

Lord Willoughby de Broke, the Lord Lieutenant of Warwickshire, presents the citation of the Queen's Award to Industry to Mr. L. G. T. Farmer, who accepted it on behalf of The Rover Company. Looking on: Mr. W. Martin-Hurst, Managing Director, and other members of the platform party.

Queen's Award presented: and Chairman reveals:—

Exports run at £35m.— already higher than last year

The Rover Company's exports for the current financial year are running at the rate of approximately £35,000,000—a figure already higher than last year, and representing more than half of one per cent of Britain's total exports.

These striking facts were announced at the presentation

to the Company at Solihull on June 24 of the Queen's Award to Industry for Export Achievement.

The award was presented by Lord Willoughby de Broke, Lord Lieutenant of Warwickshire, representing the Queen. On the platform with the Lord Lieutenant and members of the Rover Board were the following employees, underlining the fact that the Award is a tribute to everyone in the Company who has played a part in the Company's export achievements: Mr. Victor Cole (staff chargehand, Capstan Section, Tyseley; 45 years' service), Mr. Bob Johnson (sub-station maintenance, Acocks Green; J.P.C.A. member; 26 years' service), Mrs. Beryl Morris (P6 Trim, Solihull; 11½ years' service) and Mr. Pat Rock (Senior Shop Steward, Member of National Union of Vehicle Builders).

Because of the limited accommodation the audience had to be restricted to approximately 200 people, including representatives from all the Company's factories.

Making the presentation, Lord Willoughby de Broke said the Company had virtually no exports before the second world war. They now amounted to 50 per cent of turnover and the total value of shipments overseas since 1946 was more than £270,000,000.

"Compared with the motor industry's average of 37 per cent, Rover exported 55 per cent of all vehicles produced in the last financial year," he continued. "In the last three years the Company's exports have increased by 46 per cent compared with an average increase, taking the motor industry as a whole, of 12 per cent."

The Company sold in 170 different overseas countries, said the Lord Lieutenant. "These achievements have only been possible by a deliberate policy of producing vehicles to a specification and of a quality to meet the exacting needs of the overseas customer and by ensuring a first-class sales and service organisation."

This organisation now comprised nearly 3,000 dealers all over the world, supported in appropriate cases by assembly and manufacturing arrangements in 22 overseas territories. "The Company believes that its success in overseas markets constitutes one of the U.K.'s export success stories, particularly in connection with the Land-Rover which has achieved a world-wide reputation, and the more recent Rover 2000 car which has been widely acclaimed as one of the outstanding cars of the post-war era in terms of advanced engineering characteristics, its styling and the many safety features it embodies," said Lord Willoughby.

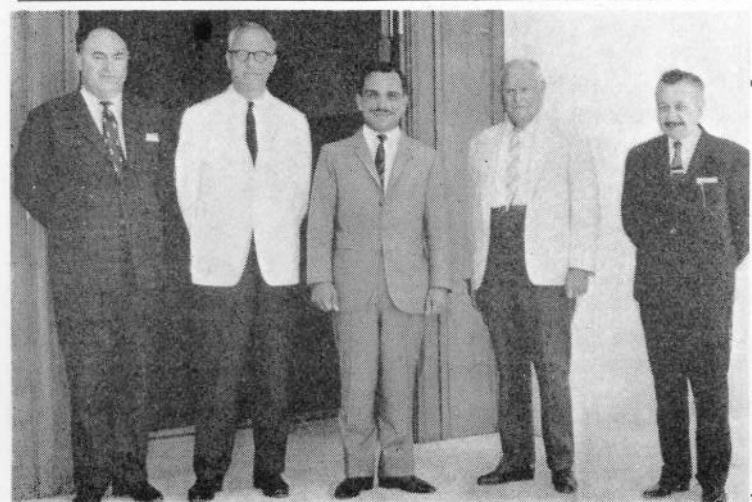
In accepting the Award, Mr. L.G.T. Farmer, Company Chairman, described the ceremony as a very proud and great occasion for everyone in the Company's employ. It showed what could be done in 20 years provided genuine enthusiasm for exporting existed throughout the organisation.

"We have many major problems, of course," said Mr. Farmer. "One is constantly rising costs and another increasing overseas competition—but this award will spur us on to do even better in the export field."

Announcing that exports for the current financial year were running at the rate of approximately £35m, a figure representing more than half of one per cent of the nation's total exports, Mr. Farmer said these facts were not unimpressive for a concern with only 14,000 employees.

● During a recent tour of the Middle East, Mr. W. Martin-Hurst, the Managing Director, met King Hussein of Jordan. The King, a car enthusiast, will soon be the owner of a Rover 2000 TC and also a Rover 2000 rally car for competing in hill climbs and local motor rallies.

Pictured, left to right, are: Mr. Hugh Stowell (Assistant Middle East Factory Representative), Mr. Martin-Hurst, King Hussein, Col. A. P. Le Blanc (Middle East Factory Representative), and Mr. Said Malhas, principal of Said Malhas and Sons, our Jordanian distributors.



On trials soon —first Rover gas turbine driven hovercraft

The first hovercraft powered by Rover gas turbine engines is scheduled to make its initial runs next month. This exciting news was revealed to ROVER NEWS by Mr. E. R. Pearce, Managing Director of Rover Gas Turbines Ltd., at Hovershow '66 held at Browndown, near Gosport, Hants.

The Rover-powered vehicle is the Hovercraft Development Ltd. HD2, a small vehicle of 6,000 lb. weight built at Hythe by the development establishment's own staff and designed purely for research into optimum control systems. It was hoped to introduce HD2 at Hovershow '66, but it was not ready in time.

Powering the vehicle will be three Rover 2S/150A gas turbines, one of which drives the lift fan, and the other two drive the propulsion units. These also function as auxiliary units.

Although Rover gas turbine engines are used in existing hovercraft in an auxiliary capacity, this will be their first use as main power units and HD2 represents a promising breakthrough for Rover Gas Turbines Ltd. in the hovercraft field.

HD2 is the first of a family of two-man craft to be used to assess and develop operationally the concepts felt to be necessary to overcome existing hovercraft limitations. Development objectives include the demonstration of precise and safe control at the passenger/car terminals, improvement of ride, and the expansion of the speed and altitude boundaries for performance and safe behaviour.

Principal aim of the HD2 is to improve the controllability and manoeuvrability of hovercraft under operational conditions.

It was against the exciting background of the first Rover gas turbine powered hovercraft that the Company took part in Hovershow '66. On its stand in the display pavilion were exhibited several units from the range of small gas turbines at present in production.

Rover interest in the operational display programme was concentrated on the Westland SRN3, currently the largest hovercraft in the world. This vehicle carries a 150 h.p. twin shaft unit driving a gearbox, from which is driven a generating set to provide power for all 'on board' services, and water propellers for manoeuvring the craft in harbour.

During the afternoons of the show period, the thousands of visitors watched this huge 37-ton hovercraft roar in from the Solent to land three Land-Rovers and trailers as part of a Royal Marine Commando beach assault demonstration. Then it led a formation 'fly past' with the other demonstrating hovercraft.

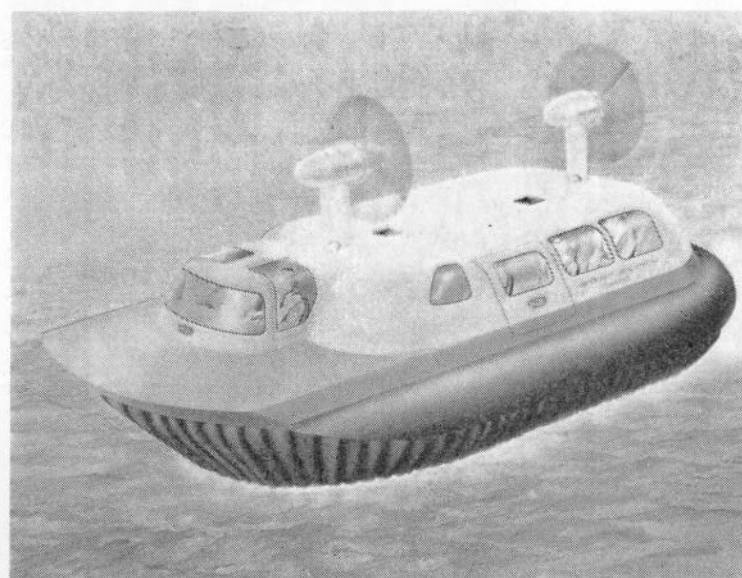
The Westland SRN4, a radio-controlled model of which was demonstrated, is also fitted with two 90 h.p. single shaft Rover gas turbines as auxiliaries to provide power for all 'on board' services. The SRN4 goes into cross-Channel service in 1968; it will weigh 160 tons and carry cars as well as people.

In the static park was SRN1—Britain's first hovercraft launched in May 1959 and carrying an Alvis Leonides engine. This vehicle, soon to go into the Science Museum, made the first hovercraft crossing of the Channel between Calais and Dover in 1959 to mark the 50th anniversary of the first cross-Channel flight.

This veteran attracted considerable interest, for it is from this first hovercraft that such progress has been made in seven short years to the stage where increasing commercial and military use is now being made of this still new form of speedy transportation.

Before Hovershow '66, Rover Gas Turbines Ltd. exhibited at Hanover Fair for the first time. This is the leading exhibition of its kind in Europe and covers every aspect of manufacturing.

Continued on Page 3.



An artist's impression of HD2, which will be powered by three Rover gas turbine engines.



A drive through a cheering crowd in the Royal Land-Rover for the Queen and the Duke of Edinburgh. The Land-Rover caravan, display area and ramp are to be seen in the background.

The ups and downs of a Land-Rover showing its paces

The thousands of visitors who flocked to the Bath and West Show last month were rewarded with the sight of the Land-Rover being put through its paces—ten feet off the ground!

The "bridge," or demonstration ramp, over which a Land-Rover was driven with two passengers aboard to test its control on a 1-1 slope, attracted many spectators—and participants—throughout the show's duration.

General reaction was similar to that after a ride on the "big dipper"—

phew!

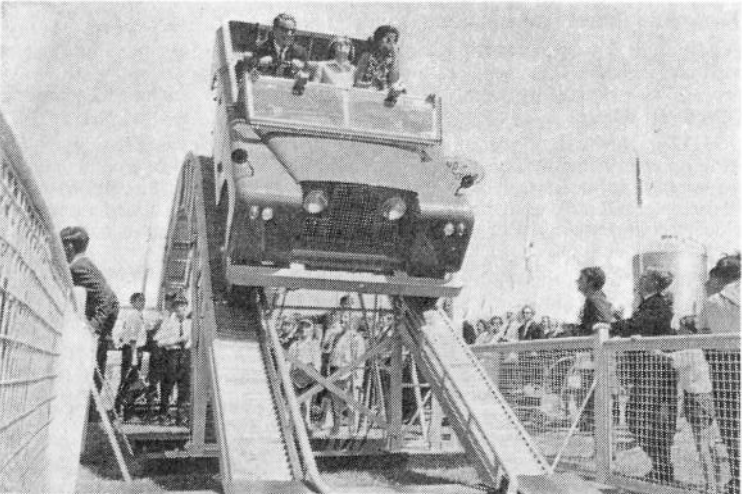
Riding past in the Royal Land-Rover, and being preceded and followed by Land-Rovers lent by the Company, the Queen and the Duke of Edinburgh were able to have a good view of the Land-Rover display caravan and its attendant exhibition area. This was organised this year by the Company in conjunction with Windmill and Lewis, our Bristol area

distributors. The several vehicles on show drew many enquiries from interested customers.

Walking past later on, Her Majesty had a close-up view of the "bridge", with Alec Joyce (Field Executive) driving the Land-Rover. It was the first time a reigning monarch had attended the show, which took place over four days at Shepton Mallet, near Bath, in brilliant sunshine.

Another attraction was the Land-Rover football game, where two teams of two vehicles played soccer with a giant ball and drivers struggled to manoeuvre quickly. The teams, comprising four Rover apprentices, were: No. 1 team: Peter Gilbert (Land-Rover Development) and Derek Bushell (Service). No. 2 team: Chris Wade (Body Drawing Office) and Keith Taylor (Percy Road Laboratory).

Games finished in a 2-1 win for team No. 1, a 2-2 draw, no result with team No. 1 leading 2-0 when the match was abandoned, and a 1-1 draw. The abandoned match resulted from a head-on collision between two rival Land-Rovers—with the ball in between them. This was followed by the collection of a burst football and the rapid exit of both teams from the arena!



No, actually the brakes work very well—Alec Joyce drives over the bridge at the Bath and West Show, carrying two passengers less familiar with the exercise.



... FROM RUSSIA.. Rover Gas Turbines Ltd. recently received a visit from a party of four Russians who came to assess the progress of gas turbine development within the Company and see a demonstration of the gas turbine water pump.

The photograph, which shows them inspecting the gas turbine car, depicts (left to right): Mr. John Griffiths (Sales Director, Rover Gas Turbines Ltd.), Mr. G. I. Bazylenko (head of the laboratory of the Scientific Research Institute on Cars and Motors), Mr. V. P. Borisov (leader of the group and an engineer of the U.S.S.R. State Committee on Science and Technology), Mr. A. V. Schekoldin (Mechanical Engineer of the Kaluga Turbine Works), Mr. O. S. Potekin (interpreter), Mr. R. N. Penny (Technical Director), Mr. G. Cowan (Sales Manager) and Mr. R. A. Phillips (Workshop Supt.)

Hong Kong Govt. buys L/Rovers

Eighty-two Land-Rovers have been bought by the Hong Kong Government. The order, worth more than £80,000, has been won in the face of strong competition from other manufacturers, and is for 65 Long Station Wagons, 10 Long Pick-Ups, and 7 Regular units.

Obtained by the Company's distributor in Hong Kong, Reiss, Bradley and Company Ltd., the order is the largest single one for Land-Rovers ever received from the Hong Kong Government. The vehicles will be used by various Government departments.

VISITORS



... FROM JORDAN ... Pictured during a visit to Rover Solihull is Mr. Sayid Sa'ad Al Din Juma, Secretary-General of the Jordan Prime Minister's Office. In addition to touring the Rover 2000 line, where he is pictured being accompanied by Mr. C. G. D. Currie (Public Relations Assistant), Mr. Juma visited the Land-Rover Production Line.

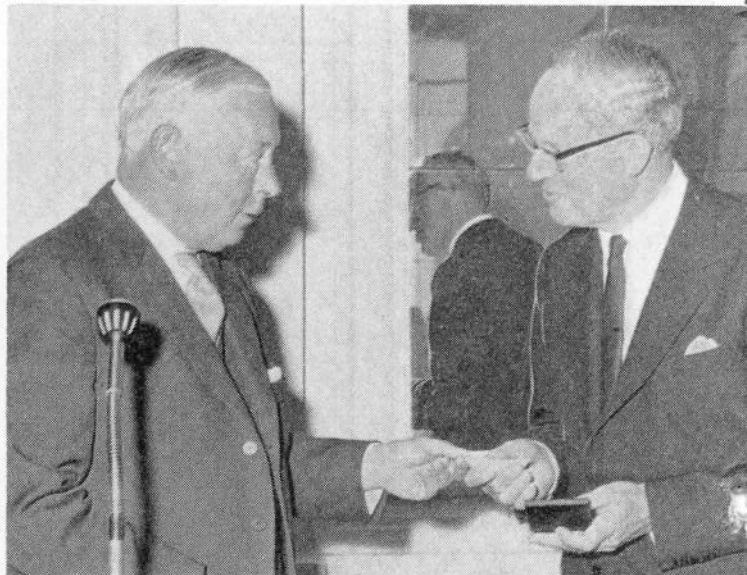
He was in Britain for a two-week visit as a guest of the Foreign Office, during which he examined the work and functions of Britain's Civil Service and had discussions with Treasury officials. He was also able to see many aspects of British life during his stay, visiting Shakespeare's birthplace at Stratford-upon-Avon and also touring Oxford University.

... AND FROM THAILAND ...

Gathering information on The Rover Company for a broadcast to Thailand was Mr. Anake Phippayom, of the B.B.C.'s Thai language service in London.

He is pictured on the left of the photograph (right) being shown round the Rover 2000 Line. With him are a Thai university student studying in England (centre) and Darrell Lawrence (Public Relations Assistant), explaining some points about the Rover 2000.

SAFETY IN 2000 DESIGN : THE A.A. AWARD PRESENTED



Mr. W. Martin-Hurst (Managing Director) receives the A.A. Gold Medal, presented to the Company for the high degree of safety incorporated in the Rover 2000's design and construction from the Duke of Norfolk, President of the Automobile Association.

The ceremony took place at the Association's annual Press luncheon at the Savoy Hotel, London. In presenting the medal, the Duke paid tribute to the work conducted by the motor industry.

Supervisors' annual outings

Supervisors from Solihull, Cardiff and the Tyseley Group of factories had their annual outings recently. All were highly successful.

Some 150 supervisors from Solihull visited Berkeley Castle and the Wildfowl Trust at Slimbridge. At dinner at Cheltenham, the toast to the Company was proposed by Mr. N. H. Elliot (Staff Manager) and Mr. W. J. Robinson (Executive Director, Production—Solihull) replied. Guests were Mr. E. Williamson, retired Solihull Works Engineer, and Mr. C. Sproat, a retired inspector.

About 100 supervisors from the Tyseley Group went round Blenheim Palace and visited London Airport before returning to Coventry for dinner at which guests included Mr. S. W. Nixon (Executive Director and General Manager, Cardiff) and Mr. A. J. Worster.

Cardiff supervisors, numbering about 70, toured the Cotswold country and visited Cirencester and Bourton on the Water. They had dinner at Tintern.

PROGRESSING

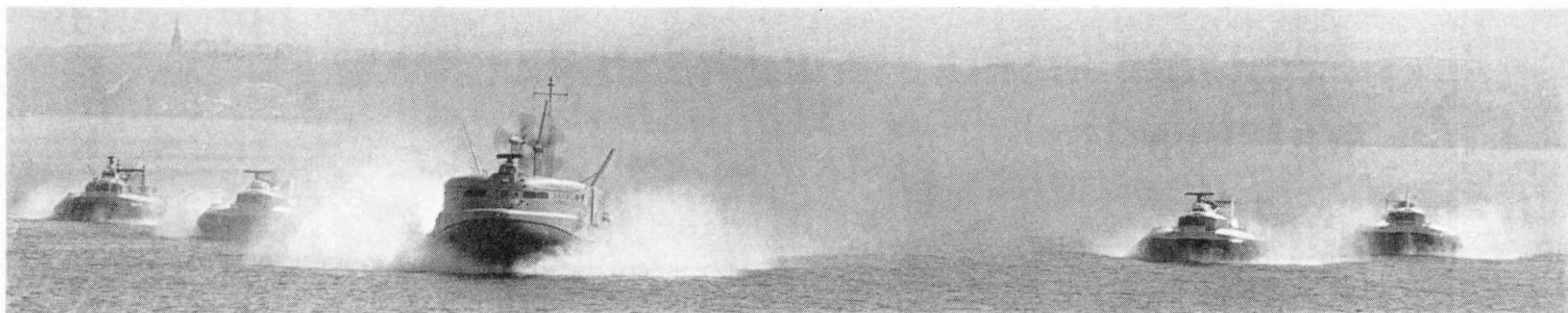
Dr. Leslie Bland, the works doctor, thanks the many employees of the Company who have enquired after his health and states that he is progressing favourably after his recent illness.

S. AFRICAN SALES MANAGER PAYS HIS FIRST VISIT

Mr. Ronald Meatchem recently paid his first visit to Rover Solihull since being appointed Sales Manager Rover Sales South Africa Ltd.

During his stay, he saw many aspects of the Solihull factory, including the Export Sales, Service, Publicity, and Engineering departments. He also toured Rover Gas Turbines, made visits to factories within the Tyseley group and saw something of the work of CKD packers at Banbury.





Hovercraft speeding along in formation at 30 to 40 knots in the Solent provide an unusual spectacle in 1966. But will it be so unusual in the years ahead, as the vehicle is further developed? This photograph, taken by Rover photographer Alan Luckett, shows SRN 3, at present the world's largest hovercraft, leading a "fly-past" with other vehicles at the end of the Hovershow '66 demonstrations. SRN 3 carries a Rover gas turbine auxiliary engine.

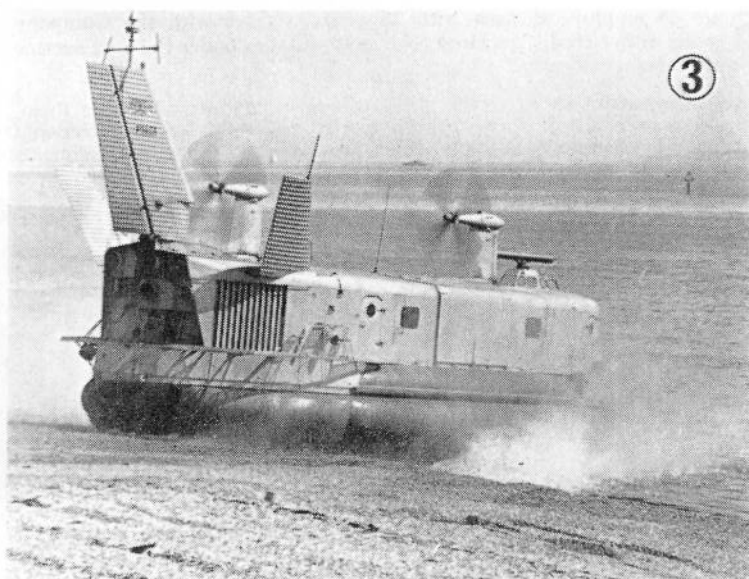
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HOVERSHOW

'66 : ROLE OF ROVER TURBINES

Mr. Pearce, who attended the stand with Mr. John Griffiths (Sales Director) for the opening three days, said "We decided to take part in this international exhibition mainly as a market investigation exercise. We were so encouraged by the interest shown in our relatively small exhibit that we are planning now to enter for the next exhibition in two years time."

Rover participation in the Hanover Air Show was in the form of a 2S/150 twin shaft engine of the type being supplied as an auxiliary power unit for fitment to the Hawker Siddeley 748 aircraft. The engine was exhibited on the joint SBAC/MOA stand.



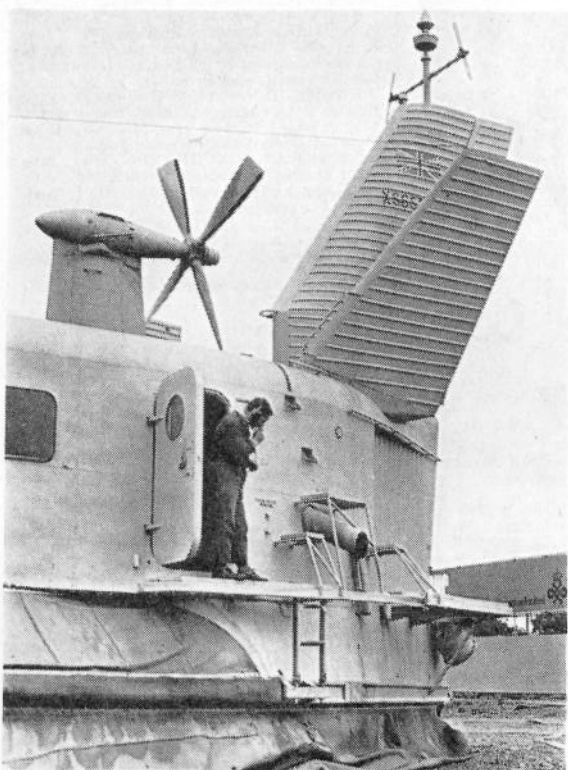
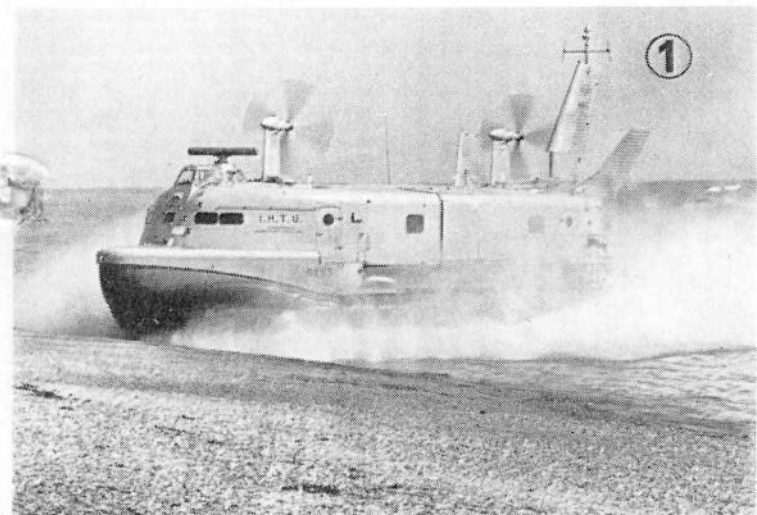
Figs. 1, 2, and 3 picture a sequence of events during the Hovershow '66 demonstrations near Gosport, Hants.

No. 1—in a cloud of spray, SRN3 'hits' the beach at high speed while supporting a Marine Commando assault unit.

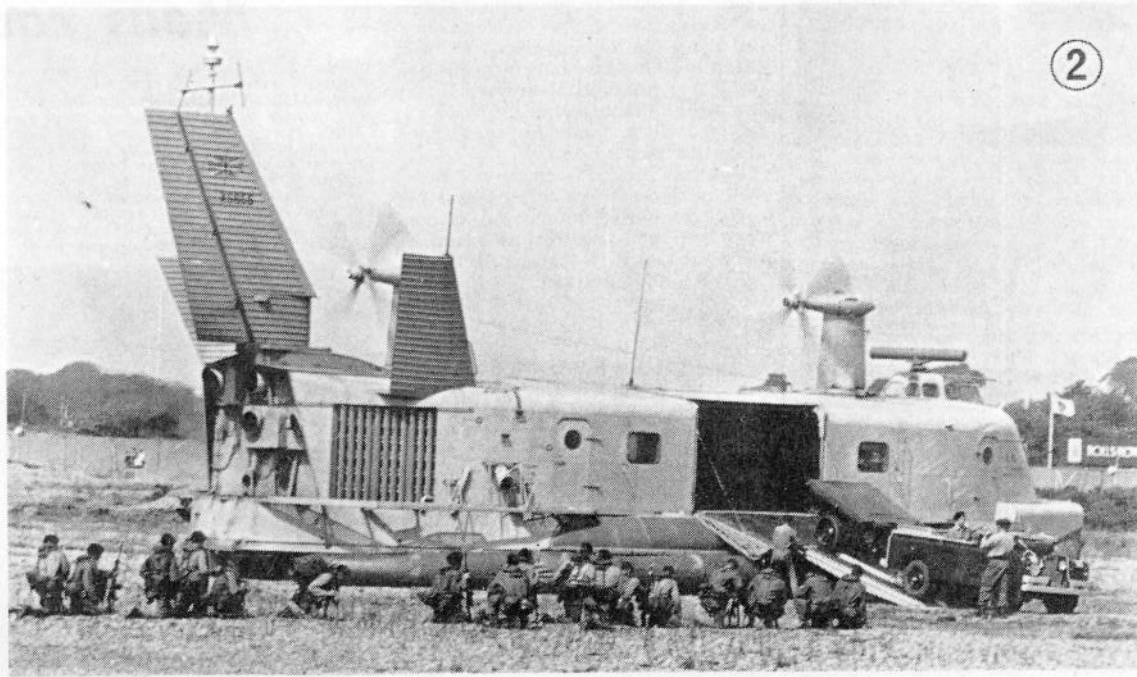
No. 2—the giant vehicle stops, sinks slowly on to its haunches—and then unloads from its

enormous interior three Land-Rovers and trailers. While this is taking place, the Marines form a protective screen.

No. 3—Empty and on the move again, SRN3 scatters the smaller pebbles with its under draught as it speeds out to sea after unloading its vehicles. SRN3 can carry 150 fully armed men or vehicles.



LEFT: A naval crewman of the Westland SRN3 checks out the Rover gas turbine unit which has been switched on for test prior to the hovercraft moving away to take part in the Hovershow '66 public demonstration. Some idea of the size of the vehicle is gained by comparing the size of the man with the overall height of the hovercraft from the top of the tail unit to the ground.



Rover 2000s carried football team 3,000 miles on Europe tour

A venture which fulfilled all of the expectations of both The Rover Company and Coventry City Football Club—that was the verdict on the 17-day tour made by the club in nine Wedgwood blue Rover 2000s.

The 26-man tour party, which included Mr. R. L. Richter (European Sales Manager), Mr. B. E. Llewellyn (Press Officer), and Mr. R. Sherratt, of the Seagrave Road Service Department, covered some 3,000 miles. Matches were played against Offenbach, F. K. Austria, Young Fellows of Zurich, and F. C. Gilloise of Brussels.

The first leg of the tour consisted of a 300-mile trip from Ostend to Offenbach, starting on May 24. The nine 2000s and one 3-litre coupé, all in the sky blue colours and travelling in convoy formation, attracted considerable interest from other motorists on the autobahn.

The match against Offenbach finished in a 0-0 draw: during the game, the Rovers were parked outside the stadium and proved a source of interest to the incoming spectators.

Vienna was the next venue of the tour, and here the team members were able to enjoy a four-day rest

before their next match. Mr. Carl Jeschek, Rover distributor in Vienna, Mr. Joshi Walter (Managing Director) and Mr. Herbert Nitsche (Sales Director) organised receptions and tours of the city. The match against Vienna was played before 100,000 people but ended in a 4-1 defeat for Coventry.

The reception in Zurich by Rover distributor Mr. Emil Fehlmann was lavish, but Coventry suffered a 3-2 defeat at the hands of Young Fellows at their modern stadium near Mr. Fehlmann's premises.

The Rover distributor in Brussels, Mr. J. Beherman, organised an excellent reception and the players were full of praise for the hospitality received during their visit. Moreover, they scored their first win with a 3-1 victory over FC Gilloise, thus completing a tour which gave the Rover 2000 great publicity throughout Europe and enabled Coventry City to travel in luxury to their matches all over the Continent.

Slump after a fine start

Having started the season in fine style, the Rover 1st XI cricket team has slumped badly in its last two matches. It won victories over M. & B. by 60 runs, Wombwell scoring 52 and Goddard 67 n.o., and defeated Tube Products by 6 wickets. Burnett was undefeated with 33 in the latter match.

Rover however failed to total 50 when playing against both Reynolds Tubes and Lucas (F.R.) Despite good bowling by Burnett, Gregory and Payne, the batsmen let the side down badly.

Rover 2nd XI is well up with the league leaders with four wins and two defeats. Although it took their batsmen 2 hours to score 61 in its last match, the XI is undoubtedly the league's fastest scorers thanks to fine batting from Martin, Phillips, Carrott and Sollis, and steady bowling from Brown.

Inter-departmental cricket is progressing well. Points are: Experimental (10 points), Works Engineers (9 points), Land-Rover W.D. (7 points), P6 Stage 3 (7 points).

TYSELEY ANGLING

The Tyseley Angling Association bye contest held on the lower Avon at Mythe Farm on June 18 was typical of many start of season matches, when catches so often fail to justify the high hopes of anglers emerging from the close season wilderness.

The bream total of 6 lb. 4 oz. 6 dr. was sufficient to give winner R. Cutts an impressive lead over the 3 lb. 14 oz. 8 dr. of runner-up L. Stokes, closely followed by M. Hawkins with 3 lb. 12 oz. Percy Road angler W. Hobday was fourth with 2 lb. 11 oz. 14 dr.

Seagrave Road maintenance man retires after 44 years

After nearly 44 years' service with the Company at Seagrave Road, London, Mr. William Fisher has retired. A tea service from colleagues and a cheque from the Company were presented to him (see picture below) by Mr. L. C. Munn (Works Manager).



Joining Rover in September 1922 as a panel beater, he eventually became a chargehand in the Panel Beating Shop. He was compelled to relinquish this position through ill-health, however, and went on to the maintenance section where he worked until his retirement.

NEWS AND PICTURES ABOUT ROVER PEOPLE

Gold watches for 49 employees: 1,225 years' service

Some 49 employees, each with 25 years' service with the Company to his or her credit, received their gold watches under the long service awards scheme recently.

The employees, whose service totalled some 1,225 years between them, received their awards in successive ceremonies at Solihull, Acocks Green and Tyseley, from Mr. A. B. Smith (Director and General Manager). Recipients were:

SOLIHULL: (two photos above right): Messrs. L. V. Acott (Paint Shop), H. J. Cooper (Vehicle Invoicing), E. J. N. Langford (Service Department), D. J. Nutt (Engineering Department), J. C. Ramsay (Service Buying), V. E. Robinson (Toolroom), R. Neal (Works Engineers), P. Roberts (Stores), J. W. Gibbs (Works Engineers), J. Hurley (Works Engineers), H. S. Mumford (Service Stores), J. H. Grantham (retired), Mrs. V. K. Morris (office cleaners).

ACOCKS GREEN: (right): Messrs. S. Millard (Planning Department), A. J. Tyler (Stores), W. J. Lamsdell (Toolroom), E. Shackie (Planning), E. P. Snaith (Drawing Office), W. Twigg (Progress Department), A. Donaghy (Inspection), C. W. Hill (Turbine Shop), W. C. H. Beech (Progress Department), S. Beer (Works Engineers), V. C. Bishop.



June 9 was a day to remember for James Gibbs who works in the Boilerhouse at Solihull. He was presented with his long service award by Mr. A. B. Smith on the same day as he was celebrating his 42nd wedding anniversary. All good wishes to Mr. Gibbs and his wife.

Rover man in trouble spot

A Rover man in a trouble area but safe and sound: Tom Wall (Far Eastern Factory Representative). He was in Kampala, in Uganda, where conflict flared up recently into riots.

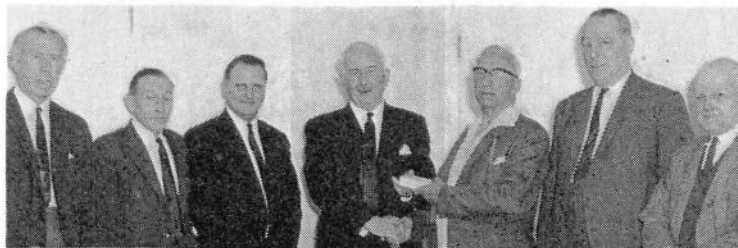
Buildings were burnt, a pitched battle was fought for the Kabaka of Buganda's palace, rifle and mortar fire were heard throughout the town, and road blocks and curfews were set up. As Mr. Wall said of his eventful visit: "We didn't get about very much at that moment!"

He was in Kampala to run consecutive courses of a fortnight each for the instruction of Government, Army, police and local motor mechanics in the stripping, rebuilding, repair and maintenance of Land-Rovers.

Some 66 mechanics attended the courses, which took place at the central workshops of the Ministry of Works. Mr. Wall also visited the main fleet owners in the area and also spent a few days in Nairobi.



Students listen attentively as Mr. Wall explains the working of the Land-Rover engine to them. (Photograph by courtesy of the "Uganda Argus".)



(Works Engineers) A. C. Lacey (Toolroom), H. Rotherham (Turbine Shop), T. W. Turner (Inspection Department), R. Johnston (Works Engineers), Miss J. M. Goodall (secretary to the Production Controller).

TYSELEY: (right): Messrs. C. H. Goodall (Percy Road), C. R. Wood (Machine Tool Repair), T. C. Bennet (Inspection), L. D. Ashman (Group 430, Percy Road), J. H. Daintier (Finished Stores), L. C. Homer (Assembly Shop), A. A. Jackson (Perry Barr), A. L. Jinks (Inspection), C. F. Wisters (Ryland Road), T. Moran (Percy Road), F. J. Musgrove (Toolroom), G. S. J. Nash, W. H. Symonds (Inspection, Perry Barr), W. E. Johnson, R. C. Buckton (Percy Road), Mrs. S. G. Adams (Stores), Mrs. L. Kieilty, Miss R. H. Walford, Miss L. Whittington, Mrs. M. Watts.



Gas turbine gathering to see the Le Mans race trophy

The "Motor" trophy won by the Rover-B.R.M. gas turbine car for being the highest placed British car in the 1965 Le Mans race was on the Rover premises at Solihull for a few weeks before being returned to the race organisers for awarding after this year's event.

Appropriately, as many as possible of those Rover employees concerned with that momentous event were gathered together to examine the award—and to face a ROVER NEWS photographer, with the trophy-winning car in the foreground.

The trophy was previously shown at the San Francisco Motor Show and with Rover North America. It was brought back to this country by Peter Candy when he returned from his recent American tour.

Standing on a wooden plinth which bears the names of previous winners, it is approximately one foot high and made of gold and silver. It is surmounted by an engraved enamel and gold plated map of the Le Mans Circuit.

The photograph shows some of the people who were associated with the project. The six at the rear are: Messrs. John Nicholls (Instrumentation), Bert Hole (Car), Ken Wilday (Engine Fuel System), George Ford (Fuel Systems), Tom Jones (Heat Exchanger)

and Sam Kitchen (Engine Test). In the front row are: Fred Stanton (Assistant Chief Tester), John Harbidge (Project Designer and engineer in charge of the engine at Le Mans), Peter Candy (Personal Technical Assistant to Mr. R. N. Penny and Project Engineer at Le Mans), Tony Poole (Styling Engineer), Bill Towns (Styling Engineer), Frank Varker (Aerodynamics Research Engineer), George Dear (Engine), Graham Mason (Engine), George Perry (Technical Assistant on Electrical Development, Cars),

Bob Hadyn (leading hand, Weld Shop), Mark Barnard (Assistant Chief Engineer), and R. A. Phillips (Workshop Supt.).

Others associated with the project but not shown in the photograph were: Messrs. R. N. Penny (Technical Director, Rover Gas Turbines Ltd., and Chief Engineer and Technician at Le Mans), David Bache (Chief Stylist), Chris Bramley (Turbine Engineer), Joe Poole (Chief Designer), and Dave Wells (Car).



FORMER DIRECTOR DIES

It is with deep regret that ROVER NEWS reports the death of Mr. Edward G. Commander, a former Rover director who was associated with the Company for some 60 years. He was 84.

A native of Coventry, Mr. Commander started work in 1896 as a junior clerk at J. K. Starley and Co. Ltd. After this firm became The Rover Company, he was appointed buyer when the 12 h.p. Rover car was introduced in 1911.



Mr. Commander

During the second world war, it was Mr. Commander's task to organise the supply of materials for The Rover Company's many dispersal factories. As part of these duties he became involved in the development of Sir Frank Whittle's gas turbine engine.

He held his post as buyer until his retirement from full-time duties in 1954. He then joined the Rover Board of Directors, on which he served until retiring in 1960.

A keen athlete in his younger days, Mr. Commander was a staunch Freemason, a past Provincial Grand Warden for Warwickshire and a founder member of the Coventrian Lodge. A widower, he lived in Leamington and leaves a son and a daughter.

Mr. A. B. Smith (Director and General Manager) represented the Company at the funeral.

Area dealers' loss

The death has occurred after a long illness of Mr. George Greenwood, a director of Hoffmanns of Halifax Ltd., our area Rover dealers.

For many years, he handled service queries relating to Rover cars and was well known by members of the Rover Service Department. He began his association with Hoffmanns in 1935 and became a well known figure in the town.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to...

BENNETT—To Mr. and Mrs. Philip Bennett, a son (Nicholas) on June 2. Mr. Bennett is a fork truck driver, Solihull Service Transit.

FINCH—To Mr. and Mrs. Richard Finch, a son (Lee Richard) on June 21. Mr. Finch works in Input Control, Solihull.

WALTERS—To Mr. and Mrs. Brian Walters, a daughter (Susanne) on June 10. Mr. Walters is a setter/operator, Pengam.

DAY—To Mr. and Mrs. John Day, a daughter (Linda Jane). Mr. Day is a machine operator at Pengam.

O'REGAN—To Mr. and Mrs. Patrick O'Regan, a daughter (Sarah Jane) on June 3. Mr. O'Regan works in the Progress Department, Pengam.

BRITTON—To Mr. and Mrs. Britton, a son (Richard Philip) on June 20. Mr. Britton is a Laboratory assistant at Pengam.

HARRY—To Mr. and Mrs. H. Harry, a son (Richard). Mr. Harry is a Machine Shop operator at Pengam.

MARRIAGES

We offer our congratulations and best wishes to...

KITCHING-DALTON—On May 21 at Llanishen Church, Mr. Terry Kitching (Quality Control, Cardiff) to Miss Mary Dalton.

COBLEY-BARNES—On June 4 at St. Mary and St. Margaret's Church, Castle Bromwich, Mr. John Cobley (Engine Design D.O., Acocks Green) to Miss Jacqueline Barnes.

MORGAN-BRABON—On July 2 at Cardiff Register Office, Mr. Charles Morgan to Miss Sheila Brabon (Production Records, Unit Reconditioning, St. Mellons).

FROST-COOKE—On July 9 at St. Giles' Parish Church, Sheldon, Mr. Brian Frost (P6 Finishing Line) to Miss Anita C. Cooke (secretary to Mr. H. J. Topping, Land-Rover Special Projects).

CREWE-DEVANEY—On June 18 at the English R.C. Martyrs Church, Birmingham, Mr. Edward Crewe to Miss Kathleen Devaney (Gas Welder, Ryland Road).

NEWSWAY-SLAUGHTER—On June 11 at Llandaff Cathedral, Cardiff, Mr. Allan Newsway (Section Leader, Progress Department, Pengam) to Miss Venitia Slaughter.

SILVER WEDDINGS

We offer our congratulations and best wishes to...

SMYTH—Mr. and Mrs. Bill Smyth on May 31. Mr. Smyth is a chaser in M.C.D., Solihull, and his wife works in the typing pool. Their son, David, works on P6 Inspection.

RATHBONE—Mr. and Mrs. Richard Rathbone on June 21. Mr. Rathbone works on Land-Rover Chassis Weld.

LARNER—Mr. and Mrs. Ted Lerner on July 19. Mr. Lerner works in Solihull M.C.D. Service Section.

DEATHS

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

HARRISON—Mr. Kenneth Stanley Harrison on June 14, aged 48. He was a Stores assistant, Solihull, and had been with the Company for 8 years.

DOLLOWAY—Mr. George Dolloway on June 6, aged 64. He was a trucker in the Press Shop, until his retirement in July last year.

TOMBS—Mrs. Marjorie Tombs (formerly White) on June 18, aged 65. She retired from the Service Department 4 years ago.

O'COY—Mr. Ernest O'Coy on June 21, aged 50. He was a P6 car electrician, and had been with the Company for 8½ years.

RETIREMENTS

Mr. Alfred Henry Elleman on June 10; he was a semi-skilled capstan operator at Acocks Green (7 years' service). Mr. William Stevenson on June 10; he was a labourer, Machine Tool Reconditioning, Acocks Green (13 years). Mr. Reginald Walter Brain on May 26; he was a semi-skilled fitter, Land-Rover Assembly (11 years). Mr. John Adolphus Fletcher on May 19; he was a fitter/tester, Experimental Department (5½ years).

First car across new bridge—a Rover 3-litre

A Rover 3-litre was the first car to make the historic first journey across the new Tay Road Bridge at Dundee.

The car was being used by the building contractors to make the first of the new daily inspection trips out to the end of the bridge. A radio has been fitted to the vehicle to facilitate communications.

The bridge is not yet open to private cars.



RECENT DEPARTURES

New Zealand emigrant sends his Land-Rover on ahead

FAREWELLS TO Mr. J. H. BALDWIN



A final wave to his workmates from Mr. Mason before he leaves the factory on the first leg of his trip to New Zealand.

Two lifelong ambitions—to own a Land-Rover and to live in the wide open countryside of New Zealand—were fulfilled recently when a Rover employee emigrated to New Zealand, having sent his newly acquired Land-Rover on ahead of him.

Mr. Ivan Mason, who worked as a paint sprayer on the Land-Rover Line for five years until his departure from the Company, bought the vehicle, a Regular petrol, from Charles Hull Ltd., Rover dealers at Hockley Heath, near Solihull.

Aged 31 and married with three children, he will work as an interior and exterior decorator in New Zealand. "The Land-Rover will be a big asset over the rough ground in that area," said Mr. Mason before his departure.

One of the premier figures concerned with the build-up of The Rover Company over the last few years left on June 1. He was Mr. John H. Baldwin, who had held the post of Publicity Manager since 1954. As such, he was responsible for Advertising, Sales Promotion, Publicity Literature and, until recently, Public Relations and Press activities.

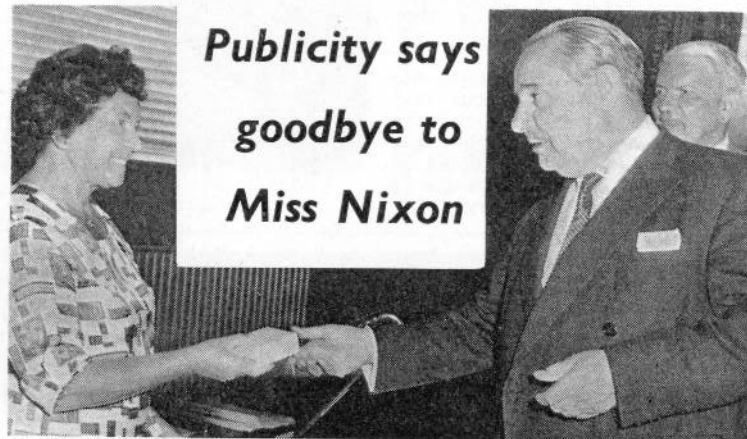
Friends and colleagues of Mr. Baldwin from the Sales Department, and also Mr. P. M. Wilks (Technical Director) gathered in the office of Mr. John Carpenter (Sales Director) to bid him farewell. Mr. A. G. S. Herbert (Executive Director, Sales), presenting Mr. Baldwin with a golf trolley, fishing rod, typewriter and a camera and films, paid tribute to his work in building up the Company's reputation.

Before starting his career in publicity and advertising, Mr. Baldwin took an honours degree in modern languages at Cambridge and took part in the University athletics trials. During the second world war he volunteered for the R.A.F.V.R. and eventually became a senior intelligence officer.

Married, with one son, and aged 58, Mr. Baldwin lives in Warwick. His hobbies are writing, game fishing and golf.



A 25-year career with the Company ended recently when Mr. Jack Fletcher retired, having spent his entire service as a fitter tester in the Engine Test Department, Solihull. An automatic tea-making machine, presented by Mr. Ralph Nash (Experimental Shop Supt.), was the retirement gift subscribed to by his workmates. Also present was Mr. T. McConnell (Engineering Organisation Manager).



Publicity says goodbye to Miss Nixon

After his own presentation, Mr. Baldwin presented Miss D. Nixon, his secretary, with a travelling clock as a personal gift to mark her service. Miss Nixon retired at the end of June after 15 years with the Company. She spent the first three in the Export Typists Department, and the remaining 12 as secretary to Mr. Baldwin. During that time, she saw the Publicity staff grow from three people to nearly 30, and also had six office moves. At a later function

members of Publicity Dept. presented Miss Nixon with a wristlet watch and bouquets of flowers.



Mr. Baldwin (right) with Mr. Herbert and the trolley which was presented on behalf of colleagues and friends in Sales Dept. The typewriter also presented is seen in the background.

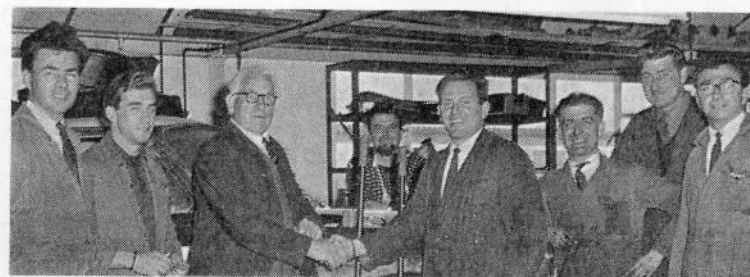


Cash and a cigarette lighter from workmates and friends were presented to Mr. Walter Griffiths (pictured on the left of the photograph) by Mr. Bob Edge (Receiving Inspection) upon his retirement. Mr. Griffiths worked for the Tyseley Inspection Department for 25 years, the latter part in the Welding Shop.



A clerk in the Share Registration Department for the past 16 years, Miss Joyce Thomas left the Company to take up another appointment on May 13. Miss Thomas was presented with two suitcases and an umbrella from her friends in the Secretarial Department by Mr. A. Greenway. She has been chairman of the Rifle Club since 1950.

A Pengam presentation. Mrs. Shirley Rawlinson (Stores Air Freight Section, Pengam) was presented with a bouquet of flowers by Mr. Ted Newns (Supt., Parts Stores, Pengam) when she left the firm recently. She joined Rover during the early St. Mellons days.



After 12 years' service with the Company, Mr. Harry Gosling retired recently. He was originally a fitter in the Service Department, but then transferred to the Experimental Department as a labourer. Mr. Tony Cox (Competitions Foreman) presented him with some gardening implements from his friends in the Company.



SHE MARRIED SHORTLY AFTER HER RETIREMENT

A presentation ceremony on May 27 to Miss Eva Hutt marked not only her retirement after 37 years' service with the Company but her marriage to Mr. Eric Davies at Styvechale Church, Coventry, a few days later. Miss Hutt was secretary to Mr. H. R. Hill (Cost Accountant) who is

pictured above making the presentation of a tea trolley. She also received several gifts for her wedding from friends.

She joined the Company in September, 1929, at the Meteor works in Coventry as a typist. Upon the introduction of the first ledger posting

machines in the financial Department, she was sent on a training course to Birmingham to learn how to operate them. She then joined Secretarial Department and, after a while, moved on to the Statistical Department.

After the war, Miss Hutt remained with the Oncost Control Department, under the direction of Mr. Jack Nagington. Upon the latter's death, Mr. H. R. Hill became head of the department. Miss Hutt became his secretary in 1953 and moved with him to the Cost Office in 1962.

Long Land-Rover Assembly Line workers said goodbye to one of their colleagues recently when Mr. Reg. Brain left the Company after 11 years' service. He now plans to devote most of his time to his hobby—photography. A sum of money from his colleagues on the Line was presented to him by Mr. M. Hanson (foreman, Long Land-Rover Assembly Line).



SPORTING HONOURS FOR TWO ROVER EMPLOYEES

He shoots for Britain against the world's best

On target once again—**Brian Girling**, Solihull Laboratory's master marksman in the pistol shooting field.

He is competing for Britain in the 39th World Shooting Championships at Wiesbaden, West Germany, this month, as one of a team of four. And in August, he will be going to the Empire Games, in Jamaica, as one of the two English competitors.

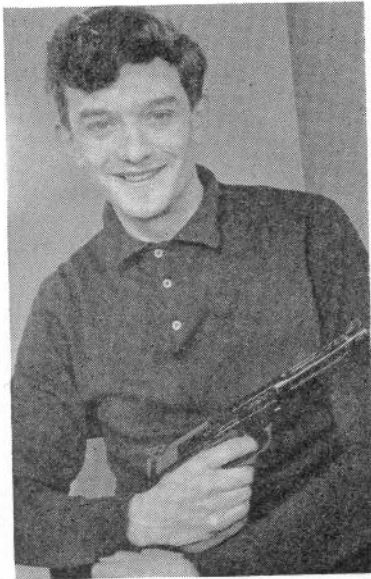
He will be competing in both the rapid fire and centre fire sections. Rapid fire entails firing five shots in four seconds at a distance of 28

world's best

yards with .22 ammunition, while centre fire means 30 shots over a much longer period of time.

The sport is relatively popular in this country despite Home Office restrictions—Brian is a member of several pistol shooting clubs—but it can prove quite an expensive hobby. Pistols cost as much as £80 each and ammunition costs Brian £2 a week with intensive practising.

He finds the lack of shooting ranges a great disadvantage—the nearest are at Bisley or Leeds—and hopes for more local facilities in the future. He has been competing in the sport for 3½ years and first took it up after a suggestion by a colleague in the Acocks Green laboratory.



Brian Girling

17-yr.-old student wins an amateur wrestling title

Far away from the glamorous world of professional television wrestling lies the more dedicated world of the amateur wrestler, and it is in this category that a Rover Acocks Green employee has recently won a major honour.

John Vigus, a 17-year-old laboratory student, won the intermediate middleweight championship of the British Amateur Wrestling Association at Manchester. He won a gold medal as a permanent record and also a circular shield, which he will keep for a year.

A keen swimmer and weight-lifter also, he first began his interest in wrestling 2½ years ago when his father persuaded him to join a wrestling club as a hobby. He went on to win the Eastern Midland (Western Area) Championships.



John Vigus with his wrestling trophy.

DANGEROUS

He says that amateur wrestling, compared with its T.V. counterpart, can be very dangerous. He has sustained several injuries personally.

He enjoys his hobby but is not contemplating professional wrestling as a career. "This is pure showmanship and a mockery of the sport," he commented.

John does one night's intensive training a week—when this is possible—at Aderlea Amateur Wrestling Club at Shard End, Birmingham. The sport, however, suffers from a lack of support in the Midlands in comparison to its large following in the north of England.

American explorer again on safari

Off again on safari: Quentin Keynes, who recently purchased a new petrol Long Land-Rover station wagon, ordered through Rover North America, painted red and equipped with a capstan winch.

Mr. Keynes, explorer, naturalist and author, plans to make an expedition to Central Africa with seven American high school students to explore rivers in the area.

This is the fourth Land-Rover he has bought and he has previously travelled to India and Central America, in addition to journeying throughout Africa.

He made five expeditions in one Land-Rover and has, in general, found the vehicle more than equal to the rough terrains which it has had to withstand.

Mr. Keynes took delivery of his Land-Rover from Peter Lock (Export Sales). With them were Allen Marshall, of Illinois, who made the trip to England with Mr. Keynes.

GUESS WHERE AND WHEN ... ?

Table-top photography

For its final meeting in the present indoor season, the Rover Photographic and Arts Society held a practical evening of table-top and close-up photography. Some 25 people were instructed in the art of table-top photography, where Mr. Tony Stevens (Wages) made use of small models with scenic backgrounds to give an authentic effect in the finished photograph.

Mr. Frank Teague (Jig Shop) was responsible for the demonstration of close-up photography, where the use of lighting and staging was highlighted in the photography of minute mechanisms. The next programme of events will start in September.



A smile from Miss Wendy Boden as she receives the Worstor Shield from Mr. W. J. Robinson.

LADIES' DARTS SECTION DINNER-DANCE

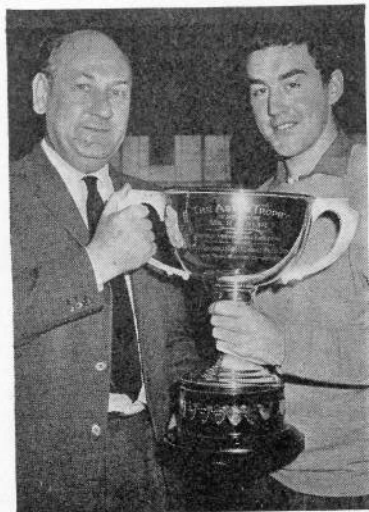
Mr W. J. Robinson (Executive Director, Production—Solihull and Mr. P. Hall (Car Production Manager) were guests of honour at this year's annual dinner-dance of the Solihull Ladies' Darts Section.

Miss Wendy Boden was the winner of the Worstor Shield, which was presented by Mr. W. J. Robinson. Mr. J. Fox (Gas Turbines) was the

M.C., and dancing was to the band of Fred Newey.

The photograph (above right) shows the ladies as follows: left to right, rear—Miss V. Cattell, Mrs. J. Rowland, Mrs. F. Richardson. Front row: Mrs. J. Cox, Miss E. Shaw, Miss W. Boden, with the Worstor Shield, Mrs. D. Brueton, Mrs. E. Smith, Miss P. Kingsland, and Miss M. Boden.

Aslin Snooker Trophy holder retains award with easy win



G. Hicks (right) takes a firm grip on the Aslin Trophy from Mr. McConnell.

Runaway winner of this year's Aslin Individual Snooker Trophy Competition was G. Hicks (Carpenters), who repeated last year's victory. He beat M. Caralon (Land-Rover Weld) by fine gamesmanship and potting, winning all three frames and maintaining control of the situation throughout the game.

Losing semi-finalists were A. Bonas (Works Engineers) and T. Heath (P.6 Paint). The highest break prize was taken by R. Newbould (Vehicle Progress) with a break of 25, while the losing quarter-finalists were B. Ware (P6), A. Cross (Land-Rover Chassis), B. Batty (P5 Final) and K. Lindsey (Stacker Handling).

Mr. T. McConnell (Engineering Organisation Manager) presented the cup and prizes, and complimented the players on their achievements during these lunch-time activities.

★ ★ ★

The following are results of the preliminary and some first round games in the Snooker Pairs Competition:

Preliminary round: B. Platt and E. Morris 58, J. Burnell and K. Lines 68; H. H. Lee and R. S. Taylor 89, R. Wilson and D. McHugh 36; J. Collier and F. Lloyd 34, R. Butcher and B. Batty 81; F. Harris and H. Baird 38, C. Walker and L. Bloomer 67; T. Heath and A. O'Keeffe 40, A. Hume and A. Woodland 46; P. Edwards and T. Byron w/o M. Caralon and M. Holmes; K. Lindsey and Light 64, R. Greathead and B. Cooper 48; Whitehouse and Neal 34, G. Newman and R. Rainbow 65.

First Round: E. Froggatt and S. Oliver 43, T. Bonas and A. Bonas 48; J. Fraser and R. Hutman 55, K. Lindsey and Light 32; W. Hitchman and M. Harrison 49, C. Walker and L. Bloomer 38; Bennett and Norton 72, T. Duddy and D. Simkiss 48; B. Ware and G. Hicks 74, Sperry and Norrish 21.

Every alternate Friday a group of about a dozen Solihull employees meets in the Projection Room in the Main Canteen at 12.45 for Bible study, prayer and discussion. Those who attend are a cross section of office and works, and representative of varying denominations. A warm invitation is extended to all who are interested, and desire non-sectarian Christian fellowship.



A consolation prize is presented by Mr. McConnell to runner-up M. Caralon.

Soccer: 5-2 win for Perry Barr

A 5-2 win for Perry Barr was the result of an inter-works match against Percy Road. Perry Barr led 2-1 at half time, having scored with a penalty and from a corner kick, after Percy Road had scored early in the first half.

Perry Barr increased its lead in the second half and made sure of winning with a magnificent goal seconds before the end by Morris.

Perry Barr's success was mainly due to a fine display of goalkeeping by George Harrison, playing his first game for 10 years.

Puzzle-Pic

It was, in fact, taken of an Army Land-Rover near Ayr, in south-west Scotland, on the first hot, dusty day of the Scottish International Rally. The vehicle, driven by W.O.I. A. Ashwell and W.O.I. K. Moffat, was one of 53 out of 100 entrants which finished the 1,702-mile, five-day rally through central and western Scotland.



A puzzle picture for geography students. Where was the above photograph of a Land-Rover taken? On a winding, dusty road in the African bush? In the heat of the afternoon in the Australian outback? The answer is at the foot of column one.

Apprentices complete the course

Apprenticeships completed last month: John Edkins (Machine Shop, Springfield), John Butler (Works Engineers, Electricians Department, and at present working at Garrison Street), Derek Bushell (Service Repair Shop), Vivian Catterson (Gear Cutting Department, Pengam), and Peter Jones (Gas Turbine Shop).

Two more overseas trainees have commenced with the Company for short training periods—Mohamad bin Ali Bilfaqih from South Arabia, and Nicholas Phostiropoulo who is the son of John O. Phostiropoulo, our Greek distributor.

He clicked for awards ...

Mr. Philip Mathews, a member of Pengam Photographic Society, recently gained awards in competitions held by the magazines, *Amateur Photography* and *Practical Photography*.

The society, which held its annual meeting on June 28, includes visits to Cardiff Castle, Penarth Docks, Llandaff Cathedral, and the Rose Gardens at Roath Park, Cardiff, in its list of forthcoming outings.

PISTOL SECTION

Employees interested in forming a pistol section (full bore) for target shooting should contact Mr. C. R. Hickin (Brochure and Plant Estimating Department) by the internal post. Prospective members should be aged over 21.

INTER-WORKS BOWLING OPENS

The inter-works bowls section fixtures opened on June 9, when Rover Solihull visited Rover Acocks Green. The result was a win for Solihull by 17 shots.

Details: W. Hemming 21, H. Silvers 9; W. Stubbs 21, A. Moreland 15; L. Lawrence 11, C. Courtney 21; A. Long 18, L. Baker 21; R. Edkins 15, J. Green 21; C. Harrison 21, H. Ashford 4; J. Whittaker 21, J. Webb 10; K. Bayliss 21, J. Taylor 10; D. Curry 21, D. Dayant 11; D. Cooper 12, R. Holdsworth 21; H. Simpson 6, H. Whetton 21; H. Jones 14, H. Richards 21.

The return match was played at Solihull on June 14, Solihull winning by 11 shots. Details: C. Harrison 5, J. Edlin 21; H. Simpson 8, L. Baker 21; L. Edwards 21, H. Richards 19; W. Hemming 16, J. Green 21; W. Bygraves 12, H. Whetton 21; R. Edkins 21, J. Evans 5; J. Spittle 18, C. Courtney 21; V. Cox 21, N. Westbury 11; K. Bayliss 21, H. Ashford 6; A. Long 12, J. Webb 21; D. Curry 21, T. Smith 5; D. Cooper 21, A. Moreland 12.



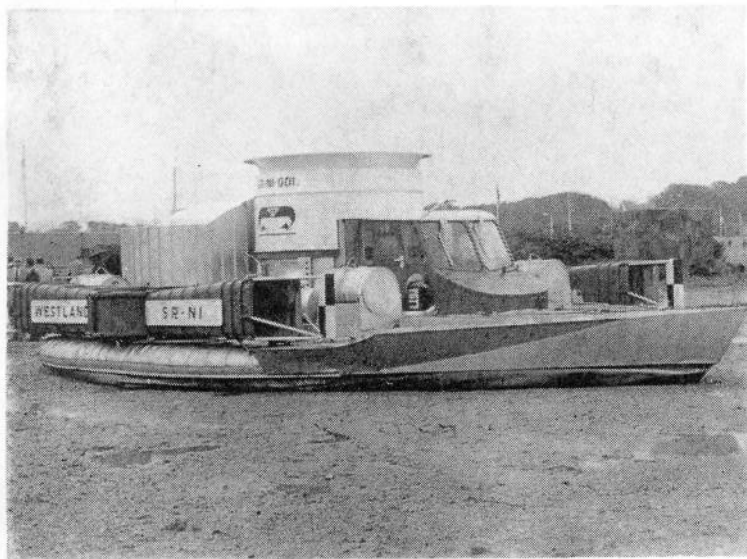
British Army buys Stalwarts

The British Army is substantially increasing its total of five-ton Stalwart amphibious load carriers. A further Ministry of Defence order for the vehicle—subsequently revealed by the Ministry as being for 400—brings the value of Stalwart orders, including spares, received from home and overseas since the vehicle was introduced five years ago to the magnificent total of £15,000,000.

In addition, there is the likelihood of a £2,000,000 order from West Germany; this would be further to the £1,500,000 order for Saladin armoured cars announced last month.

Stalwart is also on trial with the West German and French Armies and is being evaluated by other governments. The vehicle, pioneered as a private venture by Alvis, was first adopted by the Swedish coastal artillery prior to acceptance in the British Army as a standard five-ton high mobility load carrier.

Ministry of
Defence orders
another 400:
West German
purchase likely



The Westland SRN1 hovercraft, which has an Alvis Leonides engine. This vehicle—Britain's first hovercraft and first to cross the Channel between Calais and Dover in 1959—was displayed in the static park at Hovershow '66 and attracted a lot of attention. It is soon to go into the Science Museum to join other pioneers of modern transport.

40 years of Alvis motoring in rally

The eighth Midland Alvis Day, held at the Alvis Works, Coventry, and later at Church Lawford Aerodrome, near Rugby, on June 26, attracted a good range of Alvis cars ranging from a 1926 product to the 1966 model.

More than 100 Alvis Owner Club members gathered at the works for the Midland event, which began with concours d'elegance judging from 17 entrants.

Lunch was followed by the vehicles driving in a cavalcade 77 cars strong through Coventry en route to Church Lawford, where driving tests were held under a cloudy sky and occasional light rain. There were 22 entries in the tests.

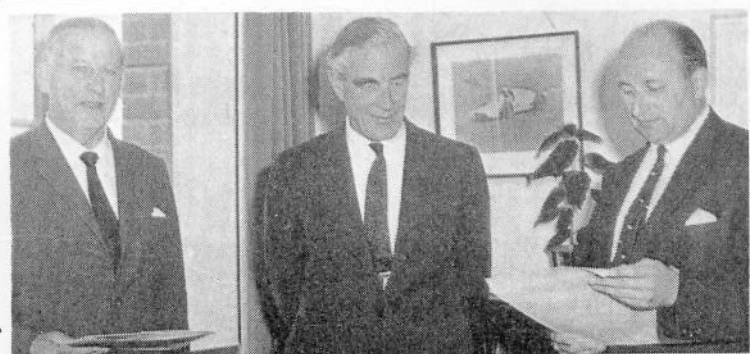
The old cars made a fine sight driving through Coventry and the power and manoeuvrability in these old vehicles as evinced in the driving tests was a tribute to the care and maintenance exercised by their owners. Prizes at the end of the afternoon were presented by Mrs. N. D. Purday, wife of the Club Public Relations Officer.

Ten get certificates

The number of long service testimonials issued to employees with 25 years' continuous service with the Company rose to a total of 345 on June 20, when Mr. J. J. Parkes (Chairman) presented ten employees with their certificates.

Recipients, who also each received a National Savings Certificate for £25, were: Monthly staff (pictured top right): Mr. Joseph Rice (Buying), Mr. George Clarke (Aero Drawing Office). Works employees (centre right): Mr. James Gardiner (Maintenance Electrician and now retired), Mr. William Lewis (Aero Repair), Mr. Philip Bath (Aero Repair), and Mr. Herbert Ledbrooke (Works Security). Weekly staff (below right): Mr. David Barry (Production Control), Mrs. Olive Lee (Ratefixing) and Mrs. Edith Osborne (Surgery).

Tenth recipient, not in the photographs, was Mrs. Isobel Barker (Purchase Dept.).



He's had charge of top-class rugby games

"Rough landing": an expression not so prominent these days in the world of aviation but all too familiar in the tough world of rugby football. Both could apply metaphorically to Mr. George Wilkes, as Chief Technician, Aero Division, and on Saturdays, as a rugby union referee.

A member of the Warwickshire Society of Rugby Football Referees for the past 18 years, Mr. Wilkes first began his interest in the game at school.

He then went on to play as centre-threequarter for both Earlsdon and Coventry before an internal injury forced him to give up the game and become a referee.

Mr. Wilkes has looked after most of the top county games, both locally and throughout the country. In June, 1961, he was a linesman at the Wales-England match at Cardiff Arms Park, which ended in a victory for Wales.

He enjoys travelling and is able to meet most of the famous Rugby Union players. The rules introduced within the last few years have helped the game tremendously, he thinks, and made it generally faster. "Changes make the game more open if they are used, and will lead to higher scores," he added.

Mr. Wilkes has been with Alvis, with some breaks of service, since 1936.



Mr. WILKES.

Experimental Supt. dies after long illness

IT is with deep regret that ALVIS NEWS records the death after a long illness of Mr. Jim Hartshorn, who had been with the Company for 42 years and was one of its most popular figures. Aged 60, he was Superintendent of the Experimental Department until last July, when his illness forced him to discontinue working.

He began with the Company in 1924 as a junior fitter in the Experimental Department, doing chassis and axle work on prototypes. He was also concerned with the manufacture of the Dingo scout car and some aircraft work before the war.

It was also in this period that Mr. Hartshorn made visits to Le Mans and Brooklands with the Alvis racing teams. He also rode as a passenger in the 1½-litre super-charged Alvis in the Ulster T.T. races of 1928, 1929 and 1930.

During World War II, he went to Mountsorrel, Leicestershire, one of the dispersal group factories, as a foreman working on bomb trolleys and hoists.

After the war Mr. Hartshorn returned to car development as a chargehand and was appointed foreman of the Experimental Shop in 1947. He was later made Superintendent of the Experimental Department, the position he held until last July.

He was associated with the prototype work carried out on some of the most famous Alvis fighting vehicles manufactured since the war. Mr. Hartshorn, whose son, Jim, was also apprenticed with the Company, was a founder member of the Alvis Motor Cycle Club.

He will be remembered as a man who gave his life to the Company, a man "whose hobby was Alvis." His friends at Alvis offer their deepest sympathy, through ALVIS NEWS, to Mr. Hartshorn's family.



Mr. Hartshorn

Carnival spirit

Alvis apprentices took part in the Coventry and Kenilworth carnivals recently, entering a medieval castle as their float.

Some 20 people worked on the project at one time or another over four weeks. The 16-foot high model—depicting the "Carnival Spirit"—was designed by Keith Allen (Aero D/O) and Bernard Harrison (Aero D/O), while construction work was supervised by Bob Stevenson (Tool Room).

The apprentices also received help from other Alvis employees, who collected money along the carnival route for a local charity.

Two recent dates for members of the Alvis Monthly Staff Club were a talk by Mr. A. C. Dixon, of Penmans, a firm of solicitors, on "The lighter side of the law," and a treasure hunt which finished at an outside venue for a buffet supper.

20 years a body repairer

Mr. A. E. Carpenter, who has been employed as a body repairer in the Service Department since May, 1946, retired on May 21. Before beginning his service with the Company, Mr. Carpenter was engaged in the production of Alvis bodies at Cross and Ellis Ltd., and then Charlesworth Bodies Ltd.

A picnic case, for which his colleagues in the Service Department had subscribed, was presented to him by Mr. D. Michie, Service Manager. Mr. R. F. Skidmore (Works Director) presented Mr. Carpenter with a cheque on behalf of the Company.

Married, with two sons, he is particularly interested in horticulture and looks forward to continuing this hobby during his retirement.

Land vehicle engineer takes to water at weekends

Alvis Service Engineer Dennis Grogan's usual occupation is to maintain vehicles which travel on firm land. However, at weekends and in the evenings, he takes to the water to follow a hobby which is becoming increasingly popular in this country—power boat racing.

It was eight years ago that power-boat racing first appeared in this country when the South Staffordshire Power-boat Club, one of the first of its kind in the world, was formed. Dennis Grogan was one of the club's founder members and has since raced many times, winning many events including the Great Britain Grand Prix. The prize for this was a trophy worth £5,000 which he kept for a year.

He recently won the first leg in his class of the national championships. Boats cost approximately £500-£600, and are powered by inboard

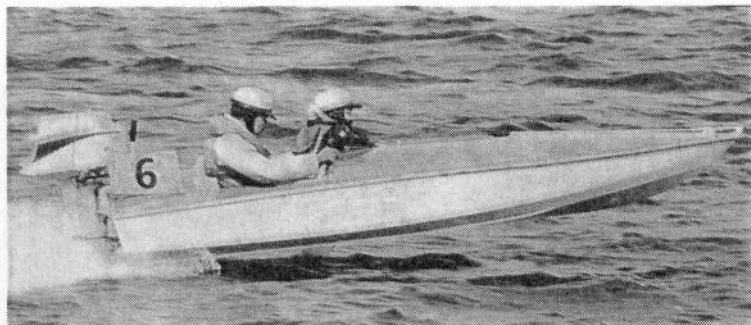
engines of about 1,000 c.c. The South Staffordshire Club, which races on inland lakes, has some 500 members, with 275 of them owning boats.

Mr. Grogan, who has been with the Company for 15 years, is able to design and build his own boats at a cost of £300. He has built five in the last eight years and thinks that the sport itself takes some degree of skill: speeds build up from 35 to 60 m.p.h.

and the hand throttle is kept at full stretch throughout the race.

"One of the most difficult things is the 90 degree turn," said Mr. Grogan. "These are taken at full speed and require a great deal of practice."

The sport is building up in popularity and may eventually be included in the Olympic Games, he added.



Dennis Grogan and a companion open up the throttle of their power boat on a straight stretch of water.

ANY MORE FOR TENNIS?

The Alvis men's lawn tennis teams will complete their fixtures in the Coventry Lawn Tennis League early in August. These league matches are played during the week, the courts being free for play among members over the weekends.

Standard of play is average and Rover friends may care to play a friendly match with either two or four pairs in opposition. Should this be of interest perhaps Mr. J. Mitchell, our hon. secretary, will be hearing from those interested at Rover. A Sunday encounter is suggested.



OUTING TIME FOR ALL AGES



Enjoying their trip to New Brighton are a section of the 200 children who went on this year's children's outing, organised by Alvis Social Club. After a rainy start to the day, the children were able to have a most enjoyable outing when the weather improved. The highlight was a cruise in Liverpool Bay on the "Royal Iris."



Alvis Machine Shop workers pose for a photograph before setting out on their annual outing, which this year took them to Brighton. The trips started when the Alvis Football Association was formed and despite its dissolution some years ago, an outing is still made. Some 20 men made the journey this year and the general conclusion was "yet another excellent weekend," thanks to Mr. J. Yates and Mr. L. Thompson.

Destination (below left): Arbury Hall, Stockingford, near Nuneaton, and members of the Alvis Retired Employees Association pose for a photograph before setting out on their journey. 110 members and their wives spent an afternoon touring the hall and also visiting the gardens.

A trip was also made last month to Trentham Gardens, near Stoke-on-Trent.

For the first time, members and their wives may compete for the H. J. Nixon Trophy at the Alvis Social Club's Horticultural Society's shows, one of which took place on June 25 while the other is set for September 10.

It will be competed for on a points basis covering both shows, and points obtained in all classes of the Retired Employees' Section will count towards the trophy.

NETBALL

Alvis netball section, which has been in existence for 6 years, had sufficient support to enable two teams to play in the season just ended in the Coventry Works Sports Association League. The 'A' team came 4th in 'E' division, and the 'B' team 5th in 'G' division.

The 'B' team got through to the finals in a netball rally held at Moseley Avenue School, Coventry, but unfortunately lost by two goals.

DEATH

DODDS—Mr. Billy Dodds on June 20. He retired on March 31 from the Aero Engine Shop, after 47 years' service.

10/30—the first car

operated through adjustable tappets with rollers at the lower ends and carried in phosphor bronze guides. Cylinders two and three had a common exhaust outlet and the engine was mounted on a sub-frame at six points.

Cooling was thermo-syphon, the cylinder block having a large triangular-shaped aluminium outlet bolted to the top and running its whole length and there was no radiator header tank. Balanced H section connecting rods were used and aluminium pistons with two rings, while the gudgeon pins were fully floating.

A gear type oil pump, driven by skew gears from the camshaft, drew oil through a filter in the aluminium crankcase. An exterior gallery pipe passed oil to the crankshaft and camshaft bearings. The pump also fed troughs under the big ends and from these oil was splashed onto the pistons and cylinder walls. The aluminium crankcase carried an external oil level rod attached to a float—a distinguishing feature of early Alvis engines. The engine was factory tested to give 30 h.p. at 3500 r.p.m. which represented a very creditable output for the period.

A Smith starter motor was mounted behind the clutch and the dynamo driven, usually, by a belt from a pulley on the clutch shaft.

4-speed gearbox

Power was transmitted to the gearbox by a leather faced cone clutch and short shaft having two flexible steel disc joints. A four speed gearbox, unusual at this date in small cars, had nickel chrome steel shafts carried on ball bearings housed in steel cages, while gear wheels were cut from 110 ton air-hardened steel. From the gearbox an open propeller shaft with a Hardy fabric joint at the front and a sliding joint at the rear took the drive to a differential consisting of straight tooth bevel gears of nickel steel. Rear brakes only with four aluminium shoes in ribbed drums were fitted—operated by rod.

The chassis had five cross members and a sub-frame to carry the engine. The steering layout was conventional and forked extensions of the front axle (nickel steel stamping) carried

the swivel pins. The aluminium steering box (Alvis manufacture) had an adjustable worm and worm wheel while the steering column was adjustable for rake. Ignition and throttle controls were fitted in the centre of the steering wheel column. Oilless bushes were used for most of the chassis bearings and springing was semi-elliptics all round.

The original bodies were made by Messrs. Morgan of Long Acre, London, and were of aluminium on wire braced steel tubing.

60 m.p.h. maximum

With 4ft. 2in. track and wheelbase 9ft. 2in. the length of the vehicle was 12ft. 9in. The two-seater model weighed 14 cwt.

Maximum speed in top gear was 60 m.p.h. and petrol consumption 33 m.p.g.

Production of the 10/30 continued until 1922 and in the catalogue of that year a special sporting two seater with aluminium "duck's back" body was offered. During production, modifications from original were not extensive but included from 1921, the casting of the induction pipe integral with the cylinder block to facilitate cold starting while the vertical intake pipe from the carburettor was water heated; a new exhaust manifold with three short leads from the cylinder casting; a combined oil filler and breather, and fabric universal for the propeller shaft. In addition to the maker's guarantee the cars carried a Lloyds comprehensive accident policy from November, 1922.

The first Alvis model was soon making a name for itself in competitions and in the Edinburgh Trial of 1920 gained a gold medal. The 10/30 was first in the London-Holyhead Trial of April, 1921 and won several other gold medals and first places in sporting events. A specially tuned 10/30 car which was entered for the 200 miles race at Brooklands was capable of over 80 m.p.h. and this was no mean achievement for a 1½ litre side valve car 46 years ago.

(To be continued)

THE ALVIS STORY

By Bernard Light
Chapter 2

At the turn of the century many cycle manufacturing firms and others were quick to enter the new field of automobile engineering. Within a few years there was a large number of car producers but the output of each was small.

Changes in design were frequent and, as a consequence, a diversity of self-propelled vehicles was created. These early models formed the vanguard of the great cavalcade of automobiles which today warms the hearts of enthusiasts throughout the world.

Most of the early models had very short production lives and within a few years a good number of them had disappeared from the historic scene, apart from some documentary evidence of their existence fortunately preserved.

Special place

Regardless of whether a "first" production car was a success or not there's always a special place in motoring history for anything written about a Company's "first." So for this reason it is not considered out of place to devote this chapter to the first Alvis car which became known as the 10/30.

Exhibited at the Scottish Motor Show in March, 1920 the first Alvis was described as the 10.7 h.p., the engine having a bore and stroke of 65.8 mm and 110 mm giving a capacity of 1498 c.c. It was later in that year that the model became known as the 10/30, the capacity reduced to 1460 c.c. and rated at 10.5 h.p.

The car was acknowledged to be one of the best engineered small quality cars of the time, but production in the early stages was dogged by all the familiar post-war difficulties. There were, too, some shortcomings in the original design—the gears were particularly noisy and some frames fractured at the dumb-irons—and as one can imagine these adverse features did not assist sales.

John's cheerful leadership was certainly well tested in the early days of production—about two 10/30's per week—and in addition to the imperfections in the design a moulders' strike sent him motoring around the Midlands looking for firms to make castings which he himself was unable to undertake. Rising prices, material shortages and pressing creditors all contributed to test John's unflinching optimism.

To get back to the car itself—the cylinder block and head were cast monobloc with the valves in line on the near side. Two valve inlet ports passed between cylinders one and two, and between three and four to connect with the Solex carburettor on the off-side by an external pipe. The valves were of tungsten steel

The 'FIRST' Alvis. 1920

10-30 h.p. LIGHT CAR

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