



## HIGH WIRE ACT!



## RHODESIA ASSEMBLY PLAN ANNOUNCED

Announcing the intention to assemble Land-Rovers in Rhodesia for the whole of the Federation of Rhodesia and Nyasaland, Mr. L. G. T. Farmer, Vice-Chairman of the Rover Company, said the Company had the greatest confidence in the future of the Federation as a progressive and expanding area in which the Company wished to play its part.

### S.M.M.T. POST FOR Mr. L. G. T. FARMER



MR. L. G. T. FARMER

The appointment of Mr. L. G. T. Farmer, Vice-Chairman of our Company, as a Vice-President of the Society of Motor Manufacturers and Traders was announced by the Society after its elections this month.

The Society plays an important role in the British motor industry, of which it is the official representative body, and its main objects are the encouragement and promotion of the industry in this country and abroad.

### New President

The new President is Mr. D. G. Stokes (Sales Director of the Leyland Group) who succeeds the Hon. Geoffrey Rootes.

Mr. Farmer is the first representative of the Rover Company to hold office in the Society since Mr. J. K. Starley, Junior, then Managing Director of the Company, who was a Vice-President in 1924.

The Company's plans have been communicated to the Minister of Commerce and Industry, Federal Government, and to responsible officials of the Southern and Northern Rhodesian Territorial Governments.

Arrangements have been made for the formation of a locally registered Company in association with Thos. Barlow & Sons (Rhodesia) Ltd. Negotiations are in hand for the acquisition of suitable land and plans are going ahead for the implementation of these proposals as quickly as possible.

It is hoped by this means to expand the Company's sales volume and the quality of its service to its customers, and it will also assist in the development of industry and the provision of employment for all races.

The announcement of these plans follows the visit of Mr. Farmer and Mr. G. Lloyd Dixon, Sales Director, and is in line with the Company's policy of expanding overseas operations and increasing overseas investment. We already have investments in similar plants in Australia, South Africa, New Zealand and Spain.

### CHARTER FOR THE INDUSTRY

All employees this month received copies of the statement signed by employers of the major firms in the motor industry and representatives of the Confederation of Shipbuilding and Engineering Unions after their recent meetings with the Minister of Labour to discuss industrial relations in the industry.

A simple explanation of the procedures for handling disputes referred to in the statement, and an accompanying letter from Mr. M. C. Wilks, Managing Director, were enclosed with the statement.

Mr. Wilks said the Company intended to do all in its power to implement the spirit and intention of the agreed statement, and was examining the detailed measures that could be taken.

*Here's a spectacular 'army game'. The object of the exercise is to get a Land-Rover across a deep gap, and the technique of driving across two steel wires by means of special rims bolted to the wheels was first introduced by the Royal Australian Electrical & Mechanical Engineers. These pictures were taken at Fort Iregantle, near Plymouth, where men of the Royal Engineers gave a demonstration of the Land-Rover high wire act.*

## MORE FOR PORTUGAL

The Land-Rover order from the Portuguese Army which was placed recently has since been increased from 150 vehicles to 203.

The line of Portuguese Army vehicles (below), parked with true parade ground precision, was photographed before a shipment left Solihull factory for the docks.



## On Very Active Service in forces of the world

In recent months you have read in ROVER NEWS of Land-Rover orders from the armies of New Zealand, Switzerland, Jordan and Portugal. This steady flow of vehicles to military users illustrates how the Land-Rover, originally designed for a wide range of employment in "Civvy Street", is now playing a big role in keeping the soldier of the sixties mobile.

Many thousands of vehicles have been supplied to the armed forces of some 25 nations, and they have proved their worth as an ideal light military vehicle.

Our own armed forces are the biggest single military Land-Rover users. The

British Army has used Land-Rovers almost since they were first produced, and in 1957 the decision was taken for the Army and the R.A.F. to standardise on Land-Rovers for all light 4x4 vehicle duties, tactical and administrative, to the exclusion of all other vehicles in its weight class. The Territorial Army, too, is getting a high proportion of the Army's Series II Land-Rovers.

The Royal Navy also uses Land-Rovers ashore—and afloat, in aircraft carriers, where they are used for flight deck and hangar deck duties.

### Army Orders

Since 1949 over 12,000 Land-Rovers have been supplied to the British Army alone. This year we have already received orders for a large number of vehicles, and more are expected to be supplied to the Services before the end of 1961.

The jobs the Services find for the Land-Rover demand the highest standards, and very close contacts are maintained by Land-Rover engineers with Fighting Vehicle Research and Development Establishment in Surrey, where the vehicles are rigorously proved to ensure they meet the Services' requirements.

The Land-Rover is also standard equipment in the armies of Australia, New Zealand, Malaya, Jordan, Belgium and Switzerland. Land-Rovers have also been supplied to the armed forces of Uruguay, Angola, Ecuador, Ethiopia, Lebanon, Rhodesia, Iran, Holland, Spain, Burma, Norway, Chile, Nigeria, Morocco, Cyrenaica, Ghana, Iraq and the Sudan. In South Africa, where the police and other

• Continued on Page Two



This Spanish Army Land Rover mounts a 106 m.m. recoilless gun.

Some of the jobs the armed forces of the world find for the Land-Rover . . .

Reconnaissance vehicles.  
Personnel carriers  
Weapons carriers  
Self-propelled recoilless gun carriers  
Field gun towing  
Signals vehicles, including line-laying  
Mobile wireless stations  
Mobile command posts  
Ambulances and stretcher carriers  
Airfield crash tenders

Land-Rovers are also the standard vehicle of the British Airborne Forces, and have been fully tested for air landing and dropping by parachute.

## The L-R in the Forces

• FROM PAGE ONE

Government Departments have already largely standardised on Land-Rovers, the Army has followed the pattern and recently placed an order for a quantity of vehicles.

All over the world, wherever the going is toughest, you will find the Land-Rover on very active service.

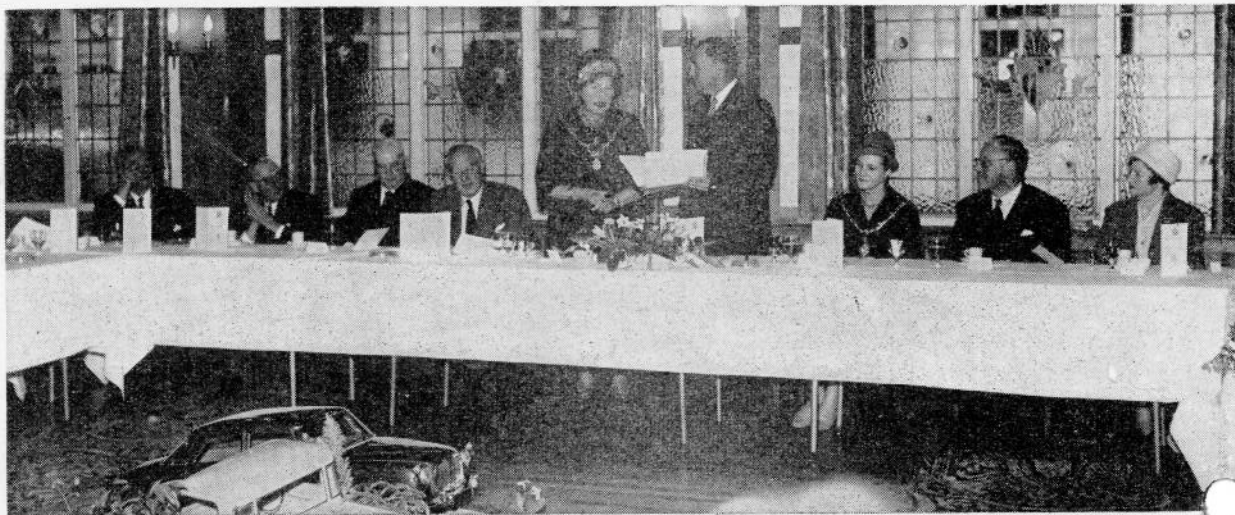
### Reliability

The secret of its success can be summed up in a word—reliability, proved over the years in widespread use throughout the world. This reliability, and the adaptability of the Land-Rover has provided the military user with a "ready-made" vehicle avoiding the expense, complication and consequent unreliability of a specially-designed vehicle.

Great efforts are made by the Company to get new orders whenever an army is ready to re-equip. Special demonstrations are laid on and technical and sales experts are always on hand. The Swiss Army business was obtained in this way. Demonstrations convinced the authorities that our vehicle was superior in performance and specification to its rivals. Other countries which have changed to Land-Rovers are Australia and New Zealand.

Quite apart from the cash value of military orders—and they are among the biggest single orders we receive—the use of Land-Rovers by a country's armed forces is a valuable way of "showing the flag" in the territory, particularly in the newly-emerging nations, and it often leads to a significant increase in civilian sales.

## THE CARDIFF DEEDS ARE HANDED OVER



Mr. L. G. T. Farmer receives the Sealed Deeds from the Lord Mayor of Cardiff.

The Red Dragon of Wales flew from the flagpole over the main offices at Solihull on April 25 to mark the visit to the Company of the Lord Mayor of Cardiff (Alderman Dorothy Lewis, O.B.E., J.P.) and a civic party.

As reported last month, the Sealed Deeds for the new Rover factory at Pengam Moors, Cardiff, were handed to the Company during the visit.

After being welcomed by the Directors, the Cardiff visitors saw a Land-Rover demonstration on the 'jungle' track, and members of the party, including the Lady Mayoress (Mrs. Vera Lewis, J.P.), were driven over the course.



The Lord Mayor goes for a trip in T3. Mr. W. Martin-Hurst, who drove the car, is on the right. Also in the picture is Mr. N. A. Worster, Project Engineer, Gas Turbine Cars.

### Toured works

The Lord Mayor handed the Sealed Deeds to Mr. L. G. T. Farmer, Vice-Chairman of the Company, at a ceremony during lunch with the Directors and Executive Directors. Mr. Farmer, who proposed a toast to the prosperity of the City of Cardiff and the Rover Company, described it as a 'happy and informal occasion'. In her reply, the Lord Mayor wished the Company every success.

Before the Cardiff party toured the factory the Lord Mayor and Lady Mayoress were driven round the test track in the Rover gas turbine car T3, with Mr. W. Martin-Hurst, Deputy Managing Director, at the wheel.

Later the visitors toured the Land-Rover and car assembly lines, and they also visited the Press Shop and the Land-Rover Detail Trim Shop. The Lord Mayor showed great interest in all she saw, especially as she watched the girls at work in the Trim Shop.

Before they returned to Cardiff the party were driven to the Mayor's Parlour to meet the Mayor of Solihull.



With the Lady Mayoress in this picture are Mr. M. C. Wilks (right) Managing Director, and Mr. A. B. Smith, Supplies Director.

## MRS STONE KNOWS ALL THE WRINKLES!

If you've ever tried wallpapering over a curve you will have some idea of the know-how needed by Mrs. Doris Stone, who has one of the trickiest jobs in the Trim Shop at Solihull—getting rid of wrinkles.

Mrs. Stone—"Dolly" to her colleagues—covers the fascia crash rails for P5 cars, and a wrinkle or a bump in the leathercloth covering would be right under the driver's eye. Mrs. Stone sees to it that there is nothing to disturb the smooth contours of the fascia rail, and the job is more difficult than it looks—or sounds.

\*\*\*\*\*

Not As Easy  
As It Looks . . . No. 4

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The knitted-back leathercloth, not the easiest of materials to shape, is put on in one piece, although the rail is curved at both ends. The secret is in Mrs. Stone's strong fingers, which coax and smooth the cloth into position over the rubber and polythene padding after she has applied an adhesive and warmed the material under an electric lamp. Once she has snipped the edges to fold under the rail, and cut the apertures for the clock and air vents, there is no room for error, and if you watch her at work you soon realise that this is no job for an amateur. On Mrs. Stone's dexterity depends an important detail of the 3-Litre's interior elegance.

Mrs. Stone, who lives in Sheldon Grove, Sheldon, has been in the Trim Shop for the past three years.

### They'll go sailing down the river

Service Dept. Social Activities report that they are organising a summer outing on Saturday, June 17.

It will be a coach drive to Oxford, followed by a river trip to Abingdon for lunch and tea, and an evening of dancing at the Crown Hotel, Banbury.



Mrs. Doris Stone at work.

### The 'Beaver' clocks 500,000 miles

The Transport Department's Leyland Beaver lorry and trailer has just completed over half a million miles, most of them with Ray Court at the wheel when it was used as a transporter. It is now on general purpose work and is being driven by Owen Marsh who also contributed to the half-million miles.

Leyland personnel always inquire about the "Beaver" when they call, and we gather it is developing into one of their "show pieces". During this time it has had one major engine overhaul.

### WIFE WINS THE TALENT CONTEST

The Works Engineers held a social and dance at the Swan, Yardley on April 24.

A talent competition was held during the evening, which produced some very good entertainment. The competition was won by Mrs. B. Cornbill, wife of Mr. Brian Cornbill, fitter welder.

## For Roving in style—anywhere in the world



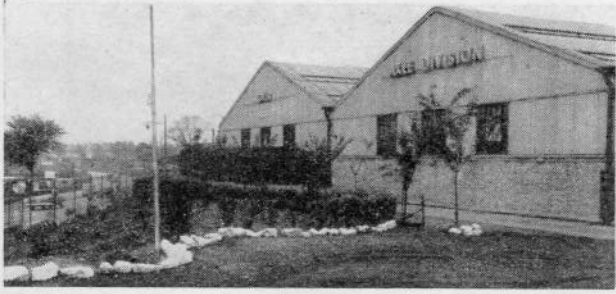
Here's a new idea in Land-Rovering—the Dormobile caravan conversion by Martin Walter Ltd. of the Long Station Wagon, which makes comfortable caravanning possible anywhere in the world.

The tropical roof normally fitted to the Station Wagon is replaced by the Martin Walter elevating roof, which has a colourful canopy of rotproof P.V.C. For travelling, the roof remains down and makes the vehicle only three inches higher than the normal Long Station Wagon.

The rear seats fold close to the body sides, giving clear floor space where required. Conversion of the seats to form two single beds or one double bed is simple and speedy and two 6-foot folding upper bunks are also provided. Caravan fittings in the rear of the vehicle include a stove, a sink, water containers and an easily erected table. There is a roomy wardrobe and cupboards and lockers for additional storage.

The vehicle should appeal particularly to long-distance travellers, combining as it does, unparalleled versatility with comfortable touring for four adults and their baggage.

# Perry Barr keeps the wheels turning...



At the corner of Wellhead Lane and Aldridge Road, close by the Alexander Sports Ground, stands Perry Barr factory. The sign on the front reads "Axle Division": you could perhaps say that this is the Rover factory which keeps the wheels turning, for Perry Barr makes the front and rear axles for Land-Rovers, as well as rear axles and front suspensions for all P.4 and P.5 cars.

**FOCUS**  
on a  
factory

Between 40 and 50 lorries a day deliver the materials required for these units.

Some, like brake assemblies, come from outside suppliers, while other components are sent from all the Rover factories in the Tyseley Group. Completed units are transported from Perry Barr direct to Solihull, ready to be assembled into vehicles.

One product of which Perry Barr is particularly proud is the car differential units, on whose performance so much of a car's smooth and quiet running depends.

The very highest standard of quality is demanded and achieved for these units. "If they can be heard, they are rejected" ROVER NEWS was told—and you cannot say more than that.

## 600 Workers

The factory, which formerly belonged to a cycle firm, was acquired by the Rover Company in 1953 to allow for expansion at Tyseley. It was enlarged and now consists of two buildings, one housing the main machine shop and the other being devoted to the machining of differential parts and the assembly lines.

About 600 people work at Perry Barr. Many of them travel from the Sheldon and Solihull areas, and they include many old hands from Tyseley.

The Works Superintendent, Mr. H. W. Hayer, for example, began his career with the Company at Tyseley in 1932. He worked for the Company at Earby, Yorkshire, during the war, returning to Tyseley and later Percy Road, before going to Perry Barr.

## Long Service

Senior personnel at Perry Barr include Mr. T. Hayward (Chief Inspector) who has recently joined the factory from Percy Road, and Mr. J. Jackson (Machine Shop Superintendent) who has 26 years' Rover service. Mr. F. Fulford is in charge of heat treatment, and Mr. A. Turner, who is in charge of the assembly lines, has been with Rover since 1924. Shop Foreman Mr. J. Tiffen is another with 26 years' service with the Company, while Mr. W. Goode, in charge of crown wheels and pinions, has 25 years, and Mr. K. Baker, who controls the laboratories at Perry Barr and Ryland Road, has been with Rover 24 years. Twenty-one years with Rover is the record of Mr. D. Hemms (Plant Foreman) and of Mr. W. Ainsworth, who is responsible for transport and progress. Altogether there are 24 gold watch recipients at Perry Barr.

The factory has its own canteen and games room, and a popular relaxation during the winter is the lunchtime film shows in the canteen, at which features are "serialised" in half-hour showings.

Now let's take a quick tour of the factory. At one end of the Machine

## Boys on Works Course

Three schoolboys—Michael Franey (Dulwich College), George Ellis (Merchant Taylor's, Crosby) and Timothy Forrest (Tonbridge School)—had an insight into industrial life recently when they visited the Company for a Short Works Course.



Mr. H. W. Hayer, Works Superintendent at Perry Barr.

Shop are seven large furnaces, into which an automatic charger, running up and down on "railway" lines, feeds axle components for heat treatment. Further along the shop are a variety of auto and single and multi-spindle machines, performing various operations on axle components.

## Safety First

On into the Lever Shop, where the various steering levers are machined. Check and double-check is the rule here, for a driver's safety could depend on the steering mechanism.

The lengths to which this "safety first" policy are pursued at Perry Barr can be seen in the nearby polishing shop. Here, 14 men work in a blaze of sparks as they machine polish steering details so that they can be inspected to ensure that no cracked or burnt material can get into a vehicle. Inspection is carried out by electro-fluxing and anodic etching.

## Final Check

In the "New" Shop the visitor can follow the stages of manufacture of crown wheels and pinions. The un-machined forgings undergo various processes until they reach the gear-cutting machines. After this, the wheels and pinions come together for a bearing check, assessed by heel and toe marking. The next stage is heat treatment—carburising, hardening, tempering and shot-blasting. After this, the wheels and pinions are "married" and the pairs are never separated again. They are "lapped" and then checked again for sound and positioning before being assembled in the differential units, which in turn go to the axle assembly line via an overhead conveyor.

The final check sees the assembled rear axle unit coupled to a propeller shaft in a test bed, which reproduces vehicle conditions. Expert ears listen carefully as the axle is driven, and only when the testers are completely satisfied are the assemblies passed for delivery to Solihull.

Like its companion factories in the Tyseley Group, Perry Barr is a vital link in the Rover chain—and truly it "keeps the wheels turning".

## AND HERE'S A LOOK AT THE FACTORY AT WORK



Inside Perry Barr factory . . . the front axle assembly track makes a busy scene (top left) while Mr. F. Walker is seen (bottom left) handling the charging unit for the hardening furnaces. A section of the Polishing Shop is seen in the bottom right-hand picture, and the fourth picture shows Mr. D. Adam operating a rear axle testing unit.

# SUMMER SNAPS

## WIN A CASH PRIZE IN OUR COMPETITION

It could be a country scene, or it could be a happy shot of your youngster paddling at Weston . . . whatever your subject your camera can win you a prize in our 'Summer Snaps' competition. First prize is five guineas, second is three guineas and third two guineas. And for every picture published in ROVER NEWS 10s. 6d. will be paid. Send your photographs, with your name

and address and department to 'Summer Snaps', Rover News, North Block, Meteor Works, Solihull. Closing date for entries will be August 31 and the judging panel's decision will be final.

A selection of entries will be published in the paper during the competition. So come on you happy snappers—get clicking.

## Dance Time for Darts Section



Members of the ladies' darts section of the L.R. Trim Shop are pictured here with some of their guests at the annual dinner and dance. In the picture are (back row, left to right): Messrs. W. Brookes, A. Wood, R. Dixon, W. J. Robinson, Miss J. Ludlow, Mr. P. Hall, Mrs. R. Dixon, Mrs. J. Lawrence, Mr. J. Lawrence, Mrs. W. Dugmore, Mrs. A. Manley, Mr. G. Barnett, Mrs. G. Barnett, Miss A. Bluck. Front: Miss P. McKinley, Mrs. M. Wright, Miss R. Dyke, Mrs. J. Wood, Mrs. M. Dyke, Mrs. B. Pope (Secretary), Miss M. Watkins, Mrs. M. Brooks (Captain), Mrs. M. Burroughs, Mrs. F. Edwards (Chairman). Seated: Mr. A. Manley and Mr. W. Dugmore (President).

## Successes in First Aid Exams.

Congratulations to the following employees who have passed their First Aid examination: Mrs. M. L. Cole, Miss M. A. Bancroft, Mrs. S. Lawrence, Miss J. Stilling, Mrs. M. Middleton, Messrs. H. Gardner, N. H. Stoneham, F. Smith, A. Bennett, R. J. Britt, F. Gilbert, D. J. Hadley, W. H. Hall, F. W. Harrison, P. A. Horton, D. T. Jones, H. E. Jones, J. A. Middleton, D. Murray, W. H. Pritchard, T. H. Richman, L. Rollins, R. K. Shuttleworth, L. W. Steed, R. A. C. Stubbs, J. T. Thompson and F. E. Whitbread.

Their success follows a 10-week course of lectures given by Dr. V. A. Lloyd, Corps. Surgeon to The St. John Ambulance Brigade in Birmingham.

Corps. Officer L. J. Rose, S.B.St.J. (Tool Room, Acocks Green) gave the Practical with demonstrations, assisted by Cpl. W. G. Ray (P.5, Solihull).

Colour was added to the final evening's practice when half-a-dozen St. John Ambulance members in uniform from Acocks Green Rover Division turned up and gave practical instruction.

At present a 6-weekly course is running in the Fire Station at Solihull each Thursday evening at 7 p.m. The Company are also hoping that Mr. Rose will run a revisionary class early each year so that all interested employees maintain their efficiency.

Remember . . . that a life may easily depend on your knowledge of First Aid in coping with a case of sudden illness or an accident.

## Seaside Trip

A day trip to Skegness was organised by Mr. A. C. Ashworth, the Chairman of the Solihull Teenage Section which meets in Hobsmoat Community Centre. The party of 36 left by coach at 7.30 a.m. on Saturday April 29—arriving in Skegness for lunch and an enjoyable afternoon and evening at the seaside.

## OLD TYME - AND GAY TIME



## ROVING REPORTS

### A REAL office grapevine . . .

You've all heard of the office grapevine. We can now tell you exactly where it has its roots—and a bunch of grapes!

This grapevine is to be found in Mr. O. Poppe's secretary's office. Grown from a small plant, a gift from Mr. F. E. A. Stephenson of Quality Control, some three years ago, the vine now provides a pleasantly decorative touch to the office window.

Verdict on the grapes—very juicy and quite sweet.



Miss Gillian Plant—and the grapevine.

were led by Dr. Richard M. Leighton of the College Faculty, and were accompanied on their tour of the works by the U.S. Consul in Birmingham, Mr. K. B. Atkinson, and Mr. J. Aldred Evans, of the Central Office of Information.

The College, at Fort McNair, Washington D.C., is part of the educational system of the U.S. Department of Defence. It is concerned with the higher education of officers and key civilian executives in the economic and industrial aspects of national security.

### Keeping in Touch



Ex-Tyseley apprentice Corporal Alan Morris, whose R.A.F. promotion was recorded in this column last month, has sent this picture from his Middle East posting at Khormaksar, which shows him with his squadron's Land-Rover. Alan says he hopes to be back with the Company next year, and in the meantime ROVER NEWS helps him keep in touch.

### Anyone For . . .

At lunch-time the Solihull Works Canteen resounds to the clash of steel as knife crosses fork. On Monday evenings the clash of steel is again heard, but this time as foils meet. If you mistakenly think that foil is only some-

thing you roast a chicken in, you are invited to go along to a meeting of the Fencing Section and join in a healthy, invigorating exercise under the expert tuition of Maitre d'Armes Roger Bickle.

Anyone interested in taking up a sport with a difference should get in touch with the Section Secretary, G. C. Luker, Secretarial Department (Internal Extension No. 565).

### Lorna sings her way to £500 award

Miss Lorna Haywood, the daughter of Mr. W. (Billy) Haywood of the Service Department at Ryland Road has achieved an outstanding success at the Royal College of Music in London by winning the £500 "Kathleen Ferrier" award.

Lorna, who is 22, began her singing career in Waverley Grammar School operas, and when she was 18 she won a scholarship to the Royal College of Music, where she has been studying for the past four years. She has been a soloist in several concerts and recently sang a solo part in the "Sir Henry Wood" concert at the Royal Albert Hall, which was conducted by Sir Malcolm Sargent in the presence of the Queen Mother. Last month she was seen in the Midland television programme "Scan".

It has been suggested that her award should be used towards a further two or three years' study in New York.

### 850 SEE NEW CHAMPIONS

The Rover Ballroom at Solihull was the setting for a glittering occasion on the night of May 5—the All-England Old Tyme Dance Championship, presented by the Empire Society of Teachers of Dancing in conjunction with the Rover (Solihull) Social and Athletic Club. "A fabulous night" was one description, and the 850 people who enjoyed the dancing at the ball, the vivid beauty of the dresses and the excitement of the championship judging certainly agreed.

Many of the country's leading amateur dancers were among the 48

couples who took part in the championship. There were three heats, followed by the semi-final, and six couples were left to dance in the final. The winners and a popular choice, were Derek Tonks and Beryl Bates from Wolverhampton. They are seen above, receiving the trophy from Mr. J. Williams, President of the Empire Society, and on the left with the other finalists. Mr. Eric C. Stonehouse was the competition compere, and MC's for the ball were Mr. J. V. Preece and Mrs. Elsie Hurry. The orchestra was the Sylvians Old Tyme Orchestra.



Swirling skirts and practised steps as competitors dance in one of the championship heats.

### Can-Can Girls



Ooh la la! Pictured in their Can-Can costumes are the Shearman sisters, Brenda, June and Mavis and Doreen Edmonds. Brenda and June work in the Welding Shop, and Mavis and Doreen in the Trim Shop, Solihull. The photograph was taken before a performance at a charity show at Ullingswick, Herefordshire. The Can-Can group are trained by Miss Christine Burns of the Trim Shop, and have appeared at many charity shows.

### The 'risk-its'

Our item on traffic problems in Valiant Way has brought another letter from a reader, Mr. D. Jones of the Specification Dept., who describes some of the cyclists who use the road as 'the Rover Risk-its'. "Watch them weave in and out of the different traffic lanes and finish by ignoring the Halt Sign" he writes. "Oblivious to danger they cycle serenely on. The nearer the squeak the better they like it".

### Their 'Thank-You'

An unusual "thank-you" came at the end of a factory visit last month. After their tour of Solihull works, members of the U.S. Industrial College of the Armed Forces presented the Company with a bound certificate recording their appreciation for a "significant contribution to the educational programme".

Eight members of the College, representing the Army, Air Force and Navy,

## PERSONAL NEWS FROM THE FACTORIES

### BIRTHS

We offer our congratulations to . . .

ALLSO — To Mr. and Mrs. R. Allso, a son (Robert Jeremy), on April 27th. Mr. Allso is in the Purchase Dept. at Springfield.

GARRETT — To Mr. and Mrs. J. Garrett, a son (David John), on May 3rd. Mr. Garrett is a Development Engineer in the Gas Turbine Technical Office.

GILBERT — To Mr. and Mrs. Leonard Gilbert, a son (Nicholas), on March 28th. Mr. Gilbert works in the West Block Paint Shop.

HARVERSON — To Mr. and Mrs. P. J. Harverson, a daughter (Jacqueline Mary), on March 23rd. Mr. Harverson is in the Laboratory at Acocks Green.

HOLLINS — To Mr. and Mrs. D. Hollins, a daughter (Shirley), on April 16th. Mr. Hollins is an arc welder at Clay Lane, Coventry.

PHILLIPS — To Mr. and Mrs. John Phillips, a son (Nigel Paul), on April 19th. Mr. Phillips is a Technical Assistant in the Electrical Development Section of the Engineering Dept.

PIKE — To Mr. and Mrs. K. Pike, a daughter (Maxine Susan), on April 10th. Mr. Pike works in the Rectification Dept., and Mrs. Connie Pike

formerly worked in the Stationery Dept. at Solihull.

RYAN — To Mr. and Mrs. M. Ryan, a daughter, on March 26th. Mr. Ryan works in Service Stores.

### MARRIAGES

Congratulations and good wishes to . . .

HUMPHRIES-HOLLIS — On April 29th at Solihull Church, Mr. F. A. Humphries to Miss Joslyn Hollis (Progress Office, Solihull). Mr. Humphries worked on P.4 Finishing Line and is now on National Service.

MCDONOUGH-O'HALLORAN — On April 3rd at Holy Family Church, Small Heath, Mr. James Joseph McDonough (West Block Paint Shop) to Miss Helen O'Halloran.

PRENTICE-WARRENDER — On April 1st at St. Edmunds Church, Tyseley, Mr. R. Prentice to Miss Dorothy Warrender. The bride is a Clerk in the Kardex and Booking Office, Acocks Green.

VENABLES-SPRINGTHORPE — On April 15th at Solihull Parish Church, Mr. Roy Venables to Miss Jill Springthorpe. The bride works in the Cashier's Department, Solihull.

### GOLDEN WEDDING

JONES — Mr. and Mrs. T. A. Jones celebrated their Golden Wedding on April 15th. Mr. Jones works in the Photographic Department at Acocks Green.

### DEATHS

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

BEDDOES — Mr. G. H. Beddoes (Fettling Dept., Tyseley) died on April 19th, aged 46. Mr. Beddoes had 13 years' service with the Company.

BEELEY — Mr. William Beeley (Inspection Dept., Tyseley) died on April 19th, aged 64.

MARSON — Mr. A. Marson on the 16th April. He had been with the Company 14 years in the Body Shop.

SIVELL — Mr. R. C. Sivell died on the 24th April, aged 62. Mr. Sivell was employed with the Company for 14 years as a Trimmer.

## THIS WINNER OF 1912 IS STILL IN THE PICTURE...



The scene: the S-bend on Caerphilly Hill. The date: 1912. The rider: C. T. Newsome, on his 3½ h.p. Rover, setting the fastest time of the day for the climb, 1 min. 11 secs. He won the event in the two succeeding years, and in 1914 beat all comers with a record time of 1 min. 2½ secs.

H. B. LIGHT turns the pages of THE ROVER STORY

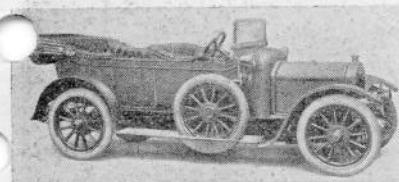
## The years of success up to World War I

Production and development of Rover cycles, motor cycles and cars continued enthusiastically through the years up to the beginning of World War I, and the Company built up a great reputation for quality and reliability. Each year long lists of successes were recorded and testimonials poured in from Rover owners at home and from all parts of the world.

Some great performances were made with the Imperial Rover cycles, and in the 1908 season the Imperial Rover racer achieved a remarkable record, winning all the principal handicaps, scratch races, and championships.

At the Olympic Games held in London, every single bicycle race decided was won on a Rover.

In 1909, for the fifth year in succession, the Rover bicycle secured the 100 kilometres title at the World Championships held at Copenhagen—a feat unequalled on any other cycle. We held the 1,000 miles road record, the North Road 24 hours record, the Brighton-and-back record, and the quarter-mile standing start world record.



The 12 h.p., 4-cylinder Rover of 1911.

### WORLD TITLES

The great success of 1910 was achieved by Mr. W. J. Bailey (World's Amateur and British Empire Champion) who won the World's Championship at Brussels, and the Grand Prix of Paris. Bailey, Leon Meredith, V. L. Johnson and A. L. Reed, between them won nine of the World's Championships on their Rovers.

The 50 miles championship was won on Rover machines for 12 years in succession.

There was interest in power-assisted bicycles even in 1908 and in the sales brochures of the period we offered "La Motosacoche", a compact motor of 1½ h.p. which could be fitted to a special frame. It was offered at prices complete from £30-£35 according to whether the customer chose accumulator ignition or magneto ignition.

### BIGGEST RANGE

In 1912 The Rover Company offered a bigger selection of vehicles than any other firm in the world, ranging from cycles at £6.10.0 - £15.2.6, motor cycles from £49 to £75, and cars from 100 guineas to £600.

After the introduction of our motor cycles in 1902/3 we carried on with the manufacture of the 2½ h.p. and 3 h.p. models until 1906. Hundreds of these machines were sold and it was a disappointment to many enthusiasts when

the Company decided to cease further production. In 1910, however, following much experimental work, a motor cycle of 3½ h.p. was designed by Mr. Greenwood, and proved an outstanding success. It was a single cylinder model with Druid Spring Forks, and under licence we fitted the Triumph-type free engine clutch. It sold at £55.0.0 in 1911 and this was considered to be striking value.

In 1912 we offered a fixed engine model at £49.0.0 and a model with Armstrong-triplex three speed gear at £59.10.0. We fitted the three speed gear to two Rover motor cycles entered in the A.C.U. six days' trials and we obtained a gold medal for one machine, and a bronze medal for the other.

It was on a three-speed Rover that C. T. Newsome made the fastest time and won 1st prize on formula in the Coventry Motor Club's Hill Climb.

### MANX WINNERS

As in the case of cycles, the 3½ h.p. motor cycle figured prominently in the success lists and in 1913 we published a list of ten pages covering well over 100 awards in hill climbing, speed trials and reliability trials. Messrs. Newsome, Brown and Lindsay were winners of the team prize in the International T.T. race in the Isle of Man.

Mr. Newsome was the most successful competition rider of 1913, and was outstanding in the Tourist Trophy race, the English six days' trials and in the six days' Scottish trials.

In spite of the success of Rover cars against keen competition, it became evident to the management that it was time for new designs and in 1911 we engaged a brilliant designer, Owen Clegg, and he produced in record time the famous 12 h.p./4-cyl. model which sold for £350. This was the main product until the outbreak of the war.

### A NEW '8'

Also in 1911, we introduced an 8 h.p. model fitted with the new Daimler engine (101.5 m/m bore x 130 m/m stroke) and this model replaced the first 8 h.p. car which had been designed in 1904. Over 3,000 of the original 8's had been manufactured.

In 1913 the production of single and 2-cylinder cars was discontinued and the whole capacity of our works was concentrated on the production of the 12 h.p. 4-cylinder car. Owen Clegg left the Company in 1913 to take up management of Darracq in Paris and Mark Wild took his place, staying with us until 1924.

In this month's instalment of The Rover Story a name that has long been familiar to many appears—that of Mr. C. T. Newsome. It is 50 years since the young Charles Newsome joined the Company and, still active in its service today, he recalled for ROVER NEWS some of his memories of those early times.

Mr. Newsome came to Rover from the Daimler Company, where he had served his apprenticeship, in 1911. His job was the development of the Company's 3½ h.p. motor cycle, and he was soon leading a team of competition riders who won fame for Rover machines in trials and climbs all over the country.

### In TT races

All three riders won gold medals three years running in the English and Scottish six-day trials, and Mr. Newsome remembers particularly the occasion when he and Dudley Noble, a Rover team-mate, were the only riders to climb Porlock Hill when the mud was so bad that the organisers, after protests, ruled the climb out of the reckoning for medals and awarded 'C.T.' and Dudley Noble 50 bonus points.

Mr. Newsome has memories, too, of competing in the Manx TT races of 1913 and 1914, and in the first year Rover won the team prize. He had a narrow escape during practice for the 1914 race when his machine touched another at 70 m.p.h. He was 'bowled along like a rabbit' and owed his life to the crash helmet he was wearing.

Hill climbing was another speciality, and before the first war Mr. Newsome built a special engine with a 7½-1 compression ratio. This Rover proved a winner for Mr. Newsome, for he never competed on it without victory and won 15 open hill climbs, collecting 32 gold medals in the process.



Mr. NEWSOME

Not that Mr. Newsome has attached great importance to trophy-collecting for his own sake. Typically, when there was a national appeal for gold in the thirties, his medals—some 40 of them—went into the melting pot.

Nor does he say much about his service in World War I, and perhaps few who know him also know that Captain C. T. Newsome, of the Mechanical Transport section of the RASC, won the OBE (Military) during the British retreat on the Western Front in 1918 and was twice mentioned in despatches.

### A Swap...

He does have an amusing story to tell, however, of how he got to France in 1914. He heard from Dudley Noble in London that motor cyclists were wanted, and so he promptly set off from Northampton on his machine. He made the trip in just over two hours, but only arrived in time to see the selected party marching down Whitehall. There and then he persuaded an acquaintance he recognised to swap his chit for the Newsome motor-cycle.

After the war he returned to Rover to take charge of the car Experimental Dept. The 8 h.p. car with the air-cooled engine had been built and Mr. Newsome took a prototype on the London-Land's End trial. Yet another gold medal was won and the car went into production.

Mr. Newsome subsequently held several senior positions in the Company, and in 1932 he set up the Inspection and Quality Control system. During the last war he became the Chief Inspector of all Air Ministry work at Rover factories. Though Mr. Newsome stepped down from full-time duties as Executive Director of Quality two years ago he still serves the Company, at the age of 72, as an adviser.

# SICK BENEFIT SOCIETY SEEK 'MISSING' 15 p.c.

Although membership of the Rover Sick Benefit Society increased from 7,107 to 7,273 last year, 15 per cent of employees eligible still do not belong to the Society. This was stated in the report of the Management Committee to the annual meeting of the Society, held at Solihull on April 27, under the chairmanship of Mr. W. J. Robinson.

In their report the Committee said they were at a loss to understand why the 15 per cent had not taken advantage of the scheme. Delegates to the meeting also expressed surprise at the figure, and efforts are to be made to draw the attention of eligible non-members to the benefits offered by the Society.

The meeting heard that 9,397 sickness benefit cheques were issued during the year, totalling £27,257, and 44 death claims, amounting to £810 were paid.

The Society's sick visitors made 164 visits during the period and reference was made to the heavy rate of sickness claims in the early part of this year.

### The Objects

Donations by the Company to the Society last year were £14,967, and the Company also bore the expenses of management which amounted to £1,761. The Management Committee's report thanked the Board of Directors for their continued interest in the Society.

\*The objects of the Society are to provide cash benefits for members during periods of absence from work through illness and to provide a small death benefit on the death of a member. The Society is managed by a committee consisting of employees elected by members and an equal number of representatives appointed by the Company. Funds are provided by contributions from members and by donations from the Company.

To give an example of benefits and contributions, a man of 18 or over pays 10d. a week, which entitles him to a sickness benefit of £3 a week, which is payable for up to 26 weeks in any period of 52 weeks. There are different rates of benefits and contributions for women and members under 18.

### They will help

If you are eligible you can obtain a form from the Personnel office or from the Sick Benefit Society office. Your appropriate Committeeman or delegate will also give you any further information you may need. Their names are given below:

1. Solihull car production workers plus all time workers with the exception of Stores, Transport and Inspection: Committeeman, Mr. A. H. Ayliffe; Delegates, Mr. I. C. Watts (Trim Shop) North Block, Mr. G. Parsons (Final Line), Mr. A. Morris (P.4 Car Track), Mr. D. T. Bailey (Paint Shop).
2. Solihull Land-Rover production workers plus Stores, Transport, Inspection and Gas Turbine: Committeeman, Mr. D. Kemp; Delegates, Mr. K. F. Buckley (Land-Rover), Mr. J. G. Bowater (Land-Rover), Mr. E. Hall (Land-Rover), Mrs. H. M. Hemming (Press Shop).
3. Tysley factory: Committeeman, Mr. J. Ireland; Delegates, Mr. N. Bingley (Plant), Mr. P. Nicholas (Group 58), Mr. W. T. Brown (Toolroom), Mr. G. H. Harmer (Crankshaft).
4. Springfield, Percy Road, Ryland Road and Perry Barr: Committeeman, Mr. L. Coombes; Delegates, Mr. K. E. Lewis (Springfield), Mr. W. Hosgood (Ryland Rd.), Mr. A. Yates (Perry Barr), Mr. D. L. MacLiesh (Percy Rd.).
5. All Service personnel including London and Clay Lane, Coventry: Committeeman, Mr. A. E. Ashley; Delegates, Mr. H. J. Briscoe (Service, Solihull), Mr. H. Lamb (Service, Solihull), Mr. J. R. Eaton (London), Mr. V. Basten (London).
6. Acocks Green: Committeeman, Mr. H. Coventry; Delegates, Mr. W. T. Ward, Mr. L. H. Whitehouse, Mr. J. E. Winter.

## IT'S A GROWING SECTION!

The Rover Horticultural Society report that the strength of the Section grows daily, and the Committee hope that this will be reflected in the number of entries for the Annual Show, which is to be held in the Main Canteen at Solihull on Saturday, August 19th, and for which programmes and entry forms will be available shortly.

All classes have been included and there are many prizes and awards, including a cold frame which has been donated by Mr. F. Singer (Inspection Dept.) for the best exhibit by a newcomer—that is, one who has never shown before. Entry is confined to Rover employees and independent judges have been engaged.

### The Opening

For the convenience of exhibitors, the canteen will be open for staging purposes from 9 p.m. on Friday, 18th August until 11 a.m. on the Saturday, and Mrs. L. G. T. Farmer, the wife of our Vice-Chairman, will open the show at 2.30 p.m.

Anyone requiring further information about the Show or Society should apply to any of the following:—Mr. H. Brown (L/R Final) Chairman, Mr. E. S. Lay (P.4 Finishing) Secretary, Mr. T. C. Perrins (C.K.I.), Mr. Arthur Ross (L/R Final), Mr. D. Phillips (L/R Final), Mr. W. Finney (Paint Shop), Mr. D. Boyle (M.C.I.), Mr. R. Greenwood (Secretarial).

## Apprenticeships completed

Mike McIntosh (Technical Service) and Tony Walton (Perry Barr) completed their apprenticeships last month.



Mr. W. J. Robinson presenting the Management Committee's report to the annual meeting of the Rover Sick Benefit Society.

# THE BEST SEASON SINCE THE WAR FOR TYSELEY SENIORS

The soccer season which has just ended proved the most successful for 15 years for the Tyseley Senior team. They ran away with the Division 12 Championship in the Birmingham Works A.F.A., and won the Empire and Wilkinson Cups.

In the final for the Wilkinson Cup they beat Clifford Coverings, champions of Division 9, by 5-2. The game was a real thriller, and was played on a pitch that was under several inches of water in places.

To mark these successes a Presentation Dance has been arranged for next Friday, June 2, at the St. Bernards Grange Hotel, Sheldon. Tickets, 4s. each, can be obtained from the Tyseley Labour Office.

The Solihull Senior team finished

fifth in Division 3, but have high hopes of promotion to Division 2, because of the proposal that next season will see the introduction of a Premier Division formed from teams in the present Division 1.

Solihull Reserves had success in the Ansells Shield competition, winning the trophy with a 4-3 win over Clifford Coverings. Hopes of a double were dashed when they lost 4-1 to Dunlop in the final of the Sir John Holder Shield.

## SHIELD WINNERS FOR SOLIHULL



The Rover (Solihull) team which won the Ansells Shield. Back row (left to right): J. Harris (sec.), R. Pearson, T. Bevington, J. Roberts, R. Ball, T. Hughes, C. Emmett. Seated: T. Smith, T. Byrne, P. Lees, I. Goddard, M. Green.

## SPORT in SHORT

Having completed their winter programme, Tyseley table tennis 1st team was placed fourth in the "3-a-side" League, Div. 3., and the second team was in fifth place in Division 1 of the Stechford League. A team has been entered in the Summer League, Div. 3.

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Solihull Archery Section has had several fixtures, beating Morris Commercial twice and losing to the Meriden Archers and Alvis. The section has a home friendly with Wilmot Breeden on June 4, for which several individual prizes have been donated by Mr. F. Pittaway, the West Midland coach. All interested in archery are invited to attend the Tuesday evening and Sunday afternoon gatherings at the sports field. Further particulars can be obtained from Mr. Neville Bedford (Jig Shop).

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Permits have been granted to a small number of members of Solihull Angling Section to fish the lake at Blenheim Palace on three consecutive Sundays, June 25, July 2 and July 9. The lake is heavily stocked with good size tench, and also holds good roach, perch and pike.

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Congratulations to Acocks Green 'A' Snooker team for finishing runners-up in South Division I of the Efficiency League. Tyseley's team finished third.

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Acocks Green Tennis section would welcome new members from any of the Rover factories. The club is situated in Mirfield Rd., off Warwick Road near Dovehouse Lane shops, midway between Olton and Solihull. Midland Red buses stop nearby.

There are three courts, two hard and one grass, which stand in very pleasant surroundings, and the pavilion has changing rooms and kitchen and

facilities for social events. Subscription is 30/- per annum.

If you are interested in joining the section, please contact the Welfare Office at Acocks Green, or the following members at Acocks Green—Mr. B. C. King (Tel. 231), Miss R. Jenkins, Miss H. Hobbs (Tel. 305), or Miss B. Field at Solihull (Tel. 563).

## BADMINTON TROPHY WINNERS

Results of the Solihull badminton singles finals for the G. Dix Trophy (Men) and the F. R. S. Seale Trophy (Ladies) were: Miss P. Spink (Sales Department) beat Mrs. D. Lilly (Directors' Offices) 11-8, 11-5; E. Newman (Home Sales) beat P. Wilkes (Cost Office) 7-15, 15-7, 15-12.

## 'Cool Cats' at the Hop

The Apprentices' Association report a successful annual dance last month at the Greswolde Hotel, Knowle.

A Jazz Hop was held later in the month at the Billesley Hotel, and some 150 "cool cats" were there.

A large audience saw the final battle in the Aslin Trophy snooker competition at Solihull. The winner by three frames to nil was Mr. L. C. Gibson, who is holding the cup in our picture on the right. It was presented by Mr. F. W. Allen (left) who also presented a statuette to the winner. The runner-up was Mr. E. Froggatt, who, like Mr. Gibson, plays in Solihull's Efficiency 'A' Team. Also in the picture is Mr. R. S. Taylor, secretary of the Billiards and Snooker section.



Harry Reynolds — racing cyclist.

## FINE 5-WICKET VICTORY IN FIRST GAME

In their first league match of the season, Rover (Solihull) Cricket Club, promoted from Division 4, played last year's runners-up of Division 3, Mitchells & Butlers and gained a 5 wicket victory, at Lode Lane.

The visitors batted first on a soft wicket and found the home team bowlers in early season form. Albert Gregory (4 for 12 in 12 overs) removed the middle stump of the 'Brewers' opening batsman with his third delivery. This set the pattern for the game, and the visitors lost their first 6 wickets for only 18 runs. The seventh wicket pair stayed for 40 minutes, but could only add 6 runs, and M. & B. finished with a total of 34. Laurie Burnett also bowled well, taking 3 wickets for 4 runs. Charlie Payne (2) and Fred Hatton (1) shared the other wickets.

Rover made a brisk start in their reply, though they found the pace off the wicket variable and lost 4 batsmen to catches behind the wicket. However, the home team passed the visitors' total with 5 wickets to spare.

## He won a 'Silver' at the Olympics

Meet Harry Reynolds—Olympic silver medallist and one of Rover's brightest sporting stars.

Cycling is Harry's sport. He won his medal as a member of Britain's team in the 120-mile road race event at the 1956 Olympic Games at Melbourne, and though he is still only 25 he can look back on a brilliant sporting career.

It began in 1951, when he joined Solihull Cycling Club, to which he still belongs. He took up road racing seriously in 1952, and his name leaped into the headlines the following year when he won the massed start National Junior Championship over 40 miles.

The next two years saw Harry, riding as a senior, forging to the front in the cycling world, and in 1956 he went to Copenhagen, riding for Britain in the world championships. Later in the year came the unforgettable experience of the Melbourne Olympics, in which Britain's cyclists did so well. Harry's most vivid memory of the road race—the heat (it was well into the nineties) and the dust.

## Bike went, too

On their return to Britain, the Olympic competitors were given a banquet at the Guildhall in London, attended by Prince Philip, and the invitation card is one of Harry's most treasured souvenirs.

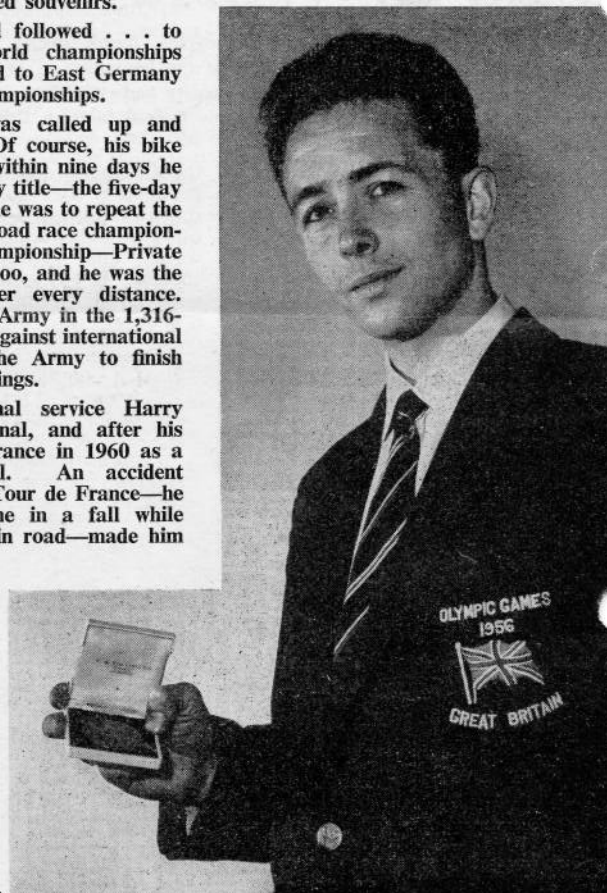
Other trips abroad followed . . . to Belgium for the world championships again, to Sweden, and to East Germany for the European championships.

In 1957 Harry was called up and joined the RASC. Of course, his bike went with him, and within nine days he had won his first Army title—the five-day championship, a win he was to repeat the following year. The road race championship, the 100-mile championship—Private Reynolds won them, too, and he was the RASC champion over every distance. He also rode for the Army in the 1,316-mile Tour of Britain against international teams, and helped the Army to finish third in the team placings.

During his national service Harry turned semi-professional, and after his demob he went to France in 1960 as a full-time professional. An accident during the gruelling Tour de France—he broke his collar bone in a fall while descending a mountain road—made him

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Harry, wearing his Olympic blazer, shows the Silver Medal he won riding for Britain in the 1956 Games at Melbourne.



## ★ Aslin Trophy is presented ★



## FAMILIES IN CAR RALLY BRAVE RAIN

The "Family Jamboree" of the Rover Car and Motor Cycle Club, held on April 30, was designed as a fairly easy rally for the family motorist, to be followed by a picnic and "gymkhana".

Unfortunately it rained continuously throughout the afternoon and evening but in spite of the weather 36 cars to part and all but one turned up at the finish. The picnic was held as planned, but the field events were cancelled. First two places in the rally went to visitors, E. R. Broadfield and K. Fletcher. The event was organised by the Tyseley section of the club.

ROVER NEWS is posted free every month to all employees. Date of our next issue: June 30.