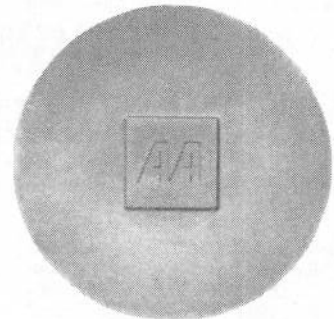


Safety in design wins 2000 A.A. Gold Medal



THE AUTOMOBILE ASSOCIATION'S NATIONAL AWARDS SCHEME GOLD MEDAL HAS BEEN WON BY THE ROVER COMPANY FOR THE "HIGH DEGREE OF INHERENT SAFETY INCORPORATED IN THE DESIGN AND CONSTRUCTION OF THE ROVER 2000 CAR."

Four companies whose research or technical developments in 1965 made a significant contribu-

tion to safe motoring in Britain were named as the first A.A. Motoring Award winners.

Rover gained a gold medal and silver ones went to the Dunlop Rubber Company Ltd., for its research work in the field of safety; Ferguson Research Ltd., for its work on the four-wheel drive and anti-locking brake system; and the Ford Motor Company Ltd., for aero-flow ventilation.

Comments by the A.A. Committee in relation to the gold medal-winning Rover 2000 were:— 'A car with many built-in safety features to prevent or reduce the likelihood of injury in the event of an accident. The A.A. Committee

felt that The Rover Company, by designing and constructing a car with a high degree of inherent safety, had developed a car much in advance of its time and had set the pattern for future design in this country.'

Announcing the awards, Viscount Brentford, Chairman of the Automobile Association, said: "The A.A. Committee faced a difficult task in selecting the four award winners from a final short list of 16 companies, organisations and bodies whose work on behalf of motoring covered a wide field.

"The factor which impressed us most of all was the amount of

research and development work, much of it aimed at providing safer motoring, which is being undertaken by British motor and accessory manufacturers. It is as advanced as any in the world and in many cases well ahead of what other countries are doing.

"We noted particularly the volume of work done in 1965 to increase safety in car design and construction and our choice of the Gold Medal winner was largely influenced by this."

The gold medal was to be received on behalf of The Rover Company by Mr. W. Martin-Hurst, the Managing Director, from the A.A. President, the Duke of Norfolk,

at a Press luncheon after the A.A. annual meeting in London on June 1.

Launched a year ago to mark the Association's diamond jubilee, the A.A. National Awards Scheme provides for the annual presentation of a gold medal and up to three silver medals, at the discretion of the A.A. Committee, to mark outstanding work in the cause of motoring.

Combined Ops. impress V.I.P. military men

A comprehensive military demonstration unparalleled in the histories of the Rover and Alvis Companies was staged at Solihull on May 11 primarily for members of the Western European Union, on which are presented the U.K., France, Germany, Italy, Belgium and the Netherlands.

Guests from the W.E.U., General Staff and technical departments of the Ministry of Defence (Army, Navy and Air Force) and British military attaches from overseas mingled with senior Service officers and civilian officials from Germany, France, Australia, New Zealand, South Africa, the United States, Denmark, Spain, Syria, Iraq, Brazil, Thailand, Ethiopia, Eire, Nigeria, Malaysia, Cyprus, Zambia, Peru, India, and a number of Rover distributors.

Guest of honour at the military display—probably the largest ever staged by a vehicle manufacturer—was Mr. G. W. Reynolds, M.P., Minister of Defence for the Army,

and the visitors included the complete wheeled vehicle subgroup and others of the W.E.U. military organisation headed by M. le Prefet Roux, of France, Head of the International Secretariat of the Standing Armaments Committee.

Mr. Reynolds arrived from London in an Army Scout helicopter which landed on a marked out site on grassland inside the Test Track perimeter. He was met by Mr. L. G. T. Farmer, the Rover Chairman, Mr. J. J. Parkes, the Alvis Chairman, and Mr. W. Martin-Hurst, the Rover Managing Director, and driven by Mr. T. A. Barton (Chief Engineer, Land-Rovers) in a white Land-Rover station wagon round the Test Track to the demonstration area, the site of which had been specially prepared by Land-Rover Special Projects and Works Engineers Departments.



Under the shelter of an umbrella held by Mr. W. Martin-Hurst, the Minister of Defence for the Army, Mr. G. W. Reynolds, M.P., hurries from helicopter to Land-Rover with Mr. L. G. T. Farmer and Mr. J. J. Parkes (hidden) after landing within the Test Track perimeter. Second from right is M. le Prefet Roux.

Tremendous organisation went into conveying the host of visitors to and from the demonstration site. The day's events, conducted virtually throughout in pouring rain which turned the demonstration area into a quagmire of mud, began with a parade of over 50 vehicles in front of the visitors seated in a covered grandstand.

Military and other expert com-

mentators described the exhibits as they passed. These consisted of many variations of the Land-Rover, both in military and commercial use.

Lunch was followed by demonstrations, again watched by the V.I.P.s from the grandstand, by Alvis fighting and load carrying vehicles over a specially prepared obstacle course, the realism of which had been added to by the heavy rain which had turned it into a sea of mud.

An R.A.F. Wessex helicopter then demonstrated the lifting and lowering of a lightweight Land-Rover. Two circuits in view of the spectators were flown with the vehicle suspended on the end of a cable, once at slow speed and again at 100 m.p.h.

The demonstration concluded with the visitors inspecting from a covered walk a static exhibition of Land-Rover and Alvis vehicles. They saw working demonstration of field workshops, fire pumping, airfield ground service equipment, etc., and some of the V.I.P.s, including the Minister accompanied by Mr. Farmer and Mr. Parkes, were driven over a cross-country course in an Alvis Stalwart. This vehicle, in fact, took the Minister back to his helicopter for his return flight to London.

At luncheon, Mr. Farmer welcomed the Minister, the W.E.U. delegates and other distinguished

military and civilian visitors from home and overseas.

He thanked the Minister particularly for the considerable assistance given by his Department and the Armed Forces in helping Rover and Alvis to stage the demonstration, the whole object of which was to show the remarkably wide range of military and commercial vehicles now offered by the two Companies, from the specialised Alvis vehicles to the exceptionally versatile Land-Rovers and the equipment towed, carried or operated by them.

Mr. Farmer reminded his audience that the remarkable total of more than £240,000,000 worth of Land-Rovers had been exported while Alvis vehicles had also gone overseas to the equally remarkable value of over £20,000,000.

Replying, the Army Minister congratulated The Rover Company on winning the A.A. gold award for producing such a safe car in the Rover 2000. In a reference to the weather, Mr. Reynolds observed that military vehicles must expect to operate in all kinds of conditions.

A military Land-Rover armed with a Wombat—a 120 mm recoilless anti-tank gun—drives past the grandstand during the parade of vehicles on display. (More photographs, page one ALVIS NEWS).



A last-minute joke is shared by Mr. Richard Crossman, Minister of Housing and a Coventry M.P.; the Lord Mayor of Coventry, Ald. W. Parfitt; Mr. B. G. L. Jackman, (Rover Production Director) and Coventry City F.C. Manager Jimmy Hill, before the 'Sky Blues' set off from Coventry in a convoy of Wedgwood blue Rover 2000s for their European soccer tour. Matches were linked with sales drives to aid the export drive. The team received a civic send-off and guests included several Rover sales executives. A large crowd watched the cars move away from Coventry Guildhall in brilliant sunshine.



Appointed and Promoted

A number of senior appointments and promotions in Engineering Department have been announced.

Mr. T. A. Barton, hitherto Assistant Chief Engineer (Land-Rovers) becomes Chief Engineer (Land-Rovers), and Mr. R. N. Oxley, formerly Assistant Chief Engineer (Current Cars) becomes Chief Engineer (Cars).

Mr. P. A. T. Crowther and Mr. J. G. Dodsworth have been appointed Assistant Chief Engineers (Land-Rovers) and (Cars) respectively. Mr. E. W. Wright becomes Chief Engineer (Engines and Transmissions); Mr. J. Swaine and Mr. F. Shaw are appointed Mr. Wright's deputies responsible for the design and development of engines and



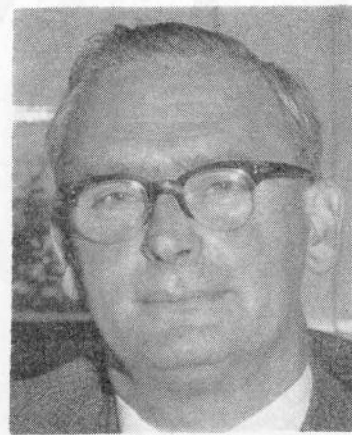
Mr. Crowther Mr. Dodsworth



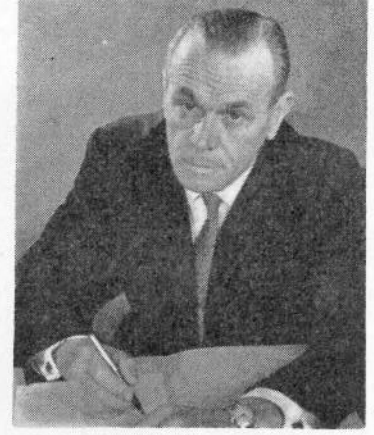
Mr. Barton



Mr. Oxley



Mr. Wright



Mr. Rogers

transmissions respectively.

Mr. V. W. G. Rogers, Technical Assistant to the Managing Director since joining the Rover Company in 1964, has taken up a new appointment as Technical Manager (Engineering Department). As such he is responsible to the Technical Director for the overall co-ordination of all Engineering activities except Styling, New Vehicle Projects and Engineering Operations.

Mr. Barton joined Rover in 1940 as a draughtsman and became section leader working on development design of the Whittle jet engine. By 1947 he was a section leader working on Land-Rover design; in 1954 he became Chief Development Engineer (Land-Rovers) and in 1961 Assistant Chief Engineer (Land-Rovers).

Mr. Oxley came to the Company as a technical assistant (Car Developments) in 1951. From 1952-55 he was Assistant Project Engineer (Car Development) and then Vehicle Project Engineer for two years.

Then followed a year as Rover 3-litre Production Liaison Engineer and another 12 months as 3-litre Project Engineer, before being appointed Assistant Chief Engineer (Cars) in 1959.

Mr. Crowther began in 1953 as Project Engineer; in 1960 he became Deputy Chief Designer (Engines) and in 1964 Deputy Chief Engineer (Land-Rovers).

Mr. Dodsworth first joined Rover

in 1949 as a technical assistant, working on Land-Rover and P4 prototypes. After a spell away from the Company, he returned in 1957 as Assistant Project Engineer. He later transferred to the development of the 3-litre coupé in 1959; in 1961 he became Project Engineer, Mark II 3-litre, and in 1964 he was appointed Deputy to the Assistant Chief Engineer (Current Cars).

Mr. Wright joined Rover in 1964 as Technical Manager (Engines and Transmissions).

Mr. Shaw began in 1944 as section leader in charge of Transmission Design and became Chief Designer (Transmissions) in 1946.



Mr. Swaine

Mr. Swaine has been a Rover employee for 32 years, starting as an assistant to the late Mr. M. C. Wilks. In 1942 he was appointed to supervise Rover development of experimental testing of Whittle jet engines; a year later he took over supervision of Meteor tank engine development, and in 1945 the supervision of design and development of Rover engines. Subsequently he became Chief Designer (Engines) and then Assistant Chief Engineer (Engines).

In 1938, Mr. Swaine designed the combustion chamber used in the Rover 90, 95, 100 and 110 car engine. He also led the team which designed petrol and diesel engines for the Land-Rover and engines for the 2000 car.

ROVER AND ALVIS NEWS is published monthly and posted free to the homes of employees and retired workers of both Companies. Anyone not receiving a copy should inform either the Rover Editorial Office at Solihull (internal phone 713), or Alvis Publicity Department.

... in PUBLICITY

Mr. H. W. Beresford has been appointed Rover Publicity Manager in succession to Mr. J. H. Baldwin, who has left the Company after 12 years' service.

The new Publicity Manager is married, has a 16-year-old daughter and lives at Allesley. He has had extensive experience of the automotive and agricultural equipment industries, and advertising agencies.

He is widely travelled, having visited most countries of the world, and is a Past President of the European Automotive Advertising Guild.

Mr. Beresford, aged 48, has already spent two months with the Company developing the existing Publicity Department to meet the growing needs of the rapidly expanding Rover markets. Included in the re-organisation is the setting up of Home and Overseas Publicity Sections and the incorporation of the Alvis publicity responsibilities.

Mr. Beresford is responsible directly to Mr. John Carpenter (Sales Director).

Out of their time

Apprenticeships completed last month: Paul Hunt (Machine Shop, Springfield), Terence Wall (Gear Cutting, Percy Road), and George Richman (Jig Shop, Solihull).



Mr. BERESFORD

Heart treatment gift to hospital

A gift of £230 from The Rover Company will benefit those employees who attend Solihull Hospital in future for heart treatment.

The money will help to expand the heart unit by purchasing a piece of equipment for a cardiometer machine which stimulates a faltering heart, keeps it going for a time and records its movements.



Mr. Rigby and (right) Mr. Butler.



... and in PRODUCTION CONTROL

A system of Production Control is being implemented within the Company. Its function will be for interpreting the sales forward programme into material at the line side for Production Departments to manufacture and build. It will cover those activities currently carried out by the Scheduling Section of Programme Control, M.C.D., Stores, and Production Progress, and involves several organisational changes.

The Group Production Controller is Mr. H. Butler, who is responsible to Mr. B. G. L. Jackman (Production Director) for the entire Production Control function.

At Solihull the implementation of Production Control is taking place in two stages, the first of which is the setting up of Production Control for P.6. Mr. F. Rigby becomes

Production Controller P.6 and is responsible to Mr. Butler for the P.6 Production Control function. This includes P.6 M.C.D. Chasing (Mr. W. Mason), P.6 Stores (Mr. H. Hoare), P.6 Stores Progress (Mr. L. Wilson), and P.6 Production Progress (Mr. A. Lynes). The changes and appointments involved in the second stage will be issued later.

At Acocks Green the Production Controller is Mr. G. Elkington who is responsible, administratively, to Mr. J. W. E. Walton (Executive Director, Production—Tyseley Group) and functionally to Mr. H. Butler, for all Production Control activities within the Tyseley Group of factories. Assistant Production Controller is Mr. R. Kendrick, and Progress Supt., Mr. N. Vincent.

At Pengam the Production Controller is Mr. A. Moore, who is responsible administratively to Mr. S. W. Nixon (Executive Director and General Manager, Cardiff) and functionally to Mr. H. Butler, for all Production Control activities at the Pengam factory.



Mr. Elkington (left) and Mr. Moore (right).



Component makers install Europe's biggest press

As a result of the installation of a new 4,000-ton chassis press at its Ettingshall, Wolverhampton, works, John Thompson Motor Pressings Ltd., suppliers to The Rover Company of 3-litre and Land-Rover chassis frames, will be able to increase production in sidemembers of superior quality.

The new sidemember press, believed to be the largest of its kind in Europe, cost approximately £250,000 to install. Designed in conjunction with the Chicago office of U.S. Industries Inc. Production Machine Division, and their U.K. distributors, Rockwell Machine Tool Co. Ltd., it was displayed to guests at an opening ceremony attended by directors and senior buying executives representing customers, including Mr. C. G. Brown, the Rover Chief Buyer.

The chief purpose of the press is to meet an increasing demand for larger commercial vehicle chassis frames and it will enable the company to produce sidemembers of up

to 42 feet in length. It has such modern equipment as automatic lubrication, pneumatic clutch and brake, pneumatic knock-outs and full cushion equipment.

An additional feature of this press is the ability to divide the drive and run as two separate presses when on shorter length work, thereby permitting follow-on operations such as blanking followed by forming.

Restrict deflection

The decision to use a press that will be end-loaded results from a desire to restrict deflection of the slide and bed, by having a middle tie to halve any effects of deflection.

John Thompson Motor Pressings Ltd. is responsible for the Regular and Long Land-Rover chassis members, Forward Control Land-Rover frames, 3-litre subframes, Rover 2000 seat frames, complete frames for Alvis cars, and cross-members for Alvis fighting vehicles.



A general view of the new 4,000-ton chassis press installed by John Thompson Motor Pressings Ltd. Note the immense size of the plant when compared with men seen in the photograph.



Old time dance fans throng to Solihull for championship occasion



Members of Rover Sick Benefit Society listen attentively as Mr. W. J. Robinson, Chairman of the Management Committee, reads the Committee's report at the Society's 11th annual meeting at Solihull.

Old time dance enthusiasts from all over the country gathered in the Rover Solihull Ballroom on May 6 for one of the premier events in the dancing calendar—the 1966 All England Old Time Dance Championships.

The event was organised by the Rover Solihull Social and Athletic Club in conjunction with the Dance Teachers' Association of Great Britain.

Winner was Mr. Glyn Watkins (Caerleon) with Mrs. A. Watkins as his partner. Mr. Watkins came second last year, partnering his wife, then Miss Anne Evans.

Mr. Neil Ions and Miss J. Hotchkiss (Birmingham) this year finished

in second place, having been placed third last time.

Other results: 3, Mr. Syd Southwell and Miss R. Greenwell (Sunderland); 4, Mr. Anthony Harley and Miss C. Knott (Manchester); 5, Mr. Brian Alcock and Miss C. Richards (Stockport); 6, Mr. Tony Young and Miss C. Jennings (Peel Common).

Adjudicators were selected from throughout the country and bouquets were presented to Miss Joyce Pearman, championship compere; Mrs. Elsie Hurry, one of the M.C.'s, and Mrs. M. Hall, wife of the chairman of the Rover Solihull Old Time Dance Section.

Ideas still earning cash

Awards totalling £69 have been made by Solihull Suggestion Scheme Committee.

They were as follows: Messrs. J. D. Parrish (Test Rectification) £10; E. T. Denham (Land-Rover 'B' Line) £10; W. J. Bishop (Press Shop) £10; R. A. Robbins (Land-Rover Assembly) £10; T. Garfield (Quality Investigation) £5; C. C. G. White (Inspection) £5; D. J. Withers (Works Engineers) £5; B. A. Vyse (Works Engineers) £5; J. A. R. Bach (Stores) £3; B. Cull (Works Engineers) £3; and H. McDonald (Works Engineers) £3.

HE WORKED NIGHTS FOR 47 YEARS

After spending 47 years of his working life on the night shift, the last 12 of them with the Rover Company at Perry Barr, Mr. Billy Wragg has retired.

He was employed by the Inspection Department as a viewer on the night shift, Section 315, and was presented with a 12-month gyroscopic clock, and a box of chocolates

for his wife, by Mr. T. Hayward (Chief Supt., Inspection Department, Perry Barr and Percy Road). Shown in the photograph below are (third from left) Mr. Hayward, Mr. Wragg (fourth from left), Mr. T. Russell (Inspection Supt., Perry Barr, second from right), and Mr. O. Cresswell (Inspection Foreman, Perry Barr, fourth from right). (Photographer, Mr. A. Macara, Perry Barr).



Tolstoy, Rover owner!

Did you know that the Russian writer Tolstoy had a Rover bicycle?

Mrs. Patricia Runge, of Dartmouth, Devon, wrote as follows to Mr. John Carpenter, Rover Sales Director, after seeing him on the B.B.C. TV programme, Panorama:—

"I thought you might be interested to hear of one of your firm's products in the Soviet Union. Last Spring I paid a visit to Moscow and was shown, among other places, the Moscow home of the great Russian writer Count Leo Tolstoy. This has been quite perfectly preserved and is of the greatest interest.

"Among the writer's relics on display I noticed a bicycle which had been presented to Tolstoy on his 77th birthday. Upon looking at this closely I noticed it had been made in Britain by ROVER!

"Tolstoy, of course, has been dead many years now, and the bicycle is very old, but has been kept in perfect condition by the Russians and can be seen in Tolstoy's house now. I thought this might interest you and your firm."

DEALER'S DEATH AT 52

It is with deep regret that ROVER NEWS reports the death, after a long illness at the early age of 52, of Mr. Geoffrey Sykes, senior director of George Sykes and Sons (Engineers) Ltd., Crosland Moor, Rover dealers of Huddersfield.

He had been with the company, established by his father in 1922, all his working life and was a very popular figure in Yorkshire motor trade circles. He also had many Rover friends at Solihull and Cardiff.

A most enthusiastic Rover owner and dealer, Geoffrey Sykes held the reputation for being a first-class engineer and he enjoyed giving the best possible service to our products at all times. His company has held the Rover franchise on a dealer basis for 30 years.

Apart from his one hobby, golf, at which he was extremely good, his entire interests were in cars, and nothing pleased him better than to solve a workshop problem.—H.B.L.

Rousing send-off to 'jungle' trip

Blowing their own trumpets—in the nicest possible way—are members of the 13th Coventry Scout Group who toured the Rover 2000 line recently. They were also given a rigorous ride over the jungle course by Alec Joyce (Field Executive) and before their "ordeal" they posed for the ROVER NEWS photographer.

The boys, who recently participated in the Scout movement's foundation day service at Westminster Abbey and also won the National Boy Scouts Band Championships for the second successive time, are pictured with (left) Mr. William Hancox (Trim Planning Engineer and Group Scoutmaster) and Mr. Roy Nowell, bandmaster.



PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to...

JONES—To Mr. and Mrs. Jones, a daughter (Michelle) in March. Mrs. Jean Jones formerly worked in the Chassis Drawing Office.

CRUMP—To Mr. and Mrs. Martin Crump, twin daughters (Joanne and Linda) on May 10. Mr. Crump works in Market Research Department.

MARRIAGES

We offer our congratulations and best wishes to...

PENDRY-MANNERS—On March 26 at Guardian Angels R.C. Church, Shard End, Mr. Michael Pendry (New Vehicle Projects Drawing Office) to Miss Christine Manners (secretary to Mr. F. R. S. Seale).

SILVER WEDDING

We offer our congratulations and best wishes to...

GUTHRIE—Mr. and Mrs. William Guthrie on April 26. Mr. Guthrie works in the Machine Shop, Acocks Green.

GOLDEN WEDDING

We offer our congratulations and best wishes to...

HOPKINS—Mr. and Mrs. J. Hopkins on May 6. Mr. Hopkins works in the Land-Rover Spot Welding Shop.

RETIREMENTS

Mr. Thomas Henry Gosling on May 5; he was a fitter in Service Department, transferring to Experimental Department as a labourer (12 years' service). Mr. Leonard Reuben Catley on May 6; he was a body-maker, Stores hand, and labourer, Works Engineers (20 years). Mr. Frederick Church



A good "start" in life! A Wedgwood blue Rover 2000 supplied by our Cyprus distributor, Mr. Savvas J. Demades, was presented by Mr. and Mrs. Stylianides as a wedding present to their daughter and son-in-law on their wedding day in Nicosia, Cyprus.

on May 20; he was a Stores hand, Acocks Green (17 years). Mr. Walter Griffiths on May 6; he was an inspector at Tyseley (17 years). Mr. William George Griffiths on May 13; he worked on Group 450, Percy Road (13 years). Mr. William Henry Wragg on April 22; he was a viewer at Perry Barr (12 years).

DEATHS

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

WALKER—Mr. Frank Walter Walker on April 21, aged 64. He was a fitter at Percy Road, and had been with the Company for 15 years.

NOONS—Mr. William James Noons on May 6, aged 55. He was an inspector at Tyseley, and had been with the Company for 9 years.

EMPLOYEES LOSE SEATS

One seat held and two lost. This was the score for Rover employee candidates in last month's local elections.

Mr. George McCall (Paint Shop, Solihull) held his Fox Hollies Ward seat on Birmingham City Council for Labour by polling 3,053 votes. He had a majority of 472 over his Conservative opponent.

Solihull's Independent Mayor Mr. Wynne Thomas (Communications Manager, O & M, Solihull) lost his Olton Ward seat to a Liberal. Mr. Thomas polled 1,104 votes and was defeated by a 326 majority.

Second Rover man to lose his Solihull Borough Council seat was Mr. Raymond Hone (Detail Fitting Shop, Experimental, Solihull). He lost in Lyndon Ward to a Conservative by a mere 39 votes. Mr. Hone polled 1,371 votes for Labour.

Fine bowling ends with 5-wicket win

Thanks to some fine bowling by L. Burnett (4 for 11) and C. Payne (3 for 11), Rover 2nd XI cricket team began the season with a fine five-wicket win over Wilmot Breeden, with which team the Rover cricketers shared the championship last season.

After the Wilmot batsmen were all out for 68, the Rover cricketers made steady progress towards overhauling their opponents' modest total with an opening partnership of 19 runs. Despite a dramatic slump to 25-5, P. Martin (26 n.o.) and L. Burnett (24 n.o.), this time excelling with the bat, saw the team through to victory.

Inter-departmental cricket has now started with a programme of six matches a week until the annual works holiday.

Regional Manager

Mr. Vernon Cleaver has been appointed Regional Sales Manager for North America and will be responsible for co-ordinating all activities for this area. This appointment is in addition to his duties as personal assistant to Mr. John Carpenter (Sales Director).

SUCCESSFUL SEASON FOR TWO ROVER SOCCER TEAMS

Acocks Green wins shield and tops table— Solihull gains promotion

The football season ended in great success for two Rover soccer teams. Rover Acocks Green won the Birmingham City Football Club Challenge Shield and finished top of Division 2A of the Birmingham Works A.F.A., thus winning promotion to Division 1, while Rover Solihull first team also gained league promotion and finished runners-up in the Aston Villa Challenge competition.



A goalmouth tussle between a Police defender (in the striped jersey) and a Rover attacker.

(Photo by Mr. W. J. Robinson)

Acocks Green players had their first real taste of success when they beat Birfield Hardy Spicer to finish top of Division 2A. With one goal after 12 minutes and another after 20, they went on to win 7-0. Scorers were Coten and Statham (2 each) and Osborne, Brown and Wylie (1 each). "A complete thrashing," was how club secretary Brian West described the match.

After a poor season last year, the team has prospered this season, thanks to the efforts of players such as Chris Collier (Machine Reconditioning Shop, Tyseley), Len Coten, Dave Hartland, John Caldicot and Alan Rees, team captain (Engine Assembly, Acocks Green), Bernard Murphy (Demonstrations, Acocks Green), Frank Wylie and Bill Brown (Machine Shop, Acocks Green) and Ron Bryant and Charlie Osborne (Machine Shop, Tyseley).

Guest players—men from outside the Company—such as John Statham, Barry Hoult, and Eric Twanley, who broke a leg earlier in the season—have also contributed to the team's success, while Brian West (Planning, Acocks Green) as secretary, and Anthony Geobey (Planning, Acocks Green), as mana-



The Rover Acocks Green team before its match against B.S.A. Tools. From left to right, back row: B. West (secretary), B. Hoult (reserve), L. Coten, R. Bryant, J. Caldicot, C. Collier, B. Murphy, D. Hartland, E. Twanley (reserve), T. Geobey (manager). Front row: B. Brown, J. Statham, A. Rees (captain), F. Wylie, C. Osborne.

ger, have done much good work. Statham, Osborne and Coten have scored 20 goals, while Alan Rees, who has played for Birmingham City Reserves, has been another outstanding player.

The team's second great success came when it beat B.S.A. Tools in the Birmingham City F.C. Challenge Shield Cup final on May 10. In a game when neither side really settled down on a lively pitch, the Rover side took its chances well. Coten

scored with a low drive after 30 minutes, and then Wylie made it 2-0. The other side pulled a goal back but, despite playing the offside trap, failed to gain the advantage. The final score: 2-1. Mr. Clifford Coombes, a director of Birmingham City, presented the Challenge Shield.

A successful season ended in slight disappointment for Rover Solihull, when it was beaten in the Aston Villa Challenge Cup by Birmingham City Police at the Metropolitan Sports Ground. Rover took an early lead through Chris Harrison, but the Police played some attractive football and led 2-1 at half-time.

Harrison and Sean Brown then made it 3-2 for Rover soon after and held the lead until 15 minutes from time. Then Rover conceded an 'own goal' and the Police, piling on the pressure with clean, efficient football, made it a 4-3 victory.

However, the Rover team had the consolation of knowing that, having won promotion again, it will be playing in the Works Premier Division next season and it invites the support of all Rover Solihull football fans.

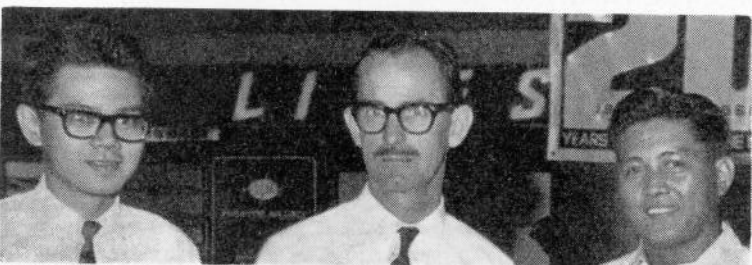
Mobile service school on tour in Spain

Rover 2000 and Land-Rover owners holidaying in Spain this summer have the satisfaction of knowing that Rover service facilities in the country have been recently further improved as a result of the introduction of a mobile service school (pictured below right).

The mobile van was introduced by Metalurgica de Santa Ana, S.A., our Madrid distributors, and during the first three months in 1966, Land-Rover courses were held in Salamanca, Auin (Africa), Las Palmas (Canary Islands), Zaragoza, Gerona, Barcelona, Palma de Mallorca, and Valencia. A total of 186 students from various dealer establishments attended the ten courses.

Rover 2000 courses took place in Las Palmas, with seven students in attendance, and Barcelona, where eight students were present.

Such topics as stripping and tuning the engine, the gear box, maintenance and revision oils, and the cleaning and adjustment of nozzles were covered in the Land-Rover course.



A Rover man in the Philippines. When Far East Service Representative Jim Joss arrived in Manila on Rover business recently, he was greeted at the International Airport by Mr. J. S. Sales (right), head of the Automotive Division, Equipment Marketing Corporation, our Philippines distributors, and Mr. J. P. A. S. Munda Jr. (left), of Avellana and Associates, who handle local Land-Rover advertising.

Inter-departmental 'battle of flowers'

Mrs. Jackman, the wife of Mr. B. G. L. Jackman (Production Director) will open the sixth annual show of Rover Solihull Horticultural Society, to be held in the main canteen on August 20.

A new feature this year will be an inter-departmental competition, consisting of a 6 feet x 5 feet display of flowers and foliage. Schedules will be available shortly.

● A general view of part of the new showroom opened in Osaka, Japan, by Cornes & Company Ltd., our Tokyo distributors. More than 300 guests attended a reception to mark the opening of the new premises. During the reception, Mr. P. Hewett, Deputy Chairman and Managing Director of Cornes, personally handed over to a customer the Rover 2000 shown in the photograph.



Clean sheet for the winner

Winner of the apprentices' rally held over 100 miles of roads throughout the Cotswolds, was N. Heslop, who completed the course without incurring any penalty points.

The event counted towards the Worster Trophy, which is presented to the apprentice winning the greatest number of points in these events.



Giving the controls a final test before the Carnival procession begins are (left to right) Martin Clark, John Hughes, Nick Garner, Martin Costello and Geoff Allen.

Another big Thai Land-Rover order

An order for 171 Long Land-Rovers has been received from the Thailand Government Highways Department. This is the second large order from the Highways Department in the last three months and it brings the total value of Land-Rovers in course of, or scheduled for, delivery to Thailand to close on £200,000.

The latest order has again been secured by Rover's distributor in Bangkok, Butler and Webster Ltd. The earlier order was for 67 long models.

Land-Rover exports to Thailand have increased steadily in recent years and Mr. John Carpenter (Sales Director) said: "Thailand is one of our most important overseas markets for Land-Rovers, and it is particularly significant that the big increase in trade there is being secured in the face of keen competition from other manufacturers of 4x4 vehicles, particularly the Japanese."

Apprentices' home-made plane 'lands' Carnival cup

"Chocks away!" and members of Rover Apprentices' Association prepared for a launching of great importance. The event was the Solihull Carnival procession, in which the apprentices again entered a float. Their efforts won them first prize and cup in the Youth Club (under 21) Section for the fourth time and for the third successive year.

The float, entitled the "Rover Apprentices' Airline," was built of wood, cardboard and paper. It took two weeks to construct, thanks to the assistance of many Company employees. 3-litre wind-screen wipers powered the propellers, while the float's wheels were borrowed from an old P6 body transporter. The apprentices also built a special hangar to house the float before its appearance.

A Land-Rover towed the machine to the carnival where the apprentices who, with their wives and girl-friends, were dressed in period costume, gave the occasion an authentic atmosphere.

Those concerned with the float were Martin Clark (Land-Rover Chassis Drawing Office), transport; John Hughes (Jig Tool Drawing Office), supplies; Nick Garner (Reliability Dept., Acocks Green), building; Martin Costello (Reliability Dept., Acocks Green), electrical work; and Geoff Allen (Rover Gas Turbines Service School), who was in charge of the project. Others who assisted were Peter May (Gas Turbines), and Chairman of the Rover Apprentices' Association; Scott Seymour (Land-Rover Development); Bill Glastonbury (Quality Control, Solihull) and Chris Wade (Land-Rover Body Drawing Office).

BOOK REVIEW

There's a flavour of Rover here

The mellow-coloured jacket design by Donald Green with its ghost-like sketches of early cycles supported by modern lettering could not have been better chosen as a veneer to the story of the Starleys of Coventry in "Wheels Within Wheels" by Geoffrey Williamson (Geoffrey Bles Ltd. 21s.)

To quote from the prologue, "A story of one highly imaginative and enterprising family of craftsmen who, making Coventry the city of their adoption in 1861, were active from that moment onward in developing the great cycle industry there, and subsequently in playing a vital part in launching the motor industry also." It was John Kemp Starley who founded The Rover Cycle Company Ltd.

Geoffrey Williamson has produced a very readable book of particular interest to all the natives of Coventry and to those who have the wish to show greater appreciation of the skill shown and the efforts and sacrifices made by ancestors for our ultimate benefit and pleasure.

The successful presentation of the story was made possible by the spade work and enthusiasm of Margaret and Arthur Noble, of London, who carried out research and the collation of a vast amount of documentary material relating to the Starley family.

Mr. Williamson was generous in his acknowledgement of their work, but I do feel that perhaps Margaret and Arthur Noble should have been permitted to give their own acknowledgement to those people who helped them.

I am sure John Kemp Starley died on October 29, 1901, not 1902 as recorded in the book. On page 17 it mentions that James was fished and bought a "ninepenny" pie—in 1846 this would have been some pie! On page 143 John Kemp Starley is quoted as James Kemp Starley, whilst on the next page the date of the first gas-turbine car is given as 1962 instead of 1950.

However, with more than 20 illustrations the book has much to commend it—there's a flavour of Rover about it and I recommend it. The book got a television spot on publication day and interest in it was further stimulated by a good mention a day or two later in the Jack De Manio radio programme.

H.B.L.



GERMAN ORDER

The West German Government has bought a "substantial number" of Saladin armoured cars to the value of £1,500,000.

WORTH £1½m

Bonn buys Saladins

An Alvis spokesman said: "This is the first German order for any of our military products, and we hope it is the forerunner of many more."

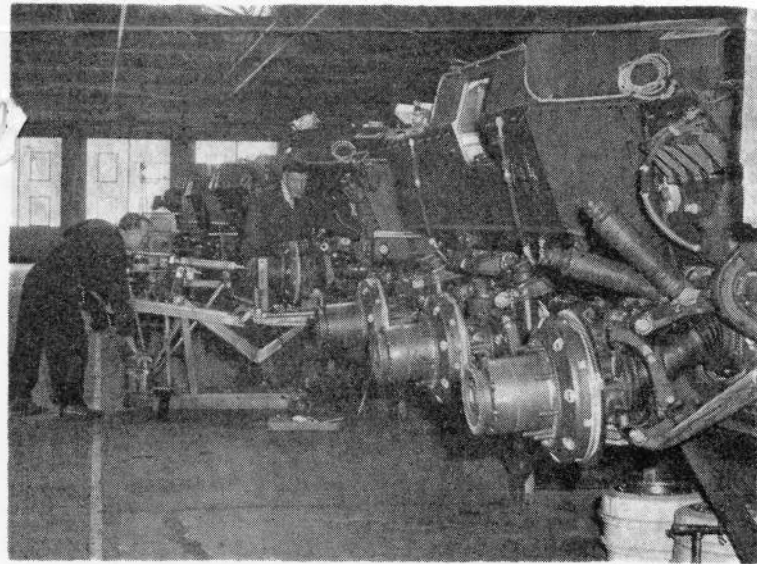
Germans were very pleased with the vehicles.

In the last six years Alvis has exported more than £20,000,000 worth of armoured equipment

—Saladins, Saracens and Stalwarts—and the Company is currently negotiating export orders worth more than £3,500,000.



Part of the £1½m. Saladin order for West Germany 'on parade' at the Alvis factory before the armoured cars left en route for the Continent. BELOW: Assembly line work in progress on the German vehicles.



A bumpy, slithering ride through mud and over obstacles in a Stalwart for the Army Minister (right), Mr. L. G. T. Farmer, Rover Chairman (third from left) and Mr. J. J. Parkes, Alvis Chairman (second from right), during the Rover-Alvis demonstration of military vehicles at Solihull. Driver of the vehicle: Mr. Mike Dunn (Chief Engineer, Vehicles).

POST FOR Mr. B. BOXALL IN GOVT. INDUSTRIAL REORGANISATION AGENCY

Mr. Bernard Boxall, Deputy Chairman of Alvis Ltd., has become a part-time member of the Industrial Reorganisation Corporation, the Government's new agency for the promotion of mergers within industry. Mr. Boxall will be one of the 11 full and part-time members of the Corporation.

The Corporation, which will be set up under a Parliamentary Bill to be introduced later this session, will aim to create more efficient units within industry. If necessary, it will be able to acquire a shareholding in the enterprises it helps to build and will have £150 million in Treasury backing.



Mr. BOXALL

ANGLERS WANTED

Alvis Angling Section is hoping to regain its membership which has dwindled in recent years. A big problem for members is a lack of their own water, and the problem of booking suitable venues for contests is one shared by many clubs in the area.

"Perhaps Rover anglers will invite us to visit their waters, but in any case we would welcome a team contest anywhere," says hon. sec. R. Askham (Aero Inspection).

Contests for the "aggregate" in the approaching season will be five full days (Saturdays) and three half days (Sundays). Reasonable catches were recorded in the contests at Buckden Marina and Sandford-on-Thames, but much bigger weights are expected during the rest of the season.

RE-ELECTED

Councillor Bill McKernan (fitter, Fighting Vehicles Shop) retained his Radford Ward seat on Coventry City Council in last month's municipal elections. He polled 1,857 votes as a Labour candidate and had a 291 majority.

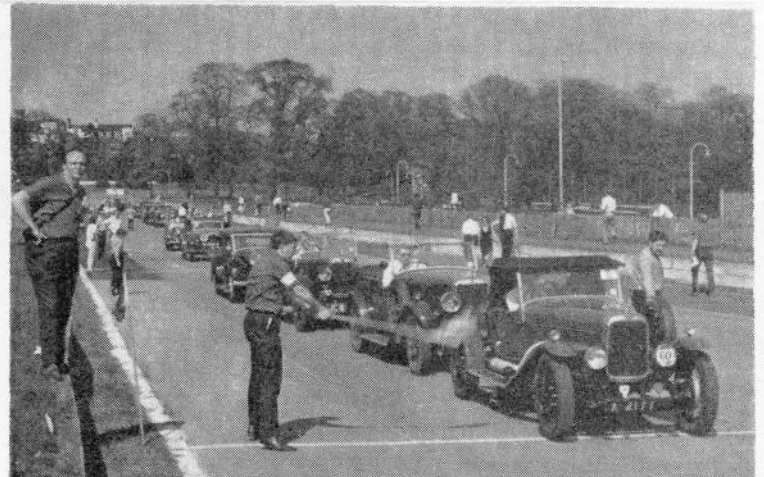
Glorious weather draws crowd of 1,000 to the National Day

Alvis owners and enthusiasts who came from all over the country to attend the 11th National Alvis Day at Crystal Palace were rewarded with a day of brilliant sunshine and exciting events.

Organised by the Alvis Owner Club—one of the country's largest "one make" car clubs with nearly 1,100 members—and the Alvis 12/50 Register, the event was attended by more than 1,000 people.

Mr. B. G. L. Jackman (Rover Production Director), Mr. B. Boxall (Alvis Vice-Chairman), and Mr. R. F. Skidmore (Alvis Works Director) were among the visitors, while Mr. D. Michie (Service Manager, Alvis), Mr. R. Simmons (Service Engineer) and Mr. B. Ambler (New Car Final Inspection) were three of the Concours d'Elegance judges.

Cars were judged in the Concours d'Elegance section and also for the best car in the car park. Driving



tests, which involved speed, stopping and reversing tests, were divided into four sections: cars registered from 1920-1932, excluding Speed 20s (Class A); cars registered from 1932-1940, excluding 12/60s (Class B); cars registered post war (Class C), and the Specials class.

A 1927 12/50 followed by a 1930 Silver Eagle, a 1928 12/50 and a 1935 Speed Twenty at the start of one of the National Alvis Day driving tests at Crystal Palace. An idea of the nationwide enthusiasm for this annual event is the presence of the cars in the photograph from Sheffield, Worcester, Wantage and mid-Kent respectively.

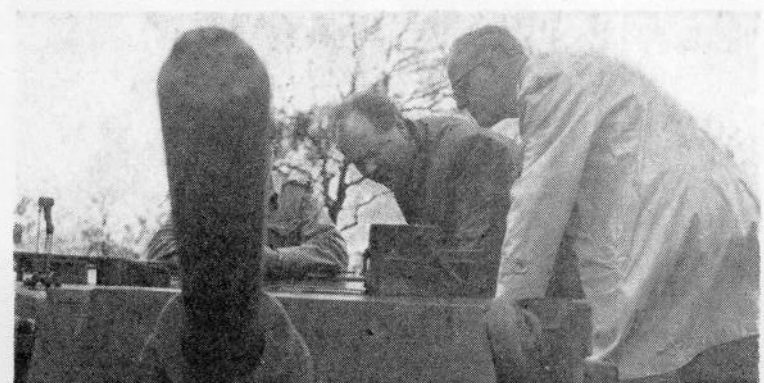
Mr. Sammy Davis, who raced Alvis cars more than 30 years ago and is a patron of the Alvis Owner Club, presented the driving test awards. Mr. Gerry Dunham, also a patron of the Alvis Owner Club, presented the Concours d'Elegance Trophy, while Mr. Bernard Boxall presented the award for the best car in the car park.

Class C—1. A. Armit (1948 TA 14); 2. C. Sayer (1963 TD 21); 3. E. Sayer (1949 TA 14).

Driving Tests: Class A—1. Collins; 2. Kneller; 3. M. Hirst (1928 TG 12/50). Class B—1. W. J. Gore (1939 12/70); 2. R. Coucher (1934 Speed 20); 3. H. Pryke (1936 Speed 20). Mrs. K. Blake (1939 12/70) took the ladies' prize in this section. Class C—1. B. Conway (1954 TC 21); 2. E. Jolley (1950 TB 14); 3. E. Sayer (1949 TA 14). Specials: 1. I. Woolstenholmes (Speed 25/4.3).

Results: Concours d'Elegance: Class A—1. J. Moore (1926 TE 12/50); 2. J. Blake (1926 TE 12/50). Class B—1. N. Purday (1938 Speed 25); 2. W. J. Gore (1939 12/70).

The J. J. Parkes Challenge Shield for the best performance in both driving tests and concours events went to W. J. Gore.



An Army sergeant (hidden behind gun) explains a few details of his Saladin armoured car to the Army Minister and Mr. W. Martin-Hurst.

Strong Alvis/Rover contingent in Coventry Royal Aero Society

Mr. R. A. Field (Aero D.O. Technical Publications) was elected vice-chairman of the Coventry branch of the Royal Aeronautical Society at the branch annual meeting held recently in the Monthly Staff Dining Room at Alvis.

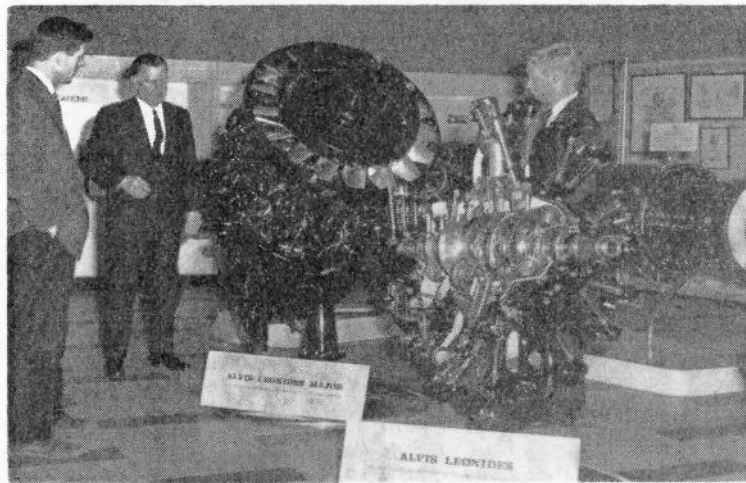


Mr. R. A. FIELD

This year is the centenary year of the Society and the 40th birthday of the Coventry branch. With 600 members, this branch is one of the largest in the country and also one of the oldest.

A full programme of lectures and works visits has been arranged up to April 1967. The first lecture of the coming season will be of particular interest to readers as Mr. R. N. Penny (Technical Director, Rover Gas Turbines Ltd.) will present a lecture on Rover gas turbine engines on September 21.

The membership of Alvis and Rover personnel now stands at 40, including both local and society members. Anyone interested in joining the Coventry branch may do so for 3s. 6d. a year and by contacting Mr. Field at Alvis (internal telephone: 203) or Mr. F. C. Batten (Rover Gas Turbine Publicity) on 204.



The Herbert Art Gallery and Museum in Coventry provided the venue during May and part of June for the Coventry branch to hold an aeronautical exhibition, in which Alvis engines played an important part.

On display were the Alvis Leonides Major engine as installed in the Westland Whirlwind Mark 7 Helicopter, and the Alvis Leonides, used in the Scottish Aviation Twin Pioneer aircraft.

Models of aircraft using Alvis engines were also exhibited. These

included the Westland Dragonfly, the Scottish Aviation Pioneer, the Agusta AZ-8 and the Bristol Sycamore helicopter, in addition to the SRN 1 Hovercraft.

On permanent display at the gallery is a 1½ litre front-drive 1928 Alvis, owned and lent by the Company.

A Reader Writes...

As a retired Alvis inspector may I thank you for the *Rover and Alvis News* which you kindly sent along? This sent me back many years as I learnt the rudiments of my trade with The Rover Company Ltd. at its Queen Victoria Road works, and now at the age of 74 I must be one of the original Rover employees.

I well remember the 8 h.p. with its wooden frame and steel lining. The exact years of my employment with you evades my memory, but I worked for Mr. Coltman, charge-hand for Mr. Massey. I was there when Mr. Clegg introduced his 12 h.p. model—a forerunner of today's trend in lightweight framing, etc., it being quite an innovation at that time.

Anyway, my grounding with The Rover Company stood me in good stead for over 50 years taking me to many famous firms, including Daimler, Humber Ltd. and later to the Development Department of Gas Turbines at Armstrong Siddeley Ltd., finally to Alvis Ltd. and retirement.

Thought I would let you know how pleased I was with your 'News' and let you know I wish both The Rover Company and Alvis Ltd. every prosperity in the future.

JOHN WRIGHT,
30 Fulbrook Road,
Bell Green, Coventry.

A visit to the police station...

A conducted tour of Coventry's Central Police Station provided a very interesting outing for 31 members of Alvis Monthly Staff Club on May 11. P.C.s Wills and Milbourne, car and motor cycle training instructors, were the guides.

A hairdressing demonstration for the ladies was given on another evening by Miss Sally Masters (and her junior, Ann), manageress of a local salon.

LIMBERING UP TO FACE THE WORKING DAY

Keeping fit can be an arduous business at the best of times, but the Alvis apprentices who spend 45 minutes every Tuesday and Thursday morning exercising their limbs seem capable of withstanding the strain, as the photograph (right) shows.

Circuit training and gymnastics make up a full training programme, which is carried out from 7.45 until 8.30 before the main business of the day begins. The apprentices number between 12 and 24 for each training session, the weather having a certain bearing upon the turn out!

They are encouraged in their activities by Mr. Mike Dunn (Chief Engineer, Vehicles) and Mr. George Wilkes (Chief Technician, Aero Division) who not only supervise the sessions but find them a suitable way of keeping themselves in trim!



Fair season

The snooker team in Division 2 of the C.W.S.A. Snooker League has had a fair season, finishing fourth. B. Smith and S. Statham won the Alvis Club's aggregate prizes.

CHAPTER I

By Bernard Light

THE ALVIS STORY

T. G. John realises an ambition

THE 1914-18 world war, coming at a time when the automobile was just developing into an important means of transport, severely handicapped the growth and progress of the motor industry in Great Britain. The output of vehicles became stationary and manufacturers lost the small export trade which it had developed before 1914.

Few British firms produced cars during these four years and the majority of existing plants were devoted to the production of aero engines, shells, and general items of military and naval equipment. The Government imported most of the vehicles it required from America.

At this time, of course, the car industry in Great Britain was only in its infancy—the country's total output of cars and commercial vehicles in 1912 amounted to only 25,000 and this figure was more than double the output for the year 1907.

On the other hand the intervention of the war created considerable change in the public outlook on the motor car. The great middle class market had scarcely been touched. During the war period, however, many thousands of people learned to drive vehicles and the man-in-the-street ceased to consider the automobile the mysterious novelty it was to them in 1914.

Many problems

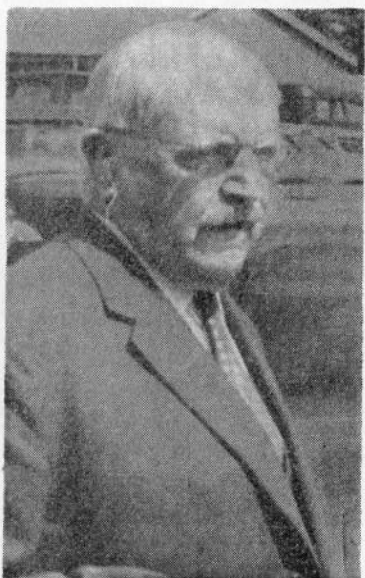
Immediately after the war manufacturers set themselves to cater for the urgent domestic demand for cars, but the legacy of the war had increased their difficulties. The British motor industry was left weary and worn after its long struggle and manufacturers' plants had become unbalanced from the car-production point of view.

With worn-out machinery on its hands, hastily erected temporary workshops standing idle, great numbers of employees thrown out of work and with no concrete plans for development, the British motor industry faced many problems.

For those prepared to 'have-a-go' the car manufacturing business offered handsome rewards. It can be appreciated though that the starting up of any new venture in the motor industry at that time called for a great measure of optimistic enthusiasm by the promoter and his backers.

T. G. John was the man who accepted the challenge and in spite of all the obvious difficulties and pitfalls he was not deterred from pursuing with determination his ambition to form his own engineering company.

In addition to his undisputed ability as an engineer, T. G. John was a man with considerable personal charm and he exuded a confidence which enabled him to interest friends and relations in his proposals which at that stage were not supported by any real assurances of success or profitability. (In his



Mr. G. P. H. de Freville

early days John made rapid academic progress and was apprenticed as a marine engineer at H.M. dockyard where his engineering ability won him many prizes. He became manager of Armstrong-Whitworth's Barrow-in-Furness shipbuilding department as the early age of 31—at that time the youngest man to hold such a position of responsibility).

At the end of the war John had gathered together some £3,000 and he felt ready to launch his own business at the earliest opportunity.

Encouraged by the confidence of his supporters T. G. John acquired the business of Holley Bros. and Co. Ltd., at 17, Hertford Street, Coventry (a firm of American origin which was incorporated on 23rd May, 1917 to manufacture carburettors) and in April 1919 he formed the firm of T. G. John Ltd., with a paid-up capital of £4,240.

This was the first step, but it was suggested that John had no really clear idea of what to manufacture. He was prepared, however, to experiment until he found a product which gave the brightest prospects of financial success.

An individualist

It was thus that in the first catalogue issued by T. G. John Ltd., a statement was made to the effect that he had acquired the manufacturing and selling rights of the 'Electra' stationary engines from the Hillman Motor Company. These engines had been sold throughout the U.K. and it was hoped to export them.

There were two models of the 'Electra' engine—a 4 h.p. single cylinder model and a 7 h.p. twin cylinder model—and they were suitable for driving dynamos, pumps, cream separators, chaff cutters, motor boats and reapers, etc.

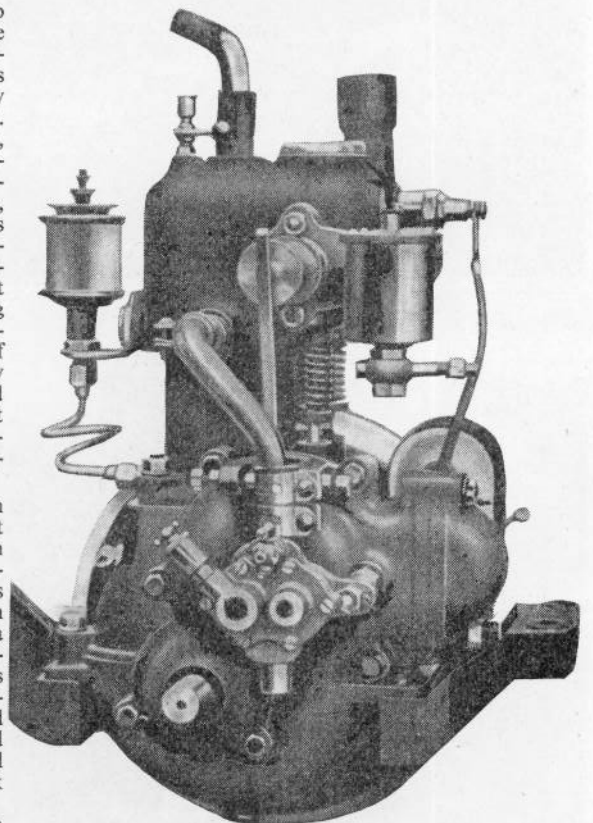
The new company was in business

There are no figures available as to the number of workers employed by T. G. John Ltd. at this period, nor are there details of any production figures, but the firm was gradually being moulded into a useful unit and undertaking not only the production of stationary engines and equipment but motor cycle engines and castings too.

Very much an individualist John believed in being independent of suppliers and very soon acquired a foundry in Lincoln Street. As Foundry Manager he appointed E. Morse, an old school friend and Pembroke Dock moulder.

T. G. John was always thinking of producing a motor car and behind the scenes he quietly looked around for ideas in this connection.

During the early months of the war, when John was Works Manager of Siddeley Deasy Co. he made contact with Geoffrey P. H. de Freville whose company, Aluminium Alloy Pistons Ltd., at Wandsworth supplied Siddeley Deasy with pistons and castings. When the war was nearing the end de Freville turned his interests towards the first of his several engine designs and in about six months had produced the final



The 'Electra' engine manufactured by T. G. John Ltd. during 1919-1921. drawings and specifications of an interesting power unit suitable for a car.

John appreciated that with such an engine he could build a motor car of his own and thus bring to fruition his wish to do so. It was no real surprise, therefore, when John negotiated successfully with de Freville and purchased the drawings together with the 'Alvis' name which he was to give to his new car designated the 10/30.

(to be continued)