



ON ACTIVE SERVICE

★ With the British Army in Malaya

The Land-Rover has a face for every occasion. You name it and it does it. Think of a country and you're likely to find it there. Suggest a role and the Land-Rover fills it.

In the van of strenuous efforts to boost the economies of underdeveloped countries of Africa and Asia — the LAND-ROVER. In the forefront of the world-wide fight against poverty, disease and the decimation of wildlife — the LAND-ROVER. In those areas where Britain has defence commitments — the LAND-ROVER, faithful friend and ally of the British soldier.

Here is a simple yet telling photograph of the Land-Rover going about its duties with a Royal Artillery battery in Malaya. It is pulling a 105 mm. howitzer over a makeshift bridge. Quite a humdrum operation, really; yet so typical of the constancy of the reliable, go-anywhere Land-Rover.

After 18 years, the Land-Rover is a household name all over the world. Man, in his many roles, finds it not merely useful, but indispensable.



ELECTED TO GAS TURBINE BOARD

Two Rover Gas Turbine executives have been appointed to the Board of Directors of Rover Gas Turbines Ltd.

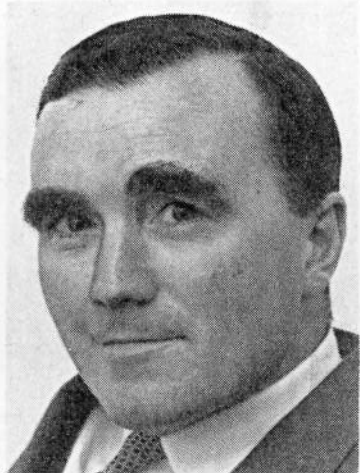
They are Mr. Noel Penny (Chief Engineer) and Mr. John Griffiths (General Sales Manager).

Mr. Penny has been appointed Technical Director and Mr. Griffiths Sales Director.

The appointments were confirmed at the January meeting of the Rover Gas Turbine Board.

Mr. Penny joined The Rover Company in 1950 from the Department of Atomic Energy, Risley, where he was a technical assistant on the development of Isotope separation.

Through his work on atomic energy he formed an early background for small gas turbine problems, since this work involved the engineering development of small high speed compressors and static heat exchangers and other developments akin to those in the small gas turbine. Mr. Penny worked on high speed bearing and seal problems on the early small gas turbine designs.



Mr. GRIFFITHS

In 1954 he became senior technical assistant and was particularly responsible for the development of combustion and fuel systems. He became Mr. C. S. King's assistant in 1957 as Assistant Chief Project Engineer and was appointed Chief Project Engineer in 1960 and Chief Engineer (Gas Turbines) in 1962.

Mr. Griffiths joined Rover Gas Turbines in 1963 in the new post of General Sales Manager. He came from Tiltman Langley Ltd., of Redhill, Surrey, where he had been technical director for two years. From 1948 until 1961, he was with Teddington Aircraft Controls Ltd., where he ultimately became the company's sales director.

Naval service

After being educated at University College, London University; Loughborough College, and the Royal Naval Engineering College, Manadon, Mr. Griffiths saw three years' war service in the Royal Navy as an air engineering officer.

Upon demobilisation he joined

Rover 2000s finish in the Monte Carlo Rally: All mechanically sound

A Rover 2000 was first British car home and 10th overall in the recent Monte Carlo Rally, in which ten British cars were disqualified for alleged infringements of the complicated new regulations regarding lights and dipping.

Four Rover 2000s were among the 72 cars to be placed in the general classification list of this year's rally. Cars so listed were those which completed the first stage to Monte Carlo from the various starting points, and also the tough Monaco-Chambery-Monaco all night mountain run.

FINAL RUN

The Rover works 2000s finished as follows: Geoff Mabbs/Jim Porter (10th overall and 8th in class); Sobieslaw Zasada/Adam Wedrychowski (21st and 15th); Logan Morrison/Johnston Syer (37th and 21st). The private entry of T. Costello and G. Cooper was classed as 61st overall.

The three works 2000s were among the cars selected for the final Monaco-Monaco run to determine the first 60 placings. Of the three Rovers, the Logan Morrison/Johnston Syer car failed to complete

when it ran off the road on the 4,500 ft. Col de Turini. It hit a parked private vehicle, damaging its own petrol pump.

Six Rover 2000s were among nearly 200 cars to begin the rally. The first stage from the starting places of London, Rheims and Warsaw were comparatively straightforward. The London and Rheims starters met snow only in the Boulogne area and after negotiating this they had an easy, dry and ice free run through France to Monte Carlo.

An indication of how comparatively easy this section was can be judged from the fact that all but some 20 of the starters reached Monaco after two days and two nights on the road, covering 1,800 miles.

It was the second section—the

tough snow and ice bedevilled Monaco-Chambery-Monaco run over 888 miles and with six special timed stages—that really cut a swathe into the competing cars.

Only 88 survived, and among vehicles that fell out during this gruelling 24-hour test was the works 2000 of Anne Hall/Pat Spencer and the private entry 2000 of Michael Frostick and Maxwell Boyd, the B.B.C.2 Wheelbase/Sunday Times pair.

The latter car merely ran out of time, but the ladies' car had a more dramatic exit. It skidded into a bridge towards the end of the outward run to Chambery, and in so doing damaged its suspension and steering. The latter damage contributed to another "crunch" further on when the vehicle hit some concrete posts.

PENALISED

Four 2000s were thus among the survivors for general classification, but one of these, the private entry of Tony Costello and Gerry Cooper, failed to qualify for inclusion among the 60 cars for the final classifying section. He had completed the Monaco-Chambery-Monaco run only at the cost of heavy penalty points.

Three 2000s, then, set off on the 380-mile Monaco-Monaco mountain section with its six timed special tests. At this stage, all cars had been running mechanically perfectly and had remarkably few penalty points against them.

The two Rovers to finish the Monaco-Monaco run did so in perfect mechanical order. The Mabbs/Porter car lost a quarter light from a flying stone, and the Poles' vehicle lost a wing and had damage to the front as a result of a crash into rock.



Prince Albert of Belgium (second from right) photographed on the Rover stand at the Brussels Motor Show. Talking with the royal visitor are Mr. J. K. S. Carpenter (Sales Director, left); M. J. Beherman (second from left), of the Rover distributor firm in Belgium, and M. Degas (right). The Prince showed keen interest in the Rover exhibits at the show.



Mr. PENNY

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Appointed and Promoted

Mr. Robert Joseph Close has joined The Rover Company from Pressed Steel, Cowley, as Chief Quality Engineer, Bodies and Fitments. He succeeds Mr. J. B. Earl, who left to take a senior post with Jaguar.

As Chief Quality Engineer, Bodies and Fitments, Mr. Close represents the Quality Control Department on all technical matters relating to vehicle bodies and associated parts. He liaises with other departments and suppliers, and is also responsible for controlling the Bought Out View for the acceptance of all body components.



Mr. Close is directly responsible to Mr. E. G. Bacon (Executive Director, Quality Control).

Born 35 years ago in Hollywood, U.S.A., Mr. Close came to England with his parents at the age of four.

Mr. Close has been connected with the motor industry since leaving school at Oxford in 1945. Initially he served an apprenticeship with Pressed Steel, later joining that Company's Quality Inspection Department, making his way through the various sections to the post of Quality Engineer.

Mr. Close had two breaks in his inspection service—for two years' National Service in the R.A.F., and later when he was 'loaned' to the Training Department for the lecturing of apprentices, foremen and graduates during their training. He is an associate member of the Institute of Engineering Inspection, and is married with two children.

Keen on sport, Mr. Close captained an Oxford hockey team until last season. He enjoys mountain walking, and spent many periods in Wales and the Lake District helping to prepare Pressed Steel apprentices for their Duke of Edinburgh Gold Award expedition.

★ ★ ★



Mr. CLEAVER

Mr. Vernon G. Cleaver has returned to Britain from the German Rover Company in Frankfurt to take up a new appointment as Personal Assistant to Mr. John Carpenter (Sales Director).

A Rover employee for 16 years, Mr. Cleaver spent 12 months as Commercial Manager with Deutsche Rover G.m.b.H. Prior to that appointment he was Assistant Regional Sales Manager, Europe and Scandinavia.

An extraordinary general meeting of Rover Photographic and Arts Society will be held in the Solihull Senior Staff Canteen at 8 p.m. on February 23. All those interested are invited.

Mr. G. F. Searle retires: Gas Turbine Managing Director in 'build-up' years

Mr. Geoffrey F. Searle, Managing Director of Rover Gas Turbines Ltd., retired on January 31, after 36 years' service.

Mr. Searle joined the Rover Company in 1930 as General Service Manager, being responsible for spare parts and repair work throughout the world. He was previously Personal Assistant to the Director of Service at the General Motors Truck Company, Pontiac, North America, and had spent, in all, more than 10 years in the United States, working mainly as a service engineer.

At Rover in 1936 he became the first person to introduce the punch card control system for spare parts.

During the second world war he was responsible for Cheetah aero engine assembly work at Helen Street, Coventry.

After the first Coventry blitz in 1940, Mr. Searle moved the Cheetah engine assembly to Bankfield Shed, Barnoldswick, together with all its personnel and machinery. Shortly after this, it moved again from Bankfield Shed to Calf Hall Shed, Barnoldswick, where it remained until the end of the war. About this



Mr. SEARLE

time Mr. Searle also took over responsibility for the Cheetah engine repair programme.

When Cheetah engine assembly came to an end he organised the start of the Bristol Hercules engine repair work at Butt's Mill.

Mr. Searle actively resumed the Service Managership at Oliver Street, Coventry, in 1945, but later on in that year the Service Department was moved to Solihull.

It was in 1953 that he became Managing Director of Rover Gas Turbines Ltd., eventually taking over the administration of the Gas Turbine Project Department of The Rover Company. He was responsible for starting production of the single-shaft gas turbine engine by organising the making of water pump sets for the Royal Navy.

In an interview with ROVER NEWS, Mr. Searle paid tribute to the work of the Gas Turbine Depart-

ment which has built up sales steadily over the past few years. He praised all the people who have worked under his supervision with enthusiasm and loyalty since he took up the Managing Directorship of Rover Gas Turbines Ltd., and gave sincere thanks to them for their loyalty and help.

150 shows on the 1966 programme

Land-Rovers will again be exhibited at some 150 agricultural shows in the 1966 season, beginning with the Ayrshire Show at Ayr Racecourse on April 20-21 and ending with a Land-Rover Owners' Club Rally in October.

Locations include: the Market Deeping Show, where Land-Rovers won the silver cup in 1965; the Peterborough Show (third prize last year), the Egham and Thorpe Show at Runnymede (cup and first prize), Durham County at Chester-le-Street (second prize), the Rutland at Oakham (silver cup) and the Romsey (second prize).

Attendances at 1965 shows at which the Land-Rover stand was in evidence varied from 2,000 to 130,000.

● From Page one

Gas Turbine directors

B.O.A.C. as assistant to the Engineering Superintendent. After three years in this post he joined Teddington Aircraft Controls.

He is an Associate Fellow of the Royal Aeronautical Society (AFRAeS) and of the Canadian Aeronautical Institute (ACFAeS). Hobbies include flying, small boat building and sailing.

LAND-ROVER CONVERTED INTO ALL PURPOSE RESCUE UNIT

The St. John Ambulance Association in Auckland, New Zealand, has now brought into use a Land-Rover 'rescue-unit'.

A Forward Control Land-Rover was supplied to the St. John Ambulance Association and converted for it into a 'rescue unit': a Land-Rover capstan winch was mounted on the front of the all-alloy body and a king drum winch, driven by a power take-off unit, was fitted to the rear of the vehicle.

The project took approximately three months to complete and is the first unit of its kind. The whole design was engineered by Mr. S. E. Langstone, General Manager of the St. John Ambulance Association; Reevely, Ellis and Collingwood Ltd., which designed and built the body, and the Auckland branch of the Cable Price Corporation Ltd., Land-Rover distributors.

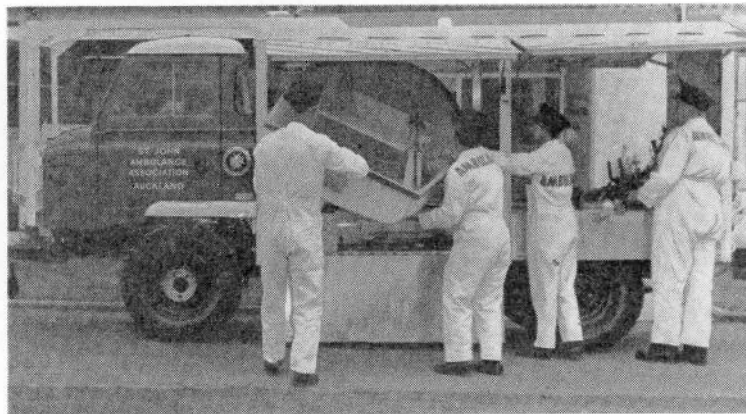
The vehicle was handed over to the St. John Ambulance Association by Mr. J. H. Ingram, Managing Director of the Cable Price Corporation Ltd., which marked the occasion with a donation to the association's funds.

"The unit is capable of dealing with any situation," said Mr. Langstone. It contains more than 60 pieces of equipment, including a cutting torch to rescue people trapped in vehicles, a dinghy, an outboard motor, fire extinguishers, an axe, a timber jack and protective clothing for the men.

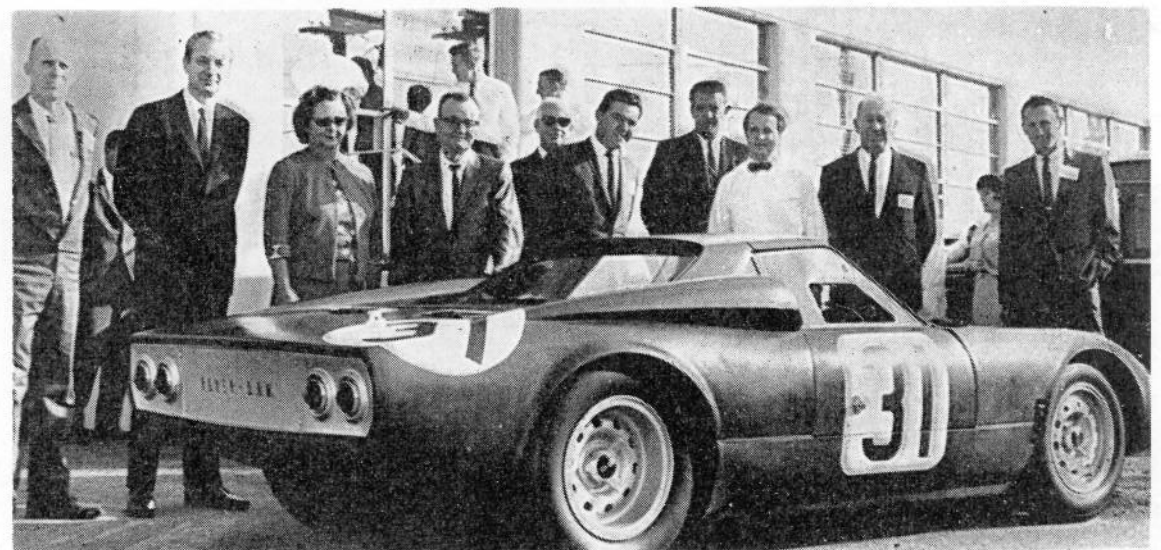
The generator attached to the trailer provides power for a lighting plant capable of lighting a quarter-acre. The vehicle is also equipped with a flashing light, a radio telephone and a loud-hailer.

A team of four men is being trained to use the equipment: they will eventually train the other members of the association.

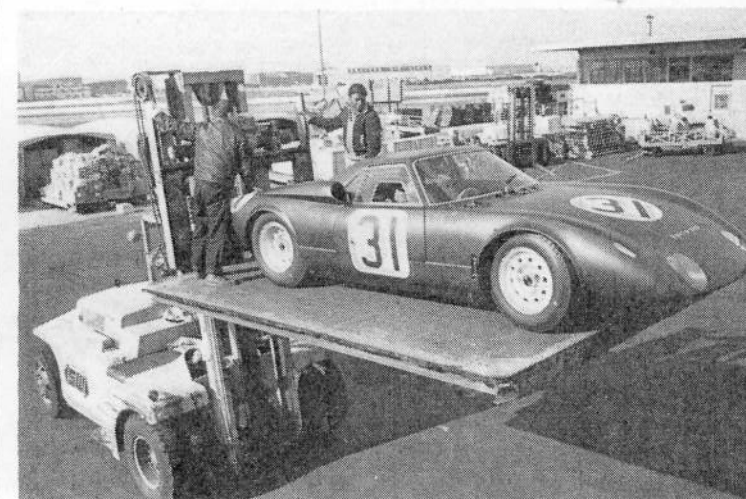
"Auckland has lacked this sort of equipment for a long time," said Mr. Langstone, "and the opening of the International Airport at Mangere has made it even more necessary. It will also be used for civil defence activities."



Personnel of the New Zealand St. John Ambulance Association load the dinghy on their newly-acquired Land-Rover "rescue unit." The dinghy is only one of 60 items of special equipment carried.



ROVER-B.R.M. 'RACER' DEMONSTRATED IN THE UNITED STATES



The Rover-B.R.M. gas turbine car after arriving by air in the United States for exhibition on the Rover stand at the International Automobile Show in San Francisco.

A three-week visit to the United States to show the Rover-B.R.M. gas turbine car to Rover North America staff and dealers was the trip recently undertaken by Mr. Peter Candy, who was project engineer at the 1965 Le Mans race.

He visited several motor companies in the Detroit area and was featured in radio and television programmes. The above photograph shows Rover dealers and some of Rover's San Francisco regional staff with the Rover-B.R.M. racing car, as they waited to take their first ride in it. Peter Candy is third from the right. Left to right are: Messrs. Jim O'Rourke (O'Rourke Motor Sales Oakhurst, California), Paul Felton (Paul Felton Imported Cars, San Francisco), Bob and Mrs. Baird (British Motor Sales, San Diego), John Carnahan (with glasses) also of British Motor Sales, Jim Mayne and Bill Martin (Hayward Auto Imports, Hayward, California), Peter Candy, Floyd Probst (English Motors of Berkeley, Berkeley, California), and Phil Van Eck (Hayward Auto Imports).

J.P.C.A. ANNUAL DINNER

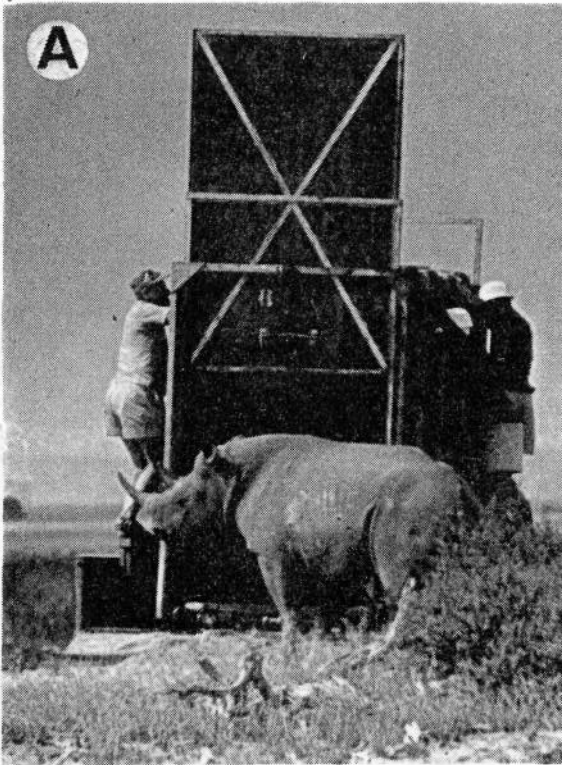
Members of Solihull Joint Production Consultative and Advisory Committee held their annual dinner on January 20.

The chairman of J.P.C.A., Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare), vacated the chair for the evening in favour of Mr. W. J. Robinson (Executive Director, Production—Solihull). All Management and employee members of the committee were present.

The toast to the Rover Company was proposed by Mr. J. R. Russell (Land-Rover Assembly Line) and Mr. A. B. Smith (Director and General Manager) replied. Mr. F. W. Richards (P5 Finish) proposed the toast to Mr. A. J. Worster, formerly Production Director, who himself made the response.

A voucher to enable Mr. Worster to buy rose trees of his choice was presented by Mr. Robinson on behalf of J.P.C.A. members.

WHEN AN IRRESISTIBLE FORCE MEETS AN IMMOVABLE OBJECT... RESULT... CRUNCH!!



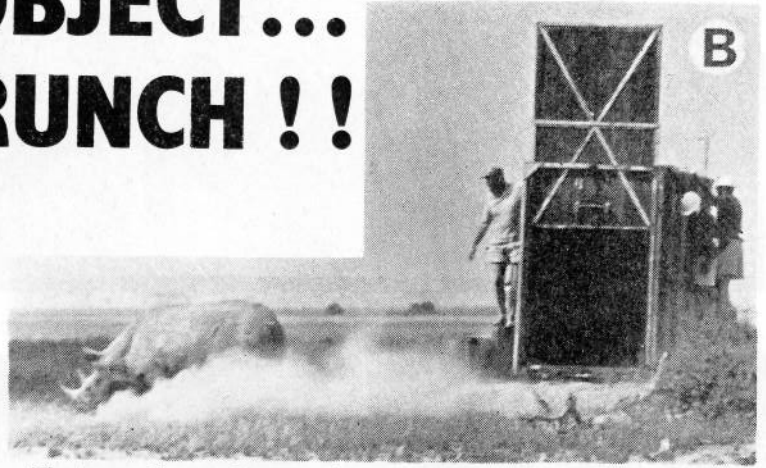
A—The moment of release. The rhinoceros has had to back out of the lorry as the crate is too small for it to turn round in. The animal's horn is painted red, to warn visitors to the game park that it is unsettled and potentially dangerous! **B**—Nose to the ground, the mighty animal begins its charge at a nearby Land-Rover. The lorry crew cling to the side of the lorry for safety, thankful to see it move away from them. **C** — CONTACT! The moment when a tremendous weight of animal flesh and bone collides with the great strength of a Birma-bright bodied Land-Rover. By driving in the desired direction, the vehicle is used to lead the animal into the area which is judged suitable. **D**—A close-up of damage inflicted by rhino "Dennis." Across the front of the radiator is the tyre which reduces the likelihood of a puncture by the rhino's horn. Damage caused less recently can be seen on other parts of the bodywork.

The freed rhino pauses for a moment to assess the situation and then...

Wherever the rhinoceros lives, it is faced with complete extermination unless constantly protected: the Land-Rover, despite considerable risk to itself, is now helping to combat this problem.

In Kenya, the black rhino is being protected by transferring it to special game parks. One place where this valuable and exciting task is being carried out is a small game camp in Kenya called Kiboko.

The standard method of hunting is to patrol a chosen section of a district in a Land-Rover. With the driver held firmly in his seat by a safety belt, and his passenger with a cross-bow anaesthetic dart gun, the Land-Rover is ready for action. Both wear protective helmets in case of accident, but fortunately these are remarkably rare.



... A CLOUD OF DUST, A THUNDER OF HOOVES, AND THE BEAST IS AWAY. HIS TARGET... THE LAND-ROVER.

The team relies on sheer speed to draw up on the rhino which heads off as soon as it senses danger. The Land-Rover speeds on, dodging trees, rocks and holes, until it is travelling abreast of the rhino. Then the marksman, standing on the passenger seat with his head and the crossbow out of the porthole in the roof, shoots a dart into the rhino's rear quarters.

The chase is kept up until the animal drops to the ground, perhaps

eight or ten minutes later. The transport lorry is called up and the rhino loaded onto it. It is then taken back to the camp and put into the stockade.

After a few weeks' observation and convalescence, the rhino is taken to its new home, but it is a notoriously unpredictable animal and its reaction to sudden freedom often dramatic.

A spectacular release took place when a young male was set free in Amboseli, in the foothills of Mount Kilimanjaro. A visiting United Nations team was there to see the release.

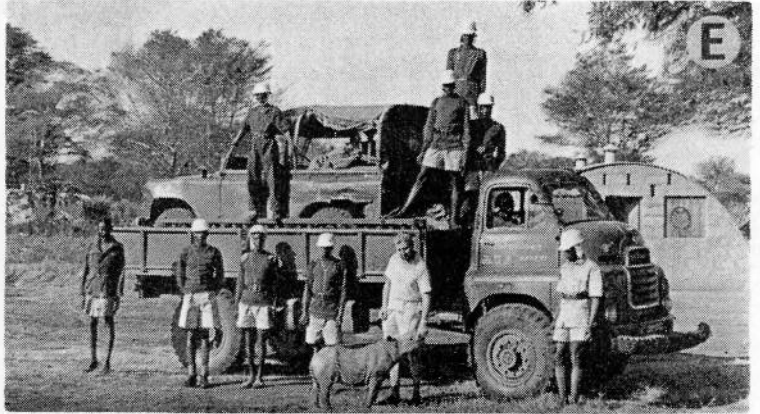
When the rhino, nicknamed Dennis, emerged from his crate, snorting and blowing violently, he paused for a moment as if to choose his victim and set off at full speed for Game Warden Nick Carter's Land-Rover, which was one of fourteen present. Three United Nations officials and a game warden's wife were sitting inside.

Dennis set his sights on the radiator and after one head-on collision, proceeded to take a couple of short hooks at the offending vehicle with his horn. He was last seen giving chase to an unwary visitor a mile away.

Usually the release is more orderly and the rhino is drawn away in the desired direction by tempting it to chase a Land-Rover which keeps a safe distance ahead.



And a close up of the rhino's target after its thumping



The crew and lorry prepare to set out on another rhino hunt, with a baby rhino nuzzling Nick Carter's hand. The Land-Rover is carried on the transport lorry. **BELOW**: To prevent damage in the event of another charge, the Land-Rover is parked with its petrol tank against the lorry. Despite the damage inflicted on earlier pursuits, this vehicle has caught more than 50 rhinos in the Kenya Game Conservation Project.



NEW CAR PURCHASE SCHEME

All Rover employees with more than a year's service are eligible to take advantage of a new scheme under which new Ford cars and light vans can be bought at a 12½ per cent discount off the basic price (plus Purchase Tax).

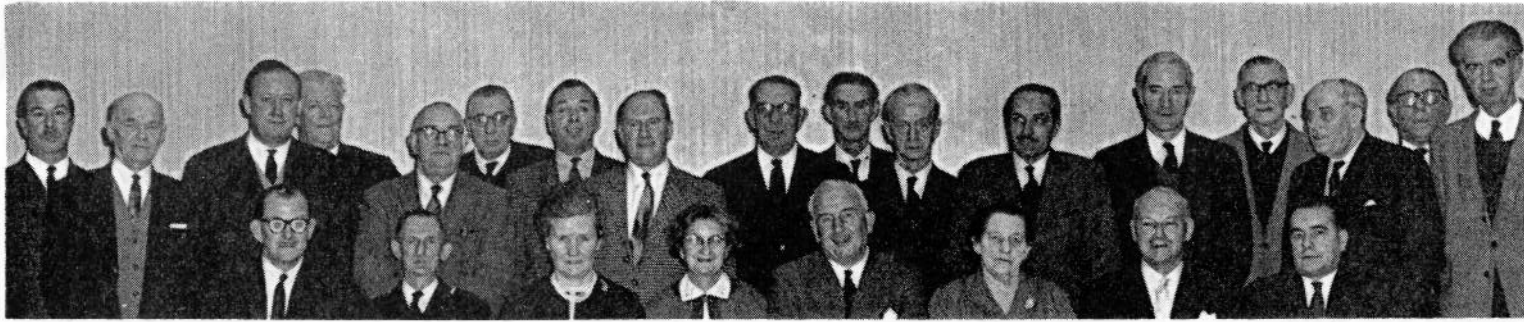
The scheme agreed between the Company and the Stratford Road, Shirley, depot of Bristol Street Motors (Shirley) Ltd., is available to staff and works employees, and is in addition to the existing scheme under which staff employees can continue to purchase B.M.C. cars at a discount.

To take advantage of the Ford scheme, a staff or works employee with a year or more service applies to Secretarial Department on the appropriate form. He or she is duly introduced to Bristol Street Motors, Shirley, and then goes to the Stratford Road, Shirley, depot to make the purchase.

Any necessary hire purchase terms can be arranged with Bristol Street Motors, (Shirley) Ltd.



Largest single batch of gold watches to be presented for some time TOTAL NEARS THE 1,000 MARK



▲ SOLIHULL ▼ ACOCKS GREEN



▼ TYSELEY

With the presentation of long service gold watches to 79 Rover employees on January 6, the total number of recipients to have received the award since the scheme was inaugurated in 1958, nears the 1,000 mark.

Some 1,975 years of service to the Company were represented in the 79 watches handed out by Mr. A. B. Smith (Director and General Manager) at ceremonies at Solihull, Tyseley and Acocks Green. Each employee has contributed 25 years' service to Rover.

The presentations represented the largest single batch of gold watches to be given out since the early days of the scheme when several large groups were presented to a backlog of recipients.

Latest recipients were :

SOLIHULL : Messrs. T. A. Barton (Assistant chief Engineer, Land-Rover Development), A. R. Bradley (Overseas Inspection Engineer, Quality Control Department), J. Swain (Assistant Buyer, Buying Service), N. E. Jones (Insurance Manager, Secretarial Department), W. Hughes (senior foreman storekeeper, Service Stores), R. W. Ryder (clerk, Home Sales), S. A. Garrett (assistant foreman electrician, Works Engineers), W. G. Holt (assistant foreman electrician, Works Engineers), J. J. Powell (progress chaser, Gas Turbine Buying Department), C. O. Wild (foreman, Land-Rover Production), M. H. W. K. England (foreman, Service Repairs), C. F. Sproat (foreman inspector, Land-Rover Inspection), Miss L. F. A. Dodd (audio copy typist, Technical Service Department), Miss D. R. Hartland (Secretarial Department), Mrs. E. E. Robinson (forewoman, Cleaners), Messrs. H. L. Briscoe (skilled fitter, Gas Turbine Department), I. E. R. Edwards (Progress Controller, Service Department), E. C. Elkington (skilled engine tester/fitter, Experimental Department), G. McVeagh (engine fitter, Experimental Department), W. H. Pritchard (fireman), W. W. Riley (chargehand, Service Department), W. H. Battison (paint hand, Detail Paint Department), W. H. Evans (skilled fitter, Gas Turbine Experimental Division), W. H. E. Norcross (skilled fitter, Gas Turbine Division), W. Pike (trimmer, Trim Shop), W. Upton (grade 'B' fitter, Works Engineers).

ACOCKS GREEN : Messrs. F. D. Jones (Planning Engineer), R. Kendrick (Progress Manager), E. L. Glossop (superintendent, Transport Department), F. A. Bowman (foreman inspector), W. H. Donson (section leader, Specifications), E. Jackson

(foreman, Machine Tool Reconditioning Department), S. Taylor (chargehand, Toolroom), C. H. Walters (foreman, Machine Shop), W. C. Walker (foreman, Toolroom Stores), R. A. Clayton (electrician, Maintenance Department), H. B. Coates (inspector Inspection Department), G. E. Hicks (labourer, previously fireman), S. M. Ingram (setter, Machine Shop), G. Lovell (millwrights mate, Maintenance Department), R. Johnston (electrician, Maintenance Department), W. A. Pickford (stoker, Maintenance Department), A. E. C. Rowley (skilled shaper, Toolroom), L. R. Watts (tool turner, Toolroom), H. C. Moore (inspector, Toolroom), H. J. Pillage (chargehand inspector, Inspection Department), W. H. Powell (tool turner, Toolroom), R. C. Corby (tool jig and gauge inspector, Toolroom), T. Guthrie (toolsetter, Machine Shop), S. Lovell (tool turner, Toolroom), H. Richards (toolmaker/fitter, Toolroom), H. Nicholls (chargehand, Processes), Miss D. M. Bennett (secretary and copy typist), Mrs. J. Lamsdell (records clerk, Toolroom).

TYSELEY : Messrs. S. F. Dunn (Inspection foreman), L. W. Harris (foreman, Engine Test), L. H. Horton (staff chargehand), W. L. Matthews (chargehand, Inspection Department, Percy Road), W. H. Wall (chargehand, Machine Shop, Percy Barr), G. Walters (staff chargehand, Machine Shop), P. D. Hemms (foreman, Plant Department, Percy Barr), T. E. Jacques (wages clerk), V. G. Lane (Inspection foreman, Percy Road), E. Barlow (labourer), F. J. Blackmore (toolsetter, No. 6 Machine Shop), J. S. Brelsforth (toolsetter, No. 2 Machine Shop), V. A. Daniels (toolsetter, No. 2 Machine Shop when he retired), C. Forth (machine operator), P. James (turner, Toolroom), J. Kavanagh (Plating Shop, Percy Road), D. Millward (crankshaft turner), H. J. Tarrant (machine operator), H. P. Collins (turner, Toolroom), D. E. Lavill (fitter, Assembly Shop), R. C. Buckton (operator, Percy Road), L. F. Powell (grinder, Percy Road), W. S. Willetts (fitter, Percy Road), T. J. Russell (Inspection Superintendent, Percy Barr), Mrs. V. B. Webb (senior records clerk, Rough Stores), Mrs. N. M. Millichamp (viewer).

Buyer gives back 1906 Rover cycle

After having travelled hundreds of thousands of miles, a 1906 Rover bicycle has been returned to the firm from which it was purchased 60 years ago. Mrs. Geraldine Neale, aged 76, who lives in Swaffham, Norfolk, gave back her bicycle to the Dereham firm of J. J. Wright and Sons Ltd.



(Dereham and Fakenham Times photo.)

Mrs. Neale hands over the 1906 Rover cycle to Mr. Ronnie Wright, head of J. J. Wright and Sons Ltd.

The firm is to respray it in its original black finish and keep it as a showpiece.

It was in 1906 that Mrs. Neale's father, a miller and farmer at Mileham, bought her the bicycle after she had passed her examination to become an apprenticed teacher at Mileham School. She was then aged 16.

"I believe it was the first Rover with pneumatic tyres that Mr. Wright had had, and he did not particularly want to sell it," she recalls. She had been accustomed to a fixed-wheel bicycle, and the first time she tried to get on she fell straight off!

The first long journey she made on the cycle was from Litcham to Boston, Lincolnshire, and during the first world war she cycled from near Birmingham to Litcham on it.

She has no idea how many thousands of miles she has travelled on the machine, but for eight years while she was living at Litcham and teaching at Necton, she cycled 16 miles every school day. It was only in 1964 that she stopped riding the machine, and having decided that she had no further use for it, she gave it back to the firm.

The slice of Rover history hidden under the tarpaulin...

Some 20 yards off the main A46 Coventry to Leicester road, in a little village called Wolvey, lies a car that has passed into Rover history. For at the back of an old cottage, and covered over by an undistinguished looking tarpaulin is what is believed

to be a 1904 Rover car, possibly the only one remaining of six made in that year.

The 8 h.p. six-seater car is owned by Wolvey bachelor Mr. Albert Allcoat, aged 69, who bought the vehicle 27 years ago at the bargain price of £6. A short while ago, an American visitor offered Mr. Allcoat £10,000 for "Old Faithful," as he calls the car, but he refused to sell it. "Where Old Faithful goes, I go," said Mr. Allcoat. "It is a reminder of my younger days. I just could not part with it, even for £10,000." He has had some 30 offers to sell the car.

It was bought when a Coventry friend almost had it thrown on the scrap heap. Since then the car, which does 60 m.p.g., has done some 5,000 miles travelling over much of England and Wales. The vehicle competed in Brighton road run 23 years ago and finished the course easily.

Mr. Allcoat has lived in Wolvey village all his life, attending the small village school and later setting up a greengrocery business. He now lives a quiet, retiring life in his quaint thatched cottage, "Bachelor's Rest," which has stood untouched for more than 300 years. His greengrocery business still operates in his backyard.

The car now lies in the backyard and goes out only once a year. But no matter what, Albert says, "I will not sell."

Mr. Allcoat flicks a spot of dust off the highly-polished lamp on "Old Faithful," his 1904 Rover.



PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .
RYDER—To Mr. and Mrs. P. Ryder, a son (Dean Paul) on December 29. Mrs. Ryder formerly worked in Land-Rover Trim Shop.
FEENEY—To Mr. and Mrs. M. Feeney, a son (David) on January 14. Mrs. Feeney formerly worked in Land-Rover Trim Shop.
HEATLEY—To Mr. and Mrs. John Heatley, a son (Christopher John) on December 31. Mr. Heatley works in Brochure and Plant Estimating Department.
CASEY—To Mr. and Mrs. Keith Casey, a son (Paul Andrew) on January 22. Mr. Casey works in Unit Reconditioning, Cardiff.
WOOLLEY—To Mr. and Mrs. D. Woolley, a daughter (Sharon) on January 14. Mr. Woolley works in the Piecework Booking Office, Tyseley.
ALLEN—To Mr. and Mrs. Terry Allen a daughter (Deborah) on November 28. Mr. Allen works on Land-Rover Assembly 'B' Line.
BRIDGES—To Mr. and Mrs. Donald Bridges, a daughter (Samantha) on December 30. Mr. Bridges works on Land-Rover Assembly 'B' Line.
MALPAS—To Mr. and Mrs. V. G. Malpas, a daughter (Sharen Jane) on December 24. Mr. Malpas works at Perry Barr.

MARRIAGES

We offer our congratulations and best wishes to . . .

WILLIAMS-ROONEY—On December 18 at St. Christopher's Church, Moseley, Mr. Anthony Hugh Williams (semi-skilled operator, Acocks Green) to Miss Linda Mary Rooney.
CADMAN-HUDSON—On December 11 at Birmingham Register Office, Mr. D. Cadman to Miss B. Hudson (Land-Rover Trim Shop).
BAKER-MORECOCK—On January 1 at Birmingham Register Office, Mr. F. R. Baker to Miss P. Morecock (Land-Rover Trim Shop).
McILVANEY-HENDERSON—On January 3 at the Church of the English Martyrs, Sparkhill, Mr. J. McIlvaney to Mrs. R. Henderson (Land-Rover Trim Shop).
GLEDHILL-JONES—On January 15 at Lyttleton Road Methodist Church, Stechford, Mr. Keith Gledhill (Reliability Engineer, Acocks Green) to Miss Hilda Jones.
DAVIES-EDDEN—On February 5 at St. Thomas Moore's Church, Sheldon, Mr. Allan Davies to Miss Jean Edden (Cost Department, Solihull).
ASHMORE-KUYEJKA—On January 1, Mr. Robert Ashmore (Piston Section, Tyseley) to Miss Sandra Kuyejka.

DEATHS

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

KITTS—Mr. William Morgan Kitts on January 19, aged 59. He was a finisher in the Sawmill, and had been with the Company for 19 years.
SHEWARD—Mr. Albert Edward Sheward on January 7, aged 61. He was a fireman at Acocks Green for 25 years, and for the past 18 months was employed on P6.
LANE—Mr. J. N. Lane on January 1, aged 64. He worked at Seagrave Road as a fitter, and subsequently storekeeper, and had been with the Company for 10 years.
FLYNN—Mr. Samuel Flynn on January 1, aged 58. He was a semi-skilled machinist at Tyseley and Acocks Green, and had been with the Company for 33 years.
ARNOLD—Mr. W. Arnold on January 10. He retired from the Inspection Department, Clay Lane, Coventry, in December, 1964, after 36 years' service.
McCURRY—Mrs. Catherine McCurry on January 24, aged 59. She was a viewer at Ryland Road, and had been with the Company for 12 years.
POWELL—Mr. Wilfred Powell on January 24, aged 61. He was a grinder at Percy Road, and had been with the Company for 29 years.
PAYNE—Mr. Ernest Payne on December 28, aged 42. He worked on Axle Assembly at Perry Barr, and had been with the Company for six years.
RENEHAN—Mrs. Margaret Renehan on December 14, aged 36, as the result of a road accident. She had just commenced at Percy Road when the accident occurred.
WORLEY—Mr. John Worley on December 17, aged 62. He was a Security Officer at Tyseley, and had been with the Company for 16 years.

RETIREMENTS

Mr. Thomas Frederick Green on January 17; he was a trucker in the Trim Shop (9 years' service). Mr. Harold Ernest Langshaw on January 20; he was a panel worker, Experimental Department (12 years). Mr. Charles Mitchell on January 6; he was a trucker in the Press/Weld Shop (8½ years). Mr. George Edward Hicks on December 31; he was employed in Works Engineers Department, Acocks Green (25½ years). Mr. William Howell Thomas on December 31; he worked at Ryland Road, and in the Machine Shop, Acocks Green (14½ years).

Miss Harriet Griffiths on January 28; she was for many years a viewer in the Inspection Department, Tyseley, and subsequently Woman's Welfare Supervisor in charge of the Tyseley group of factories (30 years). Mr. Sidney Payne on December 31; he was a staff chargehand on Engine Test, Tyseley (44 years). Mr. Frederick Emery on January 14; he was a machine oiler at Perry Barr (11 years). Mr. William George Kelly on December 31; he was a labourer at Ryland Rd. (11 years). Mr. James Owen Kirby on January 28; he was a Works Security Officer at Perry Barr (5 years). Mr. Alfred Charles Payne on December 24; he worked on Gearbox Assembly, Percy Road (11 years). Mr. Frederick Starkey on January 28; he worked in the Machine Shop, Acocks Green (13 years). Mr. George Kempton on January 28; he was an assistant Storekeeper (total of 15 yrs.).

MORE 'OLD HANDS' END THEIR WORKING LIVES

Retirements at Solihull and Tyseley



Some 94 years of Rover service were represented in a treble retirement presentation on December 31. Retiring on that date were Mr. Charles Sproat (25 years' service), Mr. George Bedford (29 years), and Mr. Frank Collett (40 years).

Mr. Sproat, aged 76, began in 1940 as a supervising inspector on cars, moving to the Land-Rover Line when it was opened, as an inspector, and continuing in this work until his retirement. He received a cheque from his friends and colleagues as a retirement gift.

Mr. Bedford, who is known to many in the Company for his motor racing activities in the 'Roaring Twenties', began his service in 1936 as a Quality Engineer, a job in which

he continued until his retirement. He was presented with an easy chair from his friends and colleagues.

Mr. Collett, whose Rover service started in 1922 and was interrupted only from 1942 until 1945, began his career as a finisher at Rover Coventry. He moved to the Inspection Department at Coventry in 1924 and transferred to Oxford in 1930 to work on a new project. Returning to Coventry, he worked in the Final Inspection Department, becoming an inspection supervisor in 1935, a job in which he

stayed until his departure.

Aged 71, Mr. Collett also includes snooker, billiards, bowls, and male voice choir singing among his recreations. A radio was his retirement gift.

Making the presentations was Mr. E. G. Bacon (Executive Director, Quality Control) who is seen on the right in the photograph above presenting the radio to Mr. Collett, with Mr. Bedford and Mr. Sproat (left) looking on.



Mr. E. Scott (General Works Manager, Tyseley Group) presenting Mr. P. Wright (Senior Machine Shop Superintendent) with gifts from Tyseley Group employees upon his retirement on December 31.

Mr. Wright started as a toolsetter at Tyseley 48½ years ago, and has been with the Company since it took over Tyseley 46 years ago.

In his heyday he was a very good footballer, being noted for his left foot drive. He played outside left for Tyseley for 20 years.

He was made chargehand on Auto Section in 1921 and later became foreman. During the 1939-1945 war he was sent to the Earby Factory, Yorkshire, as superintendent.

He maintained this position upon return to Tyseley and held it until his retirement.

Mr. A. V. Griffin retired on December 30 after a total of 26 years' service with the Company as an auto setter at Tyseley works.

The photograph on the right shows Mr. Griffin being presented with a cheque by Mr. P. Wright, (Senior Machine

Shop Supt., Tyseley), being the proceeds of a collection among his work-friends.

Included in the group are Mr. C. Morgan, (Machine Shop Supt.), Mr. J. Maloney, (Machine Shop foreman), Mr. F. Davis (chargehand), fellow



setters Messrs. F. Penney, S. Thomas, and J. Lewis, and Mr. Bayliss and Mrs. M. Farmer (Inspection Department).

Mr. Jack Silvester, who began with the company in 1923, retired on December 23.

Starting as an electrician, he continued his service, except for a break from 1939 to 1948, to become foreman in the Land-Rover Dash

Assembly and Chassis Dip Shop.

His retirement was marked by a presentation on December 17 when Mr. J. S. Lawrence (Land-Rover Production Manager) presented him with a transistor radio and a tea-making set on behalf of the shop floor and supervisors. Mr. Silvester is seen in the photograph (below left) with the transistor radio, with Mr. Lawrence giving him a friendly pat on the shoulder.



★ ★ ★
A man who began his Rover service in 1932 retired on December 23. He is Mr. Alfred Long (P5 Final Rectification Line). Mr. Long, who worked at Tyseley and Solihull, was presented with a cigarette case and lighter, and some cigars and cigarettes by Mr. A. L. Barrow (Superintendent, P5 Final Rectification Line), pictured on the right of the photograph below.

Foreman's wife's long service

Having worked at Rover Solihull for 18 years, Mrs. Winnie Davis retired on December 30. Her service was divided between the P4 Car Trim Shop, headlining in the Land-Rover Trim Shop, and the P5 Trim Shop, where she was a group leader.

Mrs. Davis, whose husband is a foreman on the P5 Final Line, received a half dinner set, a matching fruit set, and several personal gifts from her friends and colleagues in the P5 Trim Shop.

END OF THE LINE

Having worked for The Rover Company for over 25 years, Mr. J. H. Grantham, a P5 Final Line Rectification worker, retired on December 31. Mr. Grantham was a works policeman for 5½ years before transferring to the car final line, where he worked until his retirement.

His departure was marked by a presentation on January 3 when Mr. T. Davis (foreman, P5 Final Line Rectification), shown on the right of the photograph below, presented Mr. Grantham with a cheque from his friends and colleagues.



Mr. Arthur Hartley, who started with The Rover Company in 1938, and was millwright chargehand at the Tyseley factory from 1957, has retired. Mr. R. Colin (Works Engineer, Tyseley Group) is seen below presenting Mr. Hartley with a barometer and cash gift donated by his colleagues.

GAS TURBINE INSPECTOR RETIRES

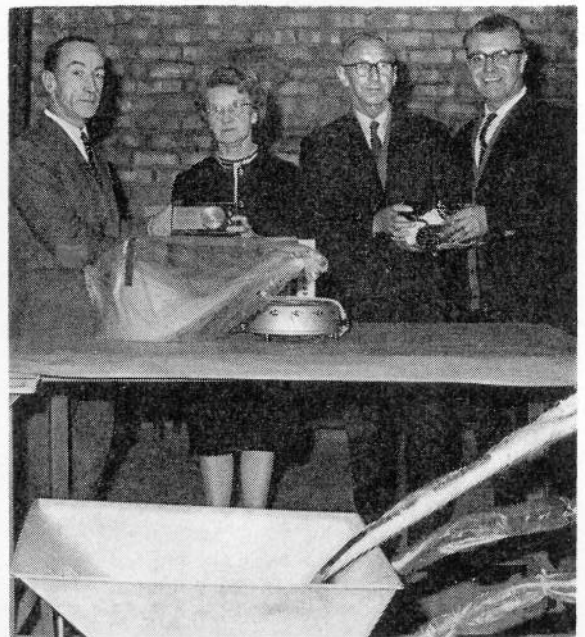
Mr. Vic Leach a Rover employee since 1958, retired on December 23. He began his work with the Company as a Government inspector on I.F.V. vehicles in 1955. He then left but returned in 1958 as a Gas Turbine

inspector. Mr. Leach, aged 79, was presented with a transistor radio, an electric razor and some tobacco by Mr. S. M. Kerr (Chief Inspector, Gas Turbines) at a presentation on December 23.

Mr. and Mrs. Alfred Bullivant, who between them have given 33 years' service to the Company at Solihull, retired together on December 23.

Mr. Bullivant had been employed at Rover for some 10 years and formerly worked in Service Dept. until it was moved to Cardiff, when he became a stores assistant under Mr. G. V. Wagstaff.

His wife, Marjorie, worked in the Rover Home Guard Office from 1942 until 1945, when she was transferred to Purchase Dept. After several years there she eventually became secretary for 12 years to the late Mr. F. E. A. Stephenson. After Mr. Stephenson's death in a road accident she became secretary to Mr. V. McGough (Quality Manager for Solihull and Acocks Green), which position she held



until her retirement. At the joint presentation to Mr. and Mrs. Bullivant Messrs. V. McGough and Mr. G. V. Wagstaff (Stores Supervisor) presented various gifts, which comprised a transistor set, an electric iron, a pair of garden shears, a watering can, a garden fork and a wheelbarrow.



Close snooker cup win for Experimental player

The final of the Ron Pearson Memorial Trophy, played on December 23, proved to be a well matched and exciting contest between two players who have featured before in Rover snooker competitions.

Mr. E. Froggatt (Experimental shop) and Mr. R. Newbould (Vehicle Progress) fought out a close game, but Mr. Froggatt's good potting and gamesmanship eventually proved superior and he won convincingly.

The two losing semi-finalists were Mr. C. Walker (Land-Rover Scuttle Weld) and Mr. R. Dixon (Welfare Manager). Mr. H. Baird (Stores) and Mr. Holmes (P6 Line) shared the highest break honours with scores of 25 each.

The cup was presented by Mr. R. Dixon, General Secretary of the Rover Solihull Social Club, who is shown on the right of the adjoining photograph with Mr. Froggatt (left) and Mr. Newbould. Mr. Dixon is also shown below presenting a cue and case to Mr. R. S. Taylor to mark the latter's 10 years as secretary of the billiards and snooker section.

FINAL OF THE PEARSON MEMORIAL TROPHY

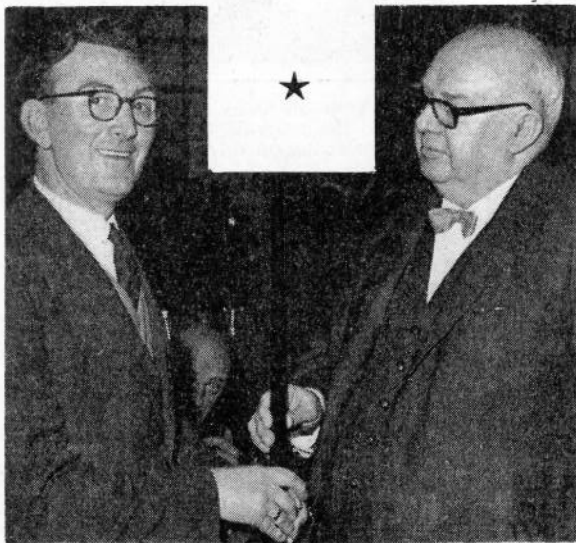


Solihull employee is now 'Outward Bound'

A Rover Solihull employee is at present on an Outward Bound course at Eskdale Mountain School, Northumberland. He is Mr. Gerald Towe, aged 22, a Stock Audit Clerk, who has been granted leave of absence by the Company for the duration of the course.

He follows the example of two Rover apprentices who attended an Outward Bound course at Ullswater last October—Christopher Batiste and Barry Percival.

The course, costing £45, is being paid for in part by Solihull Education Committee and partly by Mr. Towe. It lasts from January 31 until February 26 and includes instruction in climbing, mountain rescue and first aid.



Gift for teacher



Some 82 members of the Rover Modern Dance Section held their annual dinner and party on December 13. The photograph shows Mr. S. G. Morris, chairman, presenting dancing instructor Mr. Phillip Pittaway with a Christmas gift.

Quality and reliability

Mr. Michael Witts (Reliability Engineer, Quality Control) was the speaker at a lecture given to an audience of 200 at the Lanchester College, Coventry.

Arranged by Coventry Productivity Association, and entitled "Quality Control in Car Production," the lecture restated the importance of quality and reliability, with particular reference to the motor industry, and detailed some of the ways in which The Rover Company is trying to tackle the problem through the various phases associated with production.

On January 17, Mr. Witts also presented a paper to the Automobile Division of the Institution of Mechanical Engineers at Derby. This paper, entitled "Testing for Reliability," discussed the importance of testing to the achievement of a reliable product from design qualification testing to proof and performance testing in production.



Bruce Musgrave, son of Mr. M. G. Musgrave (Regional Manager for Rover North America in Eastern Canada) and Mrs. Musgrave, lines up at the McWilliams' home outside New York with children of Mr. Bruce McWilliams (President of Rover North America) and Mrs. Gertrude McWilliams (Advertising and Public Relations Director R.N.A.) and other boys who were their guests during the Christmas holidays. Bruce Musgrave was the first participant in an informal



Children of Rover Cardiff employees pause for a moment during their Christmas party to smile for the photographer.

Mr. John E. Watkins, an assistant to Mr. A. H. J. Lloyd, Central Drawing Office services, retired on December 23. He had recently celebrated his 75th birthday and was presented with a cheque, contributed to by his many friends, by Mr. A. S. Ostler (Chief Designer, Cars) who engaged him in January, 1956.

Mr. Watkins was previously an electrical engineer with Bakelite Ltd. and before the last war was responsible for the installation of large sections of the electrical grid system.

Mr. Charles Mitchell, a labourer with 82 Group, Solihull, for the past eight years and a former metal worker, retired on January 13, aged 68.

He was presented with a Black and Decker saw outfit from his colleagues in 82 Group and the Turbine Production and Heat Exchange Department by Mr. A. Glass (Press and Welding Department Supt.).



Volunteers are needed for the "Meals on Wheels" service in the Sheldon and Tile Cross areas of Birmingham. Any Rover employees wishing to help in this venture should contact: Miss Glasgow, Birmingham Council for Old People, 48, Frederick Road, Edgbaston, Birmingham 15 (EDG 2208), or Councillor H. C. Blumenthal at Birmingham Council House.

Mr. Frank Haywood (Press Shop), Angling Section secretary for many years, has recently relinquished the post. He has been succeeded by Mr. R. Harze (Land-Rover Test Rectification).

Members wishing to compete in the March scramble at Symonds Yat should contact Mr. Harze (internal tel. 110) and should hold Birmingham Anglers' Association membership cards.



The victorious Pengam Stores team in jovial mood with their skittles and the J. H. Whitby Challenge Cup.

CARDIFF PARTS SOCIAL CLUB RAISES £3,000

Now in its third year, the Rover Cardiff Parts Department Social Club is proud of having raised and spent £3,000 through its activities last year.

Among the events of the last few months has been the skittle knock-out tournament for the J. H. Whitby Challenge Cup. Twenty-three teams, comprising six people in each, competed for this prize.

The final, held at the Rumney British Legion Club, and attended by more than 200 supporters, was in doubt until the last roll. Finally, the Stores team—"The Cock-eyes"—

completed a worthy victory over the office team—"The Pensioners."

Some 200 children attended the Christmas party at St. Peter's Hall, Cardiff, where they participated in carol singing and were entertained by a cabaret.

The Christmas dance was attended by 600 employees and friends, while some 150 children enjoyed the pantomime on February 11.

Tyseley anglers' prize-day

Members of Tyseley Engine Test Angling Section received their prizes at a presentation ceremony at Acocks Green recently.

The photograph below shows (left to right): Mr. R. Cooper (semi-skilled engine tester), secretary, who was the winner of the annual contest; Mr. T. Brindley (Works Superintendent), who presented the plaques; Mr. S. Goodwin (Superintendent, Engine Assembly and Test Shop); Mr. W. Ward (skilled tester), winner of the 1st bye, 2nd bye, and best aggregate weight section; and Mr. K. Simpson (skilled tester), chairman, and winner of the fur and feather contest.



WITH ROVER 38 YEARS

The many friends of Miss Rose Read at Solihull, Acocks Green and Tyseley made a presentation of gifts to her on December 31, and wished her a long and happy retirement.

Miss Read joined the Company at Queen Victoria Road, Coventry in February, 1928 and later moved to Helen Street, Coventry. Initially her work was concerned with the Production/Planning Departments, and at Solihull Miss Read was primarily responsible for the Consumable Specification and Coded Tool Register issued by Central Drawing Office Services.