sub-committee.

NEWS FROM NEW ZEALAND

H. H. Moller (Wholesale) Ltd., our Taranaki and King Country (New Zealand) distributors, recently supplied a Long Land-Rover to the St. John Ambulance sub-centre at Taumarunui. This vehicle was converted into a Land-Rover ambulance by a firm of New Zealand coach builders. English ambulances cannot now be imported into New Zealand fully built-up.

Taumarunui Hospital during the summer months for normal ambulance duties. During the winter it will be used at Chateau Tongariro, a famous New Zealand winter ski-ing resort, for mountain rescue work.

In the adjoining photograph, the ambulance is seen being inspected after the handing over ceremony.

RIGHT BELOW: The spacious interior of the vehicle.



Arrival of the first Rover 2000 to the area served by H. H. Moller (Wholesale) Ltd., our Taranaki and King Country distributors in New Zealand, was widely publicised by a first class display in the Moller showrooms. Much time and work went into the preparation of this display, as can be seen from the photograph (right).

NEWS AND PICTURES ABOUT ROVER PEOPLE

Mr. A. J. Worster goes into retirement



Mr. Michael Marnell, the Chief Security Officer at Tyseley, was presented with a spin dryer and cash by Mr. E. Scott (General Works Manager, Tyseley Group) when he retired from the Company after 20 years' police service. Before joining the Company, Mr. Marnell was for 26 years a regular soldier in the Royal Artillery.

Death of A/Green police chief

A well-known and popular member of the Acocks Green staff, Mr. William George Goddard, the Chief Security Officer, died suddenly while on holiday at Eastbourne. He was 65.

Mr. Goddard spent 32 years in the Birmingham City Police Force, retiring ten years ago as an inspector. He joined Rover in 1954 and three years later was appointed Chief Security Officer at Acocks Green. He carried out his duties with a diligence and courtesy which made him well-liked by both Management and employees.



Mr. GODDARD

Mr. Goddard leaves a widow and three married daughters. Deepest sympathy is extended to Mrs. Goddard and her family.

Mr. R. Mealand

It is with deep regret that ROVER News also reports the death in hospital after a long illness of Mr. Raymond Mealand, Planning Drawing Office Manager at Solihull. He was 60.

Mr. Mealand joined Rover in 1936 in the Acocks Green Ministry days. He began as technical information assistant to Major B. H. Thomas, O.B.E., and his work related to all the shadow factories during the war years.

After the war, Mr. Mealand was appointed Drawing Office Controller at Acocks Green and he was transferred to Solihull in January 1959 to the post he held at his death.

Deepest sympathy is extended to relatives in their bereavement.

INTER-WORKS BOWLING

Solihull and Acocks Green bowlers played each other in home and away fixtures in the inter-works competition. Each side won their home game, Solihull by 43 (score: 220-177) and Acocks Green by 20 (212-192).

Details: (Solihull names first). At Solihull: H. Jones 21, J. Taylor 16; J. Whittaker 21, H. Richards 10; R. Harwood 21, H. Weston 20; S. Wheeler 10, R. Holdsworth 21; F. Nugent 9, H. Silvers 21; D. Cooper 21, L. Baker 12; W. Hemming 21, A. Moreland 7; C. Harrison 21, D. Haigh 18; K. Bayliss 21, H. James 10; L. Lawrence 21, D. Rees 10; L. Moore 12, J. Webb 21; H. Simpson 21, C. Courtney 11. At Acocks Green: L. Moore 21, D. Rees 18; S. Wheeler 21, H. Richards 20; W. Stubbs 8, L. Baker 21; A. Long 21, J. Webb 16; R. Penderleith 9, H. James 21; W. Bygraves 15, A. Moreland 21; J. Whittaker 14, H. Weston 21; F. Nugent 21; J. Green 17; D. Cooper 10, H. Silvers 21; H. Jones 10, C. Courtney 21; R. Harwood 21, J. Taylor 7; H. Simpson 21, F. Haigh 8. On June 10 Solihull visited and defeated Tyseley for the first time by 12 shots. Figures: Solihull 220, Tyseley 208. A return match ended in a tie, 209 shots each.

Readers Write...

Would readers please look in their oddment drawers at home for pairs of unused spectacles? We can put them to very good use among lepers. Thousands of pairs are sent out each year by The Mission to Lepers. Could you help swell the number?

Please forward any old specs to either Miss M. Jobborn, 95 Beeches Drive, Erdington, Birmingham, 24, or to me: Ray Grigg, I.F.V. Department, Solihull (Internal phone 326).

Foreman gets his gold watch during Seagrave Rd. outing to Solihull

While 47 members of the Seagrave Road 25 Club were on their annual outing to Solihull on June 12, the opportunity was taken by Mr. A. J. Worster to present one of them with a gold watch to commemorate 25 years' service to the Company.

The recipient was Mr. P. N. Harrold, floor foreman in the Accident Shop at Seagrave Road. He joined Rover in July 1939 as a fitter. Between 1941 and 1945 he was an inspector at the Lutterworth shadow factory and he has held his present position for 20 years. He is pictured (right) receiving his award.

The presentation took place after the London visitors had been welcomed on arrival by Mr. A. B. Smith (Director and General Manager). After lunch in the senior staff dining room the visitors toured the Rover 2000 assembly line and the afternoon ended with tea and biscuits in the executive dining room.



ILL-HEALTH COMPELS RETIREMENT

Ill-health necessitated the early retirement of Mr. Hugh T. Jones (centre in picture, right) from Acocks Green at the end of March, but he returned to the factory to receive his gold watch for 25 years' service from Mr. J. W. E. Walton (Executive Director, Production—Tyseley). Mr. A. B. Smith (Director and General Manager) was also present.

Mr. Jones joined Rover in the Acocks Green Ministry Division in 1940 as assistant to Major B. H. Thomas, O.B.E., the Factory Manager.

His ability to cover a whole range of subjects, technical, production and financial, made him invaluable in dealing with the various Government departments and later ensuring the smooth running of both the research/development and production activities with which the Company was concerned.

When Major Thomas retired in 1958, Mr. Jones became assistant to Mr. Walton, and as manager of the Ministry activities he was responsible for the orderly run down and satisfactory wind-up of those interests at Acocks Green last year.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to...

RUSSELL—To Mr. and Mrs. D. Russell a son (Simon Mark) on May 29. Mrs. Annette Russell was formerly employed in Publicity Department.

MACPEARSON—To Mr. and Mrs. A. MacPearson, a daughter (Gail Lindsay) on April 7. Mr. MacPearson works on Group 450, Percy Road.

LEWIS—To Mr. and Mrs. B. Lewis, a son (Paul) on April 3. Mr. Lewis works on Group 450, Percy Road.

KENT—To Mr. and Mrs. S. Kent, a son (Stephen Gary) on April 4. Mr. Kent works on Group 450, Percy Road.

GLAZE—To Mr. and Mrs. Glaze, a son (Malcolm Edwin). Mrs. Joan Glaze was formerly a viewer in Inspection Department, Perry Barr.

NEAL—To Mr. and Mrs. David Neal, a daughter (Rachel Elizabeth) on April 28. Mr. Neal, an ex-apprentice, has recently left Service Department, Solihull, to join Rover South Africa.

LEECH—To Mr. and Mrs. M. Leech, a daughter (Caron Elizabeth) on June 11. Mrs. Leech was formerly secretary to Mr. H. W. Hayer, Perry Barr.

MARRIAGES

We offer our congratulations and best wishes to...

STEWART-COTON—On May 27 at Solihull Register Office, Mr. Ronald Stewart to Miss Sylvia Coton. Mr. Stewart has worked in the Body Shop, Solihull, for 20 years, and Miss Coton, who has now left the Company after 15 years' service, worked in Gas Turbine Special Projects.

HARRIS-CONWAY—On June 5 at St. Alphege's Church, Solihull, Mr. Alan Harris to Miss Jennifer Conway (junior secretary, Mr. Peyton's office).

WILLIAMS-WOOLLEY—On June 5 at St. Giles' Church, Sheldon, Mr. Alan Edward Williams to Miss Sheila Woolley. Mr. Williams is a chaser in Solihull M.C.D., and is also chief staff representative for the Clerical Administrative Workers' Union at Solihull.

FARR-D'ARCY—On June 26 at St. Chads Cathedral, Mr. Peter Farr (Order Processing, Solihull) to Miss June D'Arcy.

COLE-JONES—On June 12 at St. Giles' Church, Sheldon, Mr. M. Cole to Miss Hazel Jones (Planning Department, Acocks Green).

DURHAM-HOWES

—On June 5 at St. Mary's Church, Acocks Green, Mr. Michael Durham (Quality Reliability Department, Acocks Green) to Miss Sylvia Howes (M.C.D., Tyseley).

AVILES-MILES—On June 19 at St. Tielo's Church, Whitchurch, Mr. Paul Anthony Aviles to Miss Elizabeth Miles (Wages Department, Pengam).

SILVER WEDDING

We offer our congratulations and best wishes to...

MCUTCHEON—Mr. and Mrs. S. McCutcheon celebrated their silver wedding on June 10. Mr. McCutcheon is a fitter on the Hard Top Section, Coventry.

WILD—Mr. and Mrs. A. T. Wild celebrated their silver wedding on June 29. Mr. Wild is a Programme Control clerk in M.C.D., Solihull.

PEARL WEDDING

We offer our congratulations and best wishes to...

GUTHRIE—Mr. and Mrs. T. Guthrie celebrated their 30th wedding anniversary on June 8. Mr. Guthrie works in the Machine Shop, Acocks Green.

SMITH—Mr. and Mrs. Frank Smith celebrated their 30th wedding anniversary on June 11. Mr. Smith is Sales Aids Supervisor, and Mrs. Beatrice Smith is a Welfare visitor.

RETIREMENTS

Mr. Henry John West on June 10; he was a labourer in Experimental Department (10 years' service). Mr. Arthur Richard Mann on June 24; he was a Stores Assistant, Solihull (10 years). Mr. John James Turner on June 11; he worked in the Machine Shop, Acocks Green (17 years). Mrs. Winifred Gray on June 23; she was a viewer at Tyseley (9 years).

Mr. Herbert Maurice Rainer on June 1; he was a timberman in the Saw Mill, Solihull (39 years). Mr. George Osborne on July 16; he was for many years a centre lathe turner at Tyseley, transferring to the Axle Division, Perry Barr, and terminating his service in the Service Components Department (42 years). Mr. Charles William Harrison on July 16; he was staff charge-hand on the Axle Division, Perry Barr (20 years).

Mr. A. J. Worster has resigned from the Board of Directors of The Rover Company and retired in order to "take things a little more easy."

His departure brings to an end a 35-year association with the Company, which began in 1930 when he joined Rover as planning engineer. Two years later he was appointed Works Manager, Tyseley factory.

During the war years he was responsible for the machining of parts for the prototype aero jet engines and shadow production of Armstrong Siddeley Cheetah engines.

Highly respected

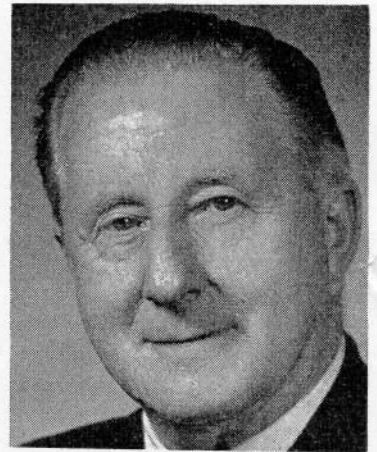
In 1957 he became Executive Director, Production, of all machine shops and a year later joined the Main Board as Director of Production for all the Rover factories.

He retired from this position in February this year, though he then remained a Director. He was succeeded as Production Director by Mr. B. G. L. Jackman.

During the eight years as head of Production, he has played a large part in the Company's expanding output of both cars and Land-Rovers.

Mr. Worster, who is 70, has always been highly respected by staff and shop floor employees alike for his direct speaking and friendly disposition, and in recent years he has become widely known through his presentations on behalf of the Company of gold watches to employees of long service.

Mr. Worster has spent the last three months in South Africa acting as Deputy Chairman of Rover South Africa Manufacturing (Pty) Ltd., and supervising further expansion schemes in the territory. These include assembly of Rover 2000 cars, and Mr. Worster was



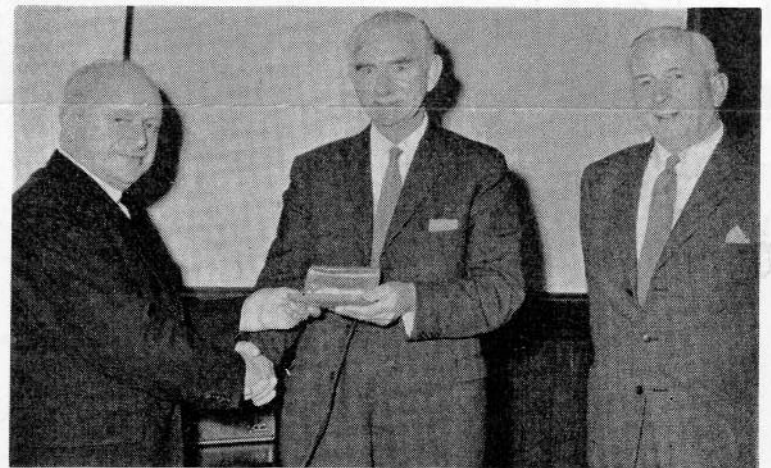
Mr. WORSTER

able to draw on his long production experience to give "on-the-spot" advice in the preparatory stages. Assembly is due to commence shortly.

Chairman's appreciation

In an appreciation, Mr. L. G. T. Farmer, the Rover Chairman, writes: "Mr. A. J. Worster—or Jerry as he is affectionately known to his many friends in the Rover organisation—gave the Company unstinted loyalty and devoted service throughout the thirty-five years he was with us. He was held in great affection and esteem by everyone with whom he came in contact.

"He has left his mark on the Rover organisation for many years to come, and we all wish him health and happiness in his well-earned retirement."



Soprano home from the States

Home after four years studying in New York and with the prospect of a contract with the Covent Garden Opera Company, is Miss Lorna Haywood, 26-year-old singer daughter of Mr. W. T. (Billy) Haywood, of Service Section, Ryland Road.

Lorna, a soprano, went to study at the Juillard School of Music, New York, after winning the £500 "Kathleen Ferrier" award at the Royal College of Music in London in 1961.

She began her singing career in school operas and won a scholarship to the Royal College of Music at 18. Before going to the United States she was soloist in several concerts and sang a solo part in the Royal Albert Hall in the presence of the Queen Mother.

£25 RICHER

Mr. Bert Bacon (foreman, P5 Stores, Solihull) received the welcome news that he had won £25 in the June Premium Bond draw. It was his second win in a few years.



PRESENTATIONS IN PICTURES

Mr. Ken Thomas (Service Department, Solihull) presents former Rover apprentice Mr. David Neal (Service Mechanic, Accident Section) with a Parker pen from his workmates, when David left after nearly 15 years' service to take up a post with Rover South Africa in connection with Rover 2000 assembly at Port Elizabeth. Joining him later in South Africa will be his wife and first child, born in April.



Another Solihull employee going to Port Elizabeth is Mr. Gordon Pattison, a fitter on Quality Investigation at

Solihull. He will be concerned with Quality Investigation at the South African 2000 assembly plant.



Mr. W. J. Robinson (Executive Director, Production, Solihull) presented Mr. Herbert Rainer with money for premium bonds when the latter retired from the Company after 39 years' service as a timberman. He started with Rover in 1926 at Parkside under Mr. L. Jackman, and has vivid memories of fire watching during the bombing of Coventry. He received his gold watch in 1957. **BELOW**: A girl whose voice was known to hundreds of people within the Rover Company was

presented with a radio by her friends and colleagues when she left the Company after six years' service to live in Jersey. The voice on the phone belonged to Miss Ann Oliver, secretary to Mr. Howard Jones (O. & M. and Data Processing Manager). Her duties included dealing with requests for typewriter repairs and in so doing she spoke to hundreds of people who never saw her! She was also secretary of the Solihull Tennis Section.



Mr. R. Colin (Works Engineer, Tyseley Group) presented his Percy Road carpenter, Mr. William Clarence Taylor, with a gold watch and cheque from workmates when the latter retired after 23 years' service. He is 73. **BELOW RIGHT**: Mr. J. B. Wilson (Works Engineer, Solihull) presented Mr. Wilfred Lawton with a polished wooden trolley on behalf of Works Engineers Department colleagues, when Mr. Lawton left the Company after five years service as Assistant Works Engineer, Mechanical. **BELOW**: Mr. J. Johnson (senior foreman, P5 Trim Shop) presented Mr. Percy Smith (P5 front squabs) with a sea fishing rod on behalf of friends and colleagues when he retired from the Company after 11 years' service. Percy told ROVER NEWS that he was moving to Kewstoke, near Weston-super-Mare, where he intends to enjoy his two main hobbies—sea fishing and gardening.



BELOW: Mr. W. Dugmore (Land-Rover Trim Shop foreman) presents a clock, a gift of her workmates, to Miss Patricia Davies who left the Company after working in the Land-Rover Trim Shop for six years. She married Mr. Graham Rogerson on June 5 at Holy Cross Church, Billesley, and the couple flew to Queensland five days later to make their home in Australia.



When Mr. L. E. Williams (M.C.D., Tyseley) retired after 27 years' service to the Company, he was presented with a cheque by Mr. H. Butler (Supplies Manager). A report of the retirement appeared last month.



A canteen of cutlery was presented to Mr. Michael Durham (Quality Reliability Department, Acocks Green) before his marriage to Miss Sylvia Howes (M.C.D., Tyseley). Mr. P. White (Chief Reliability Engineer) made the presentation on behalf of the department.



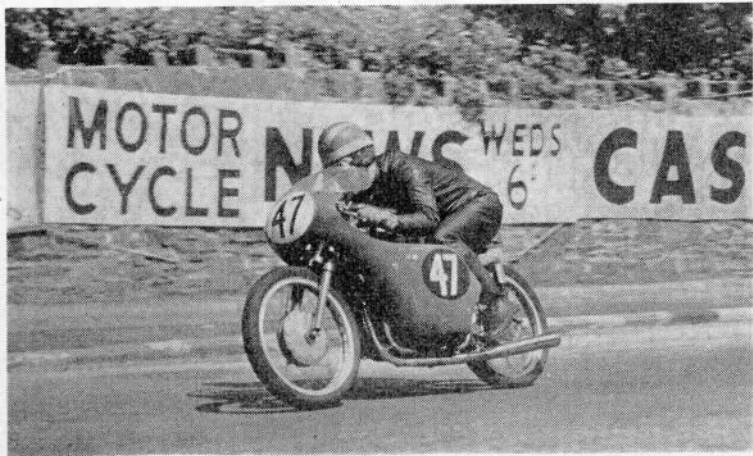
An electric iron and cheque were handed over to Mr. William Thomas Jones when he retired from Percy Road after periods of service totalling 20 years in all. He is 67 and a skilled grinder. The parting gifts were presented on behalf of workmates by Mr. A. MacKellar (Works Supt.). **BELOW**: Mr. C. J. Peyton (Company Secretary) presents Miss Jennifer Conway (junior secretary, Mr. Peyton's office) with kitchen scales and a carpet sweeper, on behalf of her friends and colleagues in the Typing Pool. She married Mr. Alan Harris, a Regular soldier, on June 5, and will soon leave to live in Germany.



Mr. Timothy Joseph Brien received a cigarette lighter and cheque from his workmates when he retired from the Hardening Shop, Percy Road, after 10 years' service. He is 68. The gifts were handed over by Mr. T. Wilkes, the shop foreman.



Solihull fitter again in T.T.: L/Rover Line man makes his debut



Tony Norris, well down on his 125 c.c. MV machine, comes howling out of Governor's Bridge during this year's Isle of Man T.T. races.

Cricketers on top at half-way stage

After overcoming a poor start to the season, Solihull cricketers found themselves top of their respective divisions at the half-way stage. Some fine wins put the 1st XI on top of the second division of the Midland Works and Business Houses League, and the 2nd XI was joint top of reserve division 'B'.

A fine knock of 86 by Laurie Burnett enabled the 1st XI to beat Mitchell & Butlers at Portland Road by 151 runs to 127.

Playing on the new square for the first league match of the season, David Sollis (4 for 16) bowled Salters out for 81, and thanks to a good fifth wicket partnership between Peter Smith (35 n.o.) and Skip Jones (16 n.o.) Rover won by five wickets.

Lucas (F.R.) were demoralised by Rover bowlers and crashed to a nine wicket defeat (Womwell 25 n.o.).

Batting first on a "green wicket" at Erdington, Rover batsmen were tumbled out by Delta Enfield for only 81 after the first wicket pair had scored 30 runs. But Rover came back with some excellent fielding to win by 30 runs.

Highlight of the 2nd XI matches was the one against Post Office at Williclare Road. The home team batted first and declared at 174 for 5, leaving Rover to get 175 to win in two hours. This the batsmen did with 10 minutes to spare! (D. Bateman 57, R. Shaw 48 n.o.).

Thanks to fine leadership by Tony Revill the 2nd XI had fine wins over Lucas (F.R.) by 6 wickets (C. Payne 50) and Lucas (S.L.) by 53 runs (G. Brown 7—16).

The six-a-side knockout competition was won by Land-Rover W.D. Line which beat Sales Department after extra time in the final on June 30. Mr. B. G. L. Jackman (Production Director) presented the G. H. Lloyd Dixon Trophy to the winners. First round results: Apprentices beat Test and Rectification 'A'; Land-Rovers W.D. Line w.o. Experimental; Gas Turbine 'A' beat Land-Rover Assembly; Land-Rover Drawing Office beat Gas Turbine 'B'; Sales Department 'A' beat Central Drawing Office; Final Line beat Test Rectification 'B'. Second round: Land-Rover W.D. beat Apprentices; Gas Turbine 'A' beat Land-Rover Drawing Office; Land-Rover Final Line beat Sales Department 'A'. Semi-final: Land-Rover W.D. beat Gas Turbine 'A';

Sales Department 'B' beat Land-Rover Final Line.

Forty members and their friends visited Rover, Cardiff, on June 26. Solihull beat Pengam by 57 runs. The party had lunch at Pengam works and was entertained in the evening by their colleagues at a local hotel.

Perry Barr Section 303 cricketers have proved to be a successful team this season. Recent achievements: 303 (51 for 5), Inspection (50)—303 won by five wickets, 303 (67 all out), Toolroom and Maintenance (54 all out)—303 won by 13 runs.

Tyseley and Solihull supervisors' outing



Tyseley supervisors against a background of Berkeley Castle during their annual outing on June 26. Some 145 travelled in four coaches and after visiting the castle before lunch, they moved on to Slimbridge for an afternoon visit to the Wildfowl Trust property.

At dinner in Leamington Spa in the evening, guests included Mr.

L. G. T. Farmer, the Chairman, Messrs. W. J. Robinson, J. W. E. Walton, E. G. Bacon, R. W. Bromley and E. S. Richards (Executive Directors), Mr. R. R. Hillen and Mr. A. J. Worster.

A bouquet was presented to Mr. Worster for his wife. A thoroughly enjoyable day ended with a concert.

The men in charge...

The adjoining photograph of members of the Management Committee of the Rover (Tyseley) Social and Athletic Club was taken at a recent meeting. They

are, left to right, standing:

Messrs. F. E. Seymour (M.C.-D., Tyseley), G. A. Morris (Group 58, Tyseley), B. J. Evans (Wages, Tyseley), J. S. Johnson (P.D.E.D., Springfield), J. W. H. Johnson (Inspection, Tyseley), C. Cremin (Personnel). Seated: E. Penney (M.C.-D., Tyseley), L. Coombes (Gauge Inspection, Percy Road), H. F. Wale (chairman), W. H. Mason (general secretary), F. W. Cole (Inspection, Ryland Road).

The remaining committee members not included in the group are: Messrs. R. R. Hillen (treasurer), C. Mack (Inspection, Perry Barr), A. Rodgers (Group 303, Perry Barr), K. E. Lewis (P.D.E.D., Springfield).

The committee is responsible for social and sports activities at the five factories comprising Tyseley



Danny Blackmore concentrates hard as he rides his 500 c.c. Manx Norton during the Isle of Man T.T. races.

not so much luck with the F.A.N., being given the black flag on the first lap. The final drive oil seal had gone, and one and a half pints of oil had spread itself over the back wheel and Tony's leathers.

But he was not too disappointed because his F.A.N. special handled and performed perfectly. Tony hopes to have a good youngster ride the bike in other races to really gauge its performance.

Danny, too, was plagued with bad luck. His 350 c.c. Manx, which he has modified, only managed to do five of the six race laps, and those were with three gears. The 500 c.c. machine dropped a big end on its third lap.

Danny's thoughts on the race: "I find it takes a lot of concentration, but I would like to go again next year and have another go."

He has done quite a bit of racing, mostly on short circuits, and riding in the T.T. for the first time gave him quite a thrill. There is, however, one thing of which he is quite sure: "Experience counts more than anything."

4 Solihull soccer teams in league

Four Rover Solihull teams, including an Apprentices XI, have been entered in the Birmingham Works League for next season (Divisions 1, 2a, 7 and 10).

Officers elected at the Solihull Football Section's annual meeting were: chairman, M. Humphries (P6); secretary, W. Newnes (P6); treasurer, C. West (Supt. P5). Committee members: T. Bevington (Land-Rover Assembly), J. Posy (Land-Rover Assembly), D. Bown (Gas Turbine), T. Burns (P5 Line).

Anyone wishing to play should contact one of the above.

BIGGER, BETTER SHOW

The fifth annual show of Rover Solihull Horticultural Society will be opened in the main canteen at Solihull at 2.30 p.m. on August 21 by Mrs. W. Martin-Hurst, wife of the Managing Director.

The show promises to be bigger than ever. Several new classes have been introduced, and a new trophy, the A.B. Smith Challenge Cup, will go to the competitor with the highest number of points in the pot plant class.

In addition, the Royal Horticultural Society has offered a Banksian Medal to the competitor winning the highest total amount of prize money (excluding division 4 and 6). This is a rare and coveted award, perhaps the highest that any gardener can win, and keen competition is expected. It will not be known until after the show whether the medal will be gold, silver or bronze. This is decided by the Royal Horticultural Society.

Schedules are now available and enquiries should go to the show secretary, Mr. P. Toon, of 158, Scott Road, Olton, Solihull (Land-Rover Assembly), the Chairman, Mr. A. C. R. Greenwood (Secretarial Department, internal telephone 565), the Hon. Secretary, Mr. H. K. Brown (Land-Rover Final Line), or any committee member.

Entries from other Rover factories which have horticultural societies will be welcomed. Particulars of all the arrangements are in the programme now available.

There will be special displays by Calidee (greenhouse and soil heating equipment), Guests of Kenilworth (fuchsias) and the Amateur Wine Makers' Association.

An invitation was accepted to take Rover Perry Barr domino, darts and cribbage teams to a local club. Results: Rover won all matches, darts (5—4), dominoes (5—2) and cribbage (5—0).



Snooker foursomes

Early results in the Solihull snooker foursomes competition.

Preliminary round: Bloomer & Walker 59, W. Bonas & S. Oliver 44; Holmes & Ware 49, J. Collier & B. Cooper 57; Checkley & Whittle 64, A. Bonas & T. Bonas 42; R. Butcher & Greathhead 51, Woodward & Buckle 57; Morris & Platt 51, Hitchman & Harrison 58; Hume & Stilling 65, Woodland & Pearson 46; Duddy & McNeal 32, Batty & Furney 70; Harris & Spittle 47, Lloyd & Bent 49; R. Dixon & A. Manley 38, Newbould & Pagan 65.

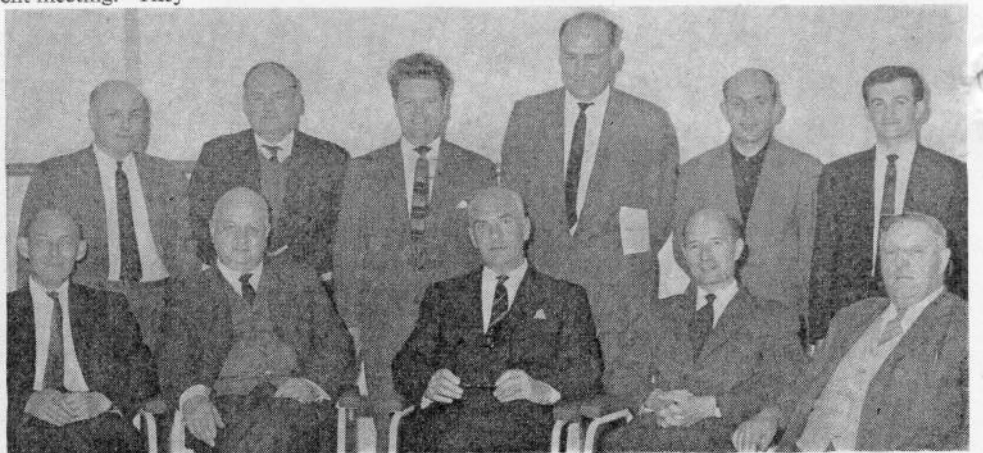
First round: Dunn & J. Butcher 76, Weaver & Collins 46; Caralon & Plenderleith 49, Ryan & Nixon 46; Lloyd & Bent 62, Batty & Furney 45; Bloomer & Walker 57, Checkley & Whittle 31; Hume & Stilling 64, Woodward & Buckle 40; R. S. Taylor & D. Hyman 73, Fraser & Hicks 65; Everall & Thomas 52, Hitchman & Harrison 47; Newbould & Pagan 36, Collier & Cooper 59. Second round: J. Dunn & J. Butcher 62, Caralon & Plenderleith 21; A. Everall & Thomas 27, R. S. Taylor & D. Hyman 35.

Four coaches took some 160 Solihull supervisors to London for their annual outing on June 19.

After lunch in the capital they went on a three-hour river trip from Festival Pier and the above photograph shows some of the party sunning themselves on the boat's deck. An early dinner was followed by a visit to the Piccadilly Theatre to see "Instant Marriage," after which the party returned to Solihull having had a thoroughly enjoyable day out.

Mobile library

Sutton Council (Surrey) plans to buy a Land-Rover and a caravan type-trailer, both fitted with bookshelves, to transport books to branch and school libraries.



Group—i.e. Tyseley, Springfield, Percy Road, Ryland Road and Perry Barr. Meetings are held monthly at Tyseley works, at which general business from the various works is put forward for discussion.

Section activities include cricket, football, angling, bowls, table tennis, chess, car and motor cycle, film shows and dancing. Facilities exist for the formation of new sections.

Information regarding club activities can be obtained from the

general secretary, internal telephone Tyseley 187.

SOCCER FIXTURES

First round fixtures for the Solihull inter-departmental football competition are: Apprentices v. P6 Assembly (August 9), Experimental v. Staff (August 10), Welders v. Works Engineers (August 11), P6 Test Rectification v. Land-Rover Scuttle (August 12), P5 v. P6 Trim (August 16), Land-Rover Assembly v. P6 Final Stage 3 (August 17), P6 Paint v. Gas Turbine (August 18), Land-Rover W.D. v. P6 Sub-Assembly (August 19).