



Happy holiday

On the eve of the factory holiday, Mr. W. Martin-Hurst, Deputy Managing Director, sent this message for publication in ROVER NEWS:

"Holiday time is with us again, bringing the opportunity to enjoy a fortnight's rest away from our daily tasks, and to refresh ourselves before returning to tackle those that lie ahead. On behalf of the Directors, I should like to wish you and your families a very happy holiday, wherever you spend it. And may the sun shine on you!"

NORTH SITE'S NEW LOOK

The first stage of the development of the North site at the Solihull factory is nearing completion.

Over the past months the land between the North Block buildings and the test track has been levelled and cleared.

Development of the seven-acre site is part of the Company's expansion programme at Solihull, and work on new buildings will start shortly.

Operations so far have included work on the construction of new car parks. A works car park to the north of the site is being built, and there is to be an extensive new sales park on the east side. New roads are to be laid for easy access, and a new road in the north corner will join Lode Lane.

All this has involved moving 20,000 tons of topsoil, and before the job is completed 12,000 tons of shale and 6,000 tons of asphalt will have been laid. There is also a mile of new security fencing to be erected.

The new buildings planned will extend in an easterly direction almost as far as the test track.



A photograph taken during the work on the North Site. The existing North Block buildings can be seen on the left of the picture.



MR. J. H. WHITBY

Parts Dept. Head

Mr. J. H. Whitby, who has for 5 years been Parts Manager in the Service Division, continues to head this department in its progressive transfer to Cardiff, both at St. Mellons and later at Pengam. He will continue to be responsible to the Executive Director (Service).

Mr. Whitby was apprenticed into the motor trade, and after six years' war service with the Royal Artillery during which he attained the rank of major, he became service manager with a firm of distributors in the south. He was later Group Parts Executive with the Rootes Group at Coventry, and in 1956 joined the Rover Company as Manager of the Parts Department.



MR. D. N. STEED

APPOINTMENTS AT CARDIFF FACTORIES

The following appointments at Cardiff have been announced by the Company. Mr. D. N. Steed has been appointed General Manager of the Cardiff factories, and will take up his duties in the autumn. He will be responsible to Mr. A. J. Worster, Production Director.

Mr. J. H. Fisher Evans has been appointed Assistant to the General Manager and joins the Company on August 1.

Mr. Steed, who was educated in Dulwich, was apprenticed at the

Brierly Development Engineering Co. and spent 16 years with Short Bros. and Harland, where he became Works Superintendent of a dispersal factory. He then joined Lines Bros. (South Wales) Ltd. as Works Manager in charge of a development contract, and was promoted to Director and General Manager. Mr. Steed subsequently went to Teddington Aircraft Controls Ltd. as Works Manager, and during his nine years with that company became Works Director.

Mr. Fisher Evans, formerly a senior official of the Board of Trade, was educated in Wales and at Oxford. After serving with the Ministry of Aircraft Production he went to the Board of Trade in 1945 to assist with the Government's new industrial policy. In 1953 he was appointed secretary of the Lloyd Committee set up to advise on industrial development and transport communication. For some years he was in charge of the Board of Trade's Commercial and Export Division in Wales and latterly was head of the department concerned with settling new industries there.

Production Manager

Another Cardiff appointment is that of Mr. R. C. Shand as production manager. Mr. Shand, who joined the Company last month, will be responsible to the General Manager. He was previously plant manager at the Ford factory at Doncaster.

Mr. D. M. McPhail has been appointed Personnel Officer at Cardiff, and will cover the whole range of personnel functions. For the time being he will be sharing his time between Solihull and Cardiff. Mr. McPhail joined the Industrial Relations and Welfare Department at Solihull last year.

Mr. D. M. McPhail



MR. R. C. SHAND



MR. J. H. FISHER EVANS

ROVER 'ROYAL PAVILION' AT THE HIGHLAND SHOW

At the four Royal agricultural shows this year, the Rover Pavilion and displays have again been an outstanding feature. The picture below shows the Pavilion and display at the Royal Highland Show, held in Edinburgh last

month. During her visit to the show Princess Alexandra toured the ground in a Land-Rover.

With its 30-foot tower, the Rover Pavilion provided a striking background

for the distributors' display of a wide range of Land-Rovers and approved equipment. The spectacular switchback ramp, on which a Land-Rover shows its paces, formed an archway over the entrance to the stand.



Miss Rover 1961



Miss Rover 1961, pictured at the Rover Fete and Sports Day held on July 1. The title was won by Mrs. Patricia Teckoe, of the Land-Rover Trim Shop. Two pages of Sports Day pictures are inside.

Letter from Linares

This letter from the Mayor of Linares, Don Leonardo Valenzuela, was sent to Mr. M. C. Wilks, Managing Director of the Rover Company, following the Mayor's visit last month:

"Having returned to Spain after our wonderful visit to your beautiful country, it is my desire to express in the name of all the members in the Spanish Commission, and in that of my wife, my gratitude for the friendly reception which we were able to enjoy in your factory.

"Those marvellous days we spent with you and the constant proof of friendship will remain for ever in our memories, and particularly between our two towns of Solihull and Linares".



Mr. Hollis and that £125 smile.

Rover News in Brief

A DRAMA IN THE DESERT

An SOS call reached the Salvation Army Colony at Shantinagar, Pakistan. The message reported that a mother-to-be in a village some 15 miles away was desperately ill.

The manager of the colony and a nurse were soon racing over rough tracks towards the village in a Land-Rover. There it was decided to take the woman to hospital, 22 miles away, and the Land-Rover set off again. With less than half the journey completed the nurse asked the driver to stop—it was too late to try to reach the hospital. And so, in the desert, with only a petrol lamp for lighting, the vehicle became an operating theatre.

The drama has a happy ending: the baby was born safely and the mother is now making good progress.

★ ★ ★ ★

Off on an unusual trip last week went four young men from the William Morris Society. The trip, in a Land-Rover, is to Iceland, following the route taken by William Morris, the famous artist and social reformer, in 1871. The idea originated a few years ago when members of the expedition were fellow students at Charterhouse.

★ ★ ★ ★

From the cold of Iceland, the expedition spotlight switches to the heat of Southern Morocco. A trip which is to be made by the Oxford University Exploration Club to this part of the world, has as its object the collection of information about the people of a remote region to the south of Kasba Tadra. The party's Land-Rover will have to travel through passes 6,000 feet high to reach the area. The expedition, sponsored by the Royal Geographical Society, was setting out this weekend.

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How long is the life of a car? This month a visitor to the factory from Ghana, Mr. F. Wolf, reported that his 1956 Rover 75 had clocked up 134,000 miles on rough roads in the territory. The only engine renewal needed had been new piston rings.

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A familiar sight at leading motor racing events up and down the country are the fire-fighting Land-Rovers and Station Wagons for general duties, which are operating at most circuits at weekends throughout the racing season.

Solihull Retirement

This month saw the retirement of Mr. Walter Crowley of Service Buying Department at Solihull. Mr. Crowley joined the Company in 1937.

HIS SUGGESTION PAID OFF WITH A £125 SURPRISE

Mr. Ernest Hollis had an idea as he worked on the Land-Rover final line at Solihull. He put it down on a Suggestion Scheme form—and this month he had a very pleasant surprise when he learned that he had been awarded £125.

Mr. Hollis's idea concerned the method of securing the Land-Rover front apron. It was the second suggestion he has submitted during his three years as a "snagger" on the Land-Rover line, and his award, he says, will help towards the new house he hopes for.

The latest list of suggestion awards at Solihull includes two of £15, three of £10 and one of £5. One of the £15 awards goes to Mr. M. Heaney of the Chassis Line for his sub-chassis suggestion, and there is £10 each for Mr. W. Summers (Trim Line), Mr. J. F. Lewis (Press Shop) and Mr. J. L. Gilbert (Land-Rover).

At the meeting of the Tyseley Suggestion Scheme last month nine suggestions were considered. The Committee recommended an initial award of £5 in respect of one of these, and three others were deferred for further consideration at the next meeting.

76 p.c. FOR THE LAND-ROVER

Our distributors in Zurich, E. Fehlmann & Co., report that the cumulative Federal statistics up to the end of April, which have just been issued, show that the Land-Rover holds 76 per cent of the 4 x 4 market in Switzerland—a unique result, they say.

Colombia orders 157 L-Rs

The armed forces of Colombia are the latest to order Land-Rovers, and their first contract is for 100 88" Regular vehicles for the Army and 57 for the Navy.

Another Government order comes from Libya. This is for 35 88" Land-Rovers and ten 109" Ambulances.

Lord Amory, the new U.K. High Commissioner in Canada, recently took delivery of a Rover 100 in this country. Since his appointment he has ordered another, a left-hand drive model which he will use in Canada.

OFF FOR 'THE EDELWEISS'

Twenty-one Land-Rovers belonging to members of the 1,250-strong Land-Rover Owners' Club set out tomorrow, July 29, on the Rally Edelweiss. They will reach Zell am See, in Austria, on August 3, having crossed north-eastern France, the Black Forest, and northern Switzerland.

During the three days which will be spent at Zell it is expected that other Land-Rover owners from Austria and Switzerland will join the British contingent. The party is due back in this country on August 13.

WE'RE SORRY

We apologise for the late delivery of the June issue of ROVER NEWS to some of our readers, whose copies were delayed in the post.

Date of next issue: August 25th

HER EYES ARE ON TEETH

Not As Easy As It Looks: No. 6



"Not as easy as it looks" is the title of this series, and looking is an essential part of the job of our subject this month. Mrs. Violet Elvins is one of the women operators at Percy Road factory who work with magnifying glasses set in the centre of circular inspection lights as they carefully examine gear wheels to detect and then remove any minute imperfections on the teeth.

The job is almost unique in the industry, for every tooth of every gear which goes into the gearbox of a Rover car is individually examined and "stoned" to remove any tiny imperfection from the top of the tooth which could cause noise.

Keen eyes and constant concentration are needed for this job, which Mrs. Elvins has been doing for the past seven years.



Eighty-two men—and two ladies—enjoyed the Solihull Supervisors' Discussion Group outing on July 8. London was the destination, and was reached via M1, soon after 11 a.m. The party had free time before lunch to spend in the West End, and at lunch they were joined by Mr. W. J. Robinson, Executive Director (Production, Solihull).

Afterwards there was a visit to "Cinerama" at the Casino Theatre, and then a journey to Banbury for dinner and a cabaret. Mr. A. J. Worster, Production Director, and Mr. R. W. Bromley, Executive Director (Service) travelled to Banbury to attend the dinner, at which Mr. L. S. Shaw, chairman of the group, thanked them and Mr. Robinson for joining the party and said their presence was much appreciated.

A Tribute

Mr. Worster said he hoped the group had enjoyed their day out, and in a tribute to the work of the Company's supervisors said it was a job which demanded great qualities.

An excellent cabaret was well received, and the group spent a happy time together for the rest of the evening before boarding the coaches for the journey home.

The Organising Committee for the outing was Mr. J. Lawrence, Mr. G. Fuller, Mr. J. Wilson, Mr. H. Coombes, Mr. L. S. Shaw and Mr. R. Dixon.

The Supervisors' day out



Mr. Worster joined the ladies—Miss C. Burns (right) and Miss A. Bluck—for this happy picture during the Solihull Supervisors' outing. On the left is Mr. E. Shaw.



The scene at the Supervisors' dinner at Banbury.

Visitors from overseas

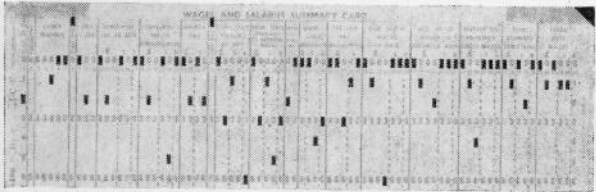
Visitors from Australia, Nigeria and Germany saw the Company at work this month. A distinguished visitor from Nigeria was Mr. O. Omololu, Deputy High Commissioner in London. There are many Land-Rovers in use in his country and Mr. Omololu showed a keen interest in the assembly line, as well as a demonstration over the "jungle" track.

From Germany came six leading motoring journalists, who were in Britain on a tour organised by the Society of Motor Manufacturers and Traders. They toured the Solihull and Tyseley factories and also visited Rover Gas Turbines.

The Service Department was host to three executives from Rover distributors in Australia. They were Mr. Lindsay B. Allan, General Parts Manager of Regent Motors, Melbourne, Mr. A. Russell, a director of Grenville Motors, Sydney,

and Mr. John M. Wilson, State Spares Parts Manager of Annand and Thomson, Brisbane.

Mr. Wilson spent two weeks at Rover during his 10-week, 30,000-mile trip to Europe and America to study spares organisation, administration and sales promotion. Mr. Wilson, whose territory covers 675,000 square miles of Queensland, said he had been particularly impressed by the availability of spare parts from the factory and by the friendly welcome he had received.



From the holes in a card like this

FOCUS

on the
HOLLERITH
DEPARTMENT

WAGES PAY SLIP							
THIS PAY SLIP MUST BE PRODUCED WHEN MAKING ANY ENQUIRY REGARDING WAGES							
WORK NUMBER	TAX CODE	ACCUMULATED DEDUCTIONS	CUMULATIVE TAX TO DATE	TOTAL PAID TO DATE	TOTAL DEDUCTIONS TO DATE	NET PAY TO DATE	DATE OF PAYMENT
11110	29 8	196 0 0	29 7 0	27 5 0	3 19 6	3 18 3	
YOUR EARNINGS	5% A 61	14 0 0	2 2 0	1 2 0	4 3	10 11 9	

. . . . a pay slip is produced like this.

IT TAKES THE DRUDGERY OUT OF 'CLERKING'

Everybody in the Company, though they may not realise it, handles a product of the Hollerith Department—their pay slips. But calculating and producing thousands of weekly and monthly pay slips is only one of the intricate jobs which make up the service Hollerith provides for the Accounting Division and the Service Division.

It is true to say that every penny spent by the Company, and every movement of every piece of stock, from the time it arrives at the factory as raw material until it leaves in a finished vehicle, is recorded, calculated and analysed by Hollerith.

It is a system which takes the drudgery out of clerical work, quickly and accurately dealing with a mass of facts and figures to meet the ever-growing requirements of a large Company like ours. It is a task which would otherwise demand an army of clerks, and even then would probably be beyond them.

How does it work? The answer is . . . holes—dozens of small rectangular holes punched in a card, each representing a figure or a letter. These cards are fed into electronic machines which "read" the holes, carry out calculations and print the answers.

The punched card system has been used by the Rover Company for more than 30 years, and the Hollerith Department has kept pace with the growth of the Company, and the consequent demand for more complex calculations, by using the most up-to-date equipment, and it calls on the expert advice of the Organisation and Methods Department to assist in development procedures as well as machine applications.

Two Sections

Now let's take a look at the Hollerith Department at work. The Company has two installations at Solihull, one concerned with work for the Accounting Division and the other a section of Service Parts Department. Though the nature of the work is different, the machines in both sections are similar.

CARDS BY THE MILLION

Each year, more than 16,000,000 cards are used by the Hollerith Departments—a figure which illustrates the vast amount of work handled.

Accounts Hollerith is the responsibility of the Company's Cost Accountant, who is in turn answerable to the Chief Accountant. It is housed in a long, pastel-painted room at the west end of the main office block, a room which has very much of a 20th century air of automation about it, and it is hard at first to imagine all the complicated work going on under the covers of the squat grey machines quietly whirring away.

The Machines

About 60 girls work in the department, whose manager is Mr. G. Baker. Some of them work at machines grouped at one end of the room. They are the punch operators, whose job is to prepare the information for the "robots" at the other end of the room. Details from many sources, such as pay tickets, invoices, stock records and so on, are translated into the magic holes on the cards by the punch operators.

An idea of the amount of work involved can be gained from the fact that from the Tyseley Group alone between 25,000 and 30,000 piece-work tickets have to be

handled each week—and that is just one of the operations in the preparation of the payroll.

When the cards have been punched a variety of machines await them. Sorters, working at a speed of 600 a minute, flash the cards over slots to arrange them in any sequence required for a subsequent operation. They might be needed, for example, in check number order for payroll work, in shop or cost number sequence, or in the case of invoices for goods, in suppliers, sequence.

Another machine is the Collator. This merges together two or more sets of cards in the same sequence. An example of this is in payroll preparation, when a set of standard deduction cards is joined with tax and earnings cards before tax and net pay is worked out.

The 'Star'

The actual working out is performed by the "star" of the department, the 555 Calculator. This is a small computer, whose only outward sign of activity is the rapid winking of a maze of tiny red lights on an indicator panel. But beneath its plain exterior it can do some pretty remarkable things. At the rate of 100 cards a minute it can add, subtract, multiply and divide, and punch its answers into the same set of cards. It can even take decisions and alter its actions accordingly.

Taking the payroll again, the "Treble Five" deals with the three cards needed for each employee to calculate tax, pension, wages and so on, and it manages all this, and checks its arithmetic as well, in less than one and a half seconds.

The final stage comes with the tabulators, machines which not only "read" the workings of the "555" but themselves carry out certain calculations and then print the results in detail and summary form for accounting purposes.

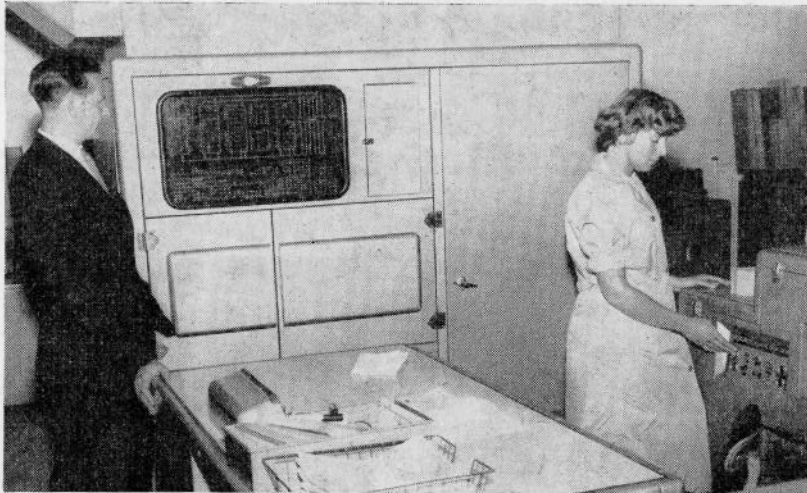
'Mark Senser'

Service Parts Hollerith, controlled by Mr. F. Lea, has a staff of 25 girls. Relatively little hand punching of cards is done here: instead a stock of pre-punched cards is built up from master cards by a reproducing machine. This stock of customer name and address cards and of detail cards for every part number amounts to some 750,000 cards altogether.

In the first stages of the main applications, which include production of invoices, stores documents and labels and various related sales analyses, individual cards are extracted from the files in accordance with customers' orders and marked with special pencils. A "Mark Sensing" machine then "reads" the pencilling and punches the information into the appropriate columns of the cards.

This section also has a 555 Calculator, which is taking on new work in the field of sales statistics and stock control.

Footnote: The name "Hollerith" is that of the inventor of the original punched card machine. The name has stayed, though in fact the machines now used in the department are those of the International Computer and Tabulator Co.



The 555 Calculator, with Mr. G. Baker, manager of the department, watching the indicator panel. At the controls is Miss H. Bloomer.



Miss Joyce Cotterill (left) operates a sorter. Looking on is Miss Alice Wood, Tabulator Supervisor, who has been with the department 20 years.



Pay slips are being printed by this machine, a 906 Tabulator. Mrs. N. Lomas (left) and Mrs. I. Hands, assistant to the manager, both have long service with the department—23 years for Mrs. Hands and 19 for Mrs. Lomas.

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Some of the punch operators are seen at work (right). Their supervisor, Miss Margaret Walker, another with 20 years' Rover service, is standing in the centre of the picture. Standing on the right is her assistant, Mrs. L. Haswell.



A letter with some good advice

The surprising fact that 15 per cent. of eligible employees have not taken advantage of membership of the Rover Sick Benefit Society was recently published in ROVER NEWS, and the Committee received the following letter:

"Dear Sirs,

Though having only been with the Rover Company approximately 12 months I would like to express my humble endorsement of your expression of surprise over the missing 15 per cent. I have spoken to many in the factory who have been ill for quite long periods and I was amazed to hear that because it had been too much trouble to fill in the simple form, or because they felt they had filled it in wrongly, they had neglected to bother. Now they regret this.

"I must say I am most thankful to the Committee for accepting me as a member, and I would also like to say a word of thanks to the staff of Lloyds Bank who cash the sick cheque with such grace."

Good advice from someone with personal experience. If YOU are eligible to join you can obtain a form from the Personnel Office or from the Society Office. Your appropriate committeeman or delegate will be glad to give you any further information you may need. A full list was published in May's ROVER NEWS.

QUESTION and ANSWER Corner

Q. Recently I was absent from work for one week and did not sign on at once with my doctor as I thought I should not be away so long. I obtained a clearance medical certificate to return to work and sent this to my National Insurance Office who informed me that the claim for benefit was received too late. Is this correct, please?

A. You appear to be at fault and the disallowance of your claim would seem correct. It is always wise to forward the first medical certificate to your local National Insurance Office within three days of absence, but if this is not possible, a letter should be sent advising your illness and giving your full name and address, date of birth and, if possible, your National Insurance number. You should send a medical certificate as early as possible and not later than ten days after falling sick.

*Send your queries on the Sick Benefit Society, Pensions or National Insurance and we will answer them in this feature.

Percy Road Veteran Retires

Percy Road colleagues recently said farewell to Mr. Levi Roberts on his retirement.

Mr. Roberts, a "straightener" all his working life, is a gold watch recipient, and his unbroken service with the Company dated from 1926. His retirement is due to ill-health.



The youngsters' events were keenly contested — just look at the expressions as boys and girls head for the tapes.

Friendly rivalry — and all the fun of the fete



A real photo-finish to the ladies' sprint (above) and a starting shot (below right) taken during one of the cycling events.



★
Even if you were too young for the swings (below) there was fun to be had on the roundabout.
★



Pictured with Miss Rover and the other Worster, the Mayor of Solihull (Council P



Being put through the hoop is all in a dog's day for this Alsatian, one of the stars of the canine obedience display.



PULLING THEIR WEIGHT



A long pull and a strong pull as a works tug-of-war team gets down to business.



Thousands

A day to remember . . . and the thousands of Rover folk who enjoyed it would agree the 1961 Fete and Sports Day, held on July 1st, was certainly that.

The weather was fine, and on the Solihull Ground at Solihull a full programme of sports and attractions awaited the crowds, as the pictures on these pages show. And of course besides all these there was the opportunity to meet old friends in the Company and to see new ones.

First item in the display arena was the judging of the Miss Rover competition, which was watched by the Mayor and Mayoress of Solihull, Councillor and Mrs. J. W. Wall, as well as the Directors and their wives who shared in the enjoyment of the day.

From the 19 Miss Rover finalists, the judges, Mr. Jack Preece, Mrs. Elsie Hurry, and Mrs. Dick Neal—selected the last six, and



Another closely-fought

SPORTS DAY IN PICTURES



A happy donkey rider.



ALL ABOARD FOR A FACTORY TOUR

A popular family attraction during the afternoon was a conducted tour of the Solihull factory. Land-Rovers took the visitors from the sports field to the works where guides were waiting to take them over the production lines. Pictured above are some of the families about to set off for their tour.



ists after the judging and presentations are Mrs. A. J. J. W. Wall), the Mayoress, and Mr. A. J. Worster, iction Director.



EYES DOWN, LOOK IN . . .

A 'full house' at the Bingo stall . . . and it was a case of 'lucky for some'.

All the pictures on these pages were taken by the Rover Photographic Staff.

Enjoy a day to remember

of a final parade they voted Mrs. Patricia Teckoe, who works in the Land-Rover Trim Shop, as Miss Rover 1961. The Mayor and Mayoress joined Mr. A. J. Worster, Production Director, and Mrs. Worster in the arena for the presentation of the sash to the winner and prizes to the six finalists.

There was something for all the family in the programme which followed — exciting displays in the arena, sports events for all ages, and all the fun of the fete in the many sideshows and amusements.

Before he presented the inter-factory sports shield to Solihull, Mr. Worster expressed the thanks of all to the committee and helpers from the Rover Social Clubs who had worked so hard to make the day such an outstanding success.

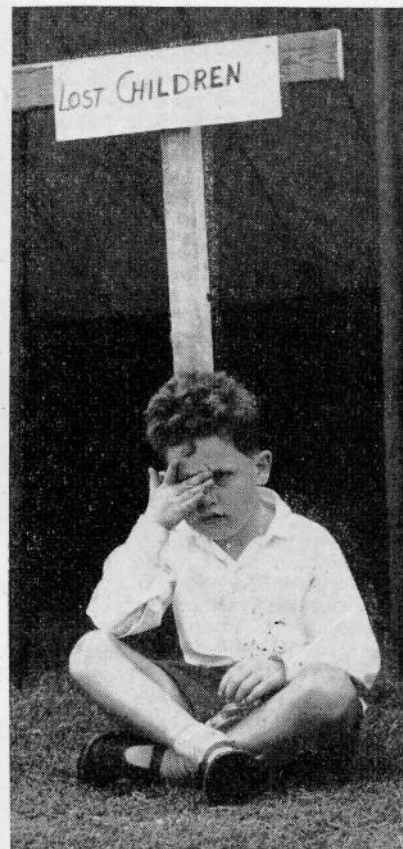
★Sports results on Back Page.



'Chief Barker' in the display arena—Mr. Gordon Fuller.



One of the arena items was a boys' gymnastics display.



Little boy lost . . . but it wasn't for long. A broadcast soon had him reunited with his family, and in the meantime there was the photographer to keep him company.



was the men's 100 yards and this was the scene at the finishing line.



These girls from Ryland Road found a vintage vantage point on the 1906 Rover car. The man in the picture: David Good (Technical Sales) who acted as chauffeur to young visitors during the day.

ROVING REPORTS

The Land-Rover makes its mark—on a stamp

Now the world is seeing the Land-Rover on a postage stamp. This one reached ROVER NEWS on an air mail envelope from Grenada, in the West Indies.

The stamp, issued to mark Grenada's postal centenary, shows a short wheelbase Series II Land-Rover on Royal Mail duty—a role, of course, which it performs in many parts of the world.

The stamp has a grey background, and the Land-Rover is in "Post Office red".



Girls will drive to Himalayas

Recent visitors to the Service School at Solihull were Miss Josephine Scarr and Miss Barbara Spark, who took a course in preparation for their Land-Rover trip to the Himalayas this summer.

Both 24, they are the two youngest members of a six-women climbing expedition to Nepal next spring, but before this they have planned a small training expedition in the autumn in the Kulu area.

Unknown Range

Their 8,000 mile journey by Land-Rover will take them through Italy, Yugoslavia, Greece, Turkey, Iran and Pakistan. It will be the first time that two girls have ever travelled alone over this route, camping all the way, and they hope to reach Kulu in mid-September. There they will explore an almost unknown 19,000 foot range.

Both girls have considerable experience as climbing instructors. Miss Spark is a physical education teacher in Liverpool and Miss Scarr a climbing instructor at the Physical Recreation Centre in Snowdonia.

★ ★ ★ ★

Cruising down the river

Sixty-three members of the Parts Dept. enjoyed their summer outing on Saturday, June 17. Departing from the Wheatshaf Hotel at 8 a.m. they arrived at Oxford at 10.30 and travelled by steamer to Abingdon for lunch. Many members enjoyed another steamer trip in the afternoon, during which Terry Woodhall and his quartet from the Sales Department, gave their own impression of a 'riverboat musical'.

Tea was at Abingdon Bridge, and afterwards the party went to the Crown Hotel, Banbury, for a Social and Dance.

★ ★ ★ ★

It's Horse-power now

A holiday item of news was brought back from North Devon by Mrs. Pat Bolton of the Secretarial Department. She reports that in the picturesque village of Clovelly donkey power has been replaced by Land-Rover horse-power. Visitors who used to be carried up and down the narrow cobbled streets

by donkeys are now transported by a shuttle service of Land-Rovers.

Date for Growers

Notices are now on the boards in all factories and programmes and schedules are available for the first Annual Show of the Rover (Solihull) Horticultural Society, to be held in the Main Canteen at Solihull on Saturday, August 19.

Entries are coming in at a fair rate but it is hoped that all members will show in at least one or two classes.

Any member of the Committee or

Mr. R. Dixon, the Social Secretary, will take your entry. So don't forget, the closing date—August 11. The Canteen will be open ALL NIGHT from 9 p.m. on the Friday night, August 18, until 11 a.m. on Saturday, the 19th, for members to stage their entries.

The Show will be opened by Mrs. L. G. T. Farmer at 2.30 p.m., and entrance is by programme, price 1s. Children accompanied by adults will be admitted free, unless they wish to enter the Lucky Programme Draw for which the prizes are a transistor radio, camera, a canteen of cutlery and separate £1 Premium Bonds.

HIS GARDENS DON'T NEED DIGGING

A miniature gardener—that's Mr. Arthur Wilde, of the Works Police at Percy Road factory. But don't get us wrong. Arthur isn't under-size—only his gardens.

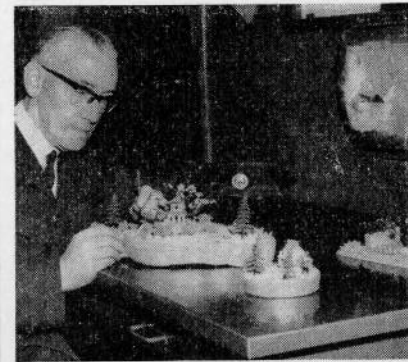
For some time he has made a hobby of constructing miniature artificial gardens, and you can see several examples of his handiwork around the factory, where they

add a decorative touch to table or window sill. Arthur makes them from "bits and pieces", which have included an old ashtray and the bottom of a kettle. Into a "topsoil" of chippings or sand he "plants" tiny trees, shrubs and flowers, all of which he makes himself, and he finishes off the landscape with a variety of pagodas, bridges, and "pools" made from pieces of mirror.

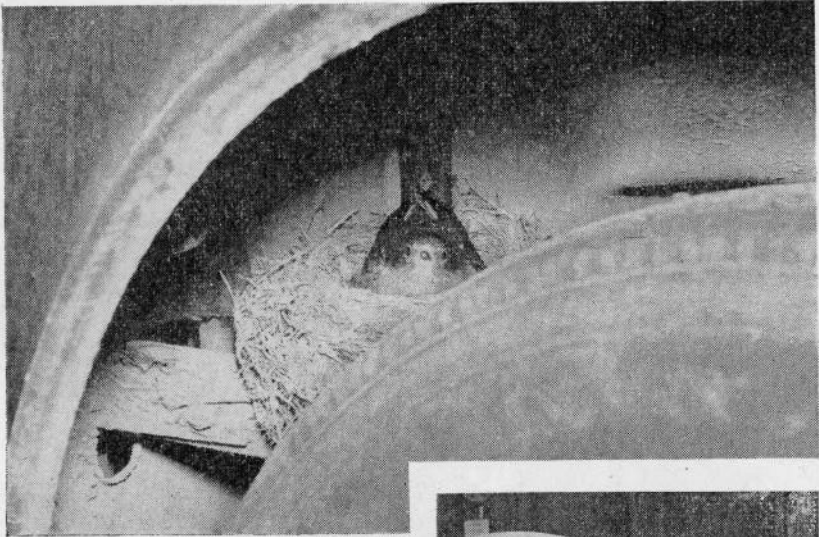
Aquariums, too

Artificial aquariums are another speciality, and Arthur has an example in his lodge at Percy Road. He made it from an old TV magnifier and it has artificial fish and flowers. The whole thing can be illuminated to give a colourful 4-D effect.

Arthur doesn't neglect the real thing either. As well as tending his garden at home he is a keen cultivator of pot plants, and keeps his workmates well supplied. Arthur has been in charge of the police at Percy Road since 1955, and before then he was at Tyseley and Perry Barr.



Arthur Wilde—and a garden.



Bird on the wing

If birds could talk, there'd be an unsolicited testimonial for the smooth-running qualities of a Rover car from this Brown Ousel, who chose the mudwing of a '75' for her nesting place.

It was while working on his car that Mr. R. Lawson, of Brinscall, Lancashire, found he was playing host to the bird. He decided to let nature take its course while he travelled 18 miles to and from work each day.

Not only did the bird—and the nest—stay put, but after a few days the oussel proudly produced a clutch of four eggs.



ADVENTURE AND SERVICE....

It was in 1935, just before he joined the Rover Company, that Mr. B. D. Smyth, of Service Reception, began his Army service—in the Supplementary Reserve as a Fitter in the RASC. Last month that service officially came to an end when Major B. D. Smyth, T.D., retired from the Territorial Army.

As well as becoming an expert in the organisation of mobile workshops, he has had his share of adventure. Unable to get off the beach at Dunkirk, he and others formed themselves into a group and managed to make their way to St. Nazaire. A Dutch destroyer took them back to England.

Malaya was the next overseas posting. There Mr. Smyth, now a Mechanician Staff Sergeant, was in the last RASC unit to cross over the Johore Causeway back into beleaguered Singapore. In the hectic and hazardous days before the fortress fell, he was busy preparing escape craft for women and civilians, and two were sunk under him by Japanese bombs.

Escape by boat

After the capitulation he and four others, including a wounded Australian pilot, decided to attempt to escape. They hid under a pier and then paddled away in a sampan under cover of darkness. Later they had the luck to find a police launch, provisioned and tied up in a deserted creek, and in this they made the voyage safely to Sumatra.

The party travelled from island to island until at last, with a group of about 60 which included a woman civilian, they embarked again in a commandeered river boat. The idea was to sail to Port Darwin in Australia. In fact they eventually reached Ceylon, but not before a hair-raising encounter with a Japanese midget submarine. It fired three torpedoes, which missed, and then surfaced alongside—only to break away, unaccountably, without further hostile action.

After a spell in Ceylon, Mr. Smyth was commissioned into the newly-formed REME, and served in India and Burma. Then, after five years in the Far East, it was back to England and demob—but not for long. The T.A. was reformed in 1947 and Mr. Smyth was soon back in uniform, taking command of No. 9 Medium REME Workshop, in Coventry. Latterly he was attached to 110 Transport Column based in Birmingham, supervising the organisation of their workshop system. He received



his Territorial Decoration this year, an award for "loyal and efficient services."

After 14 years of annual and weekend camps, training exercises by the score and evenings on duty by the hundred, he will miss the T.A. And it seems pretty certain that the T.A. in the Midlands is going to miss him.

BIRTHS

We offer our congratulations to ...

ANDREWS—To Mr. and Mrs. J. N. Andrews, a daughter on June 20. Mr. Andrews works in Car Final Rectification.

APPLEBY—To Mr. and Mrs. Trevor Appleby, a son (Philip) on June 8. Mr. Appleby works in Car Final Rectification.

BELLABY—To Mr. and Mrs. F. W. Bellaby, a son (Richard Laurence) on July 2. Mr. Bellaby is employed in the Cost Office.

BURKE—To Mr. and Mrs. E. Burke, a son (Paul Andrew) on July 8. Mr. Burke is in the Hardening Shop, Tyseley.

COLLYER—To Mr. and Mrs. B. S. Collyer, a daughter (Tracy Nicola) on June 11. Mr. Collyer works in the Test Plant Office at Solihull.

COTON—To Mr. and Mrs. W. Coton, a son (Paul John) on June 9. Mr. Coton works on P5 Sub Frame Assembly Section and Mrs. Pauline Coton was formerly in the Trim Shop, North Block.

COURTNEY—To Mr. and Mrs. Charles Courtney, a son (Alan Thomas) on June 6. Mr. Courtney is employed in the Progress Department, Acocks Green.

HANCOCK—To Mr. and Mrs. E. Hancock, a daughter (Jacqueline Linda) on June 5. Mr. Hancock is an arc-welder at Clay Lane, Coventry.

HENSHALL—To Mr. and Mrs. T. Henshall, a son (James) on June 18. Mr. Henshall works on the P4 Track and Mrs. Henshall was formerly in the Land-Rover Trim Shop.

HOLIDAY—To Mr. and Mrs. Holiday, a son (Mark Anthony) on June 12. Mrs. Holiday was formerly in the Land-Rover Trim Shop.

HONORE—To Mr. and Mrs. M. Honore, a son on June 26. Mr. Honore is an ex-apprentice, Method Study Department.

HUNT—To Mr. and Mrs. K. R. Hunt, a daughter (Beverley Joanne Lillah) on June 23. Mr. Hunt works in the Tool Room, Solihull.

LEE—To Mr. and Mrs. R. Lee, a daughter on June 14. Mrs. Lee was formerly in the Hollerith Section, Service Department, and Mr. Lee works in Service Stores.

LUNGLEY—To Mr. and Mrs. Alan Lungley, a son (Mark Anthony) on June 14. Mr. Lungley works in the Saw Mill, Solihull, and Mrs. Phyllis Lungley was formerly in the Land-Rover Trim Shop.

PALMER—To Mr. and Mrs. John Palmer, a daughter on June 7. Mr. Palmer works in the Inspection Department, Perry Barr.

STANLEY—To Mr. and Mrs. J. Stanley, a daughter (Lesley Ann) on June 17. Mrs. Stanley was formerly in the Telephone Exchange.

WILLS—To Mr. and Mrs. R. J. Wills, a son on June 19. Mr. Wills works in Market Research

PERSONAL NEWS FROM THE FACTORIES

MARRIAGES

Congratulations and good wishes to ...

BURNETT-NUTT—On June 24 at Yardley Old Church, Mr. George Burnett to Miss Dawn Nutt, both of the Trim Shop, North Block.

DAVIS-DEAN—On July 15 at Christ Church, Yardley Wood, Mr. Brian Davis to Miss Mavis Dean (Land-Rover Trim Shop).

MARTIN-COX—On July 15 at Solihull Church, Mr. Leslie Martin to Miss Brenda Cox. The bride works in Service Car Despatch.

OLIVIER-LARNER—On June 24 at Trinity Church, Stratford-upon-Avon, Mr. Bob Olivier to Miss Pauline Lerner. Mr. Olivier, an ex-apprentice, works in the Tool Room, Perry Barr.

PALMER-FARRELL—On May 20 at St. John's Church, Sparkhill, Mr. Anthony Palmer to Miss Patricia Farrell. Mr. Palmer works in the Polishing Shop and Miss Farrell in Material Control, both at Percy Road.

PARTRIDGE-HOUGHTON—On July 15 at Shirley Parish Church, Mr. Edward Partridge to Miss Iris Houghton. Mr. Partridge works on the Land-Rover track and his bride in the Land-Rover Trim Shop.

TIMMINS-ARCHER—On July 29, Mr. Anthony Timmins to Miss Vivien Archer. Mr. Timmins works in the Grinding Department, Tyseley.

DEATHS

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

BROWNE—Mr. A. J. Browne died on June 9 aged 62. He was a leading hand in the Paint Shop at Solihull for 30 years.

CLOWES—Mr. Joseph Clowes (Capstan Section, Tyseley) died on July 4. He had been at Rover 3½ years.

FRANCE—Mr. Edward France died on June 14, aged 65. He was employed in the Rough Stores, Tyseley, and had been in the Company's service for 39 years.

JENNINGS—Mr. James Jennings died on June 26, aged 66. He was employed in the Transport Department at Tyseley.

PHILLIPS—Mr. Horace Phillips, Foreman No. 2 Machine Shop, Tyseley, died on June 30. Mr. Phillips had been with the Company since 1920.

THORBURN—Miss Florence Ada Thorburn of the Inspection Department, Ryland Road, died on June 21. She had 24 years' service with Rover.

THEIR FAMILY TREES HAVE ROVER ROOTS!

Working at Rover is often a family affair—and this is certainly true of the Paynes, the Averys and the Joneses.

Take the Paynes of Tyseley. Mr. Sidney Payne joined the Company in 1921, the first of six brothers to do so. Now, 40 years later, the Payne service totals 177 years, and if you add in that of other relatives the total is over the 200-year mark.

Five of the Payne brothers are still working at the Tyseley and Percy Road factories. The other, Charles, died in 1959 after 37 years with the Company. In order of length of service the list goes like this: Sidney Payne, with 40 years and still as busy as ever on engine testing at Tyseley; Christopher, 33 years, of Time Study at Tyseley; Harry, 32 years, Engine Assembly, Tyseley; Thomas, 28 years, also an engine fitter at Tyseley; and Alfred, who is on gearbox assembly at Percy Road, with seven years' service.

Tyseley has another set of long-serving brothers in the Averys. Their family link with Rover began in 1917, when Mr. Samuel Avery joined Component Munitions as a toolroom turner. He stayed on after the war with the Rover Company until his sudden death in 1926. His three sons followed him at Tyseley, and are all still with the Company.

Their Tradition

Tom Avery, with 41 years' service to his credit, started as a machine tool fitter in 1919. He was later transferred to Grinding, and in 1939 was made Chargehand of the Machine Tool Repair Section. He worked on the development of the machine tools which ground the rotor blades for some of the first gas turbine units produced by the Company, and is now in charge of Machine Tool Repair for the Tyseley Group.

His brother Frank, with 39 years' Rover service, started work as a gear grinder. Since the war he has been Chargehand on the Crankshaft Section for car and Land-Rover production.



On the left, the Paynes. Standing: Mr. Harry Payne, Mr. Thomas Payne and Mr. Alfred Payne. Seated: Mr. Chris Payne and Mr. Sidney Payne. On the right, the Averys. Standing behind Mr. Frank Avery and Mr. Tom Avery are Mr. John Avery and Mr. Len Avery.

Then there is Len Avery, with a total of 33 years with the Company, and now toolsetting on crankshafts.

The three Avery brothers can thus claim 113 years in the Tyseley Group—and the tradition is being maintained, for Frank's son, John, joined the Company in 1959 and works in the Time Study department at Tyseley.

Over now to Percy Road, where another who is proud of his family of Rover workers is Mr. W. T. Jones, of the grinding shop. Seven of his sons and a daughter have worked for the Company, and six sons are still carrying on in father's footsteps. One of them, Mr. Frederick Jones, works alongside his father at Percy Road. The others are Norman, a chauffeur at Solihull, Stanley (Service), William (a welder at Solihull), and Ralph and Donald who both work in the wood mill at Solihull. The seventh, Leslie, had some 13 years' service, and daughter Beryl worked at Solihull until her marriage to Mr. R. Gunter, who is also a Rover man. Between them the Joneses have totalled about 90 years' service. Four daughters-

in-law also worked at Rover until they married, and a nephew, Mr. John Jones, is foreman of 446 Group at Percy Road.

Mr. Jones senior is chairman of the Percy Road Social Club and plays a

leading part on the factory's social side. He first joined the Company in 1933 and has worked at Solihull and Tyseley as well as Percy Road.



The Joneses (Percy Road branch). Mr. W. T. Jones is on the right, and next to him is his son, Mr. Frederick Jones. Nephew Mr. John Jones is on the left.

Tyseley mourns a veteran

Hundreds of Tyseley employees paid a last tribute to Mr. Horace Phillips, whose death on June 30 is reported elsewhere in this issue, as his funeral passed the factory gates.

Mr. Phillips, Machine Shop Foreman, began his long service with the Company in April 1920, and his manner and approach to those who worked under him always gave them confidence in their work.

His death, after so short an illness, came as a shock and the sympathy of all who knew him goes to his widow and son. The funeral, on July 5, was attended by management representatives and colleagues.

One of them writes: "Memories of Horace go back to the very early days of the Company at Tyseley, when he was a tool-setter on hand presses and small lathes. He was secretary of the snooker and billiards section of the social club for about ten years and his prowess at snooker was well known. He was also a keen cricketer.

"Horace Phillips had a very inventive mind, which he turned to practical use in the factory, and he was keenly interested in model engineering, especially railways. He loved to have an awkward modification to tackle, and 'Get it away' was his motto".

Teenagers' Trip

The Teenage Section at Solihull are holding a day outing to Blackpool on September 23. The cost is £1.0.0 per person.

The start is at 7.30 a.m. outside the Hobsmoat Assembly Rooms and the party leaves Blackpool at midnight. The outing is open to all members and friends at the associated factories. Outing club cards can be obtained from Mr. R. Waring, Cost Dept., Solihull.

In last month's chapter of THE ROVER STORY, H. B. Light introduced the Rover 8 h.p. twin air-cooled model. This month he writes of some of the successes of this famous little car.

Our little car climbs to the top

A FLASHBACK TO THE TWENTIES

The Rover 8 won many awards during the early twenties, and we have records of successes achieved in trials and tests which called for efficiency and reliability of the highest order. In 1921 the Company entered four of the cars in the gruelling Six Days Scottish Trials, and we won four gold medals and the team prize. It was said by many that this excellent achievement "made" the 8 h.p. Rover.

In May 1923 the Company again decided to enter for the Scottish Trials and this time six 8 h.p. models were sent as a team. One was an 8 h.p. coupé model driven by L. N. Bennett, the first of this type to make an appearance in a Scottish Six Days. The tests covered over 1,000 miles of the most difficult conditions in Scotland and included hills which to the average tourist, would appear unclimbable.

Through blizzards

The weather was appalling throughout nearly the whole of the trial, with snow, hail and blizzards, and needless to say, the occupants of the coupé were the envy of all during the violent storms.

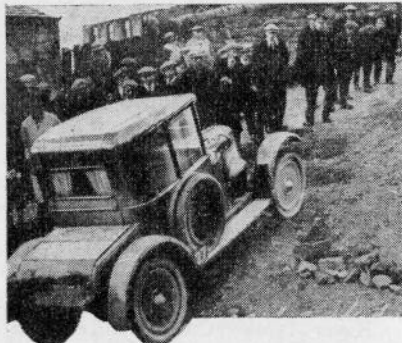
The section traversed each day included at least one 'freak' hill and stretches of so-called roads that required considerable effort to be made to enable the schedule speed of 20 m.p.h. to be maintained. The wear and tear on chassis, springs, engine and transmissions represented 10,000 miles of running over ordinary routes.

But the little Rovers proved excellent performers, and every one in the trials climbed every hill with ease, to the admiration of all who watched.

The first trio won three silver cups and the second trio won three silver medals.

Two stops . . .

Another trial worth mentioning took place in June 1923 when the Royal Automobile Club officially observed a trial by an 8 h.p. coupé model in a run



The 8 h.p. coupé climbing the 1-in-3 stretch of Kirk Wynd Hill during the 1923 Scottish Six-Days Trial.

from Land's End to John o' Groats, a distance of 891 miles covered in 74 hours.

During the run the air-cooled engine was stopped twice only, the stoppages being momentary on each occasion and the engine re-started immediately.

No repair or adjustment was made to the car throughout the trial, and the fuel and oil consumption, recorded by R.A.C. observers, averaged out as follows:—petrol 47.3 m.p.g. and oil 1,760 m.p.g.

In the 8 h.p. class we were also producing Rover light vans, selling at £170, and commercial travellers' cars at £175.

In February 1923 Harry Smith (Managing Director of the Company since the death of J. K. Starley in 1901), retired due to ill health, and was

succeeded by J. K. Starley, son of John Kemp Starley, the founder of the Company. Mr. Starley started work with J. K. Starley & Co. Ltd. in 1892 and after training in the administrative side of the business he went into the works and in 1903 succeeded his uncle, Mr. Richard Starley, as Works Manager. He became General Manager in 1910 and Assistant Managing Director in 1921.

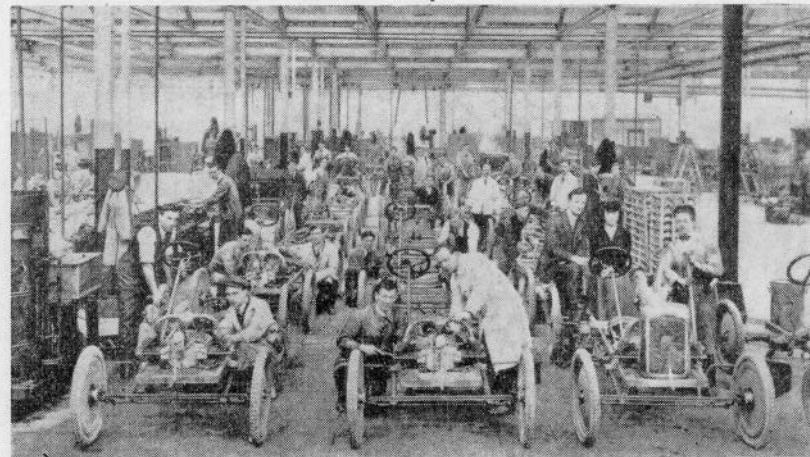
30 years

Harry Smith had been with the Company over 30 years. A tribute to his long and faithful service with the Company was made by Col. W. F. Wyley (Chairman of Directors) in his report to the Shareholders at the 28th Annual General meeting of the Rover Company Ltd. held at Coventry on 19th November 1923.

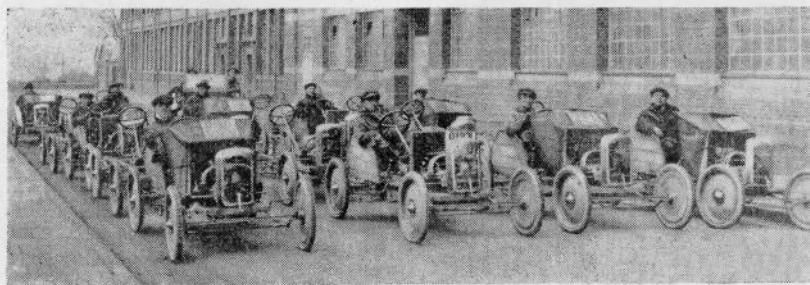
At this meeting the chairman had to announce a loss of £36,752 which was considered due to a falling off in the trade caused by many competitors cutting the prices of cars in the spring of 1923 which stopped the buying public from placing orders in anticipation of further reductions. The last occasion on which a loss was made was in 1908.

But while results had been disappointing for the year 1923 it was evident that there was still a great future for the Company.

At this same meeting the Chairman also announced that "The New Rover Cycle Co. Ltd.", which had been operating as a separate concern for the manufacture of bicycles and motor cycles ceased to exist as such, and complete control was taken over by the main Company.



The 8 h.p. assembly line at Tyseley — a picture taken in 1923.



Road-testing — another picture from the 8 h.p. era at Tyseley.

WIN CASH WITH YOUR SNAP

Don't forget our 'Summer Snaps' Competition. Closing date for entries is August 31, so take your camera with you on holiday and you may win a cash

prize. Send your photo to Summer Snaps, Rover News, Meteor Works, Solihull.

The sports shield goes to Solihull



Solihull were the winners of the Inter-Factory Shield at the Rover Sports Day, and the picture above shows Mr. A. J. Worster presenting the trophy to Mr. R. E. Dwyer (Press Shop Control).

Solihull finished with 34 points, Tyseley with 15 and Acocks Green 4.

HOW THEY FINISHED . . .

MEN'S EVENTS

100 yards handicap: 1st G. C. Tomling (Tys.); 2nd P. H. Lees (Sol.); 3rd J. Moran (Tys.).

100 yards handicap (Veterans over 40): 1st J. Atkins (Sol.); 2nd W. H. Mason (Tys.); 3rd J. Spittle (Sol.).

220 yards handicap: 1st P. H. Lees (Sol.); 2nd A. L. Jones (Sol.); 3rd F. Allen (Tys.).

880 yards handicap: 1st M. Jukes (Sol.); 2nd G. C. Tomling (Tys.); 3rd M. A. Hopkins (Tys.).

Obstacle race: 1st J. Bedford (Sol.); 2nd A. L. Jones (Sol.); 3rd A. W. Mills (Sol.).

Sack race: 1st A. W. Mills (Sol.); 2nd J. Bedford (Sol.); 3rd A. L. Jones (Sol.).

LADIES' EVENTS

80 yards handicap: 1st F. Kemp (Sol.); 2nd S. Cullen (Sol.); 3rd D. I. Butcher (Sol.).

50 yards egg and spoon: 1st M. McNally (Tys.); 2nd D. I. Butcher (Sol.); 3rd F. Kemp (Sol.).

80 yards skipping: 1st D. I. Butcher (Sol.); 2nd M. McNally (Tys.); 3rd D. Cox (Tys.).

50 yards sack race: 1st S. M. O'Hara (Tys.); 2nd J. Phillips (Sol.); 3rd I. Tonge (Tys.).

Obstacle race: 1st J. Adams (Sol.); 2nd J. Dyke (Sol.); 3rd D. I. Butcher (Sol.).

CYCLING

880 yards handicap: 1st R. A. Dunn (Sol.); 2nd F. R. Stewart (Sol.); 3rd D. Symes (Tys.).

2 miles scratch: 1st R. A. Dunn (Sol.); 2nd F. R. Stewart (Sol.). Lap prize: R. A. Dunn.

TEAM EVENTS

Men's medley relay: 1st Solihull; 2nd Acocks Green.

Mixed medley relay: 1st Tyseley; 2nd Acocks Green; 3rd Solihull.

Tug of War—Winners: Drawing Office (Sol.).

JUNIORS

100 yards handicap (boys 12-15): 1st J. Edge; 2nd P. G. Protheroe; 3rd G. Hodgkinson.

80 yards handicap (girls 12-15): 1st E. Gould; 2nd J. E. Jenkins; 3rd E. Henry.

SPECIAL EVENT

St. John Ambulance race: 1st G. Powton; 2nd B. Goodman; 3rd L. Rose.



HE PLAYED CRICKET AT 70

Colleagues gathered in the Electricians' Shop at Solihull this month to see Mr. J. B. Wilson, Works Engineer, present their retirement gifts of an engraved cigarette case and wallet containing notes to Mr. Joseph Winyard. Mr. Winyard, who joined the Company in 1942, was a county cricketer in his younger days and also played in the Lancashire League. He even turned out for the Works Engineers team at Rover—at the age of 70!

Acocks Green Tennis Club has plenty to offer

Acocks Green Tennis Section report that the pavilion at Mirfield Road is being redecorated and a summer and winter programme is under way. The services of an L.T.A. coach have been obtained for every Monday night from 6.30.

Dancing, table tennis, darts and bar billiards are enjoyed during bad weather

and refreshments and bar facilities are provided at week-ends and also on certain week nights.

All Rover employees interested should get in touch with either Mr. B. B. Gilbert, M.C.D., Acocks Green (312), Mr. J. Fieldhouse, Budget Control, Acocks Green (357) or the Welfare Office (255).

TV LOOKS IN ON ROVER DARTS TEAM IN ACTION

The triumphs of the season for the Rover (Solihull) darts team led to a TV appearance for skipper Freddy Richmond (Works Engineers Dept.) and members of the team were seen in film shots.

Consolation

The TV interview by Dick Knight of the BBC took place on the eve of the team's quarter final match in "The People" national competition. Viewers saw Freddy discuss the team's successes, and then saw members preparing for their battle with Northampton.

Rover lost by two games to one, but they have plenty of consolation—they have won seven out of nine competitions entered during the season.



Pictured with their trophies are members of the darts team. Front (left to right): G. Turner, H. Ward, E. Fields, F. Richmond, F. Mason, D. Haddow, Back: C. Duffy, W. Gorst, W. Kington, E. Fellows, H. Savage.

IN THE SPORTLIGHT



Meet 'Mr. Cricket'

When Cecil Studholme (Order Controller, Parts Department) became Secretary of Rover (Solihull) Cricket Club six years ago, the section had two struggling teams. Today there are four teams playing league and club fixtures every weekend, and 15 teams in two divisions play inter-departmental cricket in midweek.

Though 'Ces' himself would be the last to claim the credit for this happy state of affairs, there is no doubt that his energetic work on and off the field has helped to put cricket 'on the map' at Solihull. As well as being Secretary and Treasurer of the club he is vice-captain of the League XI—first choice wicket-keeper and a sound opening bat—and he hasn't missed a Saturday game in the past three years.

His ambition is to see Rover (Solihull) fielding three league teams each Saturday, with at least one in the top division. In one respect, at least, his ambition is on the way to being realised. The First XI should reach Division II of the Midland Works and Business Houses League next season, as they are leading Division III at the time of writing.

A 'Birthday' For Dance Section

Members of the Rover Modern Ballroom Dancing Section at Solihull celebrated the second anniversary of the class recently, and there was a special birthday cake to mark the occasion.

Anyone who wishes to join the section may like to know that a new period of instruction will start on the first Monday in September at 7.30 p.m.

Assembly's attack sinks two teams for 12 runs

The inter-departmental cricket league at Solihull has now passed the half-way stage and Land-Rover Assembly are on the way to record another win in the S. B. Wilks Cup. At the time of writing they are nine points ahead of their nearest rivals.

This is no surprise because A. Gregory and L. Burnett, who open the League XI attack also open the L-R bowling and have dismissed two teams for a total of 12 runs—Experimental for three runs and L-R Scuttle for nine runs (including four overthrows and three extras).

Charlie Stars

In Div. 2 North Block lead the Welding Shop by three points, followed closely by Parts Department, a further point behind, with the Apprentices chasing these three teams with three games in hand. The Apprentices' XI lost their first three games, but have walked away with five fine wins in a row, thanks to Tony Alden, Mike Carter and Alan Bannister (the latter two from Tyseley). Parts Department owe their success to Charlie Craven, the former B'ham City and Grimsby Town inside forward. Charlie, who is 56, has so far scored 233 runs, including two innings in the 50's, and has taken 33 wickets for 218 runs.

The League First XI were still league leaders with two games in hand, and the Second XI shared first place with three other teams and also had two games in hand.

The Sunday cricketers are well to the fore; the Club XI had won four of their last six games, drawn one, lost one, while the Second XI had won five of their last eight.

Tyseley Success

Rover (Tyseley) C.C. are still enjoying a successful season as results to date show:—played 15, won 12, lost 2, drawn 1.

In their recent game against Drayton Manor C.C. the home side were all out to avenge their defeat at Yardley Wood.

Skipper M. Carter, having won the toss, chose to bat and Rover made 118 runs. The opposition started off well, only losing one wicket for 62. Then, thanks to some inspired fielding, 5 wickets fell in 3 overs, swinging the game back in Rover's favour. In the closing stages the remaining batsmen put on some real village cricket (6 or nothing stuff) but victory came to Rover when the last wicket fell for 112.

Apprenticeship Completed

Phillip Wood, of Seagrave Road, London, completed his apprenticeship last month.

TOP CATCH FOR GEORGE (AND JUNIOR)

A stiff breeze, together with the usual armada of various boats, did nothing to help the Tyseley A.S. in their match fished last month at Mythe Farm, Tewkesbury, on a River Avon already feeling the need for a 'fresher'.

Secretary George Taylor overcame these difficulties, however, and ran out a clear winner in fine style with over 15 lb. of fish, mostly bream. A victory, this, for the experience of father, combined with the stamina of Taylor Junior, who struggled manfully along the river with the ground bait.

Results:—G. Taylor 15-4-0 (1); Henderson 9-11-15 (2); P. Roberts 9-4-14 (3); E. Harris 6-0-0 (4); W. Smith 5-14-0 (5).

Solihull angling section fished their bye contest at Quatford, on the Severn, with 76 competitors taking part. The contest was won by Mr. L. Hare, the section's Chairman (and also Chairman of the Sports and Social Committee), with a weight of 5 lb. 3 oz. The first six major prize winners were:—L. Hare 5-3-0; L. Ford 3-14-0; F. Cox 3-2-0; F. Haywood 2-14-2; D. Haywood 2-12-8; E. Bevon 2-12-0.

S. Wood wins the billiards final

In Solihull Snooker and Billiards section's annual billiards handicap. Mr. S. Wood (Service Stores), and Mr. Ron Butcher (Land-Rover) played off the final game, with Mr. Wood the winner. Other prize winners were Mr. R. Dixon and Mr. G. Thompson (losing semi-finalists).

The Solihull 'B' Efficiency League team won the sealed handicap in the Birmingham South Two League.

An evening outing

About 40 ladies from the Percy Road factory enjoyed an evening outing on June 23, with buffet and dancing at the Crown Hotel, Monkspath. The outing was organised by Nurse M. Keen.