



New 3-storey drawing office block going up at Solihull

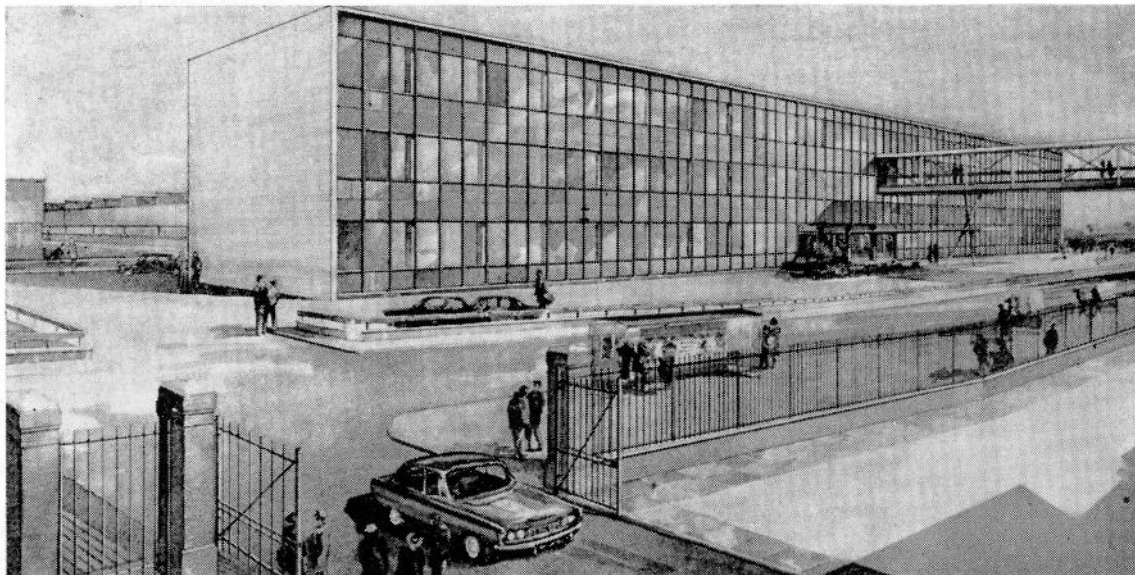
Site work is about to commence at Solihull on a new purpose-built, three storey Engineering drawing office block. It is being built to the north of Valiant Way on land formerly used as the main works car park. Completion and occupation is scheduled for the end of this year.

The building covering 58,000 sq. ft. will be of modern construction with glass curtain walling from top to bottom. It will have its own power sub-station for heating and ventilation, and the remainder of the old car park area not being built on at present will provide parking for engineering staff and their visitors' vehicles.

A new works car park is being laid out to the south east of the works near the Test Track.

The new office block will "house" 340 Engineering employees at present working in various temporary accommodation at Solihull and Acocks Green. Also in the new premises will be the Print Room and Drawing Office services. It is because of this gradual increase in the dispersal of personnel as a result of Engineering expansion that need for the new building has become vital.

An overhead bridge crossing Valiant Way and the main canteen will link the new block with the existing Engineering premises.



An artist's impression of the new Engineering Dept. drawing office block as seen from the roof of the Industrial Relations building near No. 1 gate.

LAND-ROVER ASSEMBLY RESTARTING IN TURKEY SOON

Land-Rover assembly is to restart in Turkey with the expected arrival in March of the first CKD vehicles from Solihull. Volume will depend on the issue by the Turkish Government of import licences from time to time and on the availability of foreign exchange.

CKD Land-Rovers have been assembled in Turkey in the past on a

temporary basis, but the new assembly arrangements commencing in March will be the start of continuing operations.

Assembly involving progressive local manufacture will be undertaken at Istanbul by the Matas Trading Corporation, our Turkish distributors, in association with the vehicle-building firm of Otobus Karoseri Sanayi Anonim Sirketi.

Initial local content will be about 40 per cent and will increase year by year. Shipped from Britain will be engines, gearboxes, steering units, axles and electrical equipment. Turkish-made parts will include complete bodies, chassis frames, springs, batteries and tyres.

There are 522 CKD units called for on the first import licence. The first 168 will be produced by Rover during February.

departments, including the police and Ministry of Public Works, and construction companies.

A spokesman said: "Land-Rover sales in Peru have increased materially over the past few years and are very largely for Government use."

Pro-Chancellor of University



Mr. L. G. T. Farmer, Chairman of The Rover Company, has consented to accept nomination as Pro-Chancellor of Birmingham University, in succession to Mr. Stephen Burman, C.B.E., M.A., who is relinquishing the position.

The Pro-Chancellor, as his title implies, is the principal lay officer next to the Chancellor (The Earl of Avon, K.G., P.C., M.C.).

He is Chairman of the Council of the University, which is the principal executive body responsible for such matters as finance and investment, building and development, and the general affairs of the University. In purely academic matters the Council accepts the recommendations of the Senate, the body which is presided over by the Vice-Chancellor, Sir Robert Aitken, M.D., D.Phil., LL.D.

Two orders have been received from Iran for 352 Land-Rovers worth nearly £300,000.

One order is for 100 Long units for Iranian Oil Services Ltd.; the other for 252 CKD Regular and Long vehicles for assembly in Teheran by the Rover distributors for Iran. The vehicles assembled incorporate a percentage of locally-manufactured parts.

The order for 252 CKD Land-Rovers, worth approximately £210,000, is part of an additional 2,000 vehicles covered by an extended import licence recently granted to the distributors by the Iranian Government.

The 100 Land-Rovers ordered by Iranian Oil Services Ltd., and worth nearly £90,000, is the largest single order received direct from this source.

An order for 118 Land-Rovers worth more than £100,000 has been received from our Peruvian distributors, Intermotors and Trading S.A.

The vehicles, Long and Regular are for various Government de-

Marine gas turbine exhibited at New York Boat Show

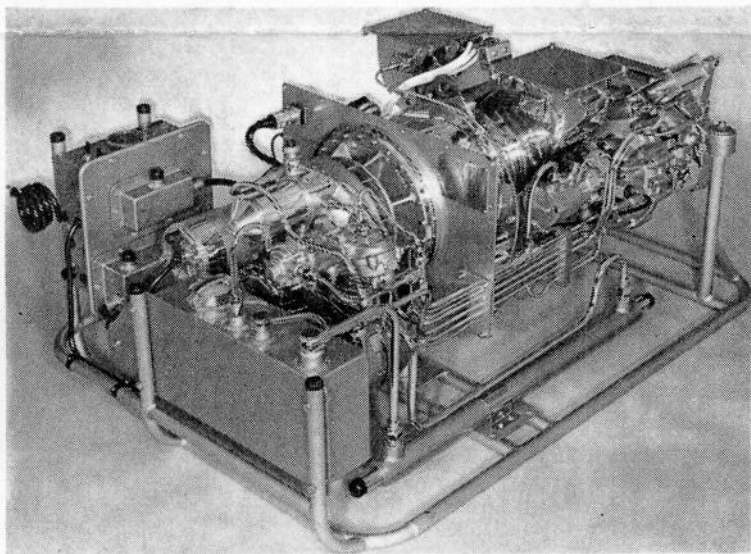
A marine version of the Rover 2S/150 gas turbine engine was specially prepared for this month's New York Boat Show where it was exhibited on the Kiekhaefer Mercury stand coupled to one of that company's stern drive units.

These units, which look very much like outboard motors without the engine, are usually found coupled to marine variants of four, six and eight-cylinder American automobile engines. The largest is capable of efficiently transmitting over 300 b.h.p.

The Rover gas turbine, designated to 2S/150M, is designed to produce 150 b.h.p. at an output shaft speed of 4500 r.p.m. In achieving this it occupies a far smaller space, and weighs much less, than the six-cylinder piston engine which it can directly replace on the same mounting-points in the boat hull.

When back in July the Board decided to produce this engine for exhibition, the design had not been commenced. Thus, completion of both design and manufacture to exhibition standards, between July and airfreight despatch on December 6, represented a fine effort by all concerned in Rover Gas Turbines.

Just how well they succeeded [may



The marine version of the Rover 2S/150 gas turbine engine.

be judged from the cablegram later received from Mr. C. F. Alexander, Kiekhaefer's Chief Engineer, in which he said amongst other things, "You sure did a beautiful job".

Later in the year Rover Gas Turbines are programmed to send Kiek-

haefer's a "live" engine for boat trials. Whilst customer reaction at the New York Show is not yet known it is apparent that this venture could well lead to yet another market for this remarkable compact and versatile form of power plant.

Monte: 2000s start from 4 countries

THE seven Rover 2000s competing in the current Monte Carlo Rally started from four different countries—Britain, France, Portugal and Poland.

Three of the four Rover works team cars crewed by Logan Morrison/Johnston Syer, Anne Hall/Pat Spencer, and Geoff Mabbs/Jim Porter, began from Rheims (France). The fourth car, driven by Poles Sobieslaw Zasada and Adam Wedrychowski, started from Warsaw.

Two private entries — Michael Frostick/Maxwell Boyd, and Tony Costello and Cooper—began from London, while the seventh Rover 2000, with Spaniard Reverter Sequeiros and companion in control, started its run from Lisbon. The rally ends this weekend.

Deputy Managing Director of Rover Gas Turbines Ltd.

AIR COMMODORE EDWARD ROY PEARCE, O.B.E., HAS JOINED ROVER GAS TURBINES LTD. FROM ROLLS-ROYCE AS DEPUTY MANAGING DIRECTOR.

He began his career with Rolls-Royce in 1952 when he retired from the R.A.F. after 22 years' service. He was in Canada as sales manager of Rolls-Royce of Canada from 1952 to 1955 when he returned to the U.K. to set up a special division for the development and manufacture of the large rocket engine in the British "Blue Streak" ballistic missile.

Since this project was cancelled in 1961, he has been on special duties on the development of organisation and management systems.

Air Commodore Pearce was educated at Charterhouse and Manchester University, where he obtained a first-class honours degree in mechanical engineering. He served an apprenticeship with Vulcan Foundry (now English Electric) at Warrington,

building railway locomotives, and later with A. V. Roe, manufacturing aircraft.

He entered the R.A.F. with a permanent commission in 1930 and early in his Service career, after taking a post graduate course in aeronautical engineering at the Imperial College, London, he was involved for three years in the development and operation of the pilotless aircraft, known as the "Queen Bee," which was used as a target for anti-aircraft gunnery training.

He claims to be the first man to have flown two aeroplanes at once—flying one manually and the other by radio control at the same time. It was for his work on the "Queen Bee" that he was awarded the O.B.E. in 1939.

Early in the second world war, Air Commodore Pearce was concerned with engineering duties for the R.A.F. and was seconded to the Ministry of Aircraft Production under the late Lord Beaverbrook.

In 1944, he was sent to Australia



Air Commodore Pearce

where, in 1946, he was closely involved in the original survey of the Woomera rocket range.

Sub Contracts Manager dies after long illness

Mr. Sidney Alfred Fellows, Sub-Contracts Manager for many years, died at his home in Solihull on January 1, aged 64, after a long illness.

Mr. Fellows, whose widow (Miss Rene Shipley), is secretary to Mr. A. B. Smith (Director and General Manager), was well known throughout the motor industry, particularly amongst suppliers.

He joined the Company in 1939 and was appointed Sub-Contracts Manager in 1954. During the war years, he was supplies representative in Sheffield for the Rover Shadow Factory Group.

SECOND STAGE REACHED IN LAND-ROVER EXPANSION PROGRAMME

New assembly line installed at Solihull

A second new Land-Rover assembly line installed alongside the one put into operation in the old P4 assembly area at Solihull 12 months ago, means that another stage has been reached in the Company's current Land-Rover assembly expansion programme.

The new line has been set up as a temporary measure to transfer second stage work on military vehicles, and final finish work and despatch of Forward Control Land-Rovers for export.

Into the area vacated by the military and Forward Control units is being transferred the P5 Body Shell Storage and Body Shop to create the space for development of floor area which will lead towards another stage to install a third conveyor within the expansion schemes.

Expansion work will continue all this year and the project is not due for completion before mid-1967.

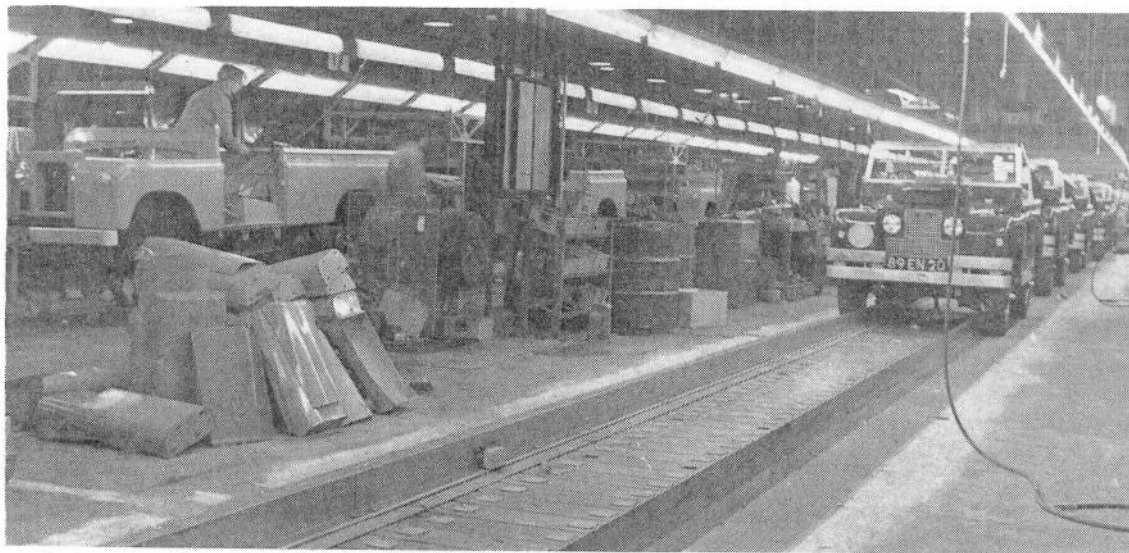
The new 660 ft. long line is basically the same as the one put into use a year ago, except that the pit is wider to facilitate maintenance work and the flush type slat conveyor is an improved version. Instead of two drives, one at each end of the line requiring balanced loading, the latest line has a single drive at one end with a tension unit at the other.

The first few stations on the work involved on military vehicles necessitates working underneath a vehicle, and the wooden ramp provided has been transferred and re-sited over the new assembly track which is already a raised section to facilitate assembly conditions. This wooden ramp has been raised also by the same amount to obtain the identical working conditions as previously.

While vehicles under assembly will ultimately be supported on jigs carrying them down the conveyor,

the wheeled vehicles at present on the line are moved along by a neat roller-type device. The floor under the chequer-plating has also been specially strengthened to take the weight of wheeled vehicles temporarily using the line.

As with the line opened last year, planning has been in the hands of Mr. R. G. Harris (Chief Planning Engineer) and his staff under the overall direction of Mr. O. Poppe (Executive Director, Planning), and work has been carried out by the Works Engineers Department under Mr. J. B. Wilson (Works Engineer) and outside contractors.



The new Land-Rover assembly line (foreground) with second stage work on military vehicles in progress on it. In the rear can be seen units under assembly on the line opened a year ago.

Distributors send delegates to South African Land-Rover sales conference



The first conference held in South Africa specifically to promote the sales of Land-Rovers was held in Port Elizabeth.

Distributors throughout the Republic and South West Africa sent members of their sales staff to the conference, which was held in the Homecrafts Hall, Showgrounds, Port Elizabeth.

On the floor of the hall was exhibited a built-up Land-Rover with new equipment which Rover South Africa intends to introduce in production early this year. Other representative models were also exhibited.

The conference was conducted by Mr. S. C. Toll, the Rover South Africa Managing Director. He introduced delegates to the range of Land-Rover models, and lectured several times during the one and half days of the conference. A Land-Rover demonstration in the field, an inspection of the Land-Rover assembly plant, a film entitled "Overland to the lost world," general instruction on sales techniques, and a discussion on competition to the Land-Rover in

South Africa—all were part of the programme.

At the end of the conference, delegates said the meeting had

certainly improved their product knowledge and created tremendous enthusiasm among them all.

Delegates present were: Messrs.

Delegates to the Land-Rover sales conference held in Port Elizabeth. In the centre—Mr. S. C. Toll, Managing Director of Rover South Africa.

G. R. Burn, J. Chapman, D. W. Featherstone (of Maxwell Campbell Ltd.); P. H. S. Du Toit, B. Badenhorst (of John Roderick & Botha Ltd.); T. J. Swart, D. C. Abell, C. Payton (of Sydney Clow & Co. Ltd.); J. E. F. Barr (Terrys Motors Ltd.); N. Pratt (Robb Motors Ltd.); D. Methven (John Roderick & Brook Ltd.); S. R. Lee, W. H. Muddle (of Coy's Motors Ltd.); E. P. Fielding, R. P. Brondgeest, P. R. Cary (of Barnes Garage Ltd.); J. M. I. Proudfoot and H. C. Grobler (Leyland Motor Corporation).

Present from Rover South Africa in addition to Mr. Toll were: Messrs. H. C. Leon, R. I. Meatcham, R. Skinner, R. Gansler, C. Vernon-Smith and T. L. Came.



A Land-Rover demonstrates its prowess to delegates during the South African Land-Rover sales conference.

BETTER CAR INSURANCE TERMS

As announced briefly last month, Rover employees with car insurance policies under the group scheme with Lloyds, through Edward Lumley & Sons Ltd., had the terms of their renewals substantially improved from January 1.

The scheme discount has been increased to 15 per cent and the bonus scale is now: 1st year—33½ per cent; 2nd year—40 per cent; 3rd year—45 per cent; 4th year—50 per cent.

A payment example: An employee owning a B.M.C. Mini value £500 one driver with a voluntary £10 accidental damage excess, living in the Birmingham area, with 4 years no claims bonus will now pay a premium of £9 15s. 1d.

These revisions apply to new insurance taken out from January 1 as well as to all renewals.

Enquiries are welcomed and a representative of the brokers is in attendance as follows:

Solihull—Wednesdays in the main anteen, 12.30 to 1.30 p.m.

Tyseley—Tuesdays (fortnightly) in the staff canteen, 12.30 to 1.30 p.m.

Cardiff—alternate Thursdays in the Personnel Dept., Pengam, and St. Mellons.

At other factories when required.

Mr. John Steinbeck, the author of such books as "Grapes of Wrath," "Of Mice and Men," and "East of Eden," visited the Solihull factory for a tour of the Rover 2000 line recently. Mr. Steinbeck, who was in Britain for a short tour, was taken to Coventry Cathedral in a Mark III 3-litre after his tour of the car line. A 3-litre owner, his visit was arranged through Rover North America. He is pictured below with his wife, being shown round the Rover 2000 assembly line by Mr. M. S. Alford (Public Relations Officer).



Three new branches in N. Malaya

Champion Motors (M) Ltd., our Malaysia distributors, have improved and expanded the Rover sales and service network in Northern Malaya with the opening of three new branches in Ipoh, Penang, and Alor Star, the three main trading centres in this part of the Federation.

Ipoh is situated in the centre of the richest tin mining area of Malaya; Penang is the main port of North Malaya and Alor Star is close to the Thailand border.

The three new branches have a total field sales force of 12 com-

prising Malays, Chinese and Indians. These salesmen attended an intensive 11-day sales and technical course before taking up their duties "in the field."

Each of the new branches is in the charge of an Asian executive.

Settling down

A letter recently received from a former Rover Cardiff employee, Mr. Dave Fender, who emigrated to America after his marriage in October, says that he and his wife have settled in Newark, New Jersey.

Mr. Fender, a former motor fitter in the Unit Reconditioning Workshop 'A' Shed, St. Mellons, is now employed by Rover North America.

DOUBLE EVENT

Many people attended a double event organised by the Rover Solihull Works Engineers Department at Blakenhale School, Garretts Green on December 23.

A total of 140 children attended the children's party while some 250 adults went to the annual concert. The entertainment was organised by Messrs. Douglas Titching and Desmond Simkiss (Works Engineers).



Even ghosts travel by Land-Rover! A Halloween setting was used by Rover North America when it displayed this Land-Rover at the New England International Automobile Show.

German boy's Xmas with A/Green man's family



A five-year-old German boy who has never had a holiday in his life until now spent Christmas at the Solihull home of a Rover Acocks Green employee. Mr. Ray Hill (Photographic Department printer) and his wife, of Valley Road, Sheldon, have been providing a home for Andreas Knospe since November.

Andreas, whose parents, two sisters and brother live in a West Berlin tenement block, will stay

at the Hill's home until the end of this month. He is one of ten underprivileged children who are in Britain under the auspices of the International Help for Children Organisation.

The Hills' son, Andrew, who is four-and-a-half, has already become a good playmate to his visitor. Mrs. Hill said, "Andreas had never

A Christmas Day picture from the Hill household, taken by Mr. Ray Hill of himself, son (centre) and their German visitor deep in concentration on the problem in hand—a racing car.

even seen a garden before in his life. From the moment he saw ours, there has been no holding him back."

PERSONAL NEWS FROM FACTORIES

BIRTHS

We offer our congratulations to . . .

KING—To Mr. and Mrs. David King, a son (Adrian Charles) on November 25. Mr. King works in the Brochure and Plant Estimating Department, Solihull.

GODDARD—To Mr. and Mrs. Ivor Goddard, a son (Martin Simon) on November 21. Mr. Goddard works on Land-Rover Assembly, and Mrs. Ann Goddard formerly worked in the Land-Rover Trim Shop.

DOHERTY—To Mr. and Mrs. John Doherty, a son (Andrew Bernard) on November 30. Mrs. Doherty was formerly a gas welder in Group 79, Ryland Road.

LARDNER—To Mr. and Mrs. N. W. Lardner, a son (Colin) on November 22. Mr. Lardner works in Methods Designs Department, and his wife formerly worked on Receiving 'A' Deck, Solihull.

SCOTT—To Mr. and Mrs. C. E. Scott, a daughter (Amanda Carole Jose) on November 10. Mr. Scott is Stress Engineer, New Vehicle Project Design Office, and Mr. Scott was formerly a tracer in Design Research Department.

ALLCOTT—To Mr. and Mrs. B. J. Allcott, a daughter (Janice Mary) on November 14. Mr. Allcott works in Export Sales, Solihull.

MULLINS—To Mr. and Mrs. Roy Mullins, a daughter (Wendy Louise) on December 10. Mr. Mullins works on P6 Test.

SILVER WEDDINGS

We offer our congratulations and best wishes to . . .

HOBDAV—Mr. and Mrs. Jack Hobday on December 26. Mr. Hobday works in Car Despatch, Solihull.

DAVIES—Mr. and Mrs. A. Davies on December 22. Mr. Davies is a semi-skilled machinist at Acocks Green.

NUNNS—Mr. and Mrs. F. B. Nunn, on December 25. Mr. Nunn works in Technical Service Department, and Mrs. Nunn is a member of Staff Administration, Solihull.

CLYMER—Mr. and Mrs. J. E. Clymer on January 4. Mr. Clymer works in the Jig Shop, Solihull.

DEATHS

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

GRINNELL—Mr. Robert J. Grinnell on December 7, aged 22. He was a computer programmer at Solihull, and had been with the Company for 18 months.

WILLIAMS—Mr. Gary Kenneth Williams on December 13, aged 18, as the result of an accident. He was an apprentice in the Engineering Department, Solihull.

TAYLOR—Mr. Percy Taylor on December 4. Until his retirement to Plymouth a few years ago, he was a marine installation engineer at Acocks Green dealing with Meteor and Meteorite engines for marine purposes.

MITCHELL—Mr. Jack Mitchell on December 15, aged 47. He was a cutter in the P6 Trim Shop, Solihull, and had been with the Company for 7 months.

JACKSON—Mr. William Edward Jackson on December 6, aged 56. He was a finisher on the Finishing Line, Solihull, and had been with the Company for 16 years.

KELLY—Mr. William Albert Kelly on December 12, aged 72. He was a clerk in the Stores Office at Seagrave Road, and had been with the Company for 20 years.

FELLOWS—Mr. Sidney Alfred Fellows on January 1, aged 64. He was Sub-Contracts Manager, and had been with the Company for 26 years.

RETIREMENTS

Mr. Sidney Pullinger on November 4; he was a stores assistant, Transit Stores (11 years' service). Mr. Percy James Poole on December 9; he was a storekeeper, Transit Stores (26 years). Mr. George Swain on December 23; he was a labourer at Acocks Green and later Solihull (10 years). Mr. Albert Alfred Long on December 23; he was a sweeper on P5 Final Line (4 years). Mr. Montague Victor Leach on December 23; he was an inspector, Gas Turbine Division (17 years). Mr. Alfred Bullivant on December 23; he was a stores assistant at Solihull (10 years). Mrs. Marjorie Bullivant on December 23; she was secretary to the late Mr. F. E. A. Stephenson, and subsequently Mr. V. McGough, Quality Manager (23 years). Mr. Sidney Walter Newton on December 23; he was a storekeeper at Solihull (24 years).

Mr. Jeremiah Henry Grantham on December 30; he was a polisher on P5 Final Line (25 years' service). Mr. George Rogers on December 30; he was a semi-skilled fitter on the Land-Rover Final Line (10½ years). Mrs. Winifred Davies on December 30; she was a sewing machinist in the Trim Shop (19 years). Mr. Joseph Henry Price on December 30; he was a labourer in the Service Repair Shop (12 years).



200 at Engineering Dept. dinner

Some 204 members and guests, including guests of honour Mr. and Mrs. W. Martin-Hurst, attended the 7th annual dinner and dance of the Engineering Department on November 26 at the Mecca Ballroom, Birmingham.

Mrs. Martin-Hurst was presented with a bouquet of flowers by Miss Valerie Smith, daughter of the Engineering Dept. Social Club chairman, Mr. L. Smith. The speakers were Mr. Martin-Hurst and Mr. L. E. Richards (foreman, Engine Test).

Miss Smith is pictured right, presenting Mrs. Martin-Hurst with the bouquet.

NEWS AND PICTURES ABOUT ROVER PEOPLE

HONEYMOON TRIP . . . BY LAND-ROVER

It was in April, 1964, that a Speke, Liverpool, couple got married and climbed into a Land-Rover for a round-the-world honeymoon trip. Now they are back after a 19-month holiday.

Bill Walker, a 31-year-old shoe shop manager, and his 20-year-old wife, Linda, a typist, used a Land-Rover equipped with cooking stoves, a supply of food and bedding for their journey.

Starting from Dover, they travelled through France, Germany, Czechoslovakia, Italy, Israel, North Africa, India and Ceylon.

It was in the Middle East that they entered one town to be surrounded by guards. Their camera was seized, they were taken to a hut and interrogated, and their passports scrutinised. However, their captors soon cleared them for security reasons, invited them to stay the night and partake of a chicken dinner.

After a boat journey and a trip across Australia, the couple found jobs and a flat in Melbourne. Their route home took them to such exotic places as Tahiti, as well as travelling through Mexico, America and Canada. They were also in New York at the time of the great blackout.

And the reason for the journey? "We wanted to see the world before we settled down to married life," the couple explained.

TOYS FOR SPASTICS

Tea sets, dolls, and a Dalek, one of the newer fashions in children's toys, formed part of the collection of Christmas gifts gathered together by girls of the Land-Rover Trim Shop. (See below).

The toys once again helped to brighten the Christmas of the spastic children of the Wilson Stuart School, Erdington. The girls started collecting last September and raised some £40 worth of toys.



Pengam woman J.P. joins Juvenile Court panel

Mrs. Irene M. Price, J.P.—that is the proud title now enjoyed by a Rover Cardiff employee.

Mrs. Price, who joined the Company as a Stores Vistem clerk in 1961, is now a Stores Vistem supervisor. She was appointed a magistrate in 1964 and was recently appointed to the Juvenile Court panel.

She also holds several other positions: she is secretary to Rumney Ward Labour Party, a delegate to the Executive and Management Committee of the Cardiff South East Constituency Labour Party, and a delegate to the Executive and Management Committee of the City of Cardiff Labour Party. She was formerly badge secretary of Rumney and Llanrumney Boy Scouts' Association.

General Manager guest at Gas Turbine dinner

Main guests at the Gas Turbine dinner and dance held in the Junior Staff Canteen on December 10 were Mr. A. B. Smith (Director and General Manager), Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.), Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare), Mr. C. Berry (Chief Accountant), and Mr. R. Dixon (Welfare Manager).

In his speech, Mr. Smith recalled some of the achievements of the Gas Turbine division and mentioned future prospects. Mr. Searle thanked his "young team" for their efforts in 1965.

The "Turbine Twisters" competition was keenly contested, the winners being Mr. S. Page and his partner, who received the cup from the 1964 winners, Mr. and Mrs. R. B. Myring.

A Long Land-Rover was the gift recently presented by students of Ealing Technical College to OXFAM for use by the Ecuador Forestry Commission.

Her son, Gareth, worked at Rover Cardiff as a Parts Department inspector before emigrating to Auckland, New Zealand, where he has a



MRS. IRENE PRICE

He talked about the Company . . .

Mr. R. N. Oxley (Assistant Chief Engineer, Cars) was the speaker at a lecture given to the Midland Centre of the Institute of British Carriage and Automobile Manufacturers at Coventry on December 8. Entitled "The Rover Company Ltd.—a review of its current activities in car design and development," it was under the chairmanship of another Rover man, Mr. A. S. Ostler (Chief Designer, Cars).

. . . And now a vehicle of protest

Land-Rovers, the "farmers' friends" are seen below taking part in a protest drive in Wales. Some 40 vehicles owned and driven by local farmers covered the 18 miles between Brecon and Merthyr Tydfil in procession as a protest against the Government's farming policy.



RETIREMENT CORNER **M.C.D. dinner tributes to Mr. F. W. Allen's service**

Warm tributes were paid to Mr. Frank W. Allen (Personal Assistant to Mr. A. B. Smith, Director and General Manager) at the first annual dinner for the staffs of Material Control Departments at Solihull and Tyseley, which took place at Solihull on December 4. Mr. Allen has retired after 35 years with the Company.

Mr. L. N. Callaby (Material Control Manager) recalled in a speech that Mr. Allen was one of the original team to start an M.C.D.

at Rover—back in 1930 at the Queen Victoria Road Works, Coventry.

After a spell at Tyseley he returned to Coventry to take over control of all M.C.D. and Stores from the late Mr. Jack Nagington. During the war he was responsible for all material supplies connected with aero engines and air frames made by the Company in its Northern and Midland factories. A few years ago Mr. Allen withdrew from M.C.D. for health reasons and became personal assistant to Mr. A. B. Smith.

Mr. Callaby referred to "F.W.A."

as "a very good boss," and then presented him with a Remington electric shaver on behalf of his many M.C.D. friends, with good wishes for a happy retirement.

Mr. Harold Butler (Supplies Manager) also paid warm tributes to Mr. Allen.

At the presentation made to Mr. Allen in the canteen on December 20 in the presence of many of his friends, Mr. A. B. Smith (Director and General Manager) said Frank Allen was one of the legendary names in the Company. He was one of the original team that helped to build the Company back to prosperity from the dark days of 1930, and was one of Sir Geoffrey Savage's principal henchmen at that time.

Mr. Smith said it was a matter of very great and sincere regret that Frank had suffered such bad health in recent years, but we were very pleased indeed to have him with us and especially to see how well he looked.



An electric fire and a cheque from his friends and colleagues, and a silver tray as a personal vote of thanks from the Directors, were the gifts presented by Mr. A. B. Smith to Mr. Allen at the presentation.

Mr. Sydney Walter Newton

After spending 24 years with the Company, mainly at Solihull, Mr. Sydney Walter Newton (Guarantee Claims Section, Service Transit Stores) retired on December 23, aged 65. He was presented with a 17 jewelled gold wrist watch by Mr. J. H. Whitby (Parts Manager) on behalf of his friends in Service Department. (pictured right).

Mr. Newton joined the Company in 1941 when he went to work in Sub-Assembly Stores at the time it was concerned with aircraft. In 1946, when Rover changed back to car build, he went to the Coventry Stores for a time and eventually returned to Solihull where he worked under the late Mr. E. Bradley. From 1951 to 1961 he was in charge of Service Lock-Up Stores.

During the war years he was a lieutenant in the Acocks Green Home Guard. Before that he served in the Regular Army with the Devon Regt., and later with the Territorials.



MASS-PRODUCED CRASH-SAFE CAR SOON—FORECAST

Mr. L. G. T. Farmer, Chairman of The Rover Company, presided over a Royal Society of Arts lecture in London on December 8.

At the lecture, Professor William Gissane, Director of the Road Injuries Research Group at Birmingham Accident Hospital, forecast that a mass produced car designed to protect its occupants from injury in a crash would probably be produced in America within three to five years.

He added that such a car might have considerable repercussions on British export markets.

A Rover 2000, duly decorated with Union Jacks, takes part in a British Week procession in Milan. It was entered by our Italian distributors, F. Martorelli.

Beflagged 2000 in the lead



Achievement medal for ex-employee

Mr. A. A. Lombard, who worked in the drawing office of the Rover Company from 1929 until leaving to join Rolls Royce in 1943, has been awarded the British gold medal for aeronautics, in recognition of his "outstanding technical achievements in the field of aircraft propulsion."

Mr. Lombard became chief designer of the Aero-engine Division of Rolls Royce in 1949 and was elected a director of engineering in 1958.



Receiving their Christmas gifts from Santa Claus are the children of Rover Solihull and Coventry employees at the annual Christmas party on December 11. More than 900 children, aged from 5-7 years, attended the function and were entertained by folk singing and carols.

ROCKING CHAIR RETIREMENT GIFT

When Mr. B. Kendall (Progress Chaser, Acocks Green) retired on November 5, he was presented by Mr. G. Elkington with a cheque, with which he purchased a rocking chair. A bouquet of flowers was sent to Mrs. Kendall. Mr. Kendall was with the Company for 28 years and the cheque was from friends and workmates.

Here and there . . .

David Searles (Factory Layout D.O., Acocks Green) has completed his apprenticeship.

The Rover Cardiff Unit Reconditioning Workshop held its first annual Christmas party at the Roath Conservative Club.

Two trainees from the Congo—Gaspard Bachain and Joseph Ibarra—have completed their six months' training and returned home.

Here until next December as a special trainee in the Engine Fitting and Test Department is Rafael Angel Sotillo del Mazo, from Jaen, Spain.



For schoolchildren who live on Exmoor, going to school can be exciting, especially when they go in a Land-Rover. Somerset Education Committee is using the vehicle to transport pupils across the wilds of Exmoor and with the coming of winter snow the ride is even more exciting. The photograph shows the Land-Rover about to cross Tarr Steps.



20,000 see 2000 win class in New Zealand car race



Mr. Hearne buys a car — encouraged by Mr. Pastry!

“What was good enough for my father is good enough for me!” says the “young lad” in the veteran 1907 Rover tourer, who happens to look remarkably similar to the gentleman standing at the front of a new Rover 3-litre.

The two are, in fact, one: on the right is Mr. Pastry, star of the children's T.V. comedy series, and on the left is the man who plays the part, actor Richard Hearne.

The photograph was taken recently when Mr. Hearne took delivery of a new Rover Mark III 3-litre automatic saloon at his home in Kent from Caffyns Ltd., our Maidstone distributors.

Trying out the 3-litre for comfort is Mrs. Hearne, seen talking to Mr.

J. W. C. Collins, Caffyns Sales Manager.

Technical note: For readers wondering how Richard Hearne can appear in two roles in the one picture — two photographs were taken initially, one print was superimposed on the other and the “jig-saw” print then re-photographed and printed.

It tried so hard on such a big job!

Of all the feats of versatility for which it is noted, the Land-Rover recently nearly achieved one of its greatest when it attempted to move a stranded car ferry.

Publicity photographer Mr. Alan Luckett and his assistant, Mr. Nigel Iskander, with Mr. P. L. Lawrence (Editor of Rover House Magazines), travelled to the Severn Bridge in South Wales to take publicity and advertising photographs.

The party drove their three vehicles—a Rover 2000, a 3-litre and a Land-Rover — on to the Aust ferry, which crosses from Aust to Beachley. However, the fast outgoing tide left the ferry stranded on a mudbank.

Moved a foot

The whole shipment of vehicles was offloaded and a 2 ins. thick rope attached from the Land-Rover on the quayside to the ferry.

Driven by Mr. Iskander, the vehicle attempted to pull clear the ferry and actually moved it about a foot, but the rope snapped before the operation could be completed. Another ferry freed the stranded vessel shortly afterwards.

The boat's captain said later that had the vehicles been off-loaded sooner, the Land-Rover undoubtedly would have pulled the ferry clear.



Another picture of Christmas celebrations, this time from Seagrave Road, London. Some 140 children attended

DEMONSTRATING SKILL — IN A SMALL WAY!



Two members with their young guests—all share the same fascination for model car racing.

Rover enthusiasts who have admired the skill of racing drivers now have a chance to demonstrate their own prowess in this field—on 1/32in. scale models.

The newly formed Rover Model Car Racing Club meets every Tuesday evening at 7.30 in the projection room off the main works canteen at Solihull. Subscriptions are 10s. for adults and 5s. for those under 21, the club being limited in its membership to 70 members. Guests may be admitted for 1s.

The club has already arranged a 12-hour, non-stop race against the Solihull police team, with 12 drivers on each side taking part.

The track is 55 feet long and has four lanes: other equipment includes hand controls with power braking and lap recorders. Four club cars are in use: an Aston Martin DB 5, a Mercedes 300 SL,

New Zealanders who have read of the success of Rover 2000s in international motoring events recently had a chance to see the car in action on what is believed to be the first occasion a Rover 2000 has been raced on a circuit.

A privately entered Rover 2000, driven by Simon Taylor and John Manby, of Te Awamutu, took part in the Wills six-hour night race at Pukekohe, promoted by the New Zealand International Grand Prix Association and watched by some 20,000 people. The car, in the 1601-3000 c.c. class, was one of the 36 starters which lined up nine deep on the four lane starting grid.

Having survived the first hectic laps, the 2000 settled into a comfortable 11th position which was maintained for the first two hours (writes a New Zealand correspondent). The road-holding power of the 2000 was such that it was the only car in the race apart from two others that could take ‘U’ turn corners without braking.

After three hours, the car stopped at the pits for fuel, a change of driver and new front tyres.

As soon as darkness fell, it was discovered that the 2000's generator had failed, but despite this the car advanced to 8th position overall. It was while travelling down the back straight at 95 m.p.h. that driver Simon Taylor found the engine becoming unusually noisy. Trying to change down for the next corner, he discovered that he was still in third gear!

Such was the excitement during the final laps that it was some time before it was realised that the leading car in the 1601-3000 c.c. class had retired, thus leaving the Rover 2000 to finish undisputed in first position in its class.

Other news from New Zealand includes a story about a Land-Rover once again making history.

Mr. Keith Holyoake, the New Zealand Premier, was “foiled” in his attempt to make the first history-making crossing of the road “gap” between the West Coast and Otago, New Zealand, by a Land-Rover.

Despite tight security on this last section of the magnificent Haast scenic highway, three men managed to cross the gap in a Land-Rover. Everything possible was done on this last section of road construction in far South Westland to ensure against a wheeled vehicle getting through before the Prime Minister, who was due to open the highway.

However, these precautions proved too great a challenge for three men engaged on road construction, who managed to cross the gap before being finally apprehended on the southern section of the highway.

The Company is to donate £100 a year towards Elmdon Parish Church Funds for the next seven years. The money is to be used for building a new church hall in Elmdon Heath, and for enlarging the ancient St. Nicolas's Church itself. The church requires £40,000 for the projects.

Mr. C. H. Mayall, whose award of a gold watch in recognition of 25 years' service to the Company was announced in the November ROVER NEWS, is a senior buyer and not a buying assistant, as stated.

The combined choirs of Elmdon and Bickenhill, under the guidance of the Rev. S.A.E. Owen, led the singing at the 4th Rover Carol Service held in the Solihull works canteen on December 22.

A Rover employee, Mrs. Ellen Hemmings (the former Miss Ellen Spencer), sang a carol solo, which was followed by community carol singing and a rendering of “Silent Night” by the Bickenhill Quartet.

Football secretary resigns—ill-health

Mr. Billy Newnes, who has been connected with the Rover Solihull football section for over 20 years, has been forced to resign as secretary through ill-health. Starting as a player in 1945, he became a committee member, then chairman, and then secretary. He was also a county referee for some years.

Despite the loss of its secretary, the Rover Solihull first team is having one of its best-ever seasons. It is at present top of the 1st division in the Birmingham Works League and reached the final of the Aston Villa cup by a fine 5-3 win over Accles and Pollock, one of the premier league sides. They now meet Birmingham City Police in the final in April.

Undeclared in its last 12 league and cup games, the team's record is: played 11, won 8, drawn 2, lost 1, goals for 36, goals against 11, points 18.

P6 man is darts champion

Once again W. Gorst (P6) proved a worthy winner of the 1965 Solihull darts championship when he beat E. Ashton (Test Rectification) in the finals by 4 games to 1 in the best of 5 frames, 501 up.

The losing semi-finalists were J. Perks (P6 Body) and M. Horan (P6). Prizes were presented by Mr. F. Richman (Maintenance, North Block) who also did the marking.

Snooker Xmas Handicap, 3rd round results: R. Newbould 52, A. Bonas 47; A. Woodland 89, T. Munro 19; R. Checkley 43, C. Walker 56; T. Heath 72, J. Norgrove 25; M. Whittle 67, R. S. Taylor 38; E. Froggatt 62, J. Dunn 31; H. Baird 69, R. Butcher 33; R. Dixon 85, M. Holmes 33.

4th round: R. Newbould 69, A. Woodland 36; C. Walker 47, T. Heath 40; M. Whittle 32, E. Froggatt 56; H. Baird 29, R. Dixon 56.

Semi-final: R. Dixon 47, E. Froggatt 53.



Briefing drivers at the Solihull Car Despatch Department are Lieutenant P. O. Perry, of Northth M.T. Company (left), and Captain S. T. Wiltink, of the Netherlands Signal Squadron, Northth.

NATO DRIVERS COLLECT THEIR NEW VEHICLES

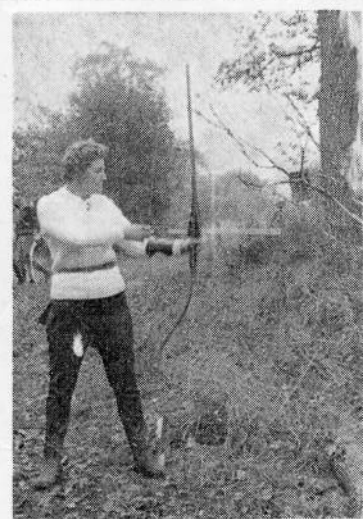
On four successive Mondays until Christmas, a group of NATO drivers visited Rover Solihull for a special purpose.

Their mission was to transport, in four trips, 101 Land-Rovers from Solihull to the headquarters in Rheindahlen, West Germany, where they will be employed by various NATO units of the Northern Army Group.

Having flown from their base to

R.A.F. Gaydon, between Banbury and Warwick, the men were driven to Solihull, where they collected the Land-Rovers. They returned via Dover and used the continental car ferry to return to Rheindahlen.

Drivers from Britain as well as others from NATO countries such as Holland, Germany and Belgium, took part in the operation, which was under the command of a British officer.



Ready, steady, aim, fire! Mrs. M. Howell, a former P6 Trim Shop worker, on her way to taking third prize in the ladies' free style section of the Rover bowmen's annual field shoot.