



OUR 'SHOW WEEKS' MAKE A BIG HIT

100 in the first season

Rover Weeks—a new factory-organised sales campaign introduced this year—are now nearing the century mark, and have proved highly successful.

AN IDEA THAT HAS COME TO STAY

writes Mr. B. H. Liggins,
Home Sales Manager

The Rover Company has for many years deservedly enjoyed a large market in this country, as well as overseas, for cars of quality—a market frankly envied by other manufacturers, who now obviously intend to produce cars competitive with our range.

Foreseeing this, it was decided at the beginning of the year to stimulate further sales interest in Rover cars by the organisation of "Rover Weeks" to be held at the premises of our distributors and dealers. It was also felt that these Rover Weeks would at the same time serve to promote further sales in the face of hardening market conditions resulting from certain national economies.

The encouraging results of the Weeks held to date, and the enthusiasm shown by our distributors and dealers for the forward planning of further displays, leaves little doubt that this idea has come to stay, and will remain with us as a permanent feature of our sales policy.

There is every indication that we are today entering a strongly competitive era, which will require all to put forward their very best efforts to ensure that the Rover Company maintains and increases its share of the market we have in the past enjoyed, and it is my intention that further active and productive sales promotion methods will be continued to the advantage of all concerned.

These show weeks have been held all over the United Kingdom, and have been planned on a national scale not previously attempted.

Demonstrations

Many letters have been received from distributors and dealers who have staged Rover Weeks, confirming their success in creating fresh sales interest and leading to many orders which might not otherwise have been obtained.

The Weeks take the form of special displays of Rover cars and Land-Rovers in the showrooms of our distributors and dealers, and visitors can also have demonstration runs in our latest products. Some distributors and dealers have also held Rover Service Weeks in conjunction with the sales displays, so that Rover owners can have their present vehicles tested and reported on while they are examining the new models.

Special kits

Rover Week kits provided by the Company contain material to form a background to vehicles on show. They include illustrated panels depicting the history of the Company and the Rover quality control system, a 3-Litre chassis exhibit, and hanging signs. Advertising blocks are supplied for local Press announcements, which are followed by personal invitations to customers and prospective customers on the mailing lists of the distributor or dealer concerned.

So far about 80 Rover Weeks have been held, with 20 more booked before September.

A show goes on...

A typical Rover Week display is seen below. It was staged by Keystone Garages Ltd., Bourne-mouth.



A new link with Linares as the mayors meet



Pictured before the reception at which civic gifts were exchanged are (left to right): Mr. L. G. T. Farmer, Vice-Chairman of our Company; Donna Valenzuela, wife of the Mayor of Linares; the Mayor of Linares; his daughter-in-law, Senora Valenzuela; the Mayor of Solihull; and the Governor of Jaen. In the background are the Spanish-built Land-Rovers brought from Linares.



A handshake of friendship after the Mayors' exchange of gifts.

The link between Linares and Solihull, which has existed since Land-Rovers were first manufactured in the Spanish town, was strengthened this month when the civic leaders of both towns exchanged gifts and greetings during the visit of a party from Spain to the Rover Company.

The visitors were led by His Excellency Don Felipe Arche Hermosa, Governor of the Province of Jaen, and the Mayor of Linares, Don Leonardo Valenzuela. During their stay they saw all stages of Land-Rover production at the Solihull and Tyseley factories, as well as meeting Directors and other senior executives.

At a reception on June 14 attended by Directors of the Company, Don Leonardo

presented the Mayor of Solihull, Councillor J. W. Wall, with an inscribed silver plaque, and in return Councillor Wall presented the Spanish party with silver paper knives as a gift from Solihull. In his speech at the ceremony Don Leonardo conveyed the best wishes of the people of Linares to the people of Solihull, and he expressed the hope of even closer collaboration.

The Spanish party brought with them two Land-Rovers built by our associate company in Linares, Metalurgica de Santa Ana S.A. Production of Land-Rovers under licence started at the end of 1958, since when over 4,000 vehicles have been produced.

LAND-ROVER STEPS TO IT AT THE FAIR

Metalurgica de Santa Ana exhibited at both the Valencia and Barcelona International Sample Fairs in May and June.

On both occasions a Land-Rover bridge which was built in Spain was the centre of attraction, and at Barcelona permission was given by the show authorities for a Land-Rover to be driven up and down a large flight of stone steps.

A complete range of vehicles was displayed, including a fire engine.

General Franco, who accepted the first Spanish Land-Rover in 1958, visited the factory at Linares at the end of May.

INSIDE the NEWS

Order Book News,	
Tyseley Supervisors' Outing ...	Page 2
Across Africa by Land-Rover,	
Question & Answer Corner ...	Page 3
Roving Reports, Personal	
News	Page 4
Gold Watch Awards,	
The Rover Story	Page 5
All Your Sport	Page 6

For the Queen Mother



This Rover 3-Litre Automatic was recently supplied to Her Majesty Queen Elizabeth The Queen Mother, for her personal use. The car is finished in black with red interior. In each of the rear doors there is a pocket containing a leather-bound mirror, and the rear floor has a detachable thick curly pile carpet in charcoal grey which fits over the normal carpet. The boot is also carpeted.

Pictured with the car before it left the factory is Mr. P. Hall, Production Manager (Cars).

Death of Mr. Frank Ward

We learned with regret this month of the death of Mr. Frank Ward, a former Secretary and Director of the Company, at the age of 87.

Mr. Ward joined the Company at the age of 16 in 1889, and he was appointed Secretary in 1902 and a Director in 1932. He relinquished the Secretaryship in 1945, but continued to serve as a Director until his retirement at the end of 1953.

Mr. L. G. T. Farmer, Vice-Chairman of the Rover Company, writes:

"Those of us who knew and worked with him feel a great sense of loss at the passing of Frank Ward, and with his going a valuable link with the past has been severed. At his retirement in 1953 he had been with the firm for 64 of its 84 years—surely a remarkable record.

"I shared an office with him for several years after I joined the Company. I will always remember that time with real pleasure and a deep sense of gratitude, for he was always most kind and considerate.

"I know that he would, during his retirement, have derived much pleasure in seeing this great company of ours, with which he had been associated for so many years, develop from its beginnings as he knew them to its present position in the industry".

Land-Rover 'Circuses' tour Nigeria

Two special Land-Rover demonstration "Circuses" are at present touring Nigeria, our Distributors, Messrs. Bewac Ltd., report. Each unit consists of 3 vehicles, and the demonstrations, which have been accompanied by film shows, have met with a good response.

New orders negotiated recently in Nigeria include 146 vehicles, among them 7 special Land-Rover Ambulances, for the Royal Nigerian Army, and 65 for police duties.

An order for 12 special Mobile Cinema Units mounted on 109" Land-Rover Station Wagons has also been obtained from the Federal Information Division Film Unit. The Northern Region Information Services also have on order 20 109" Land-Rovers to be used for carrying film equipment.

UNICEF ORDERS

Unicef—the United Nations Children's Emergency Fund—which has bought over 1,000 Land-Rovers in the past five years, has another 150 on order. Unicef uses Land-Rovers in many countries, mainly in Africa and the Far East, to carry out health projects like the anti-malarial campaigns.

African sales trip

Mr. P. J. Crawley, Regional Sales Manager, is at present on a 10-week business tour of the African continent, during which he will visit 13 territories. His tour began in Morocco at the end of last month, where he visited the International Fair. He is now in Ghana.

Tyseley retirement

Mr. E. Sayers (Inspection Department, Tyseley) retired recently after nearly 13 years' service with the Company.

Every Mod. Con.!

Three 'half fountains' have replaced wash basins in the men's wash room serving No. 1 and No. 2 machine shops at Tyseley factory. They are foot-operated and the temperature of the water can be adjusted. Hot-air machines for hand-drying have also been installed in place of paper towels.

TWO ARMIES HEAD THE ORDER BOOK NEWS

The Portuguese Army figures in the order book again this month, with the news that a further 250 Land-Rovers have been ordered, bringing the total number of vehicles they have ordered this year to 453.

Another Land-Rover order has come from the Ghana Army. It is for 193 109" vehicles—a contract worth some £140,000.

Next, Japan, where a trade agreement has made possible an import quota for Land-Rovers. An order for 50 regular and long wheelbase vehicles has been placed by our distributors. There is also quota news from Spain, and our

distributors have obtained an import quota equal to 17 3-Litres.

Lord De L'Isle and Dudley, V.C., Governor-General Designate of Australia, has just taken delivery of a 3-Litre Automatic, and a 3-Litre is being shipped to Sir Oscar Morland, British Ambassador to Japan. Another diplomat to be supplied with a 3-Litre is Mr. J. A. Parsons, the Panamanian Vice-Consul in the Philippines.

Footnote from Moscow: The Luxemburg Ambassador to the Soviet Union, M. Dumont, has written to the Company reporting that his 3-Litre has been the victim of souvenir hunters who removed the Rover insignia from the bonnet. A replacement insignia—and a spare—is on the way.

Mr. Heslop is President

Mr. S. Heslop, the Rover Company's Chief Chemist and Metallurgist, has been inducted as this year's President of the Birmingham Metallurgical Society, an office which has been held by many eminent figures in the field of metallurgy.

The Society, the first in Britain, was founded in 1903 and has played an important part in Birmingham industry as well as in the development of the profession, including the establishment of its governing body, the Institution of Metallurgists. Mr. Heslop was elected a Fellow of the Institution in 1959.

Tyseley supervisors' visit turns out to be a civic occasion



The Pengam Moors site of the new Rover factory at Cardiff was one of the first places visited during the Tyseley Supervisors' Discussion Group outing—and provided the opportunity for this group photograph.



Taking tea with the Lord Mayor of Cardiff, Alderman E. Ewart Pearce, at the City Hall. Left to right: Mr. E. Scott, General Works Manager, Tyseley; the Lord Mayor; Mr. R. Knowles, Personnel Officer, Tyseley; and Alderman C. A. Horwood. The picture on the right shows Mr. Scott speaking at the lunch in Cardiff.



Strolling . . . through the machine shop at St. Mellons (left) and through Cardiff Castle grounds (above).

Not until the 150 members of the Tyseley Supervisors' Discussion Group were in Cardiff for their annual outing on June 10 was the well-kept secret of the programme for their visit to the city disclosed—an officially conducted civic tour followed by tea with the Lord Mayor in the City Hall.

First stop for the four coaches on the journey from Birmingham was at Monmouth for a coffee break before continuing to Cardiff to call at the pilot Rover establishment at St. Mellons. The large building there which is being converted into a machine shop was expertly appraised, and then, with Mr. D. J. Davies, Maintenance Engineer, leading the convoy the party visited Pengam Moors, the site for the new Rover

WELCOME BY CARDIFF'S LORD MAYOR

factory, where pile-driving was in progress.

Lunch was at the Park Hotel in Cardiff, and it was there that Mr. E. Scott, Tyseley's General Works Manager, announced the programme for the afternoon. He also welcomed Cardiff guests at the lunch—Alderman C. A. Horwood, Chairman of the City Development Committee, Mr. W. M. Brooks, City Housing and Estates Manager, Mr. J. H. Fisher Evans, of the Board of Trade, and four senior members of the Housing Department—and thanked them for their help in arranging the visit. Mr. Scott also formally welcomed three Tyseley veterans, now retired, who

were present—Mr. Frank Holland, Mr. George Clitheroe and Mr. S. Beauchamp Evett.

Members of the Housing Department acted as guides in the coaches during the afternoon tour of Cardiff's impressive new housing estates and other places of interest, and after a stroll round the Castle grounds the group met in the City Hall for tea with the Lord Mayor, Alderman E. Ewart Pearce, M.B.E., J.P., F.C.A. In an informal speech Mr. Scott described to the Lord Mayor the work of members of the group and their part in the Rover tradition, and he thanked the Lord Mayor and the City of Cardiff for their hospitality. The

Lord Mayor, in his reply, said it had given him real pleasure to welcome the Rover visitors to his friendly and beautiful city, and he said Cardiff would do everything in its power to make the Company's arrival happy and successful.

The last scene of a very friendly occasion was of the Lord Mayor waving farewell to the Tyseley visitors as the coaches left for Gloucester.

Dinner at the New County Hotel was followed by an impromptu "cabaret" (with Barry Bishop and Tony Geobey setting the pace in lively style) and Mr. R. Finney expressed the thanks of the group to Mr. Scott and to the Directors for an excellent day's outing before the coaches—with strong vocal accompaniment in at least one of them—made the final stage of the journey home.



At the turn of the year, Mr. Martin Lindsay, Solihull's M.P. since 1945, travelled across Africa by Land-Rover, from Lagos, Nigeria, through the new Chad Republic and into the Sudan. Here is his account of the journey, which he has written for "Rover News". Mr. Martin Lindsay is a traveller of repute—as long ago as 1929 he made a journey across Africa, exploring the Ituri Forest in the Congo, and he was surveyor to the British Arctic Air-Route expedition to Greenland in 1930-31 and leader of the British Trans-Greenland expedition in 1934.



IF YOU'VE A QUERY—WE CAN HELP

Have you a query about the Rover Sick Benefit Society? Or the new Rover pension fund for men? Or perhaps there is a point about National Insurance you would like explaining.

If you have a question, send it to ROVER NEWS, and we will give the official reply in "Question and Answer Corner," a new feature which we introduce this month.

The answers to four typical questions are given below. The first two concern the Sick Benefit Society.

Across Africa by Land-Rover

BY MARTIN LINDSAY, SOLIHULL'S M.P.



Above: The Land-Rover, complete with its thief-proof wiring, makes a river crossing by ferry barge.

Right: Two Sudanese hunters encountered on the trail.

The Land-Rover was shipped in November to Lagos, capital of Nigeria, and I flew there on December 8. Lagos is a steamy place on this tropical coast, which was known for centuries as the white man's grave because so many traders and missionaries died of fever.

Now the new capital is growing from a shanty town to be in time a modern city. Nigeria received her independence last October, but most of those in responsible positions are still British, for whom there is great goodwill among the native population.

potash from the far side of the lake. The dried fish and potash are carried in long camel convoys to the markets further south.

We continued on our way to the east, crossing by ferry barge over the river that is the boundary between Nigeria and the Chad Republic. This territory was formerly French and, like Nigeria, has just been handed over, but is still largely run by the French.

The capital, Fort Lamy, was full for independence celebrations and we were unable to obtain a bed so camped in the bush outside the town. Beer in Fort Lamy, incidentally, is 6/6d. a bottle! We were told that there are 400 Land-Rovers in this territory, and we found competent French distributors for yet another service.

Nomad Families

The first 100 miles east of Fort Lamy is rather dull. After that there are fewer people, and consequently more game. From the Land-Rover we saw many guinea fowl, frequently gazelles in twos and threes, and occasionally ostriches and wild dog. It was a contrast to densely-populated Nigeria, on the roads and dust tracks of which I had driven for 2,367 miles and seen no game whatever. There are few villages and the few people we saw were nomad wanderers, travelling in family groups on horses, camels and cows.

Roads in Central Africa vary enormously but all are bad. I was on tarmac only near Lagos. After that "roads" varied from "laterite"—hard rock-like earth—to dust tracks more suitable for camels.

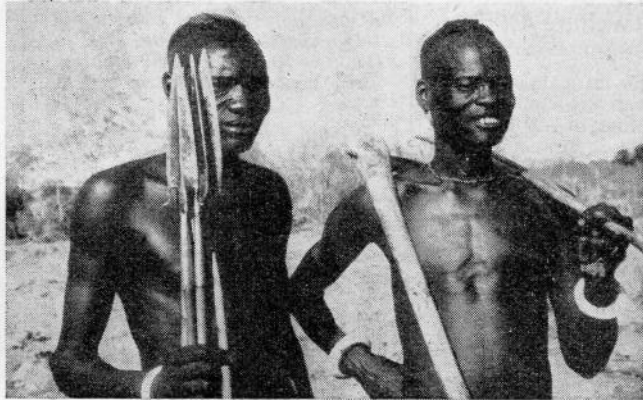
Under the Stars

Large towns like Kano or Fort Lamy boast hotels. In small towns and villages there is usually a "rest house" providing accommodation, but no more, for visiting officials who bring with them their own native servants, bedding and food.

We generally camped out in the bush. I know of no more pleasant experience than eating for supper what one has shot during the day, in front of a campfire under a starlit African sky, to the distant chorus of lion or hyena.

Ati is a shady little place with about 10 Frenchmen living in castellated white stucco houses. "Chez Marie"—Marie being a half-caste—we bought petrol and iced beer. It was by now distinctly hot by day, and one no longer needed several blankets at night. We also knocked at the porches of two French houses, in the successful quest of filtered water and ice.

● Turn to Page Four



From Lagos I drove to Kano 800 miles to the north. The densely-forested coastal belt in damp tropical heat was now

behind me, and henceforth we were in more open "bush" country. Kano is a picturesque native city surrounded by an ancient wall. Camels and asses still provide most of its transport.

Our First Night . . .

Outside Kano I was shown a track junction where, 51 years ago, a missionary took the wrong fork on his bicycle. He was stopped, stripped, painted blue and eaten. Today you go down that track to a modern airport.

There I met my son, 22, on leave from his regiment, and a pal of his. All three of us had done a short Land-Rover course at the Solihull Service School.

Our first night in the bush was on New Year's Day. We wondered if our camping arrangements would work, and much did not. The lamps, through our inexperience, caused a lot of trouble. The petrol cooker would not cook. We set the bush alight in trying to make it go and up went all our matches; next morning our two native servants overslept and then found they had neither matches nor firewood.

Legendary Lake

At Jos we stopped with the manager of a tin mine, chiefly to get a last service from a Rover agency with two English fitters. I took the opportunity to buy a trailer as, with all our camp kit, rifles and two weeks' food for five people, the Land-Rover had been impossibly tightly packed. Unfortunately, I could only buy one that was German made, but it proved invaluable.

Lake Chad was for centuries a legendary place which every African traveller longed to reach. Now you can get to it without much difficulty in a suitable vehicle, though the track is so bad that without the boost of the Land-Rover's lowest gear we should have been stuck in the sand several times. Many who have reached Lake Chad say that they saw no water, only miles and miles of tall, dense reed grass.

Dear Beer . . .

We were lucky, and found a fishing hamlet on the lake which at that point consisted of a lagoon enclosed by papyrus islands. A local industry is drying fish and another is bringing

First Aid success

The following members of the Fire Brigade and Works Police at Solihull were successful in passing their examinations in First Aid and will receive the appropriate certificates: G. F. Dagnall, C. W. Walker, A. S. Draper, E. Lancaster, W. E. Hone, and F. G. Swingle (Fire Station); J. A. Davies, F. W. Jackson, C. H. Ormrod and L. J. Ryall (Works Police).

But their job is no joyride

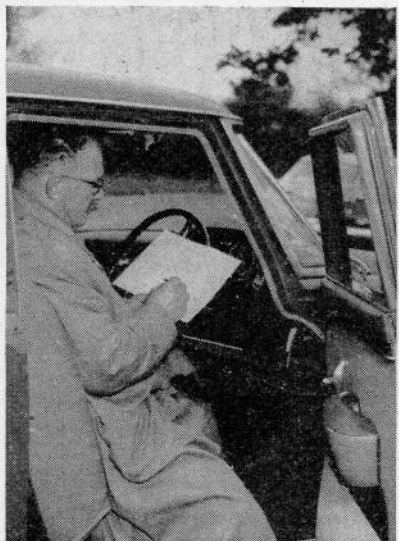
NOT AS EASY AS IT LOOKS: No. 5

The test track at Solihull is a pleasant place on a summer day. You could almost imagine yourself on a drive through the countryside, and perhaps you have envied the testers who spend their time taking cars round the track. But their job leaves them little time to enjoy the scenery.

Even the actual driving is incidental, for while a tester must obviously be a skilled driver, all the time he is on the track his senses are tuned to the performance of the car, checking by hand, ear and eye for any fault or unwanted noise. Controls and accessories, steering, engine, gears and transmission—all these are carefully checked in turn, and comments noted on the test card when rectification is necessary.

There is no short cut to a tester's job. Experience is the essential qualification, for in many instances it is only a tester's experience which can tell him exactly what is at fault, and a wrong diagnosis

could involve the Company unnecessarily in an expensive replacement—or, if something is passed which shouldn't be, damage the Rover reputation with the customer. The tester also has to be a skilful mechanic, able to make adjustments to the vehicle on the track.



Intelligence, judgment, mechanical knowledge and a strong sense of responsibility are all essentials for a job which is no joyride.

Car testing at Solihull is carried out by a foreman and 12 test drivers. One of them is seen in our picture above making an entry on his report card during a halt on the track. He is Mr. S. R. Beavan, a final tester, who has had 20 years with Rover.

APPRENTICE IN THE BIG PARADE

Bob Walsh, of the Engineering Department, represented the works apprentices at the Parade and Service at St. Paul's held in connection with the Commonwealth Technical Training Week. There were representatives from many firms and about 200 Commonwealth students. The parade was from Ackfriers to St. Paul's, and was reviewed by the Duke of Edinburgh.

Address Changes

If your ROVER NEWS or a Company communication goes astray it may be because a change of address has not been notified. Employees are reminded that all changes of address should be notified immediately to the Personnel Dept. or, in the case of staff, to the Salaries Dept.



Supper in comfort by the camp fireside.

QUESTION and ANSWER Corner

Now two questions on pensions.

Q. I was eligible to join the new Pension Fund on 1st February but I did not and I am now in the State Graduated Contributions Scheme. Is it too late for me to join the Rover Scheme?

A. No, you can still join the Rover Scheme by completing an application form which you can obtain from your Wages or Personnel Office.

Q. I completed a nomination form in favour of my mother, so that she could receive benefit from the Rover Life Assurance Scheme and Pension Fund. I have now married. What do I do to nominate my wife in place of my mother?

A. Ask at your Wages or Personnel Office for a fresh form, complete it in favour of your wife and send the form to Secretarial Department, Solihull. The previous form will be automatically cancelled.

Sideshow that spread happiness...

Helping children has become a family interest for Mr. W. (Bill) Shaylor of the Chassis Weld Department at Solihull.

In his spare time he has built some 20 sideshows which he and his wife Mary and their 14-year-old daughter Angela take to week-end fetes and carnivals all over the Midlands, raising funds for the Church of England Children's Society and the Birmingham branch of the Infantile Paralysis Fellowship.

It all started about eight years ago when Bill was asked if he could give a hand in making some sideshows. He obliged and before very long found himself with an unexpected but very worthwhile sparetime occupation.



Bill Shaylor—and sideshow

Now the Shaylors devote most of their summer week-ends to running Bill's sideshows at various events and their efforts have raised nearly £1,000 for their very good causes.

The Shaylors' reward, says Bill, is seeing the children enjoy themselves at the shows, and in the knowledge that they are helping to make life happier for the less fortunate ones.

Bill also has a sideline to his sideshows—collecting toys for children in the Church Society's homes and repairing and painting them in his spare time. Bill, who lives in Green Lane, Shirley, has been with Rover for 12 years.

He won a car

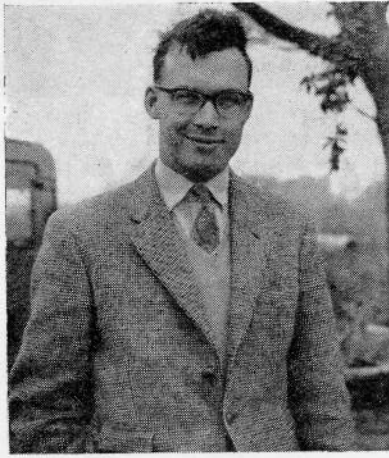
Mr. Norman Smith's favourite pastime is entering competitions and recently he won a newspaper 'Car and £250' contest. Mr. Smith, a trimmer on Car Final Rectification at Solihull, chose to take all his prize in cash—and bought a sports car.

Acocks Green trips

Forthcoming Acocks Green Sports and Social Club events include a week-end trip to Blackpool Illuminations for members and friends on September 23, and a day trip to Jersey by air, also for members and friends, on October 7.

ROVING REPORTS

Hitching Round the World



With his pack on his back Robert Bateman (left) set off this month on a hitch-hiking trip. And it is quite a trip that he has planned—a journey round the world which he thinks may take anything up to five years to complete.

Robert is 22, and after completing his apprenticeship worked in the Jig and Tool Drawing Office at Solihull. His reason for making the trip is to see the world while he is young and before he settles down.

He has planned carefully for the first stage of his travels, which he hopes will take him through France and up into Scandinavia, and then through Russia. Last year he spent his holiday making a "dummy run" and hitched his way to Portugal and across Spain. Since then

he has been busy writing to consulates, checking on whether he will be able to get entry visas, and he has also corresponded with other long-range hitch-hikers to benefit from their experiences. Before he left, Robert said he did not anticipate any difficulty in getting into Russia, as others have already managed to hitch-hike behind the iron curtain.

Robert intends to support himself by taking odd jobs in the countries on his route, and he is carrying his accommodation on his back in the form of full camping equipment.

From his home in Bentley Heath, Robert was hitch-hiking to London and flying to Le Touquet. From then on his hitcher's thumb was taking over. He has promised to let us know how he fares.

A CENTURIES-OLD CRAFT IS HIS HOBBY

The beautiful craft of illuminating which dates back to mediaeval days, is the unusual hobby of Mr. R. Buckle (Welfare Officer, Acocks Green).

For many years he has derived pleasure from painting scrolls, manuscripts, posters, invitation and presentation cards, Masonic crests and other examples of illuminated lettering.

His materials are vellum face board or parchment and finely-graded sable paint brushes which he trims to his liking. A wide knowledge of the blending and harmonising of colour is important as well as experience in layout.

An example of Mr. Buckle's work is shown in the photograph below. It is the Loyal Address commissioned by the West Birmingham Branch of the British Alsatian Association at the time of the Coronation. The specially made paper measured 15" x 13" and Mr. Buckle

spent 129 hours on the intricate lettering and detail. In the top left-hand corner is the English rose and in the bottom corner is a thistle and shamrock design, surrounded by 41 daffodils. The large lettering is in gold leaf on a royal purple background, and the oak leaves and acorns around the outside are on a brown background. Altogether it is a magnificent piece of artistic craftsmanship.

The scroll was sent to the Queen by the Lord Mayor of Birmingham in a mahogany casket. A letter of thanks from the Home Secretary said the Queen had remarked on the beauty of the Address.

Mr. Buckle says one of the trickiest points in illuminating is the shading of "high spots" where the colours must blend gradually to get the right effect.

He is at present working on a Bible in his spare time. His full time has been spent for the last 20 years at Acocks Green.

In Tournament team

Two proud parents are Mr. and Mrs. Tommy Davis. For the second year their son Robert was in the Fleet Air Arm team competing in the Navy's famous field gun competition at the Royal Tournament at Earls Court this month.

The three teams begin practising in January and during the Tournament compete twice a day on a time basis. The guns are dismantled, swung across the arena and reassembled, a feat that demands split-second timing and plenty of stamina.

Mr. Davis is foreman on Car Final Rectification at Solihull, and Mrs. Davis works in the Land-Rover Trim Shop. Robert, who is 22, was with Rover for a year before he joined the Navy. He is stationed at Lee-on-Solent.



The scroll painted by Mr. R. Buckle and sent to the Queen.

SNAP UP A PRIZE

Don't forget our Summer Snaps competition. There are prizes of five guineas, three guineas and two guineas to be won, and in addition 10s. 6d. will be paid for every picture published in ROVER NEWS.

Send your photographs, with your name, address and department to Summer Snaps, Rover News, North Block, Meteor Works, Solihull.

Singing successes

Mr. George Sindall, of the Overseas Planning Department, was in good voice at the recent Tamworth and District Music Festival—a big event in the Midland musical year. He won four awards altogether, taking first place in the open tenor solo and in the Lieder, with marks of 87 and 85 respectively. A mark of 85 represents distinction level, and Mr. Sindall exceeded this in two other sections in which he was placed third.

Mr. Sindall, who is a tenor in Knowle Church choir, started taking singing lessons in 1952. He has appeared many times with the Canterbury Singers and has sung most of the Gilbert and Sullivan roles. His Tamworth successes were his best competition performance to date. Now Mr. Sindall is studying for his L.R.A.M. diploma, and hopes to take up teaching in his spare time.

A happy holiday

Thanks to a generous collection organised by the Solihull works engineers' department, nine handicapped children from the Solihull Training Centre were helped to enjoy a week's holiday at Watchet, Somerset. The children were taken in two Land-Rover station wagons to their holiday home, a large house run solely for handicapped children.

Across Africa by Land-Rover

•Continued from Page Three

A Frenchman was kind enough to offer us a shower. To keep even fairly clean was a continuous problem since dust penetrated everything. It would not only enter a locked suitcase, itself in a canvas cover, but even smother the entire contents of a toilet set inside a suitcase.

A Garrison 'Pub'

Abeche proved to be a Beau Geste little garrison place, complete with white, fort-like walls and French troops in kepis. There we found a "pub", with two bedrooms behind in a courtyard, with showers. The change of food, and red wine drunk with iced water, was delightful. The French wife of the owner had lived all her life in Abeche. We were told (quite inaccurately) that we should be unable to buy European food in the Sudan, so took the opportunity to stock up at the few little shops. At the pub we were rooked with great charm.

We made Adre, on the French side of the frontier, at sundown and camped in the garden of the French police officer. He regards Africa as a sinister continent and takes his coffee in powder form as offering little opportunity for poison.

Terrible Track

By now—late January—I was beginning to think that my constituents might be feeling that I had already been away too long! I was told that the Nyala-Khartoum plane leaves at 7 a.m. on Thursdays and Sundays. It was now Tuesday and nearly 2 p.m. I thought we should move on at once for it was 260 miles to Nyala and the track was expected to be bad.

After a spending spree at a Greek trader's shop—iced beer, petrol, and tinned food of which he had a wonderful display—we got on our way. We drove in turns for 21 out of the next 26 hours. The track was terrible and we often managed no more than 11 or 12 miles in the hour. The countryside here was more interesting, with high mountains north of our route. On arrival at Nyala we were told that the plane leaves on Saturdays and Tuesdays; a final illustration of the difficulty we always experienced of obtaining accurate information in advance.

One Puncture!

After nearly four days at Nyala, more agreeable by the Sudanese officials, we parted company. I flew to Khartoum and thence to England, while the other two drove in more leisurely fashion southwards for a month's shooting in the Sudan before going through Uganda to Nairobi in Kenya.

My speedometer when I left showed 3,467 miles from Lagos, over "roads" that would have to be seen to be believed. The Land-Rover had given wonderful service and all I had to complain of was one puncture!

The boys had a further 1500 miles and were in serious trouble for a week when the dynamo (not made by the Company) packed up—almost the only spare part we did not carry!

BIRTHS

We offer our congratulations to...

ALLEN—To Mr. and Mrs. S. E. Allen, a son (Stephen Jeffrey) on May 17. Mr. Allen works in the Planning Drawing Office, Solihull.

BUZZARD—To Mr. and Mrs. G. Buzzard, a son (Martin Geoffrey) on May 3. Mr. Buzzard works in the Body Drawing Office and Mrs. Buzzard was formerly with the Trim Shop.

CARTWRIGHT—To Mr. and Mrs. A. H. Cartwright, a son (Robert Carl) on May 4. Mr. Cartwright works in the Experimental Shop.

CHUBB—To Mr. and Mrs. J. W. Chubb, a daughter (Angela) on May 3. Mr. Chubb works in the West Block Paint Shop at Solihull.

COOPER—To Mr. and Mrs. B. Cooper, a son (Paul Nicholas) on May 3. Mr. Cooper is in the Body Drawing Office and Mrs. Cooper was with the Accounts Department until 1954.

DWYER—To Mr. and Mrs. Edmond Dwyer, a daughter on May 14. Mr. Dwyer is a tool-setter in the Press Shop.

ELLIS—To Mr. and Mrs. J. D. Ellis, a son (James Bryden) on May 18. Mr. Ellis is a

technical assistant in the Electrical Development Section of the Engineering Department.

HORTON—To Mr. and Mrs. R. Horton, a daughter (Jacqueline Anne) on April 27. Mr. Horton is in the Chassis Drawing Office. Mrs. Horton was formerly employed in the Purchase Invoice Department.

JACKSON—To Mr. and Mrs. B. Jackson, a son (Warwick Jonathan) on April 30. Mr. Jackson works in the Body Drawing Office.

JOINER—To Mr. and Mrs. Joiner, a daughter (Karen) on May 12. Mr. Joiner works in the Stores, Solihull, and Mrs. Joiner used to be in the Land-Rover Trim Shop.

JONES—To Mr. and Mrs. P. R. Jones, a daughter (Alison Joy) on May 17. Mr. Jones works in the Planning Drawing Office, Solihull.

KEEN—To Mr. and Mrs. Walter Keen, a son (David Charles) on April 7. Mr. Keen is a tool-setter in the Press Shop.

MORRISSEY—To Mr. and Mrs. B. Morrissey, a son (Craig John) on May 29. Mr.

Morrissey works in the Technical Service Department, and his wife Jill (nee Stimpson) was formerly a typist in the same department.

MARRIAGES

Congratulations and good wishes to...

ASH-BEAN—On June 17 at Warrington, Lancashire, Mr. N. Ash to Miss J. Bean. Mr. Ash works in the Body Drawing Office.

BARKER-HOPKINS—On May 27 at St. Margaret's Church, Olton, Mr. Alan Barker to Miss Judith Hopkins (Land-Rover Trim Shop).

BEESLEY-MOSELEY—On June 10 at St. Giles', Sheldon, Mr. C. W. J. Beesley (Market Research) to Miss Jean Moseley (Secretary, Parts Dept.).

BOLLAND-LANTON—On June 3 at St. Margaret's, Olton, Mr. Gilbert Bolland to Miss Margaret Lanton (Typing Pool).

GEARY-BAGLOW—On June 10 at St. Giles' Church, Sheldon, Mr. John Geary to Miss

Barbara Irene Baglow. Mr. Geary works in the Car Despatch Department and the bride in Solihull Cost Office.

MAY-PARTRIDGE—On May 13 at Yardley Baptist Church, Mr. Graham May to Miss Pamela Partridge (Press Shop).

McKENNA-DAVIES—On March 25 at St. Nicholas' Church, Elmdon, Mr. John McKenna to Miss Barbara Davies (Press Shop).

PETERS-BETTS—On June 3 at Solihull Parish Church, Mr. Robert Peters to Miss Dorothy Betts (Hollisham operator, Parts Dept.).

POW-BELCHAMBER—On June 24 at St. Giles', Sheldon, Mr. Leonard Pow to Miss Judith Anne Belchamber (L-R Trim Shop).

THORNE-PRICE—On April 20 at Sheldon Parish Church, Mr. Michael Thorne to Miss Patricia Price. Mr. Thorne works in the Inspection Department, Solihull.

SILVER WEDDING

DAVIES—Mr. and Mrs. D. J. Davies celebrated their silver wedding on June 24. Mrs. Margaret Davies works in the Press Shop.

PERSONAL NEWS FROM THE FACTORIES

DEATHS

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

CAVE—Mr. W. Cave died on April 11, aged 62. Mr. Cave was employed at Acocks Green as a labourer for eight years and came to Solihull in 1958.

DUCROS—Mr. L. W. Ducros died on 4 from injuries received in a motor-cyc. accident. Mr. Ducros, who was 42, had been in the Works' Engineers Department as a pipe-fitter since 1954.

EAGLES—Mr. Alfred Eagles (Transport Department, Perry Barr) died on May 30. He had been with the Company for 10 years.

HITCH—Mr. A. Hitch died on May 18, aged 49. Mr. Hitch was employed in the Land-Rover Body Drawing Office.

SHAW—Mr. H. Shaw died on May 27 after a long illness, aged 63. Mr. Shaw had been with the Company for seven years in the Transport Department.

600 years of service is marked by gold watch awards



A true Tyseley group picture—the 19 who received their long-service awards at the Tyseley ceremony pictured with Mr. A. J. Worster, Production Director. Left to right they are: Mr. O. L. Fuller, Mr. A. J. F. Bradford, Mr. H. Gurden, Mr. F. J. Carter, Mr. A. D. Peace, Mr. H. Birch, Mr. H. Hougham, Mr. F. B. Calcutt, Mr. H. J. Henshaw, Mr. H. Rivers, Mr. A. J. Worster, Mr. N. V. Hamshaw, Mr. E. Wedge, Mr. A. E. Chambers, Mr. E. J. Maloney, Mr. C. J. Twigg and Mr. J. C. Robb. Seated (left to right): Miss H. Griffiths, Miss N. Marston and Mrs A. Lilley.



Pictured with Mr. Worster (right) after the presentations at Solihull are (left to right): Mr. G. D. Bashford, Mr. C. W. Mitchell, Mr. G. H. Wain, Mr. W. J. Carter and Mr. J. Hadley.

Six hundred years' service to the Company was recognised at ceremonies at Solihull and Tyseley on June 8, when Long Service Awards were presented by Mr. A. J. Worster, Production Director, to 24 men and women who have each completed 25 years with the Company.

Nineteen of those who received the engraved gold watches were from Tyseley and companion factories. At the Tyseley ceremony Mr. Worster expressed the Company's appreciation of the recipients' services, and after referring to the growth of the Company he paid tribute to the "spirit of Tyseley" over the years, which, he said, had helped to make the Company what it was today. Mr. Worster congratulated each employee personally as he presented their watches, as he had done at the earlier ceremony at Solihull.

The long service list was: Tyseley: Mr. H. Hougham (Tool Room); Miss H. Griffiths (Personnel); Mrs. A. Lilley (Machine Shop); Miss N. Marston (Machine Shop); Mr. J. C. Robb (Tool Room); Mr. O. L. Fuller

(Tool Stores); Mr. N. V. Hamshaw (Machine Shop); Mr. A. E. Chambers (Inspection); Mr. H. J. Henshaw (Progress); Mr. F. B. Calcutt (Machine Shop).

Percy Road: Mr. E. J. Maloney (Machine Shop); Mr. C. J. Twigg (Machine Shop); Mr. H. Rivers (Machine Shop); Mr. E. Wedge (Machine Shop).

Perry Barr: Mr. A. J. F. Bradford (Tool Room).

Ryland Road: Mr. H. Gurden (Machine Shop).

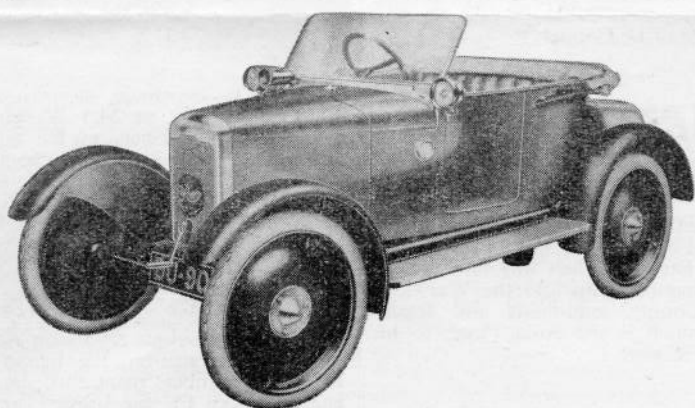
Springfield: Mr. H. Birch (P.D.E.D.).

Acocks Green: Mr. F. J. Carter (Machine Shop); Mr. A. D. Peace (Machine Shop).

Solihull: Mr. G. D. Bashford (Deputy Chief Designer, New Vehicles Project); Mr. W. J. Carter (Body Shop); Mr. G. H. Wain (Land-Rover Assembly); Mr. J. Hadley (Trim Shop); Mr. C. W. Mitchell (Land-Rover Assembly, Coventry).

THE ROVER STORY... BY H. B. LIGHT

Enter Tyseley—and a famous '8'



The Rover 8 h.p. of 1920—a remarkable little car.

At the outbreak of war in August 1914, the Rover Company continued normal production for a while until the inevitable changeover to war production. The Company played its part in the war effort, and, in common with other motor manufacturers, turned its energies and production capacity to the needs of the nation.

We were delegated to duplicate the Maudsley 3-ton lorry and to build 16 h.p. Sunbeam cars with ambulance and staff bodies. The changeover was successfully made and we started production in very quick time. The Company also manufactured Stokes mortars, gas shells, fuses, gear details for tanks, etc.

In 1915 we were still producing the famous 3½ h.p. motor cycle and in the same year we designed and introduced a 5/6 h.p. twin model which was adopted by the Russian Army. In the depths of the Russian winter of that year we sent a team of instructors to Archangel.

At the Motor Cycle Show in 1922 we offered a 2½ h.p. "Lively Lightweight" machine which was the result of a period of strenuous testing of the advanced features incorporated in the model.

The new 12 h.p. car came out in 1919. Though similar to the pre-war 12 h.p. in general design, an important innovation was the detachable cylinder head. The gearbox was completely redesigned and occupied far less space, providing three speeds and reverse. The two-seater sold for £650, and the 4/5 seater for £700.

In 1919 the Company purchased the wartime factory of Component Munitions at Tyseley, and it was there that we developed the famous 8 h.p. Twin Air-Cooled model.

A preliminary specification of the 1920 Rover 8 was published in 1919 and cars were soon coming off the line in considerable weekly quantities.

It was a real winner and proved one of our most successful cars. The total weight was only 8 cwt., so that petrol consumption and tyre wear were reduced to a minimum, and the car was fast and a good hill climber.

A revelation

The two-cylinder, air-cooled, horizontally-opposed engine was simple and economical, and was easily operated and understood by the average owner. Its performance was a revelation to owners who had been accustomed to the four-cylinder, water-cooled engine. To standard specification the car was offered at £230.

Through the years 1920-25 the Rover 8 became famous and altogether over 17,000 of these remarkable little cars found owners who never failed to sing its praises.

RHODESIA PLAN GOES ON THE AIR

Questions about the Company's plans to assemble Land-Rovers in the Federation of Rhodesia and Nyasaland were answered by Mr. A. G. S. Herbert, Executive Director, Sales, in an interview recorded at Solihull and later broadcast in the BBC's General Overseas Service.

Mr. Herbert said the new company, Rover Rhodesia Ltd., was being formed in association with T. Barlow and Sons (Rhodesia) Ltd., and following investigations in the territory it had been decided to build the assembly factory in Salisbury, Southern Rhodesia. It would employ about 250 people at first, 80 per cent of them Africans.

Asked if this expansion would help Rover to meet competition from other countries better, Mr. Herbert said this was one of the main reasons why we were going to assemble in Rhodesia. The Rover Company had the greatest confidence in the future of the Federation and he saw no reason why our business should not continue and prosper there.

Acocks Green and B.S.A. get-togethers

The Acocks Green Club has had two social and sports evenings with B.S.A. Guns Social Club, of Shirley. The first was on May 5 at Shirley when 25 to 30 Acocks Green members enjoyed an evening's sport and entertainment. They lost by one shot at air rifle shooting and by one game at darts, but billiards, snooker, table tennis and dominoes games went overwhelmingly in Acocks Green's favour.

The return evening was at Acocks Green on May 15 when about 50 B.S.A. members visited the club—another enjoyable evening with all the usual facilities "on tap". Acocks Green hope to make the evenings an annual event.

Birthday bride

Saturday, June 10 was a doubly important day for Miss Jean Moseley, secretary to Mr. J. Hawkes, Parts Department. It was her wedding day—and also her 21st birthday. Miss Moseley was married to Mr. C. W. J. Beesley, of Market Research.

★ A FAREWELL TO 'TOMMY' CARR ★



Miss Draper receives her gifts



Mr. A. E. Booth presents a gold wristlet watch and an electric kettle to Miss B. Draper, her retirement gifts from the Secretarial Department and other colleagues, many of whom gathered for the presentation.

Miss Draper, whose retirement was reported in the March ROVER NEWS, was Mr. Booth's secretary for the last nine of her 21 years with the Company.

"One of those stalwarts of the Company, whose loyalty and skill had helped to bring the Company through to its position today." That was how Mr. E. G. Bacon, Executive Director, Quality Control, paid tribute to Mr. T. H. ('Tommy') Carr of the Inspection Department, who has retired at the age of 79 after 30 years' service with the Company.

His example

Mr. Bacon presented Mr. Carr with a cheque, the gift of colleagues, at an informal gathering at Solihull. Mr. A. J. Worster, Production Director, was also there to say farewell to Tommy, and referred to the example he had set, though living a long way from the factory, of always being among the first to arrive. Colleagues also paid tribute to Tommy.

Mr. Carr, whose home is at Rugby, has retired for health reasons. He joined the Company at Coventry in 1931, and after the blitz came to Solihull, staying until a year ago when he went to Clay Lane, Coventry, as senior inspector on Land-Rover production.

In the picture (left to right) are: Mr. W. Bowron, Mr. A. Harding, Mr. J. Davenport, Mr. W. Goudie, Mr. Bacon, Mr. H. Collett, Mr. Worster, Mr. E. Race, Mr. R. Phillips, Mr. W. Arnold, Mr. E. Collett, Mr. F. E. A. Stephenson, and Mr. A. White.

A day of fun and sport for all the family

A packed programme of entertainment and sport awaits you at the combined Rover Fete and Sports Day at the Lode Lane Sports Ground tomorrow, July 1.

There will be fun and thrills for all the family, beginning at 2 p.m. with the judging of the finalists in the 'Miss Rover' Competition. Throughout the afternoon the athletic programme will be held—including track events, cycle racing, children's races and a tug-of-war—and in the arena there will be displays of dog obedience, a ladies' Keep Fit demonstration by members of the Birmingham Athletic Institute and a boys' gymnastic display. Professional acts in the arena will include an escapologist and a balancing act.

Then there are the sideshows, donkey rides, a miniature putting course, competitions and trips in a Rover vintage car. A draw for the lucky programme number will be made during the afternoon, with a tape recorder as the prize, while a cycle will go to the holder of the children's lucky ticket. And in the Grand Prize Draw there are prizes totalling £100.

Another feature of the afternoon will be organised tours of the factory, with a shuttle service of Land-Rovers from the sports ground to the works.

The licensed bar will be open from 2 p.m. to 10 p.m., and other refreshments will be available in the marquee.

Dancing in the arena, to the music of Stan White and his Orchestra, will round off what promises to be a day to remember.

How to get there: The entrance to the sports ground is adjacent to the Lode Lane industrial estate. Cars can be parked in the roads of the estate, or in the factory on the West Block park or on the main car park in Valiant Way. The police will not permit any parking in Lode Lane.

There will be a special bus service operating from the Wheatsheaf at Sheldon and the Barley Mow at Solihull between 1.30 p.m. and 10 p.m., with a break between 5.30 and 7. Midland Red services also pass the entrance.

The Rover golfers sweep board

In the Midlands Works & Business Houses golf championships at North Worcestershire on Whit Tuesday Rover again swept the board. The tournament championship was won by J. Ward of Solihull, the handicap championship by R. Connolly of Percy Road, and the team event by Rover Tyseley, whose team comprised R. Connolly, K. Temple, W. Hamilton and H. Tubb.

On May 13, at Willesley Park, the first 36 hole competitions of the season were held for the Wagstaff Trophy. Handicap winner was J. Gilbert with 137 net, and J. Ward took the best gross with 149.

The annual Stableford competition was held this year at Moseley on May 26 and was won by A. Nielson with 38 points.

Rover's unbeaten record in friendly matches was maintained in defeating Blossomfield by 4-2 at Kings Norton on May 19.

Results:—A. Shrimpton and D. Jones won 5 & 4; J. Gilbert and G. Suthurst won 1 up; S. Johnson and F. Fisk won 1 up; R. Butterton and A. Nielson all square; G. Hexter and T. Barton all square; and W. Jasper and A. Smith lost 3 & 2.

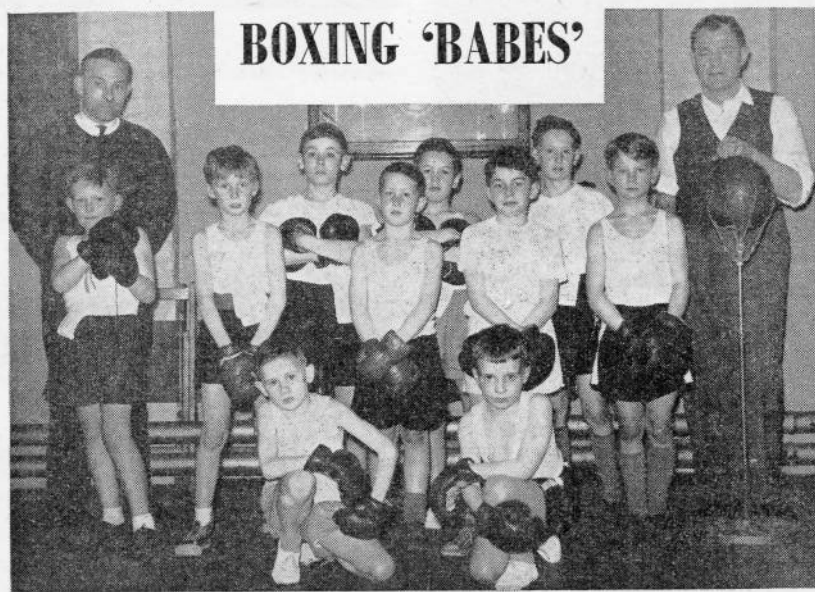
Birmingham League matches continue and at the time of writing Rover are still unofficially top of the league, with 17 points for and 7 against. Latest results:—v. Birfield at North Warwickshire: R. Connolly and T. Brown won; D. Jones and T. Thorington lost; R. Butterton and A. Shrimpton lost.

v. Fisher and Ludlow at Olton: J. Ward and R. Pearson won; W. Messenger and K. Temple won; S. Johnson and K. Lewis all square.

Rover Archers on the target

Solihull archery team visited the Standard-Triumph Sports Ground in Coventry on May 28 to shoot a league match against the Alfred Herbert team. This was won by the Rover team which was no doubt inspired by the glorious sunshine.

The following Sunday, June 4, the section received a team from Wilmot Breeden to shoot a friendly match and this, again, was narrowly won by Rover. Individual prizes, kindly donated by the team's coach, and friend Mr. Fred Pittaway, were won by: R. Warren (Wilmot Breeden. Highest score); Mrs. Billings (Wilmot Breeden. Highest ladies' score); A. Stevens (Rover); N. Bedford (Rover); and Miss L. Powell (Rover).



BOXING 'BABES'

Meet the flyweight brigade—members of the Rover junior boxing section at Seagrave Road. At their Monday evening sessions in the canteen the boys, aged 7 to 12, are instructed in boxing and shadow boxing, punching the ball and bag, skipping and exercises, and finish off with a game of indoor football.

The boys, sons of employees, join an

amateur boxing club at 12 years of age, where they can join in competitive boxing. Boys in the picture are (standing): P. Morris, A. Brooker, K. Cannon, P. Heffernan, G. Jackson, B. Spalton, D. Miller and G. Collis. Kneeling: L. Bartlett and K. Fuller. On the right of the picture is Mr. F. Spalton, their boxing instructor, and on the left Mr. M. Fuller.

THRILLING FINISH TO THE SIX-A-SIDE TOURNAMENT

The Whitsun Six-a-Side cricket tournament at Lode Lane saw an exciting final between Birch Coppice C.C. and Moseley C.C. Moseley needed eight runs from the last over to pass their opponents' 36 runs, and with the last ball of the match four were required for victory—but the batsmen could only manage a single.

Mrs. D. E. Studholme presented the G. H. Lloyd Dixon Trophy to the winning captain, F. Lloyd of Birch Coppice, and individual awards to the finalists.

The Rover (Solihull) league first eleven crashed heavily to Lucas (F.R.) in the Business Houses League, and lost by nine wickets—their first defeat since June last year. Rover batted first and openers Studholme and Ramplin took the score to 29 before the first wicket fell, but the following batsmen could only carry the total to 68. Lucas replied with 69 for the loss of one wicket, though Albert Gregory bowled his first ten overs for only four runs.

Burnett shines

The team had better fortune in following matches, beating Tascos by one wicket (the result of an exciting last wicket stand by L. Burnett and A. Gregory), Wrights Ropes by 136 runs (Burnett 5 for 13 and 72 n.o.), and Henry Hopes by 40 runs. These victories took Rover to the top of Division 3.

Tyseley cricketers seem to be taking over where their footballers left off, for of the seven match results reported so far, six were Rover victories. Tyseley's victims were Pearsons C.C. (beaten by 10 runs); Foseco (beaten by four wickets); Sheldon (beaten by seven wickets); Hall Green YMCA (beaten by seven wickets); Bentley Heath (beaten by 33 runs); and All Saints Hospital (beaten by three runs). Furnace Sports were the only opponents to triumph, winning by 14 runs. Tyseley's highest-scoring batsman to date is N. Vincent, with 46 n.o.

'TREASURE HUNT' FOR DRIVERS

A treasure hunt was held on May 26 for the motorists of the Works Engineer's dept. Many and varied were the clues and questions thought up by Mr. F. Campbell and members of the committee, and no less varied were the answers!

The run took members through many villages, ending at the Boot Inn, Lapworth. The "Treasure" was won by Mr. K. Fisher, with Mr. P. Farrand and Mr. W. Lawton second and third.

WORKS BOWLERS GET TO GRIPS

The first match in the Inter-Works Bowling Competition for the Worster Cup was played at The Greet Inn on May 25 and resulted in a narrow victory for Tyseley over Solihull, the margin being a plus 3 aggregate, 195 to 192.

B. Dickinson of Tyseley was a convincing winner and was well supported by L. Phillips, S. Wallington, A. Boden, L. Whitehouse and F. Smith. For Solihull, good winning cards were returned by Messrs. Brandford, W. Hemming, D. Cooper, K. Bayliss, J. Whittaker and L. Lawrence.

Tyseley win again

Tyseley had another success on June 1 at The Greet Inn when they beat Acocks Green by 41. Tyseley's best winner was G. Plater, who beat F. Seymour 21-3.

In the third match, Solihull played Acocks Green at The Olton Hall on June 8, and Solihull were victorious by 226-194, a winning margin of 32. For Acocks Green R. Holdsworth had a 21-9 win, while Solihull's best was the 21-9 win of D. Cooper.

The Trophy Winner



Mr. C. T. Newsome presenting the Newsome Trophy to Mr. W. Hughes (Service Stores) winner of the Solihull Dominoes Section Individual Championship. The presentation was made at the section's dinner which was attended by 48 members and wives. It was followed by a successful smoking concert.

TENNIS SECTION

Since the previous report on Acocks Green tennis section, the names and telephone numbers mentioned are now cancelled and for the present, anyone interested in joining the section is asked to contact the Welfare Office, Acocks Green (Phone 255).

If they'd like to get the News . . .

If you know any retired Rover employee who is not receiving ROVER NEWS but would like to have the paper, please tell the Rover News Office, North Block, Solihull works (Internal phone 713).

Date of our next issue: July 28.

* PRESENTATIONS TO FOOTBALLERS *



Tyseley Football Section Presentation Dance was held on Friday, June 2 at St. Bernard's Grange Hotel, Barrows Lane, Sheldon, and was well supported by members and friends. Mr. E. Scott, Tyseley Works Manager, presented trophies and medals to members of the Senior team, and individual trophies to Mr. A. Bannister and Mr. R. Bryant. Our photograph shows Mr. Scott (centre) presenting John Coldicott, the team skipper, with his medal. On the left is Mr. W. Sly, section secretary.



Tyseley's team in the inter-works bowls competition. Back row (left to right): L. Whitehouse, D. Griffiths, G. Plater, D. Herbert, F. Smith, W. Mitton, A. Boden. Front: F. Ditchfield, B. Dickinson, S. Wallington, L. Phillips, R. Gregory.