

ROVER NEWS



VOL. 1 No. 4

APRIL 28 1961

PRICE 2d.

THE RETURN TO WORK

Work was resumed at the Acocks Green factory last week, after the stoppage which considerably affected our other factories.

Subsequently discussions took place and agreement was reached between representatives of those concerned at Acocks Green and the Company.

Now the task must be to recover as speedily as possible from the dislocation caused by the stoppage. As you can read on this page, a major Land-Rover contract has been signed in Indonesia, and elsewhere in this issue there is news of the latest Swiss Army order.

These orders, and others, have been won in the markets of the world in the face of the keenest competition. The surest way of losing repeat orders is to deliver late, so—to work!

GUIDE TO 5 OR 6-DAY WORKING

After recent discussions at the Solihull factory with officials of the Ministry of Labour, the Manager of the Small Heath Employment Exchange has made the following statement to clarify any misunderstanding that may have arisen.

The regulations governing the payment of Unemployment Benefit to 5 or 6 day workers are briefly as follows:

When a worker does not ordinarily work on every day of the week, benefit cannot be paid for a normal idle day (that is a day on which he does not ordinarily work) unless special conditions are satisfied.

The Engineering Industry is normally conditioned to a five day working week although Saturday overtime has been worked as and when required.

Provision has been made to take account of this Saturday working in so far as where it can be established that a person worked on half or more of the Saturdays in the twelve months preceding the claim to benefit he may be regarded as a six day worker and paid accordingly. If, however, he has worked fewer than half the Saturdays, he is still regarded as a five day week worker for Unemployment Benefit purposes.

Looking in at New York

Great interest was shown in the exhibits on the Company's Stand at the International Automobile Show in New York. The excellent finish of the cars was the subject of favourable comment and there was a continuous stream of people anxious to examine the interior of the cars, which many did in great detail.

Although it is unusual for orders to be placed on the Stand, the Rover Motor Company of North America Limited are hopeful that considerable business will follow the exhibition.

£1,000,000 Land-Rover order from Indonesia

A major Land-Rover contract, worth more than £1,000,000, was signed in Indonesia this month. The order, the first transport order placed under Indonesia's new eight-year development plan, is for 1,500 Regular 88" vehicles, which will be supplied in C.K.D. form over a ten-month period.

The Land-Rovers are for the State Travelling Section, which provides transport for the various Government departments.

Though Land-Rovers have been sold regularly in Indonesia, mainly for Government use, this is easily the

largest single order, and is the result of long negotiations.

Land-Rovers have proved an effective means of transport in the islands of the Indonesian Republic, and the order gives an idea of the extent of the market there.

There was news of other Far Eastern Land-Rover orders during the month.

FROM BURMA came a police order for 152 vehicles—34 Regular and the rest Long Wheelbase models. This order was achieved in the face of American competition.

FROM THAILAND there are orders for 40 Long Wheelbase vehicles for the Forestry and Highways Departments, and for another 42 Land-Rovers of various types for other Government Departments.



An aerial view of the Cardiff factory site.

A CARDIFF CEREMONY AT SOLIHULL

The Sealed Deeds for the new Rover factory at Pengam Moors, Cardiff, were officially handed over to the Company by the Lord Mayor of Cardiff at a ceremony at Solihull on April 25. The Lord Mayor, Alderman Dorothy Lewis, O.B.E., J.P., was accompanied by the Lady Mayoress, Mrs. Vera Lewis, J.P., together with seven members of Cardiff City Council and seven civic officials.

The visitors' programme included lunch with the Directors and Executive Directors of the Rover Company, followed by a tour of Land-Rover and car production lines.

Former airfield

At the lunch Mr. Maurice Mell, Town Clerk of Solihull, and Mr. C. R. Hutchinson, Borough Engineer and Surveyor, with representatives of Ministries concerned, were joining the Cardiff visitors and their Company hosts.

Work on the Pengam Moors site, which is owned by Cardiff Corporation and was formerly an airfield, began at the end of last month. Construction will take about 18 months.

The new Cardiff factory will be used initially for expanding our capacity for the manufacture of components and assemblies and also, in view of the constant growth of our world-wide parts business, a substantial proportion

of our spare parts department will be progressively moved there.

Two miles away at St. Mellons, a former food store which has been acquired by the Company, will provide for Parts Department expansion and a machine shop training school.

Since ROVER NEWS went to press before the Civic visit, further details will be given in our next issue.

EXECUTIVE BOARD APPOINTMENTS



Mr. W. R. Boyle

Mr. P. M. Wilks

Mr. J. H. Pogmore

The Board has announced the appointment of Mr. W. R. Boyle as Executive Director (Technical). He will act as technical adviser and assistant to the Managing Director.

Mr. P. M. Wilks and Mr. J. H. Pogmore have been appointed Executive Directors with the duties Chief Engineer (Cars) and Chief Engineer (Land-Rover) respectively. They will be responsible to the Managing Director.

Mr. Boyle joined the Company in 1929 as assistant to Mr. M. C. Wilks. He spent five years with Morris Motors from 1933 and rejoined the Rover Company in 1938 as Assistant Chief Engineer. He subsequently became Chief Engineer and was appointed Executive Director (Engineering) in 1957.

Mr. P. M. Wilks, who served his apprenticeship in the machine tool industry, joined the Rover Company from the R.A.F. in 1946. He formed the Service School and ran it until 1950. After a period away from the Company he returned in 1954 to become Production Manager of Rover Gas Turbines

Ltd., and then General Manager. Mr. Wilks joined the Engineering Department in 1956 as assistant to the Chief Engineer, subsequently becoming Deputy Chief Engineer.

Mr. Pogmore, who has been Assistant Chief Engineer in charge of Land-Rover development, joined the Company in 1957 after 18 years in the Army. He held the rank of Lieutenant-Colonel in the Royal Electrical and Mechanical Engineers, and before he came to Rover was at the War Office in the Directorate of Weapons and Development, being concerned with Army policy on design and development of military vehicles.

1,000 'Coffee' Exports

More news about the coffee barter deals which have enabled Land-Rovers to be sold in Colombia. So far about 1,000 vehicles have been exported there in this way.

Now a sixth barter arrangement is under way, involving a further 330 vehicles.

Work begins on the site



Pile-driving work in progress at Pengam Moors. Photo by courtesy of Western Mail and Echo Ltd.

BOAT SHOW

A rowing boat is one way to travel a deeply flooded road—but it's easier by Land-Rover, as shown in this picture, taken recently at Burton, Hampshire.

The 'boat' below has a Land-Rover inside it. It is a model search and rescue launch built for the R.A.F. display at the Royal Tournament.

SHOW BOAT



20,000 miles ... and he didn't use a spare

Attribute to the ruggedness of the Land-Rover reached the Parts Department from Mr. W. G. Smith of Cheltenham.

Mr. Smith recalled that he had written for a list of spare parts to take with him for a Land-Rover journey he planned to make from New York to Buenos Aires.

He completed the trip as planned, with no serious breakdowns in over 20,000 miles of hard going, and after a stay in Argentina has returned to Britain with his vehicle—and with his spares unused.

He writes: "I believe testimonials for Land-Rovers are plentiful, but I should like to express my great admiration for the way the vehicle performed in very difficult conditions".

ROCK 'N' ROLLER GRAHAM'S TV DATE

A TV date for Graham Broomfield of the Drawing Office, Springfield Works. Rock 'n' roll singing to his own guitar accompaniment is Graham's speciality and he appeared on 'Sunday Break' last month.

Graham, who served his apprenticeship at Acocks Green, has his own group of five—'Graham Storm and the Raiders'.

ROVER NEWS is posted free every month to all employees. Date of our next issue: May 26.

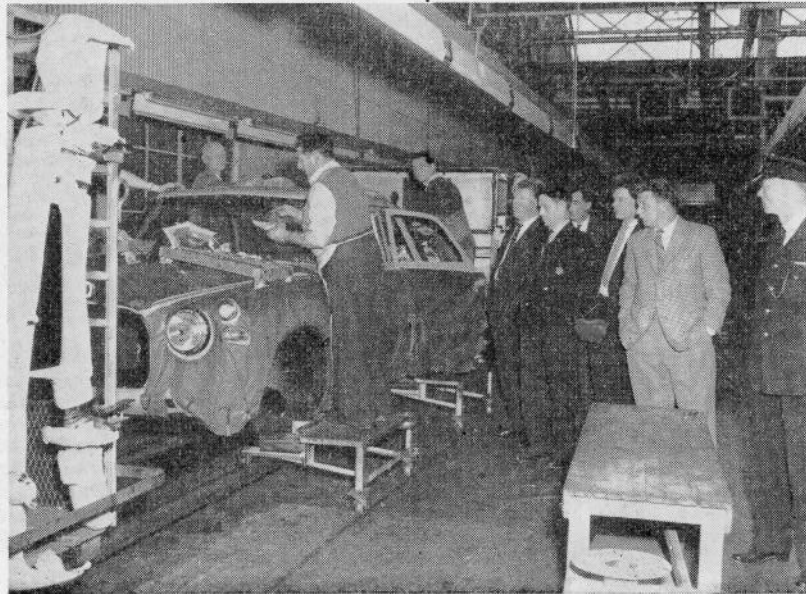
463 GET POLIO PROTECTION

A letter of thanks has gone to Dr. I. McLachlan, Area Medical Officer, for his arrangements for the polio inoculation sessions at Solihull factory.

A total of 463 employees received their inoculations. Second inoculations will be given on May 3 and 4 and May 9, 10 and 11.

Mass X-ray visit

The Mass Radiography Unit of the Birmingham Regional Hospital Board visited Tyseley Works on April 24. About 1,800 employees were expected to take advantage of the visit.



SWISS ARMY'S NEW ORDER

The latest Swiss Army contract for Land-Rovers was signed during the visit to the Army H.Q. in Berne last month by Mr. W. Martin-Hurst, Deputy Managing Director, and Mr. A. G. S. Herbert, Executive Director, Sales.

The order is for 282 88" Land-Rovers. Delivery will be during June, July and August.

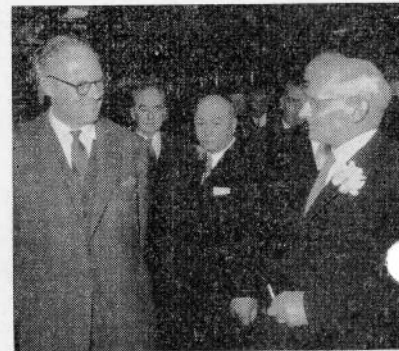
The Geneva verdict —a good show

Outstanding interest was shown in the Rover range of cars and Land-Rovers displayed at the Geneva Motor Show, reports Mr. J. H. Weaver, Export Sales Manager, who describes results as "extremely satisfactory".

A particular feature was the increase in inquiries from the French-speaking territory, which now has its own Rover distributor.

The colourful Land-Rover display attracted great interest. Vehicles on show included a specially-equipped Swiss Army vehicle, a fire engine, and a police radio vehicle.

A story from the car stand concerns the managing director of a large Swiss watch-making firm, who went to the show to choose his new car. He again decided on a Rover, and signed an order for a 3-Litre on the stand, with the comment: "I know all about Rover quality... your cars are made with the same precision as our Swiss watches".



PRESIDENT'S VISIT

Mr. W. Martin-Hurst, Deputy Managing Director, talks with the Swiss President, Dr. Wahlen (right), at the Land-Rover stand.



Mr. J. H. Weaver, Export Sales Manager, addressing the German Swiss dealers at a lunch during the Geneva Show. The lunch was given by Mr. E. Fehlmann (right), our distributor at Zurich.



Part of the Land-Rover display at the Show, with the police radio vehicle in the foreground.

Police 'Call'

Members of the party of 31 police officers who visited Solihull works last month are seen below during their tour of the factory.

The officers were mainly from the Bath Constabulary, with one or two from Warwick. Their visit included demonstration runs over the 'jungle' course and the test track.

Reader's letter

Don't get in the road!

I was pleased to see in ROVER NEWS your article calling for "play according to the rules" in Valiant Way at leaving time each day.

May I add a plea for equally fair play on the part of drivers coming out of the staff car park into Lode Lane. If a quick get-away is not made, many of them edge their vehicles so far out into the nearside carriageway that they are a menace, not only to themselves, but to all other traffic in the vicinity.

We have already had our wait to get into Lode Lane; we feel that, if necessary, they should be patient about theirs.

A.R.C. (Solihull).

750 Go Dancing

The March dance at Solihull Works was a popular attraction—with 750 dancing to the music of the Cyril Stapleton orchestra.

'FORUM' FOR SUPERVISORS

The sixth and last meeting of the Tyseley Supervisors' Discussion Group for the 1960/61 Session, was held last month. It took the form of a "Forum". Members of the panel were: Messrs. A. B. Smith (Supplies Director), S. Heslop (Chief Metallurgist), F. L. Jephcoat (Inspection), C. J. Emery

(Planning), R. R. Hillen (Personnel) and G. Elkington (Works Superintendent, Acocks Green), who answered questions on their Departments.

The annual outing for the group has been fixed for Saturday June 10, when they will visit Cardiff.



On airport service

This specially-equipped Land-Rover is one of two used by Castrol Ltd. to operate their round-the-clock Aviation Lubrication Service at London Airport.

The equipment in each vehicle consists of a 100-gallon tank fitted with two air-operated pumps and a complex dispensing system of filters, valves, flow-meters and hose-reels with individual couplings to suit Comet, Vanguard and Viscount aircraft of BEA and other European airlines.

TO NICARAGUA

A Rover 3-Litre has been shipped to Nicaragua for the use of a Government Minister, and another car, for another Minister, will be going to Nicaragua shortly.

A 120 MPH TEST — STANDING STILL



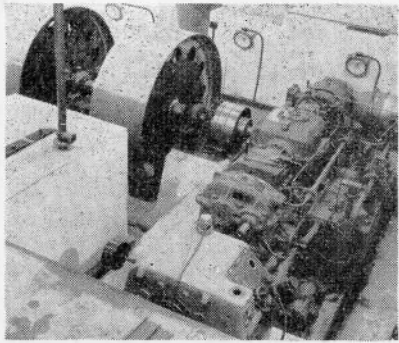
A 120 m.p.h. road test—in which the vehicle never moves—has been made possible by Rover engineers with a test apparatus which is another important aid overcoming development problems of noise and vibration.

This is the Roller Rig, recently installed in one of the former Ministry of Supply test houses at Solihull. It can be used to reproduce any road surface and simulate any speeds up to 120 m.p.h.

METAL CASTS

The rollers are two 5-foot diameter steel drums, each weighing 1600 lb. They project through the chequer-plated steel floor of the test house to provide a moving 'road' for the car or Land-Rover to be tested. Metal casts of actual road surfaces can be attached to the rollers to give any condition required. At the same time the rig enables the research engineers to use their delicate electronic measuring instruments on the spot, which in some cases is not convenient in a test on the track.

This picture shows a car in position on the rollers, which can be coupled to an electric motor so that the vehicle is



The driving and power-absorbing machinery photographed during installation.

'motored', or the vehicle's own engine and transmission can be used. In the latter case, a water brake (housed, like the electric motor and the various gear-boxes, underneath the platform) can absorb power up to 160 b.h.p.

The operator stands behind an armoured glass screen at a control panel in an adjoining room, and he can remotely

control the rig and the vehicle. Two 3-Litre disc brakes, fitted to the main shaft, can stop the rollers from 120 m.p.h. in 14 seconds in an emergency. In tests at lower speeds a driver can remain in the vehicle, and receive instructions on a radio 'intercom'.

GAMMA RAY TEST

The rig was designed by the Test Plant Department, in conjunction with the Research Department, who will use it. It was installed by the Works Engineers, who had first to dig through six feet of concrete floor, laid in 1938 when the test house was built.

The outside rims of the rollers were made in one piece, with a single weld, which was tested by the gamma ray method to ensure that it would stand up to the great stresses of high-speed operation. Balancing of the rollers was carried out by a firm specialising in the large turbines found in ships.

The Roller Rig will undoubtedly be of great benefit to future design—helping to make one of Britain's fine cars even finer.

Half-century with Rover is her record



MISS FIELDER

This year Miss Katie Fielder, Cashier at the London Service Depot, completes 50 years' service with the Company—a record which must make her Rover's longest-serving woman employee.

It was in 1911 that Miss Fielder joined the Company in London, when the premises were at Brewery Road, Islington.

"I well remember the day my brother Alfred took me along on his motor-cycle and sidecar to apply for a post" she says. "I was engaged as a junior clerk. Eventually, during World War I, I became cashier and wages clerk, when we were mostly on Government work.

"It was in 1921 that my brother Alfred joined the Company as a fitter-electrician, and soon afterwards my brother Arthur joined as a body-builder.

"As business expanded and larger premises were needed we all came along to Seagrave Road, Fulham, the following year.

Happy Memories

"In World War II we were engaged almost full-time on Government work of all kinds. A section was transferred to Lutterworth, where Alfred was in charge of the overhaul and repairs of electrical equipment for aircraft, while Arthur was foreman in charge of a body-building section at Pimlico.

"When the war ended the whole of the works reverted to car repairs and continuously expanded. More spacious premises were again needed, and this was when we took over the W. & G. Garage and offices adjoining the Seagrave Road Works."

Miss Fielder, whose home is at Hornsey, tells us that up to a few years ago her hobbies were singing and reading, with occasional visits to the theatre for special celebrations. She still enjoys going to theatres and sometimes the opera, and she has

and a Farewell to 'Miss Mac'
Seagrave Road recently said farewell to another very long-serving member of the staff, Miss Lilian McKellar, who worked in the general office and who first started with the New Rover Cycle Company in 1912.
Colleagues of 'Miss Mac' subscribed to a gift on her retirement.

— and FOCUS this month tells you more about the ways we tackle the problems of...

NOISE ANNOYS. A simple statement, but one which is responsible for an immense amount of careful work and research by the Rover Company. A surprisingly large proportion of the Engineering Department's total efforts, as far as passenger cars are concerned, is directed towards eliminating unwanted vibrations and noises, and this also applies to a considerable extent to Production and Quality Control. For while it is comparatively simple to design a quiet car as long as performance does not matter, it is a very different proposition to match high performance with silence.

Just what is vibration and noise? Basically, they are the same thing, though vibration is the word used to describe what is appreciated by your sense of touch and noise is the word used to describe what is appreciated by your sense of hearing. This is because vibrations have a lower frequency than noise waves. From about 50 oscillations a second down to 10 or below are vibrations, and noises are over 50 oscillations a second up to many thousands. Because they are essentially the same thing, the techniques of investigating and eliminating vibrations also apply to noise.

Many Problems

Many noise and vibration problems can arise in cars. Noises can be made by rear axles, and gear boxes, and then there are the many noises an engine can make, like pinking, piston slap, and those from bearings, tappets and exhaust systems. There is also the problem of wind noise, caused by the passage of the car body through the air; the sounds that can come from accessories, like wipers and heater fans—and all the others coming under the heading of squeaks and rattles.



Vibration is caused by any quickly-rotating part not properly balanced, particularly parts of the engine, the gear box and the propeller shaft. Low-frequency oscillation appears as body shake and can be very troublesome in the designing of steering and suspension mechanisms.



An example of noise elimination during manufacture. Mr. Leonard Sneed listens to a pair of gear wheels being matched in the Silence House at Percy Road.

From this list of possible sources of trouble it is easy to see why so much effort is devoted to the elimination of noises and vibration.

Science Helps

The peculiar difficulty of treating them when they do arise is that it is very hard to measure noise and vibration, because, as we said at the beginning, it is really concerned with something that annoys people—and it is difficult to devise instruments which will measure annoyance.

In fact, it is done in a rather indirect way by measuring the amount of energy contained in the noise and then making complicated calculations in an attempt to relate the amount of energy to the amount of annoyance.

Fortunately, modern science has provided a complex electronic device to do this job.

Tape Recordings

There is another snag, however. Noise is very hard to remember. If a car is tested one day for some particular noise, and then a modification is made, it is not easy to judge the improvement when the car is re-tested the next day, unless the improvement is of a very large order. To turn a noisy car into a quiet one is usually the result of a very large number of small improvements.

One method employed by Rover engineers is to make tape recordings before and after the changes. The record-

ings are then played back so that the two noises can be heard one immediately after the other.

This technique can be used in the laboratory to deal with individual components, but is used more frequently when recording noises made by a car on the road.

Getting rid of noise can be most frustrating work, because the human ear is normally conscious of only the most annoying sound at any one time, and in many cases the removal of one noise exposes another equally irritating. This can be repeated several times before anyone will admit that a real improvement has been made.

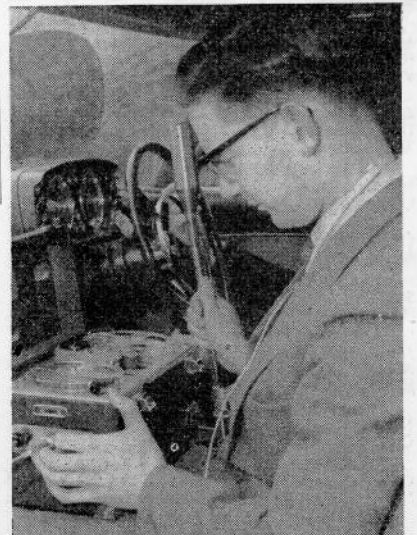
In trying to deal with unwanted noise, the first problem is to discover its source. Anyone who has tried to locate an annoying squeak on a car will realise this can sometimes be very difficult. Listening devices, similar to a doctor's stethoscope, and directional microphones are among the instruments used for this purpose.

Silence is Golden

Locating the source of noise and eliminating it there, is, of course, the best way. But in many instances this is not possible and the alternative is to see that it does not reach the ears of the driver or passengers. All the sound insulation in a car is there for this second purpose.

To a large extent, the Rover Company has made its reputation on the design and manufacture of quiet passenger cars, and obviously it is vitally important that we should maintain this.

Silence really is golden—and it depends on the careful skill put into almost every operation in the factories, in the production and inspection of the thousands of parts which go to make up a complete car.



Mr. D. Jones of the Engineering Department making a tape recording during a car test.



In the laboratory the tape is played back and Mr. L. H. Thomas examines a trace made from the recording.



A WEEKEND IN 'GAY PAREE'
 Paris, here we come . . . and this was the scene at the start of a wonderful Easter trip for this party of 55, most of them from Land-Rover sections at Solihull.
 The party left Birmingham Airport on Good Friday evening in a specially - chartered Elizabethan airliner and returned the following Tuesday.
 Visits were paid to the Palace of Versailles, the Louvre, Notre Dame, the Eiffel Tower and many other places of interest in Paris.
 Trips were made on the Seine and to night spots including the Moulin Rouge and Casino de Paris.
 The outing was organised by the Land-Rover Trim Shop, and the unanimous verdict : 'Magnifique'.
 A social evening for those who went on the trip has been arranged for May 12, when cine-films and colour slides taken during the visit will be shown.

PERSONAL NEWS

BIRTHS
We offer our congratulations to . . .
HILLIAR — To Mr. and Mrs. John Hilliar, a son, Mr. Hilliar is a draughtsman in the Chassis Drawing Office.
MURPHY — To Mr. and Mrs. Phillip Murphy, a daughter (Ann Patricia). Mr. Murphy works in the Service Stores, Receiving Section.
POWERS — To Mr. and Mrs. L. E. Powers, a son, on March 21. Mrs. D. Powers formerly worked in the Land-Rover Trim Shop, while Mr. Powers works in the Maintenance Department at Solihull.
SPENCER — To Mr. and Mrs. T. Spencer, a son, Terence Paul, on February 18. Mr. Spencer is a Leading Hand in Service Stores.

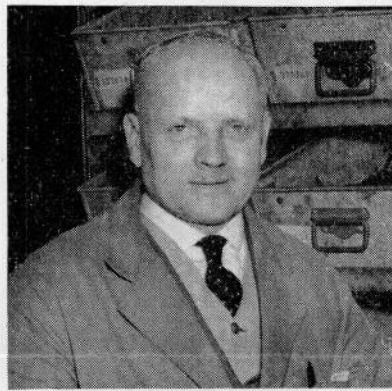
MARRIAGES
Congratulations and good wishes to . . .
BRYANT-STANLEY — On March 25 at Shirley Methodist Church, Mr. Kenneth Bryant (Specifications Department) to Miss Barbara Mary Stanley.
FAWCETT-HICKLING — On April 4 at St. Michael's Church, Boldmere, Mr. Brian Fawcett (Organisation & Methods Dept.) to Miss Pamela Hickling.
GANNER-BAMLETT — On March 25 at St. Giles, Sheldon, Mr. Brian Ganner to Miss Doreen Bamlett (Service Progress Department, Tyseley).
HAYES-NEWTON — On February 18 at St. Mark's, Washwood Heath, Mr. Albert Hayes (Turbine Weld Shop) to Miss Joan Newton.
HENSHAW-NEWMAN — On April 1 at St. Giles, Sheldon, Mr. David Henshaw to Miss Sonya Newman (Publicity Department, Solihull).
HINES-PRICE — On April 1 at St. Giles, Sheldon, Mr. B. Hines to Miss June Price (Comptometer Department).
LAMSDSELL-THOMAS — On March 29, Mr. John Lamsdell (Chargehand, Tool Room, Acocks Green) to Miss Janet Thomas (Tool Room Stores).
MILLS-COLLINS — On April 1, Mr. Robert Mills (Assembly Shop, Tyseley) to Miss Margaret Collins (Tool Stores, Tyseley).
O'CONNOR-WINTERS — On April 3 at St. Giles, Sheldon, Mr. Raymond O'Connor (Group 57, Tyseley) to Miss Valerie Winters.
PARKER-LEACH — On March 25, Mr. Ray Parker (Service Stores) to Miss J. Leach.
POOLE-COLEMAN — On April 3 Mr. W. Poole (Experimental Paint Department) to Miss Fay Coleman.
REDMAN-BOLWELL — On March 25 at The Church of the Holy Family, Acocks Green, Mr. Alan Redman to Miss Diane Bolwell (Planning Department, Acocks Green).
SWALES-O'NEILL — On April 3, Mr. Robert Swales to Miss Rita O'Neill. Both work in the Parts Department at Solihull.
THOMAS-ALLEN — On April 1 at St. Giles, Sheldon, Mr. Keith Thomas to Miss Shirley Allen (Comptometer Department).
VAUGHAN-McKEON — On March 25 at Holy Trinity Church, Coventry, Mr. K. Vaughan (Hardtop Section, Clay Lane, Coventry) to Mrs. O. McKeon.
WASHBOURNE-WILSON — On April 1 at Mappleborough Green, Mr. E. Washbourne to Miss P. Wilson (Works Engineers Department).

DEATHS
We record with regret the following deaths, and offer our sympathy to relatives :
MARTIN — Mr. George Frank Martin (Chauffeur, Solihull) died on March 11, aged 57. Mr. Martin, who joined the Company in 1925, was for many years chauffeur to Mr. S. B. Wilks, Chairman of the Company. He had latterly also been chauffeur to Mr. W. Martin-Hurst, Deputy Managing Director, and other directors.
MORRIS — Mr. Joseph Morris (Cleaner, Works Engineer's Department) died on March 19, aged 54.
OLIVER — Mr. Donald MacGregor Oliver (Press Operator, Solihull) died on March 15, aged 41.

ROVING REPORTS

The problems of juvenile delinquency are often in the news. We read about them and discuss them—but how many of us feel the need to give a helping hand to youngsters in trouble? A man who has made this his spare time mission is **Mr. Norman Barron**, who works in the Service Spares Department at Solihull.
 Mr. Barron has devoted most of his free time for the last 28 years to helping juvenile delinquents. He is registered as a minister and evangelist with the Fellowship of Independent Evangelical Churches and his work in this field has taken him as a minister to most of the Birmingham area remand homes, and now to Wythall where he is minister at the Forhill Remand Home.

He helps the problem youngsters



MR. BARRON

Promotion

Mr. Barron has been a Rover employee for the past three years. In the thirties he founded the Kynoch Workers' Lunch-hour Service, which many hundreds of people attended. One of his more recent activities was helping to organise the Eric Hutchings Campaign.
 Mr. Barron's brother, Brian, worked at the Tyseley factory during the war and is now the licensee of the Bull Inn, Alcester. He was at one time a well-known escapologist, and worked with the famous Houdini.

Quick promotion for ex-Rover apprentice **Alan Morris**, now on National Service with the R.A.F. in the Middle East.

After nine months he was promoted to the rank of Corporal Technician, thanks, he says, to the training received during his apprenticeship.

Alan, who finished his Rover training in the Drawing Office and Planning at Tyseley, is attached to a maintenance unit doing complete reconditioning and overhauls of all types of engines.

Getting Mobile

Tapini, high in the Owen Mountains in Central Papua, has its first motor vehicle—a Land-Rover. But it took some getting there.

After the Papuan administration decided it was time the inhabitants of Tapini (white population 17) had other means of transport than pack-horses, the Land-Rover was bought. Then it was dismantled and flown in piece by piece. The chassis, however, had to be carried by a team of natives from

Beraina, 40 miles away. The route climbed in places to 8,000 feet and there were many gorges and rivers to cross. But all went well, and Tapini is mobile at last.

At the Church

The Easter brides included two members of the Comptometer Department at Solihull who were married at the same church—St. Giles', Sheldon—within an hour of each other.

The former Miss **Shirley Allen**, now Mrs. Keith Thomas, went to the altar at 12 noon on April 1 and **Miss June Price** became Mrs. B. Hines at 1 p.m.

In brief . . . A popular personality on the P4 chassis line at Solihull retired for health reasons recently. He is **Mr. Thomas Alderson**, who joined the Company at Coventry in 1929. His 32 years' service was spent at Coventry, Carleton Mill and Solihull, where he had worked since 1945.

News of another Tyseley silver wedding, celebrated this month by **Mr. S. Bradley** (Storeman) and his wife. They were married at St. John's Church, Sparkhill, on April 11, 1936.



'Your Pretty Cars'

'Birmingham Land-Rover' proved an adequate address for this postcard from a youngster in Yugo-Slavia. He wrote from Ljubljana saying he was 'interested in your pretty and well cars'.

The Literature Despatch Department quickly obliged—and sent him a selection of current publicity material and a Land-Rover lapel badge.

APPRENTICESHIPS COMPLETED

Congratulations to the following apprentices who completed their training last month:—Howard Higgins (Machine Tool Demonstration, Tyseley); Chris Collier (Technical Sales Dept., Solihull); Ken Beale (Machine Tool Reconditioning, Acocks Green); and Roger Bateman (Service Planning, Tyseley).

THE MILKY WAY

During the winter months, a welcome sight to weekend skiers in Scotland has been a Land-Rover equipped as a milk bar. It was run by the Scottish Milk Marketing Board and sited 2,200 ft. above sea-level at the Devil's Elbow, Perthshire.

From Burma

A trainee from Burma who is just finishing his training course in production and assembly shops is Tin Nyunt, a motor mechanic employed by the Burmah Oil Co. Ltd., whose home is in Chauk, Rangoon.

Another trainee, who will be spending three to four months with Rover, is Peter Stuart, a nominee of our Belfast distributors.

FRIENDS THANKED

Mr. J. C. Watts (Production Progress) wishes to express his thanks and deep appreciation to his many friends in all factories of the Company for their tributes and expressions of sympathy shown to him in his recent tragic loss.

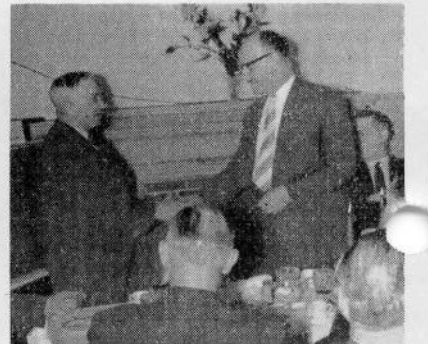
★ PRESENTATION OCCASIONS ★



A wedding presentation at Acocks Green . . . to the former Miss Diane Bolwell, of the Planning Department. Colleagues presented her with an electric fire.



Two retirement presentations . . . in the picture on the left, Mr. H. Hougham (Toolroom Superintendent, Tyseley), presents Mr. Oliver Styles (Toolroom turner) with a clock, a gift from colleagues to mark his retirement after 24 years with the Company. Mr. Styles is on the left. The right-hand picture shows a Percy Road occasion, with Mr. H. W. Hayer (Works Superintendent, Perry Barr, who was formerly at Percy Road) presenting a cheque to Mr. C. Palmer (left) at a dinner held at the Royal Oak, Solihull. Mr. Palmer recently retired and the cheque was a gift from his Percy Road colleagues.



SHOW BUSINESS—THE LAND-ROVER

STYLE

There's no business like show business—that might well be the theme song of Mr. Alec Joyce and his team of five Company drivers who are responsible for setting up Land-Rover displays at agricultural shows up and down the country, and on the Continent.

The 1961 season has already started and ahead lies a crowded programme designed to make sure that the familiar display units, demonstration ramps and "switchbacks" will be at the right place at the right time.

Last year, Land-Rover displays were staged at 115 shows at places ranging from Scotland to the South of England. And within a week of the last show Mr. Joyce was in touch with 100 secretaries about arrangements for this year's events. At the time of writing 118 Rover displays have been booked. The farthest point is Inverness.

The first "dates" of 1961 were in January, when units went to the Fish Hedging & Ditching Champion-

ships at Horsham and the Hedging & Ditching event at Harbury. Last month a display unit went across the Channel to the Paris Agricultural Show and this month saw a visit to La Roche, near Geneva. The first of the big "home" shows was also this month—at Ayr.

The show teams use three 4-wheeled show units and three 2-wheelers, which carry the display equipment to the sites and then become Land-Rover "H.Q.s" at the shows to cater for visitors and their inquiries. The units are towed by 88" petrol engine Land-Rovers, and in the case of the four-wheelers the weight is about five tons.

At most shows local distributors provide the vehicles to "dress" the displays, but at the big "Royal" shows the Company put on the whole display and also send the 72-foot "Royal"

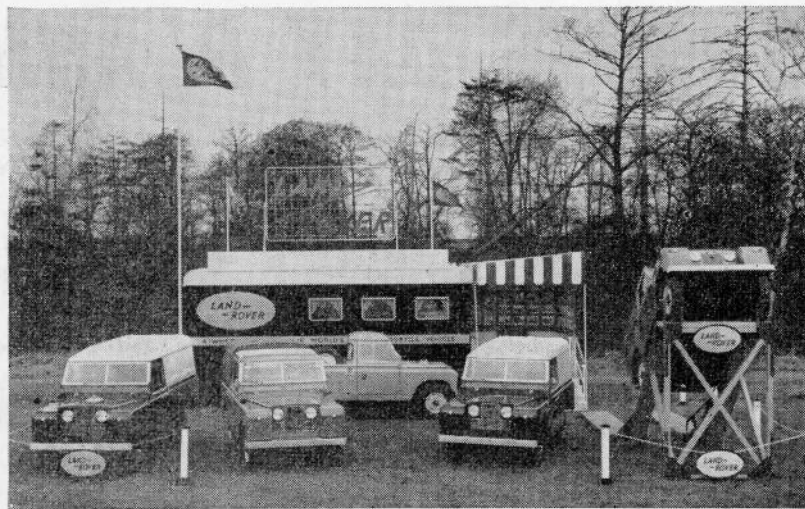
Pavilion with its 30-foot tower—a favourite vantage point for visitors and even for TV cameras.

At the "Royal" shows, too, the big "switchback" ramp is a star attraction. A Land-Rover demonstrates its climbing powers with a display of "aerobatics" backwards and forwards along the "switchback". At the other shows a 45-degree straight ramp is used.

For Mr. Joyce and his team the schedule means thousands of miles of driving between shows each year, with often an overnight dash between shows.

These Land-Rover displays, as well as attracting thousands of visitors, have also won several prizes at the shows, including a gold medal award at Romsey last year for the best trade stand.

Bank Holidays are busy times for the display teams, for they are popular dates with show organisers. For Mr. Joyce and his drivers there are no Bank Holidays . . . the show must go on!



One of the four-wheel units as show visitors see it . . . a stylish background to a Land-Rover display.

Photo and Arts Society is Launched

The Rover Photographic and Arts Society is a recently-formed branch of the Solihull Social and Athletic Club and has had several meetings under the chairmanship of Ron Mewett (Press Shop Control).

Meetings have been held fortnightly in the Guest Room and Senior Staff Dining Room on Wednesday evening, commencing at 5.45 p.m. Interest has been so great that it looks probable that meetings will be held twice fortnightly—on different evenings. It is also hoped to encourage people from other factories to become members.

All standards of photography and painting are catered for and more advanced members are always available to instruct beginners or advise what camera should be purchased.

Provision has been made for working evenings and field days. Members will be encouraged to submit work to local and national exhibitions and other local societies may be invited to hold exhibitions here. In the near future it is hoped to hold regular exhibitions in the factory canteen of the work of Society members.

STAG PARTY AT STONEBRIDGE

The Experimental Department Social Section, Solihull, gathered at the Malt Shovel, Stonebridge, last month for their 4th Annual Stag Party, consisting of dinner and entertainment.

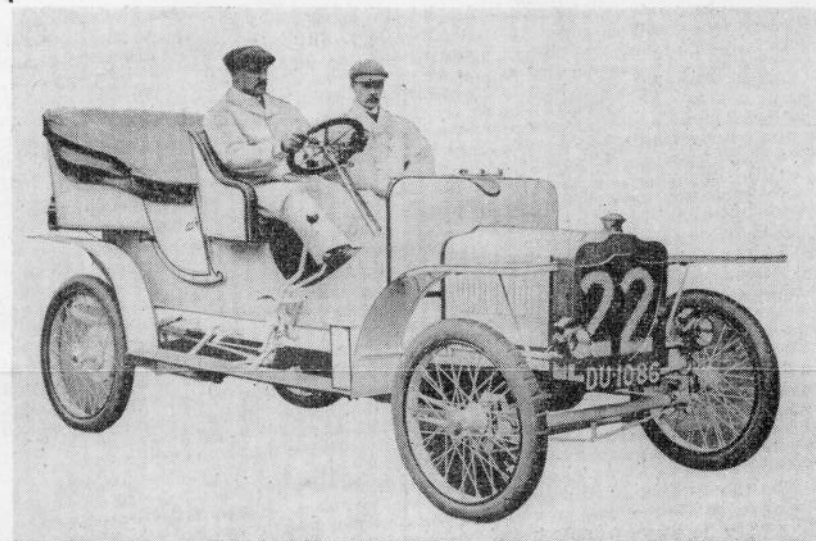
Among those who shared an enjoyable evening were Mr. P. Wilks, Mr. N. H. Elliot, Mr. R. N. Oxley, Mr. R. Nash, Mr. T. L. Gawronski and Mr. M. C. Newell. An apology was received from Mr. J. H. Pogmore who was in Switzerland on behalf of the Company.

After the meal entertainment was given by comic Les Lynes, singer Royston Smith, and pianist Doug. Yardley. Also present was a much requested artist—Frank George, who recited his well-known monologue "The Lawn Mower". His piano playing was ably backed by Emil Aylward and Arthur Wood.



"As the Personality of the Month in the paper you are described as 'a human dynamo buzzing with ideas . . .'"

The Tourist Trophy winner of 1907



Rover 22, the 20 h.p. Tourer which won the International Tourist Trophy Race in 1907, with Ernest Courtis at the wheel.

Storm-swept, mud-caked . . . but 'Rover 22' never faltered

Our first 8 h.p. car was considered too powerful and so a smaller, and for that time, more orthodox model of 6 h.p. was produced.

This was the 100 Guineas car, which made its debut at the B'ham Motor Show held in January 1906 and was well received.

The title of the Company changed again in 1906 and became "The Rover Company Limited" as it is to-day. New models quickly came into being and we were then producing the 6 h.p. Two-Seater at 100 guineas (Special Finish £120); a 6 h.p. Delivery Van at £150; and the 8 h.p. Two-Seater at £200. The Three-Seater version of the 8 h.p. cost £220 and the Four-Seater £225.

The 10/12 h.p. Four Cylinder model cost £300; the 12 h.p. 4-seater Touring Car £275 and the 2-seater version £250.

The Company was still engaged of course in the production of cycles and motor cycles at Meteor Works, Coventry.

42 years' service

Car bodies were made for us by a local carriage building firm, Messrs. Hawkins & Peake, under the supervision of Leonard Jackman who was then their shop foreman. Messrs. Hawkins & Peake were later taken over by us and we developed a first-class body building plant at Parkside, Coventry.

Leonard Jackman (remembered by many as "Len" or "the Old Man") completed 42 years' service with the Company, during which time he exercised considerable influence over body design. He became Works Superintendent and retired on January 1 1950.

It is with regret that we now have to record his death at the age of 82 on March 10 this year, following a serious operation.

On May 30 1907 the Company entered two 20 h.p. Touring Cars for the International Tourist Trophy Race, held over a 241½ mile course in the Isle of Man.

Much to the delight of management and employees, Mr. Ernest Courtis driving Rover No. 22 came in first.

H.B. Light continues THE ROVER STORY

The two Rovers entered for the race were driven by Courtis and Folker. They were the cars which had been excluded from the competition in 1906 through being presented at the inspection enclosure a few minutes late.

They embodied many Rover ideas, including the three-point method of suspension and the petrol tank in the dash. The Rover carburettor was also on trial.

The day of the race was wet and stormy. Twenty-one cars ranged up in single file for the start and at 9.11 a.m. the first off was a Darracq.

After the strain of waiting his turn to go, Courtis let No. 22 roll down the slope to Quarter Bridge, and the engine started.

So bad was the weather that soon both car and occupants were covered with mud and the crew had to take off their goggles and endure the storm as best they could.

When the first descent of Snaefell was reached the wild weather made

THERE'S A CRAFT IN HIS LINE . . .

Not As Easy As It Looks . . . No. 3

A keen pair of eyes, a piece of chalk, a piece of string, a little paint, a fine brush and a steady hand—this is the equipment of Mr. David Bailey, of Solihull factory, an expert at the dying craft of "lining".

"Lining" is the hand-painting of the fine gold line round the body of a car, a popular embellishment before the war, when it was regarded as the finishing touch to a beautiful car. Since the war fashions have changed, but there are still those owners who insist on the "hall-mark" of the thin gold line, and that is when Mr. Bailey practises his old art again.

SURENESS

First he carefully marks the line round the car, using the chalked string. From then on the success of the job depends entirely on the keenness of his eye and the sureness of his brush.

Mr. Bailey has been "lining" for over 30 years. He joined Rover in Coventry in 1922, in the days when each car took a week to paint . . . by brush. His father, incidentally, was in charge of Rover painting for over 16 years. A Coventry man, Mr. Bailey still lives there with his wife and family.



Mr. David Bailey demonstrates his 'line'.

SUGGESTION WINNERS



Pictured with Mr. A. J. Worster, Production Director, after he had presented them with their Solihull suggestion scheme awards are Mr. K. Ash (left) and Mr. F. Locke. Mr. Locke (Land-Rover Assembly) received a £60 award and Mr. Ash (Trim Line) £30, as reported last month.

Weather 'Blow' for Percy Rd. Anglers

Blustery conditions handicapped a fishing contest at Wyre Piddle for members of the Percy Rd. angling club, and only four contestants weighed in. The winner was G. Hoare (Cutter, Grinding Dept.), second was H. Rouse (Tool-room), third was A. Allden (Group 446) and fourth E. Worton (Group 446).

Prize money left over from this contest will be added to the prize money for the annual contest to be fished later in the year.

SPORTS DAY PLANNERS BUSY

Plans to make the 1961 Rover Fete and Sports Day a memorable one are now taking shape.

As reported briefly in our last issue, the factories will combine for the event on Saturday, July 1 at Solihull.

Besides the sports programme, attractions so far listed by the Sports Day Committee include a P.T. Display, a Morris Dancing show, and evening dancing to a five-piece band. There will also be sideshows, two licensed bars, and a Prize Draw with £100 in prizes.

Other items being considered by the Committee are a Dog Obedience Test, a Ladies' Keep Fit display, and whippet racing.

There will be a free shuttle service of buses from Sheldon and Solihull to the Sports Ground, and also from the works car parks.

It is also hoped that it may be possible to incorporate a factory At Home on the Sports Day, with conducted tours round the Solihull works for employees' families.

A match with the Malaysians



Rover (Solihull) Badminton Club had their fourth annual match with the Malaysian Teachers' College, Wolverhampton, at Solihull on April 13 and the teams are pictured here. The visitors included Miss Teoh Seok Leng, Perak State Junior champion and joint holder of the S. Staffs women's double and mixed doubles titles. The match included an exhilarating men's singles between Rover champion P. Wilkes (Cost Office) and Jack Ma, which the latter won 15-9, 15-10.

CRICKETERS GET CRACKING

Inter-departmental cricket will start at Solihull next week. There are 15 teams, in two Divisions, for the S. B. Wilks and C. T. Newsome Trophies. Any person who would like to play, but has not a team from his department, can be co-opted by handing his name to the Secretary, Mr. C. A. Studholme (Parts Department).

The "Apprentices XI" have entered a knockout competition for the "H. Samuel Trophy", final at the County Ground, Edgbaston, in August, promoted by the Warwickshire Youth Cricket Council. This is for boys who have not reached 19 years of age by May 1, 1961. Will any person, employed at any Rover factory, who would like to play, call at the Sports Ground, Lode Lane, any Tuesday evening and report to the Secretary.

A. G. PIPPED IN A CLOSE MATCH

After a hard-fought and interesting match, Acocks Green snooker team lost to Fisher and Ludlow by the small margin of 15 in the Royal Cripples Hospital Competition.

March results in the Efficiency League were:—'A' team versus Acocks Green British Legion: lost 3-2; v. Wolseley: lost 4-1.

'B' team versus P.C.A. 'A': lost 3-2; v. Acocks Green British Legion: lost 4-1; v. Bordesley: walk over; v. The Grenville: won 5-0.

Tyseley snooker results:—v. Anderson Social: won 3-2; v. Friends Institute: won 4-1; v. Ravenscroft Social: lost 3-2; v. Rover (Solihull) 'A': won 3-1.

Harry Bilston has progressed through another round in the Efficiency League Individual Cup.

A soccer trip abroad for Robert

It was a footballing Easter abroad for Robert Brookes, who works in the Assembly Shop at Tyseley. Robert is captain of Small Heath Unity Boys' Club team, which was invited to take part in an international youth soccer tournament at Dusseldorf.

Robert played in six games against teams from Switzerland, Germany, Holland, Austria and France. The English boys won one game, drew two and lost three.

Fine victory in first golf match

The annual general meeting of the Golf Society was held on March 17 at Solihull, attended by 31 members.

The society is starting its seventh year, and it was felt that the rules and policy that had been in force from the outset, were no longer suitable for the much larger and entirely different composition of the section as it stands at present. Many changes have therefore been made, most of which should now be familiar.

The first match of the season, against Dunlop Rim and Wheel at Maxstoke Park on April 8, brought a fine victory by 5 matches to one.

Results:

J. Ward & S. Johnson, won 2 & 1.
R. Connolly & T. Brown, won 4 & 3.
A. J. Shrimpton & W. Hamilton, won 5 & 4.
J. Williams & G. Suthurst, won 5 & 4.
G. Hexter & R. Pearson, won 1 up.
W. Messenger & J. Gilbert, lost 1 down.

The Section's first day out will be on May 13, 36 holes at Willesley Park, and will be medal play for the Wagstaff Trophy.

Members are reminded that the first round of the Farmer Rose Bowl Knock-out closes on May 14.

On the evening of May 19 there is a match with Blossomfield Golfing Society, and May 26 sees the annual Stableford competition at Moseley.

A Whit Attraction

Rover (Solihull) Social and Athletic Club present . . .

Six-a-Side Knockout Cricket Tournament for the Lloyd Dixon Trophy

. . . on Whit Tuesday, May 23 at Lode Lane Ground

First match 12 noon Finals 6.30 p.m.

Admission Free All-day refreshments
Midland Red buses pass the entrance



Pictured here are members of Solihull men's darts section, whose successes were reported last month. Left to right (Standing): P. Lovegrove, L. Pickford, D. Haddow, T. O'Keefe, E. Fields, A. O'Keefe, H. Ward, A. Bound, G. Turner, C. Duffy. (Seated): W. Gorst, F. Mason, F. Richman (Capt.), H. Savage, W. Kington (Sec.). Mr. Bound has won the individual championship of the Forest of Arden League.



John Coldicott (left), skipper of the Tyseley team, receives the Empire Cup from Mr. B. Bettany of the 3 M's works team.

A 5-1 Cup triumph for Rover team

Triumph for Tyseley in the Empire Cup Final. They beat Atkinson Brewery 5-1 to take the trophy.

Tyseley went ahead after 17 minutes through a goal by Osborne. Atkinsons fought back, but were held by the full-backs, the Bryant brothers. Following a breakaway after 30 minutes, Burnett scored Rover's second goal. Atkinsons settled down and D. Ray, their outside-left, scored—only for Osborne to net again for Tyseley, to make the half-time score 3-1.

For the first 15 minutes of the second half, Atkinsons had the Rover men pinned in their own half, but in another breakaway, Burnett put Tyseley further ahead, and with five minutes to go, Davis made it 5-1—a well-deserved victory for the Rover team.

First defeat

Another Cup success for Tyseley Seniors was a 5-0 win over A.M.A.C. in the semi-final of the Wilkinson Cup. Osborne, who is a new player for Rover, was in brilliant form.

In the Works League, the Tyseley team had their first defeat of the season when they lost 4-1 to Serck Radiators. But Rover are still firmly in the lead in Division 12. They beat their Empire Cup rivals, Atkinsons, 5-2 in a league encounter.

Tyseley Youths had an 8-0 win over George Ellison, with Len Stockton scoring five of their goals, and they beat Lucas E.S.A. 6-2. When the appointed referee for this latter game did not arrive, Mr. W. Sly borrowed a whistle from Yardley Wood bus garage and refereed the game himself. Works Football Secretary Mr. T. Lee ran the line.

The Youths also beat their bogy team, Birmingham Police Cadets, by 5-1, but lost 2-1 to Kynoch Youths.

64 TAKE PART IN ANGLING CONTEST

Rover (Solihull) Angling Section fished their first contest of 1961 at Upton-on-Severn, with 64 members taking part.

Mr. R. Wrighton (Works Engineer's Department) won the contest with a weight of 8lb. 10oz. 8dr.

Mr. L. Hare (Car Finishing Line) was second with 5lb. 0oz. 0dr. and Mr. K. Howell (Car Finishing Line) was third with 4lb. 4oz. 0dr. Fourth was Mr. B. Preston (Car Finishing Line) with 3lb. 10oz. 2dr. Mr. R. Weston (Experimental Department) was fifth with 3lb. 3oz. 0dr. There were 15 prizes and a weight of 11lb. 3oz. took the last prize.

IN THE SPORTLIGHT



All-rounder brothers

Sportlight this month falls on the Tyseley Group's Bannister brothers, for both 19-year-old Freddie and 17-year-old Alan (pictured above) have sport "in the blood".

Since joining the Company in 1957, Freddie has been a regular player and captain in the Works football teams, graduating from the Junior to the Senior team, and collecting several medals on the way.

His best season to date was in 1958/9 when the Senior team won three trophies and were runners-up in the League Championship. His other sporting activities are table tennis and cricket, and he has represented the club in both spheres.

Alan, following in brother Freddie's footsteps, is playing for the Tyseley Junior football team and has collected three medals to date. Though football is his No. 1 sport, he also represents the club in the table tennis and cricket teams. He was second in the batting averages for the 1960 season. An up-and-coming snooker player, he last year won the Tyseley Toolroom Tournament.

Both Bannisters are Rover apprentices. Fred is in the Machine Tool Repair section at Percy Road, and Alan is in the Toolroom at Tyseley.