



Land-Rover Plant Opened

KEEPING OUR PLACE IN THE SOUTH AFRICA MARKET

Land-Rovers are now coming off the line at the new South African assembly factory at Port Elizabeth, which was officially opened by Mr. H. R. P. A. Kotzenberg, South Africa's Secretary for Commerce and Industry.

The opening ceremony was one of the last engagements of the world business tour which Mr. L. G. T. Farmer, Vice-Chairman of the Rover Company, has just completed. Mr. Farmer returned to this country a few days ago, and we hope to tell you more about his trip in our next issue.

The new factory at Port Elizabeth is owned by our subsidiary company, Rover South Africa Manufacturing (Pty) Ltd. It has been designed to assemble from 1,250 to 2,000 Land-Rovers a year, with provision for future expansion.

Establishment of the factory followed investigation of the South African market for a considerable period in anticipation of the Union Government's long-term plans for the development of the motor industry there.

DETERMINED

It will meet the Union Government's requirements for a progressive increase in locally-made content, but at the same time will benefit our factories in England who will share in the overall increase in sales volume.

Rover will thus ensure an increasing share of a market which might otherwise have been denied to us. South Africa is one of the countries which are determined to expand their own manufacturing capacity; and only by co-operating as we have done in this case can we continue to sell in these territories.

In his speech at the opening of the factory, Mr. Kotzenberg referred to import restrictions and said that no encouragement or concessions would in future be granted to firms who wanted to commence pure assembly.

WELL-SUITED

He paid tribute to the Company's policy and said: "We all know the qualities of the Land-Rover. They are strong and rugged and as such they are very well suited to our people who are strong and rugged themselves."

Mrs. Farmer was also present at the opening ceremony, and she unveiled a plaque showing the design of the Land-Rover crest which will appear on all vehicles produced at Port Elizabeth. The crest is in the South African colours of green and gold and has a Springbok head in one corner.

JULY 1 IS WORKS' SPORTS DAY

As we go to press we learn that Solihull, Acocks Green and the Tyseley group of factories will once again combine to hold a fete and sports day on Saturday, July 1. Details will be given in next month's issue.

The Queen's new 3-Litre



On her return from her overseas tour earlier this month, Her Majesty the Queen took delivery of the Rover 3-Litre Automatic shown in this photograph. The new car replaces one of the same type for Her Majesty's personal use.

The car, which has power steering, is finished in dark green, with silver grey interior trim.

One of the fittings is a recess in the rear centre armrest, containing a mirror, notepad and pencil, and there is a pouch and pockets for books and papers on the back of the front seat. In addition to the normal carpeting there is a detachable thick curly pile carpet in matching grey covering the rear floor, and the boot is also carpeted in grey.

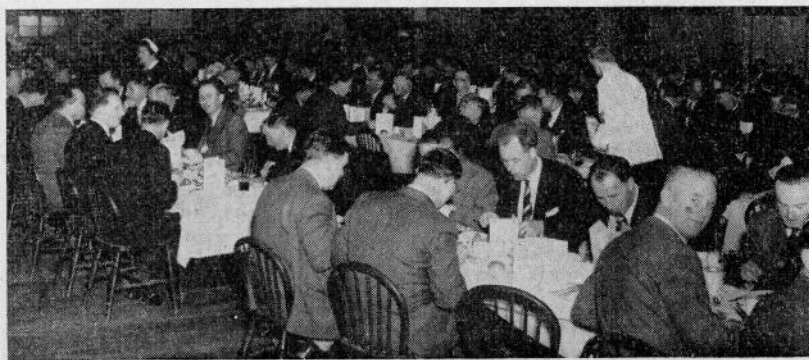
'VITAL TO MAINTAIN THE ROVER TRADITION'

The vital importance of maintaining the Rover reputation of quality and workmanship was emphasised by Mr. W. Martin-Hurst, Deputy Managing Director of the Company, when he spoke

to 300 members of the Foremen and Staff Mutual Benefit Society from all parts of the Rover organisation who attended a dinner and concert given by the Company at Solihull on March 18.



The picture above shows Mr. Martin-Hurst (Deputy Managing Director) speaking at the F.S.M.B.S. dinner. Others in the picture are (left to right): Mr. M. W. B. Knight (Executive Director, Industrial Relations & Welfare), Mr. W. J. Robinson (Executive Director, Production—Solihull), Mr. A. J. Worster (Production Director), Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.), Mr. E. G. Bacon (Executive Director, Quality Control) and Mr. J. W. E. Walton (Executive Director, Production—Tyseley).



Another photograph taken during the dinner at Solihull.

Mr. Martin-Hurst, who had just returned from the Geneva Motor Show, referred to the very special place the Rover Company had in the industry, catering for people who were prepared to pay more for something made with extra care, and showing more individual skill, than the fully-automated product.

People who bought Rover cars were often fussy people, and having paid more they had every right to be fussy. If, when they first entered their new car, they found something wrong, even in a bought-out accessory, they could be excused for wondering whether the parts they could not see had received the careful inspection and attention which the Company claimed it gave them.

He urged everyone to make sure that nothing which was not worthy of inclusion in a Rover car found its way into one, and, by their example, to encourage newcomers to the Company to share their pride in the long Rover tradition.

Mr. Martin-Hurst was replying to the toast "The Rover Company," proposed by Mr. R. Phillips (Chief Inspector).

Paid Tribute

Mr. W. J. Robinson (Executive Director, Production—Solihull) said the Company could be assured that members would do their very best to see that the slogan "One of Britain's Fine Cars" would be as true tomorrow as it had been in the past. Mr. Robinson paid tribute to Mr. A. J. Worster (Production Director) for his work for the Society, not only for the Rover section but as Chairman of the Birmingham District Committee.

Replying, Mr. Worster said he hoped membership of the FSMBS within the Company would expand, to the benefit of members and of the Company. The Birmingham branch now had 4,800 members and was becoming the largest section in the country. The good it could do the engineering industry was undoubtedly of the highest order.



Receiving Rover's Show Medal

Mr. A. S. Ostler, Chief Body Designer (left) receives from Mr. Wilfred Andrews, Chairman of the R.A.C., the Bronze Medal awarded to the Rover 3-Litre in the Private Coachwork Competition of the Institute of Carriage and Automobile Manufacturers at the Earls Court Show last year.

The presentations were made at the headquarters of the R.A.C. in London earlier this month. Mr. Ostler is vice-chairman of the Midland Centre of the Institute.

Inside the News

Clerical System to be improved	... Page 2
News from the Order Book	... Page 2
Focus on a Factory	... Page 3
Suggestion award winners	Page 3
Roving Reports, Personal News	... Page 4
The Rover Story	... Page 5
Sports News	... Page 6

Clerical systems to be improved

Because the administrative problems of today are very different from those when the basis of the Company's Costing and Stock Control systems was introduced in pre-war times, it has been decided to carry out a complete overhaul of these paperwork procedures.

The task is one of considerable magnitude, and it is expected that the work will take at least two to three years to complete. A Steering Committee, comprising Mr. L. G. T. Farmer, Vice-Chairman; Mr. W. Martin-Hurst, Deputy Managing Director; Mr. A. B. Smith, Supplies Director; Mr. C. J. Peyton, Executive Director Finance; and Mr. H. Jones, Head of Organisation and Methods, has been formed to control the progress of this undertaking. The day-to-day work is being handled and co-ordinated through the Organisation and Methods Department, which for the time being has been supplemented by a representative from Norcross & Partners Ltd., Industrial Consultants. Also, representatives from the departments concerned are being formed into study groups to ensure that every aspect of the problem is taken into account.

As the re-organisation will be of interest to many of the staff, it is hoped to bring progress reports from time to time through the medium of ROVER NEWS.

News from the Order Book

ANOTHER 50 L-R's FOR N.Z. ARMY

An order for 50 109" petrol Land-Rovers, to be supplied in May, is the latest to come from the New Zealand Army. It follows the order earlier this year for 55 vehicles. The New Zealand Army has been an important Land-Rover customer for many years.

Other items from the order book include:

An 88" Land-Rover for King Mahendra of Nepal.

A 3-Litre saloon for Lt.-General Sir Edric Bastyan, Governor-Designate of South Australia.

A 109" Land-Rover Station Wagon for Mr. Toyberg-Frandzen, the Danish Ambassador to the Argentine.

A 3-Litre Automatic for M. Leon Boisser-Palun, the first Ambassador to the United Kingdom from the newly independent Republic of Senegal.

A 3-Litre for Mr. Nieuwen Huys, the Belgian Ambassador to Denmark.

A '100' Saloon for General Sir Charles Keightley, the Governor and Commander-in-Chief, Gibraltar. This car will be the General's third Rover.

A 109" Land-Rover Pick-up for Mr. Randolph Churchill, sent to Benghazi for his use on an expedition in the Sahara.

MASS X-RAY DATE

Arrangements have been made with the Birmingham Regional Hospital Board, for Mass Radiography to take place for Tyseley and Springfield employees during the week commencing Monday, April 24. Employees are advised to watch the notice boards for further details.

Press visits from France and Austria

The Company was host to Press and trade visitors from France and Austria last month. The French party of 40 included journalists and Rover dealers representing a wide area, and their two-day visit covered demonstrations of Land-Rover approved equipment, a trip over the Solihull "jungle" course, a tour of the assembly lines and a film show. At a dinner given by the Company speeches were made by Mr. G. Lloyd Dixon, Sales Director, and Mr. Walter Slater, Managing Director of Franco-Britannique, Rover's French distributors.

Six Austrian journalists also spent two days with the Company, during which they saw car and Land-Rover production and visited Tyseley factory, paying special attention to the operation of Quality Control at all stages. They were later taken to the M.I.R.A. track at Lindley, near Nuneaton, where they were treated to a high-speed demonstration of a 3-Litre.

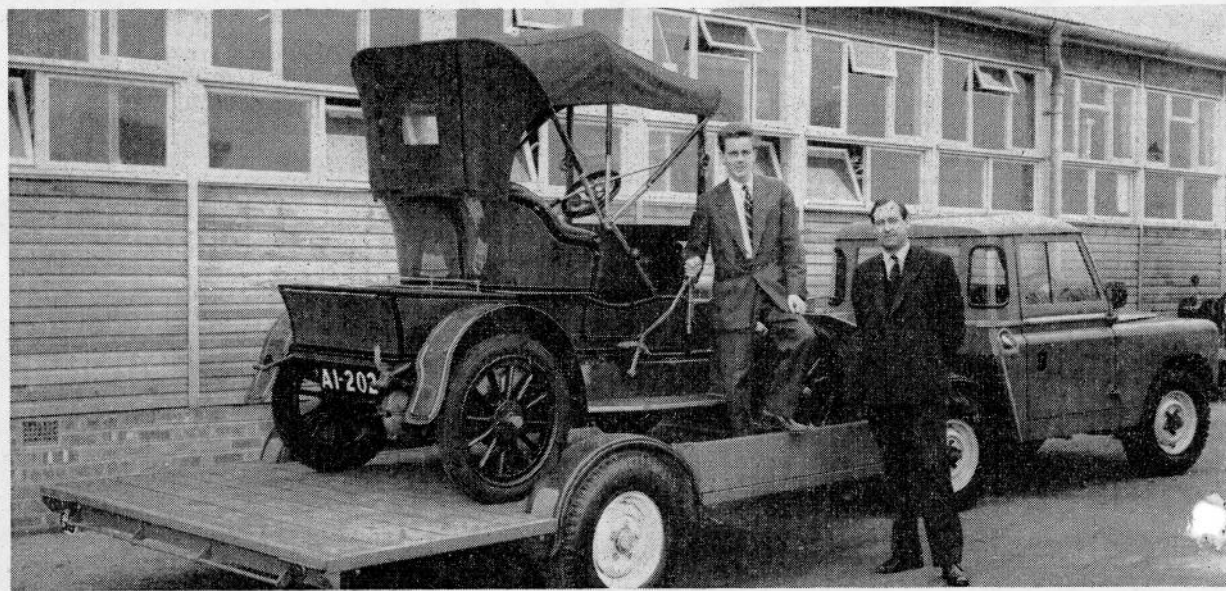
EXTRA HIGH PERFORMANCE!

A Land-Rover with an 'extra high' performance is pictured in action here. It is one of a number fitted with 25-foot Simon hydraulic platforms which are used by Oslo Electricity Works for street lighting duties and general overhead electrical maintenance.

Similarly-equipped Land-Rovers are used by other public authorities and industrial concerns at home and abroad.



OFF ON THE ROAD TO GENEVA



Off on the road to Geneva . . . a 1907

Rover 8 h.p. car which took part in a parade before the opening of the Geneva Motor Show this month. It was taken from Solihull works to Switzerland on an articulated Land-Rover by Mr. B. Llewellyn (on the left in our picture) and Mr. G. Dupree, of the Publicity Department.

There was a strong Rover representation at the Geneva Show, the most international of the Continental Motor

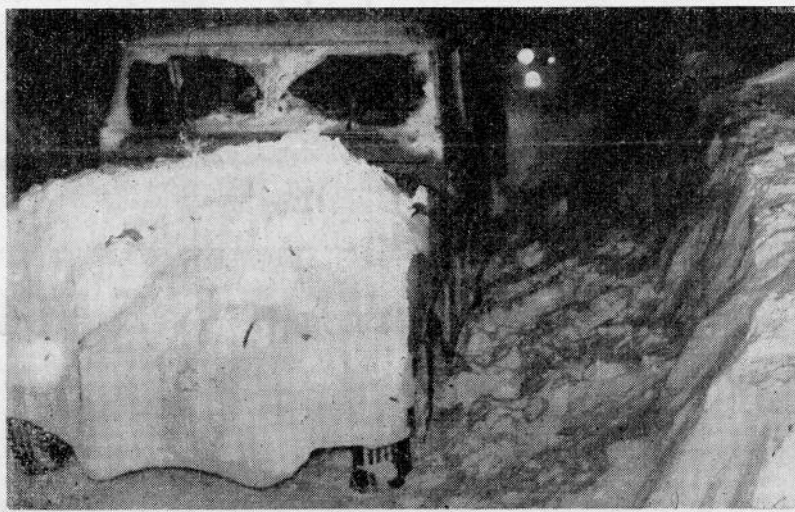
Shows, which was held from March 16-26.

The Rover car stand included two 3-Litre cars and a "100", as well as the chassis exhibit shown at Earls Court last year. It was the first time that a Rover 3-Litre with power steering had been shown in Switzerland. On the Land-Rover stand was a specially-equipped Swiss Army vehicle, a Land-Rover fire engine to Swiss specification, a station wagon and two other vehicles.

On the opening day of the Show the Company gave a reception to civic and industrial leaders and military representatives, which was attended by Mr. W. Martin-Hurst, Deputy Managing Director. Mr. A. G. S. Herbert (Executive Director, Sales) and Mr. R. W. Bromley (Executive Director, Service) were among other senior Company representatives who visited the Show.

Four leading motoring correspondents road-tested Rover cars by driving them from Britain to the Show.

BEATING THE BLIZZARD



Take a Land-Rover through an Alpine blizzard, and this is the result. It happened recently while two Land-Rovers were crossing the Col de la Faucille, near Geneva, at a height of about 4,100 feet. Mr. Bruce Gilbert-Smith (Export Sales Dept.) took the picture and he writes:

"The incident occurred during a sales promotion tour of the French Alps. Having worked the Besancon area, Mr. Grisard (L.-R. Sales and Service Manager for Franco-Britannique in Paris) and myself were travelling in the Land-Rovers to the Haute-Savoie area to continue our sales programme when we were caught by a snowstorm on a mountain pass.

Convincing

"We developed the technique of forcing our way through drifts of up to five feet with the long wheelbase vehicle, followed by the 88" model which was fitted with a hydraulic winch which we used to extricate the first Land-Rover when it got buried. That we took some four hours for 10 to 15 miles shows how often this happened. Half-way through we were joined by a vehicle driven by the local 'vet'. We were able to leave him so convinced of the superiority of the Land-Rovers that he is placing an order later this year. On the Col de la Faucille alone there will be some five or six diesels by the end of this summer."

The sales tour was part of a prolonged effort in France which started a year ago when our exports to that country were officially permitted.

READERS' LETTERS ARE WELCOME

The Editor will be glad to receive readers' letters. Send them to ROVER NEWS, North Block, Meteor Works, Solihull.

ROVER NEWS is posted free each month to all employees. Date of our next issue — April 28.



Speed limit — under the bonnet

Speed limit areas are well known to the English motorist, but in some countries consideration is being given to a complete maximum speed restriction throughout the whole territory.

The compulsory provision of an in-built speed limiting device in a motor vehicle is a likely development should these restrictions be applied.

In 1957 a major oil company requested that Land-Rovers supplied to them should be fitted with a road speed limiter. Inquiries by Technical Sales Department showed that only one example of such equipment was available and the department evolved a device of their own.

It consisted of a small governor, driven by the speedometer cable, which actuated through electrical contacts a solenoid mechanism on the carburettor to restrict the butterfly when the maximum speed was reached.

Many inquiries

It was thus possible to reach a pre-determined maximum road speed in all gears in which this was possible, but would not allow the vehicle to exceed it.

Patents were taken on the idea and following development, licence arrangements were made with the Isospeedic Company of Warwick for its manufacture, firstly for the Land-Rover and afterwards for all other types and make of vehicles.

A reasonable quantity have already been sold for Land-Rover use and many inquiries received by the manufacturers from all parts of the world indicate the potential application.

One inquiry received from a South American country is for a limiter set at 35 m.p.h. for fitting to a van used for 'wage collecting'. Vehicle thieves would, in this case, be unable to make a fast getaway. . . .

SPRINGFIELD.. WORKSHOP FOR THE 'BACK-ROOM BOYS'

FOCUS
on a
factory

You could pass it a dozen times, and never notice it. A small name-plate on the doorway of an inconspicuous red-brick bungalow in Warwick Road, Tyseley, is the only outward sign that you are at the entrance to a Rover factory. But this anonymity is typical of Springfield Works, which is perhaps best described as the 'back-room factory' for the 'back-room boys' of the Company.

The works is just a couple of minutes' walk down Warwick Road from Tyseley railway station, and behind the bungalow which is, in fact, part of the works) lies a factory which houses the Production Development Engineering Department.

Its business is to provide the Engineering Department and the Gas Turbine Project Department with all the mechanical parts they need for the development of vehicles and turbines, and at the same time to undertake the design and manufacture of equipment for special production processes, such as piston forming, fillet rolling, and balancing.

SELF-CONTAINED

The wide range of Springfield products covers engines, suspensions and transmissions, as well as components for gas turbines, and equipment for Solihull test houses.

In a nutshell, Springfield's function is to turn the designers' drawings and dreams into finished parts.

It is, perhaps, the most self-contained of all the branch factories, with its resident buyer, Mr. V. J. Starr, and its own inspection and progress sections, in the charge of Mr. Harold Smith and Mr. Len Holdsworth respectively, and it keeps up a flow of experimental parts and assemblies for testing by the appropriate project engineers. As work progresses, close liaison is maintained with the production departments, and later with production planning—for the Springfield job of today may become the production line job of tomorrow.

ITS VALUE

The factory's great value to the Company is that it enables development work to be carried out with the minimum of interruption to car and Land-Rover production. At the same time, the department does rely on the unfailing co-operation and goodwill shown by production personnel in helping with 'production' operations, and without which the manufacture of prototype parts would be considerably more difficult.

The factory—one of the Tyseley group—also housed the Machine Tool Reconditioning Department until last month, when M.T.R. moved to Acocks Green. The building was originally acquired by the Company in 1952 to accommodate M.T.R., which had been Ryland Road works. The Production Development Engineering Department, previously located at the main Tyseley factory, moved over in 1954.

THE VARIETY

The Department now employs about 120 people—including a night-shift introduced some years ago—and is headed by Mr. G. B. Robinson, Production Development Engineer, Works Superintendent. He is assisted by Mr. P. E. Wooders, Shop Superintendent,

while the drawing and technical office is led by Mr. E. Brown and Mr. G. H. L. Jones.

The Development Shop makes a busy scene, and its various machines—lathes, grinders, millers, borers and copying machines—reflect the variety of the work carried out.

Next to a machine drilling a diffuser for a gas turbine, you may find, for example, the machining of a crankshaft in progress, and next to that a tiny component for a fuel system used in a turbine car, or even a new design of stub axle being carved to an intricate shape from a solid billet of steel. As Mr. Robinson put it to ROVER NEWS, "No day—no hour, even—is the same here".

LONG SERVICE

The individual nature of the work requires corresponding individual skills, and that is why Springfield employs only skilled men in the Development Shop.

Though the factory is comparatively new, some of those who work there have many years of Rover service. As well as Mr. Wooders, who has completed 41 years with the Company, there are 20 men whose combined service totals 333 years.

The Department is proud, too, of its apprentice training record. There is always at least one apprentice in the shop and one in the drawing office. Apart from Mr. Frank Barker, the shop foreman, who is a Roverex-apprentice,

of those who have worked in the Department eight have remained at Springfield, while others have taken responsible posts inside and outside the Company, notably Mr. D. Turner, who was sent by the Company on a special course to America and is now Chief Demonstrator—Machine Tools, and Mr. R. B. Myring, who is now Production Superintendent of Rover Gas Turbines Limited.

SHINING...

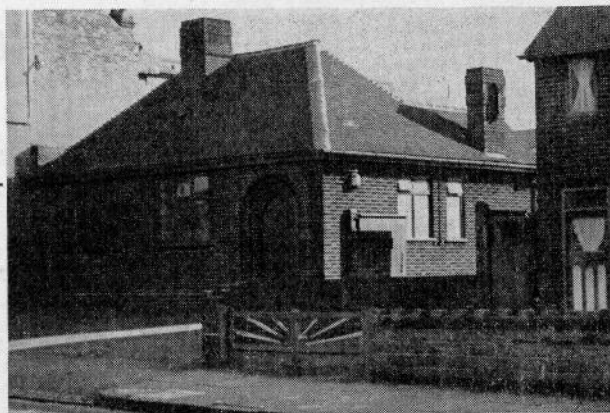
Pride of workmanship at Springfield also extends to pride in the machines there; a shining example stands at the entrance to the Development Shop, where an eight-year-old Hauser jig borer is working.

A visitor would find it hard to see any difference in appearance from one of the brand-new machines being installed at the factory.

These new arrivals will form part of the expansion of this engineering unit which is to follow the removal of the M.T.R.

The expansion will enable more up-to-date processes and modern methods to be introduced, so that in future "Springfield service" will become synonymous with an even quicker fulfilment of the increasing demands made upon it.

All the casual passer-by sees... the 'bungalow' frontage to the Springfield factory. Behind it is the main works, including the Development Shop (below).



Mr. G. B. Robinson (right), Works Superintendent, confers with Mr. P. Wooders, Shop Superintendent. Photographs by Mr. Trevor Hirst, Drawing Office, Springfield.

FAREWELLS AT PERRY BARR

At a farewell dinner given at the Royal Oak Hotel, Solihull, by the staff at Perry Barr, Mr. C. Morgan, Machine Shop Superintendent, was presented with a silver-backed brush and comb set.

Mr. Morgan has been transferred to Tyseley No. 5 and 6 Shops, working with Mr. S. Wild.

Mr. A. Bradley, Inspection Superintendent at Perry Barr, has been transferred to Quality Control at Acocks Green. In his new capacity he will be concerned with overseas quality liaison. Before he left Perry Barr colleagues presented him with a briefcase and pen.

Goodbye Gifts

Mr. W. J. (Jim) Evans, Assistant Chief Inspector of Rover Gas Turbines Ltd. since last spring, left the Company at the end of February. He joined the Experimental Dept. of the Rover Company in 1947 and after a period on Sample Inspection, joined Rover Gas Turbines in 1954. Among other items, Mr. Evans received power drill equipment and a cigarette lighter from his friends and colleagues on the eve of his departure.

His successor is Mr. Stanley Kerr.

£60 AWARD FOR HIS SUGGESTION

Ten awards were approved this month under the Solihull Efficiency Suggestion Scheme.

The top award, of £60, goes to Mr. F. J. Locke (Land-Rover Assembly). His suggestion concerned alterations to the Land-Rover chassis frame rear cross-members. Mr. K. Ash (Trim Line) is to receive £30 for his suggestion, which will result in a saving of hood material, and there is a £25 award to Mr. E. Treadwell (Works Engineers) whose idea concerned Land-Rover scuttle pallets. A £10 award goes to Mr. E. Tasker (Land-Rover Final) for a suggestion about Land-Rover seat bollards. There were also four £5 awards and two of £2.

PRODUCTION APPOINTMENTS

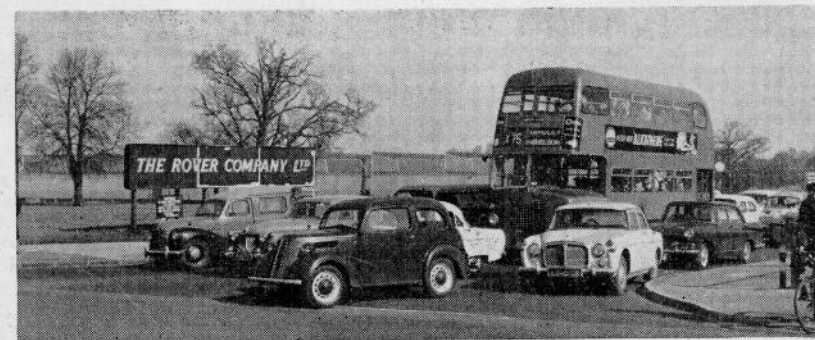
The following appointments, which took effect from March 1 were announced by Mr. A. J. Worster (Production Director).

Mr. P. Hall has taken over the duties of Production Manager in charge of all car production at the Solihull factories, and Mr. J. Lawrence has taken over the duties of Production Manager in charge of all Land-Rover production at Solihull. Mr. Hall and Mr. Lawrence will be directly responsible to Mr. W. J. Robinson, Executive Director Production (Solihull).

250,000 COMING UP

Mr. Joe Powell, of Turbine Purchase Department, will shortly have reached the quarter-million mile mark in 10 years of Land-Rover driving. This mileage has been covered in a total of three Land-Rovers, mostly in out-and-back trips of 200 miles or less, in connection with the obtaining and processing of parts and materials for Gas Turbine projects.

If you take the Valiant Way home...



It's a wrong lane that has no turning—that's one way of phrasing the problem that often arises in Valiant Way, the main road out of Solihull factory, at peak traffic times.

About 800 cars leave the factory car parks at 5 p.m. each day and travel up Valiant Way to turn either right or left into Lode Lane. It is always a busy junction at this time, and lack of consideration or thoughtlessness by some drivers is causing further unnecessary delays to others.

The culprits are:

Those who use the left-hand lane when they intend to turn right into Lode Lane, and, while they are waiting to do

this, prevent other cars behind them from turning into the Solihull-bound traffic stream; and

Those who travel up the extreme right-hand lane, which is reserved for incoming traffic, and thereby block the way in for buses and other vehicles.

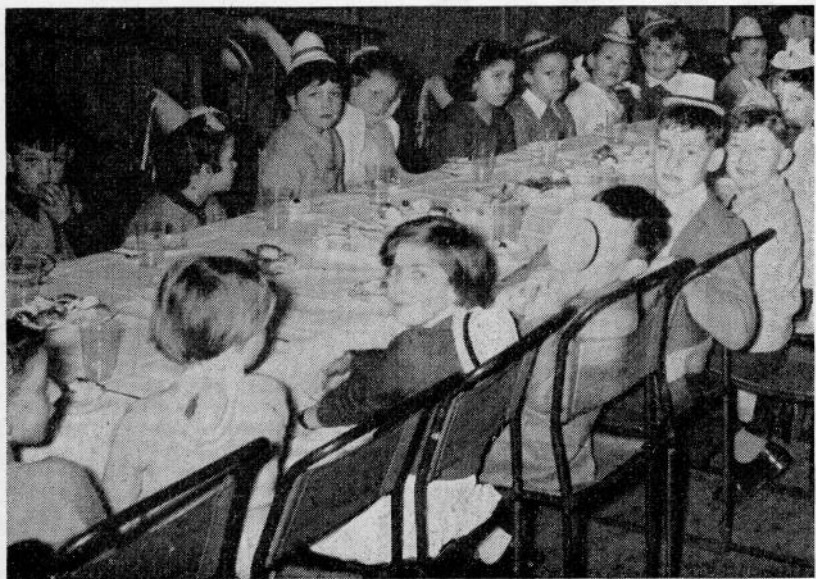
Another cause of confusion is the parking of vehicles in the left-hand lane, which dislocates the other lanes.

The four lanes are clearly marked on the road—one for left-turning traffic, the centre two for right-turning traffic, and the fourth for incoming vehicles.

So if you take the Valiant Way home—please keep to the correct lane. It's courtesy as well as common-sense.

ROVING REPORTS

A tie in the talent Competition



Here's another children's party picture. This one shows some of the 160 children who enjoyed the party organised by Percy Road employees—and at least one young man seems camera-shy. The party was held in St. Clement's Church

Hall, and after tea the children were entertained by Messrs. Bert Evans, Jimmy Walley and George Jackson. Before leaving for home each child received a present, fruit and sweets. Parents thank the organisers for a wonderful party.

Both finalists in Solihull's Talent Contest were in fine voice—so much so that the judges awarded each the same number of points and they shared the first and second cash prizes.

The singers were Miss Audrey Blinkhorn (Service Department) and Mr. Joseph Page (Maintenance). Each sang two numbers and the large audience at the concert in the canteen on March 10 shared the judges' view, giving both a wonderful reception.



MISS AUDREY BLINKHORN

49-year test

A 1912 Rover has just passed the "ten plus" car test with flying colours at Derby Corporation's Ford Street depot.

The vehicle has been owned by Mr. J. W. Cox, a Derby wine merchant, for the whole of its 49-year life. In 1920 the car was converted into a van and for more than ten years was in daily use for deliveries. In recent years it has been retained as a showpiece, though it is still taken out occasionally.

The veteran has no lights, but there is a provision in the test regulations for vehicles not originally fitted or wired for lights.

Beekeepers

Beekeeping has a fascination for quite a number of Rover employees and it is interesting to record that within the Accounts Group alone there are four enthusiasts.

Mr. C. Berry (Chief Accountant), Mr. S. E. Hicken (Cost Office) and Mr. H. T. Preston (Cost Office) are Treasurer, Secretary, and Auditor respectively of the Solihull branch of the Warwickshire Beekeepers' Association. Mr. F. R. Apperly (Cost Office) is a long-standing



MR. JOE PAGE

member of the Birmingham and District Association and was largely instrumental in originally interesting the others.

Take your partners

Olde Tyme dancing has a big following these days, and the same is certainly true of the O.T. Dance section of Solihull Social and Athletic Club, now in its seventh season.

Instruction classes are held in the Junior Staff canteen every Wednesday evening from 8-11, except in mid-summer and are attended by an average of 80 dancers. Resident MC's are Jack Preece and Elsie Hurry, the popular Midland professionals.

An Old Tyme Ball is held at least once a month from September to May. These attract over 500 dancers, and some of the dresses rival those seen on the TV dancing programmes.

The section's annual dinner dance will be held on Saturday, April 15.

Nutty problem

Rover owner Mr. Bowyer of Caversham, Reading, heard something rattling under the bonnet of his car. He pulled up, looked inside and found the cause of the noise—about 50 loose nuts... the edible kind! Investigation traced the culprit, a grey squirrel who regularly slips into Mr. Bowyer's garage with a supply of nuts, climbs up

the engine and deposits them in neat piles on top of the engine unit.

Garden models

One person who was especially pleased by the recent fine weather was Mr. E. H. Moorman of the West Block paint shop. The reason is obvious to his friends who know he is a keen gardener. What is not so widely known, is that he is a specialist in ornamental gardening.

In Mr. Moorman's garden can be seen working models of a lighthouse and windmill, both of which have interior lighting, caves, waterfalls and a millhouse (also with interior lighting) and a pond containing over 30 fish. All can be floodlit during the evenings. Mr. Moorman also recently completed a bridge over the pond which will eventually be floodlit.

In the planning stage is a model railway which will travel round the layout.

 ★ **TYSELEY COUPLE'S SILVER DAY** ★
 ★ A couple who both work at Tyseley factory recently celebrated their silver wedding. They are Mr. William Bamlet, a machinist with Group 24, and his wife, Gladys, who works in the inspection department. Mr. Bamlet has been with Rover since 1945 and his wife since 1953. ★

A Scottish type

A letter recently received by the Publicity Department from North of the Border read :

DearSirs,
 Yoor land rover is a brow motor. I sometimes get a shot in wan and i like it. Cood yoo send me any literature about it? The kind o' stuff I mean is :—
 Specifications
 Performance Figures
 Road (and Field) Reports
 'Safari' Reports
 Rally reports
 Racing Reports
 Achievements (any outstanding successes, etc.) and photos.
 I will be very much obliged if you could co-operate, and beg to thank you in anticipation.
 Yours sincerely,
 J. Paxton.
 P.S. Mytypst has the flu', so please Xcuse the occasional error.

Her 21st wasn't on the Calendar!

Congratulations and best wishes from all at Ryland Road to Mrs. Norma Baylis (Telephone Exchange) on attaining her majority. Norma has a "calendar" birthday only once every four years. She was born on February 29 in the Leap Year of 1940.



A 21st occasion at Acocks Green. Receiving an outsize key, complete with L-plate, is Miss Susan Bray of the Engineering Dept. Mr. A. E. Whitehouse presented the key as well as gifts from colleagues and friends.



Happy dancers at the Benefit dance organised by Perry Barr colleagues in aid of two workmates, Messrs. Allen and Wells, of Sections 347 and 315, who have been away from work for several months. The dance was held at the Bull's Head, Coventry Road, and was attended by the works superintendent Mr. H. W. Hayer.



Wedding gifts of cutlery and kitchenware are presented to Miss Pat Wilson at the Works Engineers' Social and Dance at Solihull on March 3. Miss Wilson is to marry Mr. E. Washbourne on April 1st. In the picture with her are Mr. A. C. Ashworth (right), Chairman of the Works Engineers' Social Section, and Mr. A. Farrell, Committee member.

BIRTHS

We offer our congratulations to . . .
COLE—To Mr. and Mrs. E. Cole a son, Anthony James, on March 4. Mr. Cole works in the Production Department at Clay Lane, Coventry.
DWYER—To Mr. and Mrs. Dwyer a son, Paul Anthony, on February 16. Mr. Dwyer works in the Inspection Department, Tyseley.
FENNELL—To Mr. and Mrs. Colin Fennell a son, Nicholas Mark. Mr. Fennell is a draughtsman in the Engine Drawing office.
GARTENFELD—To Mr. and Mrs. C. Gartenfeld a second son, Kevin John, on February 4. Mr. Gartenfeld works in Service Stores.
GILLETT—To Mr. and Mrs. T. Gillett a daughter, Elaine Anne. Mrs. Iris Gillett worked in the Technical Service Department, Solihull.
HADLEY—To Mr. and Mrs. A. Hadley a son, Ian, on February 5. Mr. Hadley is an engine fitter in the Car Shop, Tyseley.
MORRIS—To Mr. and Mrs. J. Morris a daughter, Lorraine Joan, on February 4. Mr. Morris works in P.4. Electrical Section.

PERSONAL NEWS FROM THE FACTORIES

NEWY—To Mr. and Mrs. Denis Newey a daughter, Denise Elizabeth, on February 12. Mr. Newey works in the Service School and his wife Dorothy formerly worked in the Stationery Department.
ROBBINS—To Mr. and Mrs. J. Robbins a daughter, Julie Anne. Mrs. Jean Robbins worked in the Technical Service Department at Solihull.

MARRIAGES

Congratulations and good wishes to . . .
BECKETT-MACKAY—On March 18 at Church of Christ, Sparkhill, Mr. Stan Beckett (Parts Department) to Miss Elizabeth Mackay.
HODGES-COX—On March 11 at Hay Mills Church, Mr. Graham Hodges to Miss Patricia Cox (Tyseley Booking Office).

LEES-STANLEY—On March 4, Mr. M. Lees (P.4. Car Finishing Section) to Miss Judith Stanley.

LIGHTWOOD-SMITH—On March 11 at Hall Green Parish Church, Mr. E. Lightwood to Miss May Smith. Bride and groom are Rover employees. Mr. Lightwood works at Tyseley and Miss Smith in the Solihull Section at Ryland Road, where she received a presentation from colleagues.

MARLER-HASSALL—On February 18 at Solihull, Mr. Albert Marler to Miss Janet Hassall. Mr. Marler works in the Body Drawing Office.

MUMFORD-SMITH—On February 25 at Birmingham, Mr. Raymond Mumford (Inspection Department, Perry Barr) to Miss Audrey Smith.

SEAMAN-ALLEN—On March 11 at Elmdon Church, Mr. Gordon Seaman to Miss Barbara Allen (Purchase Invoicing Department, Solihull).

SELWOOD-BURMAN—On March 4 at Yardley Old Church, Mr. J. Selwood (Springfield Works) to Miss J. Burman.

SIMMONS-VINCENT—On February 18 at Birmingham, Mr. Ronald Simmons (Experimental Shop) to Miss Diane Vincent.

DEATHS

We record with regret the following deaths—and offer our sympathy to relatives :

BAKER—Mr. W. Baker (Acocks Green Works hairdresser, who spent part of his time each week at Solihull) died in hospital on Feb-

ruary 13 aged 62. Mr. Baker had been with the Company since 1941.

COLLETT—Mr. Arthur Charles Collett died on February 15 aged 55, after a long illness. Mr. Collett had a total of 33 years' Regular Army Service and retired with the rank of Lieutenant-Colonel in 1954. He worked in the Stores Office at Solihull. His widow, Mrs. Lillian Collett, works in the Financial Department.

HEARNSHAW—Mr. W. E. Hearnshaw (Quality Engineer, Tyseley) died on February 3 aged 57. Mr. Hearnshaw had been with the Company for 23 years.

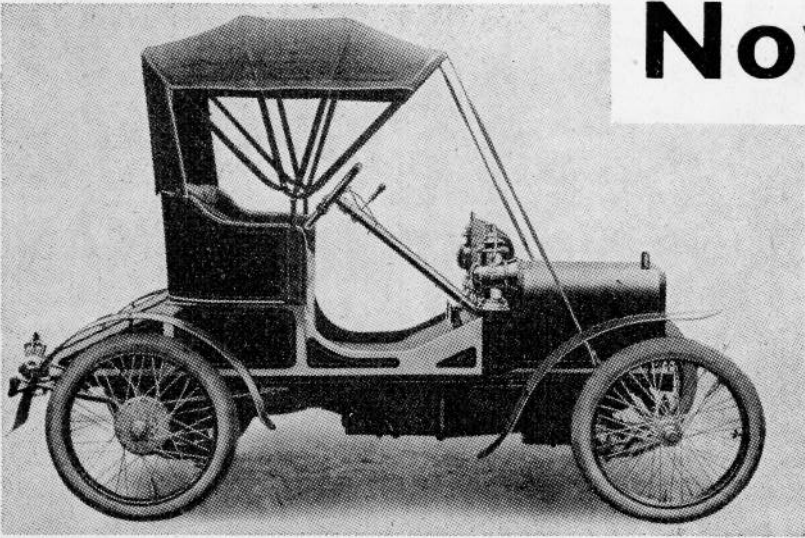
PLANT—Mr. Stanley Plant (Chassis Drawing Office) died on February 11 aged 49. Mr. Plant joined Rover in 1938 and worked at Acocks Green, Solihull, and more recently with Gas Turbines.

SIGSTON—Mrs. S. A. Sigston died on January 16. Mrs. Sigston had been with the Company for three years and worked in the Inspection Department, Perry Barr.

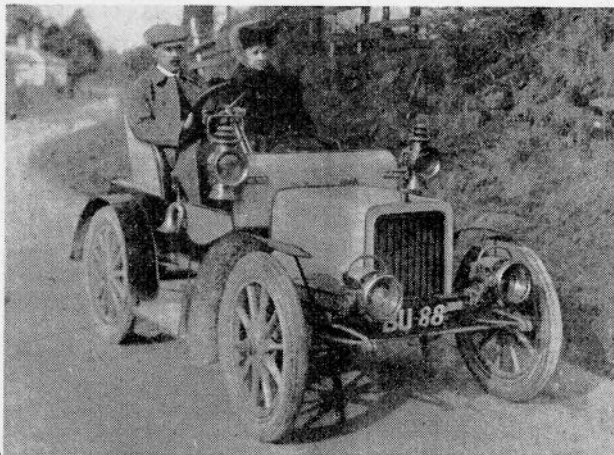
WATSON—Mr. Thomas Watson who was until recently employed at Clay Lane, Coventry in the Inspection Department, following service at Solihull. Mr. Watson had recently retired because of illness.

Now into the car era—with an '8'

Continuing . . .
THE ROVER STORY



The first Rover car, the 8 h.p. motor car, made in 1904. This was how it appeared in the catalogue of the time. The price: £200 (canopy and lamps extra).



Another picture from the past (right) shows one of the early Rovers on the road.

The first instalment of 'THE ROVER STORY' dealt with the early days of cycling. This month H. B. LIGHT takes us on into the motoring era and describes the first Rover motor-cycle, which was soon followed by the first Rover car.

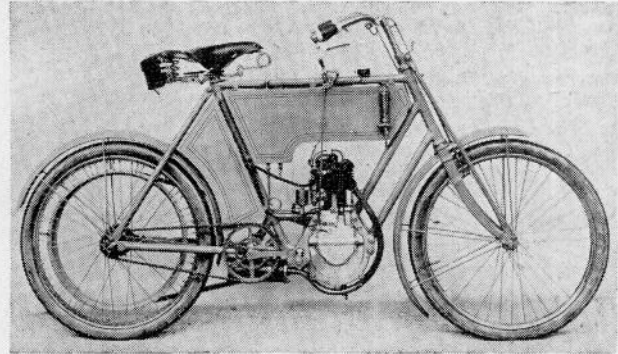
The production of "Rover" bicycles continued successfully during the life of the private limited company under the title of J. K. Starley & Co. Ltd., and public demand for Rover machines was heavy at home and overseas.

Even in this period every "Rover" made was subjected to rigorous inspection and every effort was made to ensure quality and construction of the highest order. Proof of this was soon evident. In 1892 a rural postman at Cupar, Fife, recorded that he had ridden his "Rover Safety" for over 70,000 miles in six years and repairs had cost him only 5s.

T. A. Edge completed a run on his "Rover Safety" from London to Edinburgh in 38 hrs. 44 mins., beating the existing record by 4½ hours and averaging 11 m.p.h. over 400 miles of roads which were anything but good.

"Rover" successes were many indeed and a list of over 100 awards was published in 1895.

Travellers undertook long and arduous journeys on Rover machines in many parts of the world. Mr. R. L.



The "moped" of 1903 . . . the first Rover motor-cycle, called the "Imperial Rover". A quiet-running 2½ h.p. machine, it sold for £55 and gave the Company an encouraging start to the motoring era.

Jefferson's ride from London to Irkutsk, the capital of Siberia, was an outstanding example. Starting from London on March 21, 1896 Mr. Jefferson cycled across the Continent to Moscow and then on over the Urals into Asia, finally reaching Irkutsk after 6,574 miles of considerable hardship.

The introduction of the Dunlop pneumatic tyre in 1888 had really put the cycle trade on its feet and the cycle boom was at its peak in 1896 when the title of the firm became "The Rover Cycle Company Ltd." New capital was introduced and a modern works was built on the Park Gardens, Coventry, in

what is to-day Queen Victoria Road. John Kemp Starley, as Managing Director of the Company, was conscious of the growing motor trade and began to take an interest in motor cycles.

Starley died at the early age of 46 in October 1901, and Harry Smith, who was Secretary, took over as Managing Director, and Frank Ward was appointed Secretary. Smith was a man of strong personality who could see ahead wonderful opportunities in the development of the motor trade.

The 'Imperial'

In the manufacturing programme for 1902/3 the Company introduced to the public their first motor cycle "The Imperial Rover Motor Cycle"—a machine of 2½ h.p.—priced at £55.0.0 or £65.0.0 with fore-carriage.

Describing a trial run on the machine in July 1903 representatives of "The Motor Cycle" tell us of a police trap at Atherstone and it is interesting to record how careful one had to be in those early days of motoring not to offend the law by exceeding speed limits.

The machine was exceptionally quiet with a silencer underneath the chain stays between the rear mudguard and the engine. A high speed trembler coil and two accumulators were packed in a case behind the seat-pillar tube.

With 26" x 2" wheels and an effective back-peddalling expansion brake the machine provided an encouraging start to the new venture. Changes in design soon followed, however, and in quick time various new models were introduced of 3 h.p. and 3½ h.p. by 1904.

A winner

At this time, following a decision by the Board to build motor cars, Mr. Edmund W. Lewis, a talented designer, was called in and he produced the first Rover car which made its public appearance in 1904.

It was an 8 h.p. model single cylinder with aluminium backbone construction—priced at £200.

The first Rover 8 h.p. car was completed at Coventry just before the Easter Holiday of that year and was driven down to Bexhill where it won its class at the Easter meeting there.

In the same year the car made faster time than any other car of its horsepower or price at the Sunrising Hill competition and at the Blackpool meeting in the Standing Mile event the model made better time than 20 other cars of greater horse-power, ranging from 10 h.p. to 20 h.p.

This Rover 8 h.p. car was unique in design in many respects—its most striking features being the central box girder in place of the usual frame, the engine brake and the disc clutch.

We have a record of one of these 1904 models being supplied to a Dr. Robert V. Fulton of Dunedin, New Zealand. It was imported in 1905 and in 1959 Dr. Fulton's son wrote a magazine article about its 18 years, service in which he said—"The 8 h.p. Rover was a grand little car. It gave very little trouble in a life-time of many thousands of miles and averaged 25 miles per gallon of petrol."

Next month: How we won the Isle of Man Tourist Trophy race in 1907—with our 4 cyl. 20 h.p. Tourer model.

A FLYING TOUR OF THE CARIBBEAN . . .

In a flying tour of the Caribbean and South America, Mr. L. C. G. Brotherton, of the Service Division, covered some 20,000 miles in nine months, visiting distributors and ensuring adequate service in the area. His 'diary' for the trip, begins in the Bahamas, and he writes:

"We have Rover cars, mostly 90s, in the Bahamas, and having seen all our customers we take time off in the evening for spear fishing around the coral reefs. Then to Cuba where there are hundreds of Land-Rovers, many owned by the Reforma Agraria, the Government Agricultural Department.

On to Jamaica, the land of more sugar cane and cigars. Two sugar estates own some 320 Land-Rovers between them and Rover 100s are to be seen at the sugar factories.

Snails . . . and a tail

"From Jamaica by D.C.8 jet to Haiti and the Dominican Republic, where Land-Rovers predominate in the armed forces. An island of silence, and fine cattle, and where Christopher Columbus is reputed to be buried.

"On to Puerto Rico, and then to Martinique where we eat snails, and the frogs' legs taste like chicken. Packed into a small two-seater aircraft, complete with suitcases and an enormous French pilot, we are about to take off when suddenly, with an appalling grinding sound, part of the rear end of the aircraft falls out, nuts and bolts, tail wheel, pieces of wire—the lot. We eventually fly out to Dominica in another aircraft.

"Dominica. Land-Rovers are found hauling enormous loads of bananas, the drivers peering through the leaves, and driving at high speed to catch the ships at the beaches.

Intense Heat

"We fly on by Viscount to Barbados and Trinidad. At the Texaco refinery, one of the biggest in the world, we have some 165 Land-Rovers, many assisting in oil drilling operations. There is still much work to be done, and so we fly to British Guiana, a country with a coastal belt below sea-level, and backed by some of the densest forests in the world.

"An intense steamy heat, in which one goes by flying boat up the River Demerara to see Land-Rovers operating at the Bauxite mines. Later, an evening flight to Curacao, the Dutch oil islands, and then on to Venezuela.

The Oil Lake

"From Caracas, and its twin towers of Bolivar, down to the Orinoco River to see our distributors, and the Iran ore mines. Back to Valencia, Barquisimeto and Lake Maracaibo, one of the wonders of the world. Terrific heat, and oil rigs as far as you can see out into the lake. The Shell Company use Land-Rovers in all their oil drilling operations, and require thousands of pounds worth of spare parts annually.

"By Avesa over the Andes and snow-capped peaks to Colombia, a beautiful country producing real emeralds, and using 2,000 Land-Rovers in its general economy. From Bogota to Quito, further over the Andes, during which we cross the Equator and are handed ornate certificates in the aircraft to commemorate the occasion.

"Ecuador has many Land-Rovers, with the armed forces and in the oil fields. Flying by night back to Panama, we arrive in a thick steaming heat over the Canal at about five in the morning.

The Shark Lake

"We travel next to Costa Rica and Nicaragua, which appears to be seething with Land-Rovers. Lake Nicaragua is the only water in the world that has large freshwater sharks, and so we cannot swim there in spite of the intense heat. However, we take two Land-Rovers well into the water to launch our boat from its trailer.

"On to Salvador, Honduras and Guatemala and then into Mexico where our distributors build Land-Rovers from C.K.D. parts. There must be some 2,500 of our vehicles in use in the territory.

"And so home, via Jamaica and Bermuda."



NOT AS EASY AS IT LOOKS . . . No. 2

John has a 'leading' role

Making ends meet—in the factory—is the job of young John Purslow (above) of Car Engine Assembly, Tyseley. John's nimble fingers make quick work of assembling a set of H.T. leads for P4 and P5 six-cylinder engines, but it is another job that just isn't as easy as it looks.

Quick Hand

The operation involves cutting the six different lengths of wire, trimming and fitting ferrules, etc., threading the wires through the holes in the cable carrier, and finally joining up the end of each wire to the correct contact in the distributor cap.

A quick hand and an alert eye are the essentials for this job, and ham-handedness or incorrect assembly would soon affect the efficiency of the department. Young men have been found the most dexterous at the work, though it takes them several months to become really proficient, and 20-year-old John is one of three who assemble leads for the various engines made at Tyseley.

He has been with Rover two years, and lives in Sunningdale Road, Tyseley. One of his favourite spare-time activities is drawing.

Two Say Goodbye

Last month saw the retirement of two long-service members of the Secretarial Department. Miss B. Draper had been with the Company for 21 years. For the last nine years she was secretary to Mr. A. E. Booth, and before that Miss Draper was in charge of the typing pool. In her spare time she is a keen worker for Olton Congregational Church.

The second retirement was that of Miss W. E. Dix who had also been with the Company over 20 years. She worked in the Salaries and Secretarial Departments. Colleagues joined in wishing them both a long and happy retirement.

Apprentice activities

Raymond Palfreyman completed his apprenticeship last month. He is in Defects Investigation Dept., Technical Service.

Two ex-apprentices have returned from National Service. They are Fred Court (Gas Turbine Technical Office) and John Kenney (Efficiency Dept., Tyseley).

The Rover Apprentices' Association held a lively AGM last month, followed by an excellent show of motor racing films. Elliot Wishlade was re-elected Chairman, David Baxter was elected Secretary, and Trevor Holland Treasurer.

The Annual Dance will be on Saturday, April 8, at the Greswolde Hotel, Knowle, and it is hoped to arrange a Jazz Evening with the New Orleans Jazz Band on a Thursday evening in April.

U.S. APPOINTMENT

Mr. Robert K. Cullen has been appointed Midwest District Manager for the Rover Company of North America Ltd. The appointment marks another stage in the development of service and sales facilities in the central United States.

Mr. Cullen previously worked for the Chrysler and American Motors Corporations. He lives in Des Plaines, Illinois.

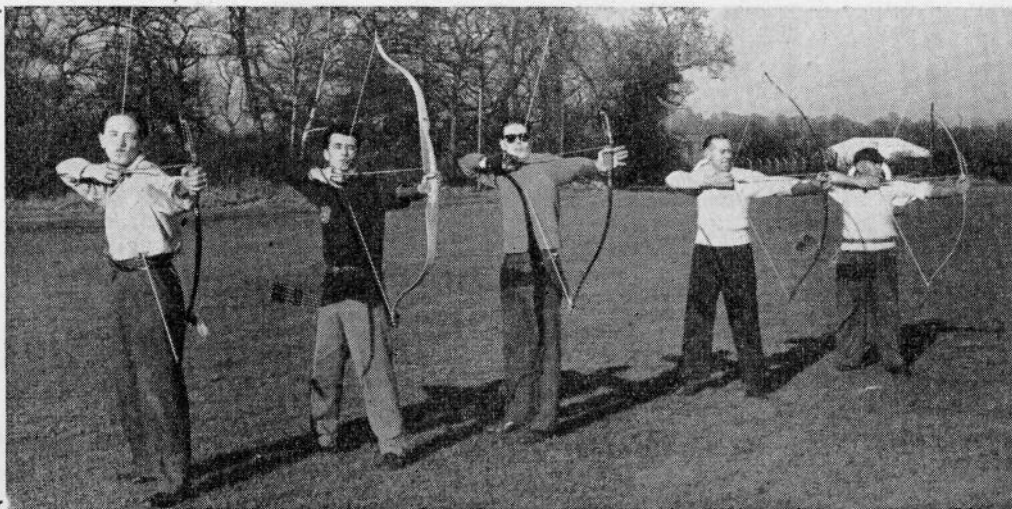
THE ARCHERS OF LODE LANE

Lining up on their targets are five members of Solihull Archery Section, which has already begun practice each Sunday on the sports ground, although the season does not begin until next month.

From April 11 Tuesday evening practice sessions will also be held. The section will welcome new members, especially ladies, for it is hoped to form a ladies' team this year.

If you are interested get in touch with the secretary of the section, Mr. N. Bedford (Jig Shop, Solihull).

The archers in the picture are (left to right): A. Stevens, G. Ray, G. Burton, L. Aycott and N. Bedford.



INTER-WORKS CONTEST FOR BOWLS CUP

There is again to be a three-cornered competition between bowlers from Tyseley, Acocks Green and Solihull works for the Worster Cup this season. Present holders are Tyseley. An inter-works bowling Committee has been formed, with Mr. R. Houldsworth as the Chairman, and Mr. F. Seymour, secretary. Representatives on the Committee are: Tyseley—J. B. Dickinson, A. Bowden, G. Plater; Solihull—F. Whitaker, K. Bayliss, R. Pierson; Acocks Green—H. J. Morson.

Dates and venues are: May 25th—Tyseley v. Solihull (The Greet Inn); June 1st—Acocks Green v. Tyseley (The Dolphin Hotel); June 8th—Solihull v. Acocks Green (The Olton Hall); June 15th—Solihull v. Tyseley (The Olton Hall); June 22nd—Tyseley v. Acocks Green (The Greet Inn); June 29th—Acocks Green v. Solihull (The Dolphin Hotel).

Matches commence at 6.30 p.m. and the Committee extend a hearty invitation to anyone interested to attend and share an enjoyable social evening.

NEW CLUB ROOM

The Club Room now in the course of construction at Percy Road is nearing completion, and should shortly be ready for use. It will greatly facilitate the further development of social amenities at Percy Road, and the provision of suitable furniture and playing equipment is being pursued.

A Film Evening

An enjoyable social evening and film show was arranged for Acocks Green Sports & Social Club members and friends on February 13. The films were shown by the Midland 'Red', and included one of the making of the M.1.

A Scottish tour, London, and a trip abroad were the subjects of other films. Bar facilities and refreshments were available which added to the success of the evening and it is hoped this is the forerunner of many similar functions.

A.G. anglers end the season

Though it is now the end of the fishing season it is the beginning of a new club year and Acocks Green Angling section are already looking forward to their five regular contests.

The section have had quite a good season, with the final contest of 1960/61 taking place at Hampton Ferry on March 11. It was won by T. Benton with a weight of 6 lb. 11 oz. 13 dr.

The season's first contest was last June at Bushley where Jim Ellis caught 3 lb. 6 oz. 12 dr. and took first prize. In the annual canal contest, held at Offerton, G. Wilson had a catch of 3 lb. 9 oz. 0 dr. and won the contest. The annual river contest was held at Attenborough on September 3 and was won by ex-chairman Fred Leedham with

IN THE SPOTLIGHT



Star from 'Bantams'

The Midlands have produced many 'names' in soccer since the war, but ask a Coventry City supporter to recall an ideal clubman and fine footballer, and he will probably say "Charlie Timmins".

Charlie, who now works in the Solihull Service Department, joined Coventry in April 1949 from Jack Mould's Athletic in the Worcestershire Combination. He immediately became a first team full-back and was a member of the successful Coventry team in the early fifties when they almost gained promotion from the Second Division. Renowned for his fearless tackling, he admits that he based his play upon his idol, George Cummings, the old Aston Villa and Scotland full-back.

Now 38, Charlie plays for Rover (Solihull) in Division 3 of the Birmingham Works A.F.A. and is still a power in the game, for it is only three years since he retired from first class soccer.

Apart from the steady influence that his play exerts on the team, another valuable asset is his guidance and coaching which should reap dividends for the Solihull team.

a weight of 4 lb. 0 oz. 8 dr. It was at this contest that Bill Capp had a minor catastrophe—losing his umbrella when the wind blew it into the river.

The contest scheduled at Seven Meadows, Stratford, on Nov. 26 was transferred to the Warwick Canal because of poor river conditions and was won by Jim Ellis, with a weight of 1 lb. 0 oz. 0 dr. One of the section's most important prizes is the aggregate medal, won this year by Harold Berridge with a total of 123 points. The close runner-up was the new chairman, George Williams, with 121 points.

Anyone wishing to join the section should contact the secretary, Mr. G. Wilson. Membership fee is 5s.

SHARPSHOOTER DAVIS HAS NOTCHED 31 GOALS FOR TYSELEY

Tyseley Seniors are still going strong, at the time of writing, in their efforts to keep an undefeated League record this season.

League successes have included a 7-1 away victory over 3 M Sports and an 8-1 away win against Perry, Bayliss and Wiley. In rounds 2 and 3 of the Wilkinson Cup they made short work of Division 8 opponents Weathershields, whom they beat 5-1 away, and they beat Birmingham P.O. Test, also of Division 8, 2-1 at home.

Hero of these games has been Peter Davis who had notched 31 goals by the end of February.

Not to be outdone, Tyseley Youths had an 8-0 win over Lucas G.K.S. and also made their presence felt in the Wade Victory Cup. In the semi-final they met their 'bogy' team, Birmingham City Police Cadets. Both teams fought hard, with the result a 3-3 draw after extra time. In the replay Tyseley were two down after 20 minutes' play, but pulled back magnificently to win 4-2.

Doing well

Birlec, the Solihull senior team's opponents in the semi-final of the Sir John Holder Challenge Shield, did not arrive due to a misunderstanding over the fixture. By Works A.F.A. laws the defaulting team automatically surrender the match, but at the time of going to press, no official answer had been given.

In the league both Solihull teams are doing well. At the time of writing, the first team was in 4th place in Division 3 and the seconds 9th in Division 6 (but with 5 games in hand and only 12 points behind the leaders). Probably the second team's best win lately was the 4-2 away defeat of Wolseley, one of the strongest teams in the division.

Net practice

Solihull cricketers will be having net practice every Tuesday next month and members are urged to accept the offer of coaching.

The first match fixture is at Lode Lane, against Mitchells and Butlers, on Saturday, April 29, in the Midland Works and Business Houses League. Atherstone, a good club team, will be Sunday visitors the following day.

Darts success

The Solihull men's darts team in the Forest of Arden League are enjoying a successful season, having played 13 games and won 12. They are 6 points ahead in the 2nd division. They have won the Sheppard Cup 7-2 and are in the President's Cup final and the Mowe Cup semi-final.

Mixed fortunes for Snooker Team

Since the last report Tyseley snooker team has met with mixed success. League results were: v. Grange Social, won 3-2; v. Rover A.G., lost 2-3; v. Acocks Green B.L., lost 2-3; v. Wolseley Ath., won 3-2; v. Singleton & Cole, won 3-2.

The team was eliminated from the Major Cup in the Efficiency League, losing to Ravenscroft Social by 273 pts. to 228 pts.

Mr. Alec Wilding and Mr. A. Moorcock were both defeated in the Individual Cup, but Mr. H. Bilston, who is finding his old form, was still in the competition.

Acocks Green's results in the Efficiency League were: 'A' Team v. Tyseley, won 3-2; v. Anderton Social, won 3-2; v. Small Heath Corks, lost 1-4; v. Ravenscroft Social, won 5-0. 'B' Team v. Ridgemere Social, won 3-2; v. B.S.A. 'C', won 3-2; v. Bromford Social, lost 232-268 (Minor Cup); v. M.E.B. 'A', lost 2-3; v. Ravenscroft 'B', won 3-2.

The team having reached the third round in the Royal Cripples Hospital Competition, now have to meet some old friends and rivals, Fisher and Ludlow in the next round.

FIRE PREVENTION TALK

An attendance of 170 at the Tyseley Supervisors' Discussion Group on February 13 heard an interesting and instructive talk by Mr. G. F. Goodman, Fire Prevention Officer of the City of Birmingham Fire Brigade, on "Fire Prevention in Factories".

WHERE ARE THE BOXERS?

The Rover (Solihull) Social Club some years ago had a very thriving amateur boxing section, and attracted some of the finest amateur talent in the country.

Boxers like Darkie Hughes, Teddy Best of Cardiff, Tommy Icke of Birmingham, and other famous amateurs who turned professional often appeared in the ring at Solihull.

An effort was made recently to revive this section, and the services of Mr. A. H. Elias, formerly open and inter-state featherweight champion of Singapore, and featherweight champion of Malta, were obtained as a trainer, with Mr.

25 CREWS BATTLE FOR 'NORSEMAN'

The 1961 Norseman Rally of the Rover Car & Motor Cycle Club proved a day of high excitement for the 25 car teams that entered. There were six visitors, but the old Tyseley 'firm' of Broadfield & Co. romped away with the Cup.

Mr. Johnny Orgill and two other Solihull members, Messrs. C. Scott and E. Wishlade, collected the rest of the prizes for 2nd, 3rd and 4th.

It is always rewarding to find a high proportion of comparative newcomers entrants competing and doing well in a rally that has always had a reputation in the club of being one of its toughest.

Organiser Joe Drinkwater provided tough navigating and driving for nearly all the 130 miles, and even Ken Broadfield was, in all, 18 minutes late at various points throughout the day. Yet the maximum speed of any of the sections was only 26 m.p.h.

A bow-wave

From Frankley Reservoir the route lay through Cookley and Kinver to Claverley, east of Bridgnorth. Kidderminster put half the rally on the carpet—for it proved an irresistible attraction and got them horribly lost. The second stage was through the steep twisting side streets of Bridgnorth and on to skirt the Brown Clee to the Angel Hotel, Cleehill, for lunch.

A full-flood ford later caused some excitement. Someone saw a car in front happily driving upstream, while a 'Mini' put up a spectacular bow-wave. That was south of Ludlow and from there the route turned homeward, dropping down to the Teme, and crossing the Severn at Holt Fleet back to the Lickey for the final check. Not interesting enough for Trevor Holland though... he did 70 miles more than the official run to find a prettier route.

Four from Rover in the Winning Band

Shirley Silver Band won the Gloucester Southern Counties Festival last month—an event of especial interest to readers because four of the bandsmen are Rover employees. Congratulations to Messrs. L. Pipe (Inspection Department, Perry Barr), Joe Johnson (Sub-Assembly, Solihull), Charles Bridgewater (Machine Shop, Acocks Green), and Donald Hodesdon (Tool Room, Tyseley). Mr. Hodesdon also won the award for the Best Cornet of the Day.

"Blues" supporters will be familiar with this band as they have performed at St. Andrew's a number of times.