



NOW T4 MAKES ITS BOW



The advanced styling of T4 matches the advance in gas turbine car development it represents.

15 years of Rover pioneering behind new gas turbine car

An exciting Rover announcement made headline news just before the Motor Show, when the Company released a picture and description of the new prototype Gas turbine car.

The new car, designated T.4, is a four-seater, four-door saloon of advanced shape and is the first Rover Gas Turbine prototype designed with the possibility of future production in mind. Intensive testing is now being carried out.

This latest achievement has been made possible by the 15 years of research and development which has been carried out since the Rover Company was associated with the first British gas turbine aero engine.

Last February, Mr. M. C. Wilks, our Managing Director, speaking at the demonstration of the Currie Wot plane fitted with a Rover Gas Turbine aero engine, forecast that this new prototype would be on the road in the autumn.

Big advance

That promise was fulfilled this month and T.4 becomes the fourth Rover Turbine car to be announced.

The first was the 250 b.h.p. JET 1, which achieved speeds of 150 m.p.h. in Belgium in 1952. This was followed by a saloon version with a rear engine.

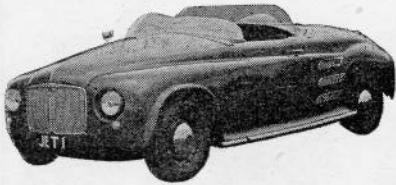
The biggest advance was in 1956, with T.3 a small Grand Turismo saloon, which was shown on the Rover stand at the Earls Court Motor Show, and which revealed the stage of development reached at that point. It had four-wheel drive and fully independent suspension. In trials at the Motor Industry Research Association proving ground near Nuneaton, it recorded a

lap speed of 102 m.p.h. and a fuel consumption, running on kerosene, of 14 m.p.g. at 60 m.p.h.

Considerable technical advances have been made, particularly in regard to improved fuel consumption and throttle response, to give fast acceleration in T.4.

The engine, which is front-mounted, produces 140 b.h.p. and the car also incorporates all-round independent suspension and disc brakes.

The cars that ...



The car that made motoring history—JET 1, the first Rover Gas Turbine car.

... led the way



And this was T.3, which made its debut at the 1956 Motor Show.

Four years of constant running and research with T.3 were necessary to bring T.4 into being, so that there is no immediate answer to the question "When will the Gas Turbine car go into production?"

But, while no definite date can be given for production, Rover engineers are well satisfied with the progress which is being made.

THE MOTOR SHOW

This month's ROVER NEWS went to press too early for a report of the Earls Court Motor Show to be included. Next month's issue, however, will give full news and picture coverage of the Company's activities at the Show.

Successful displays at Frankfurt and Belgrade

Frankfurt, Paris and Belgrade have been the venues for recent international motor shows.

The Frankfurt show, which takes place every two years, was the scene of great activity.

Quite unlike other European shows, where the exhibits are confined to one or two halls, this one seemed to ramble on for miles, writes our reporter there, and even to find Halle 4 where the imported cars were on view, was quite an adventure.

The Rover Company had what was

Civic heads and High Commissioner tour the works

A distinguished party of visitors visited our Solihull and Tyseley factories this month. The High Commissioner for Pakistan, His Excellency Mohamad Yusuf, and his wife, the Begum Yusuf, toured the production lines with the Lord Mayor of Birmingham (Alderman E. Mole) and the Lady Mayoress, and the Mayor of Solihull (Councillor J. W. Wall) and the Mayoress.

The High Commissioner's visit was part of a three-day stay in the Midlands, during which he had meetings with local industrialists.

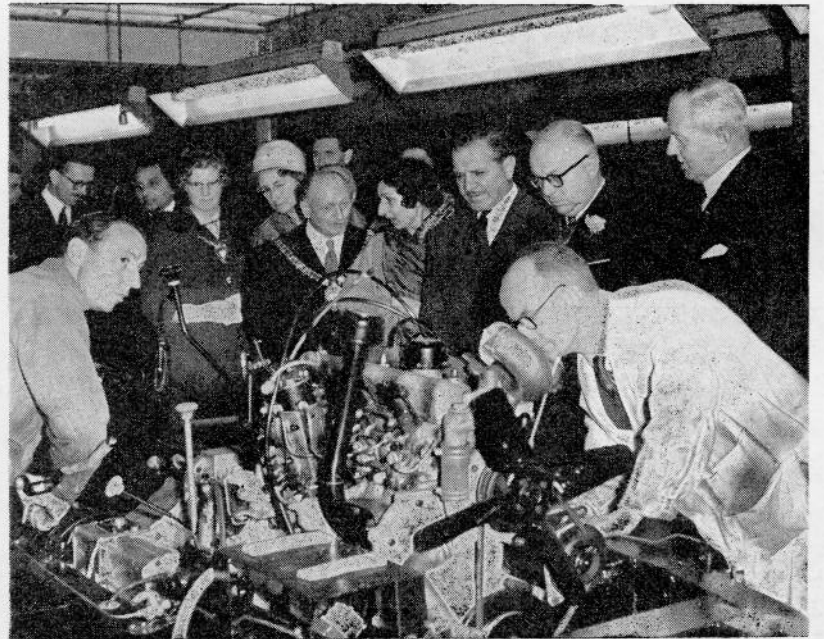
The Lord Mayor of Birmingham and Mayor of Solihull arranged their annual visit to the Rover Company to coincide with the High Commissioner's visit so that they could go round the works together.

The party was conducted around the production lines at Solihull by Mr. A. J. Worster (Production Director) and Mr. W. J. Robinson (Executive Director Production, Solihull), and Mr. E. Scott, General Works Manager at Tyseley.

ORDER FROM ICELAND

An important Land-Rover order was obtained recently—from Iceland. The order, for 70 vehicles, was made possible by the lifting of import restrictions which had previously limited sales to this important territory, which has a great potential.

Another recent order was for 63 Land-Rovers to be supplied to the Republic of Sudan. The vehicles are for Government Departments.



The VIP's watch Land-Rover assembly at Solihull. The High Commissioner and his wife are in the centre of the group. The Lord Mayor of Birmingham is on the right, next to Mr. W. J. Robinson. The Mayor of Solihull is on the left of the Begum Yusuf and behind him are the Mayoress of Solihull and the Lady Mayoress of Birmingham.

perhaps the largest stand ever covered by its products. The main exhibit was a metallic grey 3-Litre on a glass plinth, together with a working engine and transmission.

On the floor of the stand were three 3-Litres, a Land-Rover caravan by Martin-Walter, a Regular petrol Land-Rover and a Long Wheel-base Diesel. A sectioned Rover Gas Turbine pump was an added attraction, and there was a 1907 Rover 8 h.p. car on view as well.

At Belgrade the Company had a selection of Land-Rover Station Wagons

and a 3-Litre on display. Though foreign sales are restricted in Yugo-Slavia, it is a market of great potential and all the stand cars and Land-Rovers were sold before the close of the show.

One important sale was that of a 3-Litre to the Minister of the Interior and further sales to Governmental Departments are hoped for. Land-Rovers, of course, are already well-known in Yugo-Slavia, and interest is at a high level. Representing the Company at Belgrade was the Regional Sales Manager, Mr. R. Richter.



THROUGH THE AIR, AND . . .

As reported in the last issue of ROVER NEWS, the new Land-Rover 24-Litre Diesel engine was announced at a press reception at Chadwick Manor Hotel, Knowle, last month.

Altogether 350 press representatives, fleet owners and distributors, saw the

displays of Land-Rover versatility, which included a spectacular Land-Rover 'lift' by a helicopter (above).

Another unusual demonstration was given by the Cuthbertson tracked Land-Rover, which is shown in the picture below crossing a 'swamp'.

. . . THROUGH THE MUD



Eleven receive their gold watch awards

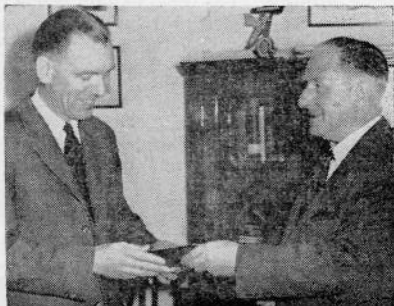
Since the inauguration of the Rover Long Service Award Scheme in 1958, 531 employees have received gold watches to mark their 25 years' service. A very high percentage of this figure are still employed by the Company which must be almost a record for the British motor industry.

At presentations at Solihull, Tyseley, and London, this month, eleven more employees were rewarded for their long service.

At Solihull on October 3, Mr. A. J. Worster (Production Director) presented a watch to Mr. A. E. Wilford (Assistant Export Sales Manager) before Mr. Wilford left to attend the Paris Motor Show, followed the next day by a presentation to Messrs. B. D. Smyth (Service Reception), G. E. Coe (Service School), C. West (Foreman Trim Line) and W. James (Works Liaison). On the same day further awards were presented at Tyseley to Messrs. L. Arnold (Assembly Shop Chargehand), J. Keeling (Stores Assistant), R. Twigg (Toolroom) and R. F. Smart (Inspection Department).

The two remaining recipients who received their watches were Mr. W. Harding and Mr. H. L. Walmsley both of the London Service Depot at Seagrave Road.

Pictured at the Solihull gold watch presentation (right) are Mr. W. James, Mr. G. Coe, Mr. Worster, Mr. C. West and Mr. B. D. Smyth. In the lower picture the Tyseley recipients are seen with Mr. Worster. Left to right: R. Twigg, R. F. Smart, A. J. Worster, L. Arnold, J. Keeling. The picture below shows Mr. A. E. Wilford receiving his watch.



H. B. LIGHT RECALLS A THRILLING CHAPTER IN THE ROVER STORY

The car that beat the Blue Train

At St. Raphael on the Mediterranean, one of the most famous continental expresses, The Blue Train, was standing ready to start its journey to Calais, 750 miles from sea to sea across France. This was at 6.30 p.m. on Monday, January 27, 1930—and in the road nearby, a Two-Litre Light-Six Rover car was quietly 'ticking over' ready to give battle with the giant in a tremendous race to Calais.

'David' and 'Goliath' moved away together and the race was on. In the Rover, Dudley Noble and Frank Bennett settled down to a gruelling test of driving skill and endurance which was to last for 20 hours.

Between St. Raphael and Brignoles road and rail ran parallel and there was a neck-and-neck race between car and train. But while the lordly Blue Train roared along on its metals, secure from trouble, the occupants of the car experienced the hazards and difficulties of driving through fog, hold-ups at level-crossings and negotiating deep watercourses which threatened to break springs unless treated with great respect.

Positions changed

At times the car ran slightly ahead of the express, but positions changed frequently.

Once, with the road ahead straight and clear the car travellers had the satisfaction of seeing the Rover take the lead—but their luck was out. A level-crossing loomed up and the gates closed to allow the Blue Train to speed through and fade into the landscape.

To have any hope of beating the train as it relentlessly roared on its way to Calais, the Light-Six now had to be driven hard and on a short stretch of the Beauvais-Calais Road a speed of 80 m.p.h. was reached.

Seemed hopeless

Between Macon and Avallon just before dawn on January 28 the prospect of winning seemed hopeless. Wisps of mist kept floating across the road obstructing the driver's vision and speed dropped to its lowest point, 28 m.p.h.

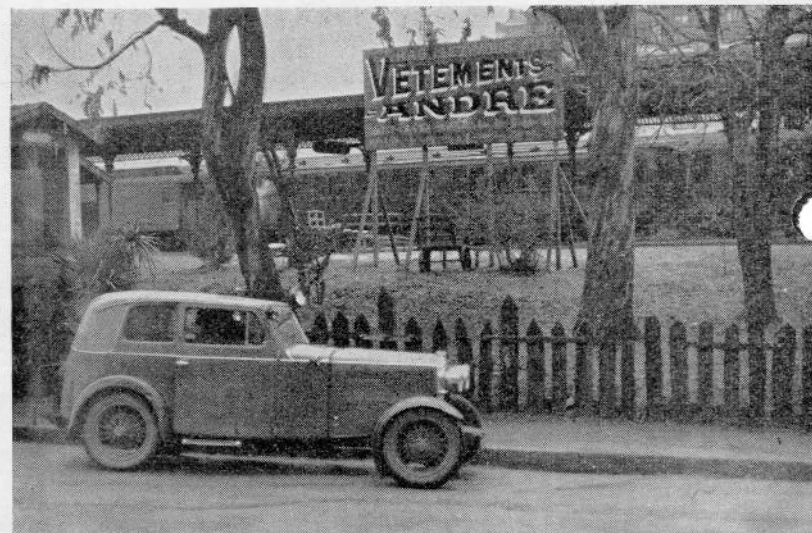
But when dawn broke the fog lifted and the way lay clear ahead—a dead-straight tree-lined road stretching as far as the eye could see.

The Rover made good headway—and hopes rose again. The schedule was tight but there was a wonderful chance of success. And so it proved.

Dead on time, the Blue Train drew in at Calais at the conclusion of the 750 miles run from St. Raphael—and the two young Englishmen standing by their Rover greeted the giant express with cheers.



The Blue Train ready for the start and the Rover car (below).



The car, plastered in mud and minus both front wings, and two men, unshaven, red-rimmed eyes and matching the car for dirt, had raced the world-famous express and had won by 20 minutes.

50 level-crossings

During the journey from the Riviera to Calais more than 50 level-crossings were encountered and the actual time lost in crossing them was 40 minutes. Average speed throughout the race was about 38 m.p.h. The highest mileage covered in one hour was 48, and the lowest 28.

This was a magnificent performance for the Rover and it was achieved mainly by steady continuous driving at high speeds. Incidentally, this was the first time a car had competed with the Blue Train and had met with success.

● CONTINUED ON PAGE FIVE

Frank is still in the picture



Frank Bennett, one of the drivers in the 'Blue Train' race is still with the Rover Company as Chief Tester, Quality Control. Since joining the Company in 1913, Frank has always been connected in some way with testing and one of his more terrifying experiences on test was during the first war when a tree fell across the bonnet, trapping him in the car—but fortunately without injury.

Now 68, Frank also remembers another occasion during the first war, when because of inadequate rail service, he and three other drivers drove up to Barrow-in-Furnace in Rover cars to fetch iron ore. On the return journey, well laden, he was horrified to see a wheel overtake him—and even more shaken when the wheel turned out to be his own rear wheel.

Now living at Leamington, Frank devotes much of his limited leisure to church work.



Cameras clicked — for Summer Snap prizes!

Here they are—the winning entries in the "Rover News" Summer Snaps Competition.

From the very large number of photographs you sent in the judges (Mr. W. J. Robinson, Executive Director, Production—Solihull, who is himself a keen photographer, and the Editor of "Rover News") awarded the first prize of five guineas to Mr. J. Aston (Technical Service Dept.) for his very well-taken picture of Paignton Harbour.

"The Sands at Margate", a happy seaside group entered by Mr. C. R. Wilson (Stock Audit Dept.)

wins him the three-guinea second prize, and the third prize, of two guineas, goes to Mr. A. E. Walton (Press Shop) for an original entry, Platform Seven at Snow Hill Station, the starting point for many a holiday.

Two other pictures caught the eye of the judges and are also reproduced. One turned out to have been entered by Mr. J. Aston, the first prize winner, but it was decided to treat it on its merits and not to take into account his other award. He therefore receives an extra half-guinea for his happy snap of his young daughter on the beach at Paignton. There is 10s. 6d. too for Mr. A. P. Webb (Axle Assembly, Perry Barr) for an artistic harbour study.



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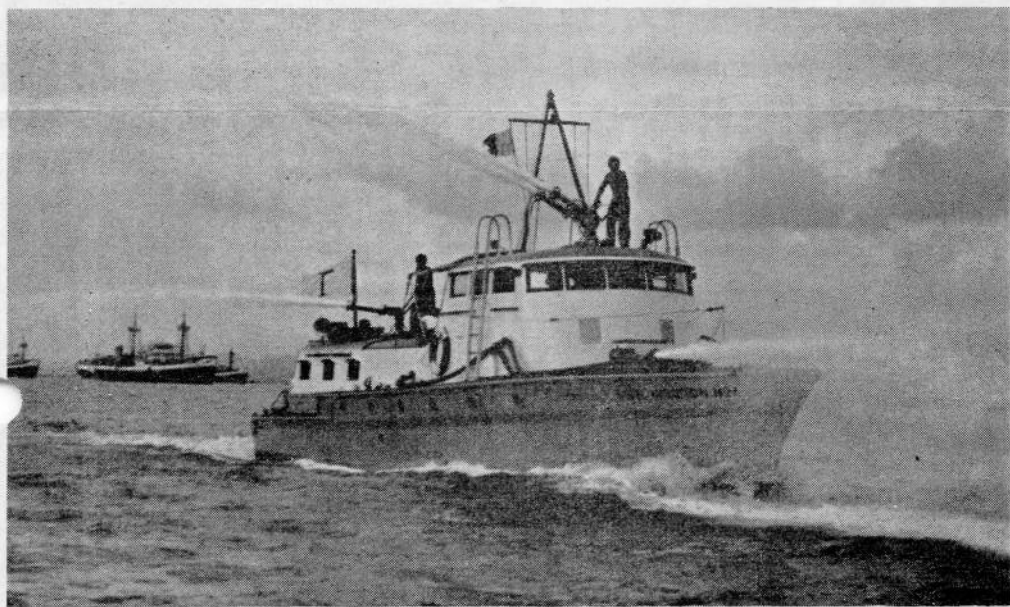


These are the cash-winning photographs. The best Summer Snap was judged to be the photograph of Paignton Harbour (above). Second was the donkey-riding group (left) and third the view of a departure platform at Snow Hill Station (right).

Heading the runners-up were the two photographs reproduced below — another expertly-taken harbour scene and a beach snap that captures the holiday spirit.



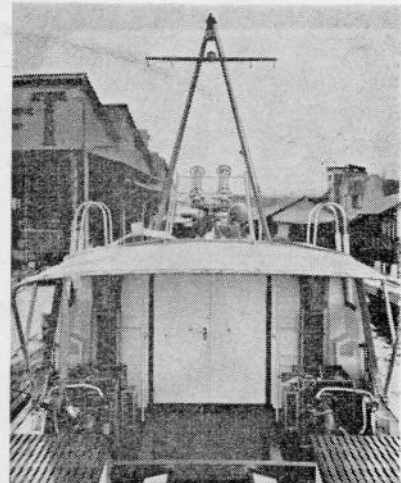
ON FIRE-FIGHTING DUTY AFLOAT



A recent addition to the Hong Kong Civil Aviation Department is this 60 ft. rescue and fire-fighting launch. Powered by three Thornycroft-Rover Meteorite diesel engines, it has a maximum speed of 24 knots.

The fire-fighting equipment consists of two Rover Gas Turbine water pumping sets arranged for pump induction of Pyrene foam compound.

Located on each side of the deck immediately aft of the wheelhouse, the Rover equipments each comprise a standard production water pump set, rated at 500 g.p.m. 100 p.s.i., with the addition of electric starting, air silencers and a vertical exhaust.



The twin Rover Gas Turbine pumping sets seen aft of the wheelhouse.

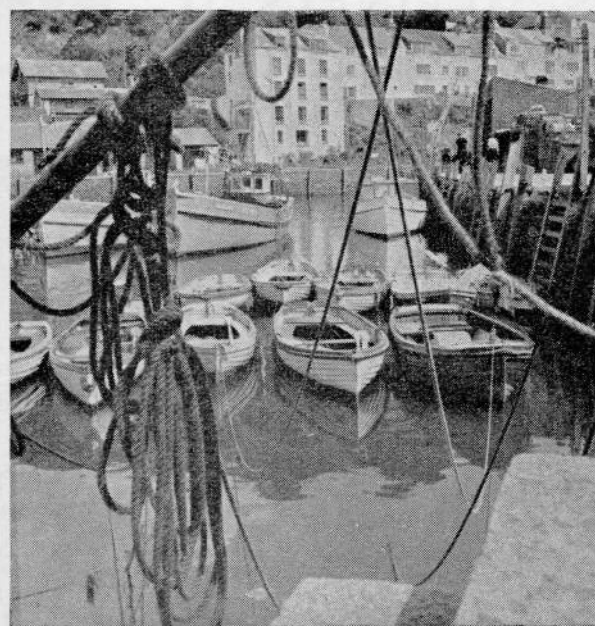
Sea water is drawn to the pumps from two filtered stand-pipe inlets, while foam compound is stored in two 150-gallon tanks. Feed pipes are coupled to two monitors each fitted with high expansion foam-making branch-pipes on the roof of the ambulance room and wheelhouse. Four further branch-pipes are mounted in the bows.

Dates for your Diary

Social events at Solihull next month—Nov. 3, Grand Concert and Semi-final of the Talent Contest; Nov. 10, Service Department social and dance; Nov. 11, Land-Rover Owners' Club dinner and dance; Nov. 17, Old Tyme Ball; Nov. 18, Angling Section annual dance, concert and prize-giving; Nov. 24, Modern dance.

TRAINEES FROM OVERSEAS

Trainees from overseas who have just begun their stay with Rover are Augustine Olukoya from Nigeria, who will spend about four years with the Company, and Claes Engblom from Sweden, who hopes to have six to nine months here.



A LETTER TO THE EDITOR

"May I say how thankful I am (as a retired servant of the Company) for 'Rover News', the delivery of which I look forward to with pleasure. It shows that the Company is interested in its former employees and pre-supposes that the latter are still interested in the well-being of the 'old firm'. And I believe this is so in 99 per cent of the cases.

"With all my best wishes for the continued prosperity of the Company and the further dissemination of interesting Rover news by the 'Rover News',

I remain,
Yours faithfully,
J. G. PORTLOCK."

••Do you know any retired colleague who is not receiving the works newspaper? If you do, please tell the Editor, Internal phone (Solihull) 713.

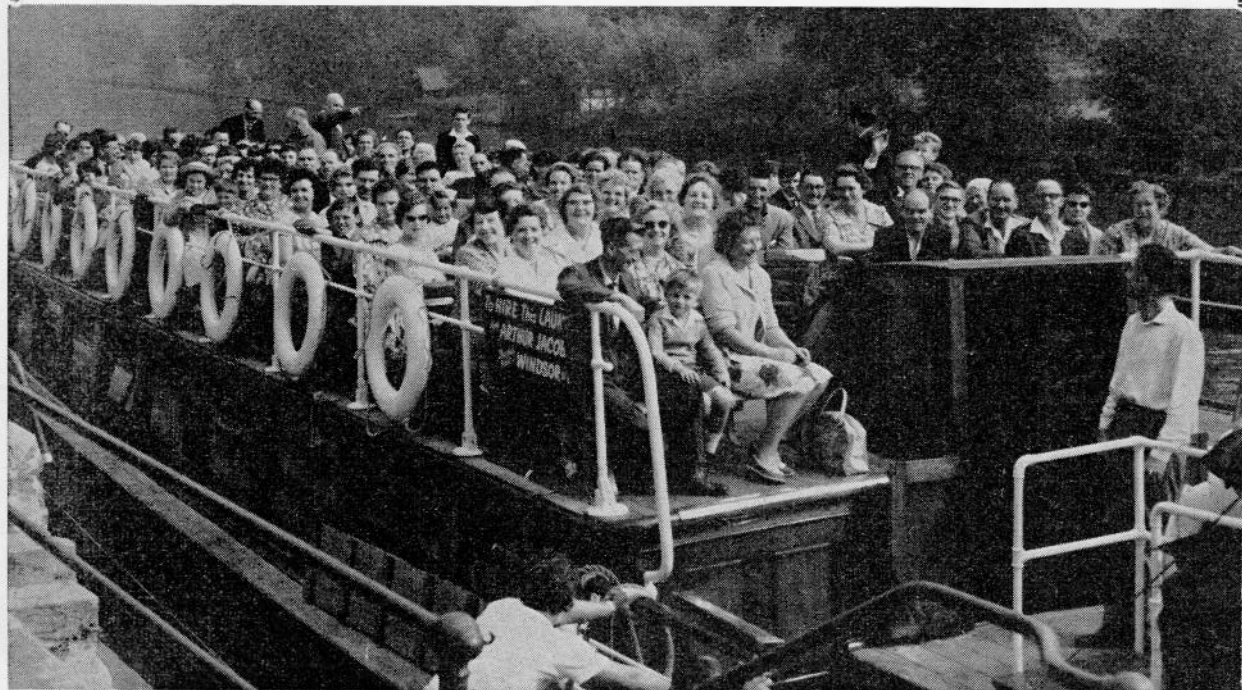
Apprenticeships over

Apprenticeships completed: Geoffrey Buzzard (Body D.O.); Michael Tyler (Toolroom, Acocks Green); Roger Harris (Planning); David Wilkes (Engineering) and David Lindsay (Machine Tool Repair, Tyseley).

YOUR ROVER NEWS

ROVER NEWS is posted free each month to all employees. It is normally published on the last Friday in each month. Date of our next issue: November 24.

They went sailing down the river



Sailing down the river—on a Saturday afternoon. And the employees of the Percy Road factory, with their families and friends, thoroughly enjoyed their trip down the Thames from Maidenhead to Windsor, which was part of their outing to Windsor last month. The outing was organised by the Percy Road Committee.

-AND THEY WENT TO SOUTHEND



Another outing was enjoyed by this party from the Land-Rover Press Shop, who went to Southend on September 23. The trip was organised by Mr. T. Hooper.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

CROWTON—To Mr. and Mrs. S. A. Crowton, a son (Roy Edward) on September 20. Mr. Crowton is a fitter on the Engine Test Section at Tyseley.

GREEN—To Mr. and Mrs. L. A. Green, a daughter (Philippa Anne) on September 11. Mr. Green works in the Financial Department, Solihull.

MANCHESTER—To Mr. and Mrs. Alwyn Manchester, a son (George) on July 9. Mr. Manchester works in the Stores at Perry Barr.

SARJEANT—To Mr. and Mrs. R. Sarjeant, a daughter (Julie Elizabeth) on September 7. Mr. Sarjeant works in Service Stores.

WOODFIELD—To Mr. and Mrs. Roy Woodfield, a son (Martyn Terence) on August 25. Mr. Woodfield is with the Demonstration Department at Tyseley.

MARRIAGES

Congratulations and good wishes to . . .

APPLEBY-RILEY—On September 16 at All Saints', Kings Heath, Mr. Derek Appleby to Miss Yvonne Riley. Mr. Appleby is a metallurgical chemist in the Laboratory at Solihull.

DEAKIN-EDMONDS—On September 23 at Solihull, Mr. Richard W. Deakin (Car Chassis Line) to Miss Doreen Edmonds (North Block Trim Shop).

EDEN-BUSBY—On September 9 at the Gospel Hall, Solihull, Mr. Anthony C. Eden to Miss Coral Busby (North Block Trim Shop).

GIBBONS-HEATH—On September 16 at Solihull Church, Mr. David Gibbons to Miss Averil Heath. Miss Heath works in the Salaries Department, Solihull.

KINSEY-SEWELL—On September 2 at St. Giles', Sheldon, Mr. Philip Kinsey to Miss Barbara Sewell (North Block Trim Shop).

LEECH-EVANS—On September 22 at St. James Church, Shirley, Mr. Michael Leech to Miss Elaine Evans (Material Control, Solihull).

NEW-STACEY—On September 4 at Bournville Parish Church, Mr. Arthur New (Material Control) to Miss J. Stacey.

REEVES-WEBB—On September 9 at Elmdon Church, Mr. David Reeves (Transmission Drawing Office) to Miss Patricia Webb (Technical Service).

SILVER WEDDINGS

ARROWSMITH—Mr. and Mrs. E. Arrowsmith celebrated their silver wedding on September 12. Mrs. Lily Arrowsmith is the supervisor of the evening cleaners at Solihull who presented her with a silver tray and flowers.

HARRIS—Mr. and Mrs. H. Harris celebrated their silver wedding on September 26. Mr. Harris works with Group 67 at Tyseley and Mrs. Harris worked at Tyseley during the war.

DEATHS

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

CROSS—Mr. Frederick Robert Cross (Chargehand, Camshaft Section, Tyseley) died on September 29, aged 71. Mr. Cross was a Tyseley veteran, with a total of 41 years' service at the Works.

DAVIS—Mr. William Edwin Davis (Tool room, Tyseley) died on September 23, aged 64. He had 42 years' service with the Company at Tyseley.

IN THE TALENT SEMI-FINALS

The first heat of the Solihull Talent Contest was held during the last week in September in the Solihull canteen. After all of the contestants had performed their various acts, four semi-finalists were chosen. They were Walter Keen (Press Shop, Solihull) vocalist; Ellen Spencer (Transmission Drawing Office, Solihull) soprano; Robert Orton (Machine Shop, Acocks Green) vocalist; and Jack Ireland (Machine Shop, Acocks Green) comedian.

The first of the semi-finals took place on Friday, October 6 between Walter Keen and Robert Orton, from which Walter Keen emerged the winner. The second semi-final between Ellen Spencer and Jack Ireland takes place at Solihull on November 3. The grand final is set for December 1.

MR. P. A. CRAWLEY

Employees learnt earlier this month of the death in a car accident of Mr. Paul A. Crawley, Rover Company Regional Sales Manager for the African continent. Mr. Crawley, since joining the Company in May 1960, had made many friends at the Solihull factory. Their sympathy is extended to Mrs. Crawley and family.

FOSTER—Mrs. V. M. Foster died on September 3, aged 59. Mrs. Foster was employed as a cleaner at Solihull.

KEMP—Mr. W. Kemp, aged 67. Mr. Kemp worked in the Sawmill at Solihull.

ROUSE—Mr. Sidney James Rouse (Toolsetter, Ryland Road) died on September 16, aged 36. He had been at Ryland Road for ten years.

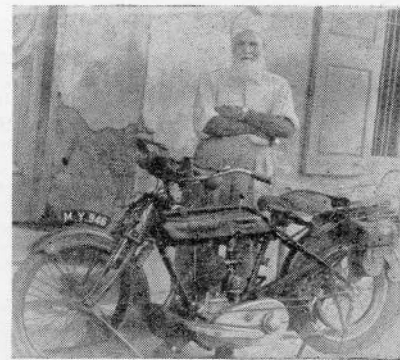
SLATER—Mr. W. T. Slater died on September 8, aged 59. Mr. Slater worked in the Paint Shop at Solihull for 15 years.

STEPHENS—Mr. John Stephens (Toolsetter, Tyseley) died on September 12, aged 57. He had 34 years' service with the Company.

★ ★ ROVING REPORTS ★ ★

A Rover in Rawalpindi

A letter arrived at Solihull the other day from a satisfied Rover user in Pakistan. You might think that a gratifying, but perhaps not unusual happening. In fact it was a very unusual letter—because the Rover which Mr. Mian Ali Mohammad is using is not a car or a Land-Rover, but a 1915 Rover motor-cycle.



Mr. Mian Ali Mohammad — and his Rover.

Mr. M., who is an engineer at a Rawalpindi brewery, says he bought the machine, which was in a condemned state, at an auction sale in 1922. He overhauled it and put it on the road. And for the past 39 years he has been using it regularly on the mountainous roads of his country. Mr. M. says the machine has had only three overhauls since the original one, and no part was ever replaced.

Now, alas, a replacement is required, and it was in the hope of obtaining a rubber driving belt that Mr. M. wrote to Rover. The Export Sales and Technical Service Departments are doing their best to help him find one, or a more modern substitute.

★ ★ ★ ★ Saying goodbye



Door chimes, a brush set and flowers were presented to Mr. and Mrs. Benny Brelsforth at an Acocks Green farewell ceremony.

The Mass Radiography Unit which visited Solihull this month was kept busy. The unit moved in on October 3 and continued until the 18th, during which time they X-rayed over 5,000 people. A unit visited Acocks Green last month, and 66 per cent of employees took advantage of it.

A fleet of more than 100 Land-Rovers are busy in the Islamic Republic of Mauritania, working for MIFERMA.

MIFERMA is an international consortium exploiting the vast deposits of high grade iron ore, estimated at 250,000,000 tons, which have been discovered in the Khedra D'Idgil hills on the western edge of the Sahara. MIFERMA is financed by the steel industries of France, Germany, Italy and Britain and by a loan from the World Bank. The project is estimated to be within the region of £50,000,000.

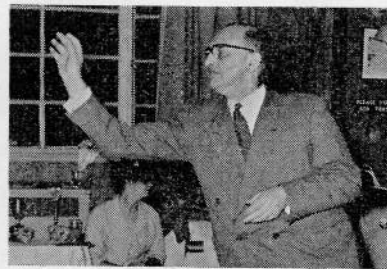
Khedra is some 500 miles across the desert from Port Etienne and is linked by a rail track, and a deep water harbour is being built at Port Etienne for carrying ore.

Our picture shows Mr. G. Elkington (Works Superintendent) presenting the gifts to Mr. and Mrs. Brelsforth on behalf of Benny's colleagues and friends.

Management 'clocked out' the winners in their match with the ladies



Management marksmen in action: Mr. Knight . . .



. . . Mr. Harris . . .



. . . and Mr. Lawrence.

One of the highlights of the Solihull Ladies Darts Team season came on October 4 when they met a 'Directors and Management' team in the canteen.

The match proved an exciting one and resulted in a narrow victory for the Management by 6 games to 5.

Details were (ladies first): M. Burrows beat A. J. Worster; P. McKinlay lost to A. B. Smith; M. Alder lost to W. J. Robinson; M. Brooks lost to M. W. B. Knight; F. Edwards lost to R. G. Harris; E. Riccetti beat J. Lawrence; B. Oope lost to P. Hall; J. Wood beat R. Dixon; M. Watkins beat R. Dugmore; J. Rowe lost to R. Phillips; J. Phillips beat G. Barnett.

The highest score of the evening was 92, scored by Mr. R. Phillips.

Immediately after the match Mr. A. J. Worster presented the section with a shield to be awarded annually for the best individual performance. The picture on the right shows Mr. Worster handing the shield to Mrs. Molly Brooks (captain).



BACK TO CIVVY-STREET—AND THE LAND-ROVER GOES, TOO



IN THE ARMY: Hitching up a light field gun



— and getting down to maintenance.

A Picture Story from Switzerland

By Silvia Schafer

The Swiss Army is the only one in the world that allows its soldiers to take home uniforms, knapsacks, bayonets, rifles and ammunition between annual military trainings.

It has even gone a step further, and has started to 'hand over' Land-Rovers for private use between military training courses.

The State waives taxes and other duties and the initial cost is thus reduced by half for the soldier. The advantages of the scheme—especially to a farmer—are obvious, even though the owner may not sell the vehicle for five years, and has to maintain it in first-class condition. He also has to attend at least five annual training courses with the Land-Rover.

RIGOROUS

Switzerland, of course, does not have a professional army, but a militia. Each young man who is fit for service attends a drilling-school as a recruit for 17 weeks. During this time the young man is trained very rigorously, and especially the Land-Rover driver who undergoes detailed training in the operation of his vehicle.

After 17 weeks the drivers may be put into action anywhere, for in the Swiss Army, as in others, the vehicles serve many purposes. They may be used as radio stations, as tractors for light guns or as ambulances.

Back home, on the farm, the Land-Rover is equally versatile and in many a remote village the vehicles are busy from morning till night.

I became convinced of this when I accompanied Mr. Ernst Scheuner recently.

ESSENTIAL

Mr. Scheuner has just returned from military service with a Land-Rover. He lives in Schallenberg, an out-of-the-way village in the Bernese Emmental. A vehicle like the Land-Rover is essential on his farm. The milk has to be delivered at the dairy daily, animals need transportation, huge barrels filled with fruit must be taken to the distillery, cart-loads of hay have to be taken under cover and wood needs to be collected. And, of course, an occasional Sunday outing in the brightly polished Land-Rover is also enjoyed.



ON THE FARM: Loading up the milk churns



— and an outing in their Sunday best.

Racing the Blue Train

CONTINUED FROM PAGE TWO

But it nearly didn't happen. Two days before the battle with the Blue Train the car and occupants had a narrow escape from disaster when the driver passed a sharp bend in the road at 40 m.p.h. in a blinding rainstorm.

Into Ravine

Instead of negotiating the bend he went straight on and the car jumped over a low wall into a shallow ravine. The car landed astride a rock which stopped it running down to the bottom.

Luckily, neither the car nor occupants was seriously damaged, which was indeed remarkable. Two vacuum flasks were smashed and the floor by the driver was full of glass from a broken window. The exhaust pipe and engine sump were damaged a little but the car received no vital injury.

Eventually, with the aid of a breakdown lorry fitted with a crane operated by an efficient French mechanic, the car

was lifted bodily from its bed and plumped on the road again. One front wing had already been discarded and the other was buckled badly in the accident and that too was removed before the race. A quick run over the vehicle with spanners and hammer and all was set for the trial which lay ahead—and which met with such success.

'Cycle' Wings

The Two-Litre Light-Six Rover had the same power unit as the standard Two-Litre Rover but the chassis was smaller and the car considerably lighter in weight.

Its performance, as can be imagined, was remarkably lively. Front wings were of the 'cycle' type, i.e. fitted on the brake plate, suitably strengthened for the purpose, and the wings followed the direction of the wheels when steering. The Sportsman Saloon sold for £325 and the 'Regal' model for £355.

SCHOLARSHIP WINNER

The winner of the Savage Memorial Scholarship, E. Walden of Engineering Dept., began his year's Production Engineering Course at Birmingham University this month.

The fund was set up as a memorial to the late Sir Geoffrey Savage, and every two years a scholarship is available for a one-year course in a production engineering subject. The scholarship is announced throughout the Company and applications are invited from eligible young men. This year there were four applicants.

Exam Success

Mr. B. J. Sutton (Laboratory, Solihull) has been notified of a recent examination success, having passed the Associateship of the Institution of Metallurgists (A.I.M.).

WHIST DRIVES A BIG DRAW

Whist Drives have restarted at Acocks Green and the first, held on September 15, attracted 186 players. A second drive was held on September 29 and 205 attended.

If you are interested, please contact the Welfare Office, Acocks Green (internal telephone 255). Excellent prizes are awarded, and with bar facilities and refreshments an enjoyable evening can be promised.

Get well soon

Colleagues in the North Block Trim Shop at Solihull send best wishes for a speedy recovery to Mrs. M. Ashford, Miss E. Eustace, and Miss S. Enwhistle who are in hospital.

Farewell gifts



Mr. E. Durnell (left), whose retirement after 45 years' Rover service was reported last month, receives one of the gifts presented by colleagues from Mr. H. Hougham, Toolroom Superintendent at Tyseley. Mr. Durnell's gifts were an electric shaver, a bottle of whisky, cigarettes, a lighter and a shaving mirror.

Spanish workers take a look at Rover

A further link with our associated company in Spain, Metalurgica de Santa Ana, was forged last month when a group of M.S.A. workers' representatives spent a week at Rover factories studying techniques.

These representatives or 'jury' were elected by fellow workers at M.S.A., whose managing director, Sr. Cassina suggested the trip to Rover.

The members of the 'jury' were Sr. Marcos Arenas (a progress chaser), Sr. Barbacil (a gear cutting machine foreman), Sr. Pachó (machine setter) and Sr. Chinchilla (assembly line worker). They were accompanied by Sr. Velez of M.S.A.

During their stay with Rover they saw many different aspects of Rover production at Solihull and the Tyseley Group factories.

Ryland Road was one of the factories visited by the M.S.A. workers. Mr. P. W. Rose explains the working of a machine (above) and Mr. H. Dawson also found an interested audience (right).



They saw the Lights

A coach party of 40 visited Blackpool for the Illuminations on September 23, returning to Birmingham on Sunday after having spent an enjoyable weekend. The Sub-Committee organisers wish to thank the Sports and Social Management Committee for making the visit possible.

P4 TEAM 'CORNER' SOCCER TROPHY

One of the most unusual soccer games seen at Solihull was the final of the Inter-departmental Trophy earlier this month. The two teams in the final, P4 Assembly and L.R. Assembly 'A' were drawing 1-1 after 90 minutes and eventually P4 won by 2-1—but 2 corners to one, not goals! The ruling of the competition was that after full-time, corners would count.

The winning team are pictured right.

The competition brought the best-ever response. Seventeen teams were entered for the first round.

In the Birmingham Works A.F.A. competitions, Rover teams have been meeting with mixed success.

Undefeated

Perry Barr were undefeated after three games, having drawn their two league games and won the first round match of the Showell Brewery Cup against C.E.A. Nechells 3-0. In the drawn match against Empyrium Welding, Perry Barr's three goals were scored by veterans W. Evans, F. Woodward and L. Postans, whose ages total 121 years.

At Tyseley, last year's winning team are blending in style, having won their first three games 3-2, 10-0 and 7-1. The youths, however, are still without a point.

Back at Solihull, the first team soon hit form by crushing City Transport 'A' 7-0 in the first round of the Birmingham City Shield. Centre-forward Brian Cramer scored five in this game, bringing his total to nine goals in four games.



Anglers got caught — in a gale

Tyseley anglers could scarcely have chosen a worse day for their Annual Contest at Lower Lode last month. Gale force winds made conditions the worst that many of the competitors had ever faced.

Though ledgering seemed the only solution, George Jones of Springfield Works successfully float-fished to find sufficient roach and small bream to win with one pound to spare over runner-up H. Whitehouse who had an all-perch bag.

Result—G. Jones 3-14-0; H. Whitehouse 2-14-11; E. Johnstone 1-7-4. W. Hart gained last prize with 0-5-0.

That consistent Tyseley matchman, C. Dickenson, again won the 2½ hour B.A.A. Bailiffs Match held on the

Amington Canal on September 9. This made two out of three wins in this match for Charlie, and his catch of 5-1-4 earned him the Cup and the J. Townsend Memorial Trophy.

A golden catch

Solihull angling section held their annual contest at Bidford-on-Avon and were luckier with the weather. The fishing in general was very poor and there were a considerable number of dry nets among the 75 competitors.

Mr. L. Ford (P.5 Assy Line) caught a "Ruff" weighing 1 oz.—which won him a £2.0.0 pool prize and a competitor's prize of £2.0.0, which made his catch almost as valuable as gold itself at £4.0.0 per oz.!

The section thank the peggers-out, Mr. C. King, Mr. W. Jones, Mr. K. Howel and Mr. L. Ford, who must have walked at least 7 miles during the process and were unable to find a place among the prize-winners.

Result: 1st A. Browne 3-13-8; 2nd R. Field 1-6-0; 3rd E. Simmonds 1-5-14; 4th A. Johnson 1-1-14; 5th G. Eden 1-0-12; 6th J. Morris 0-15-6.

Mr. F. Cox won the Aggregate Cup.

Prizes will be presented in the Rover Ballroom on November 18 at a dinner, concert and dance. Tickets are available from the Sports and Social Club and also from Committee members of the section.

Members wishing to enter the fur and feather contest are asked to give their names to the secretary.

Ryland Road angling club held their second annual contest at Hadbury on October 22. It was expected that 35 would fish for a total of £100 in cash prizes.

PAIRS IN THE TOURNAMENT

Once again Acocks Green Tennis Section have a go! The following three mixed pairs—Mrs. M. Honeywill and Mr. J. Fieldhouse, Mrs. E. Nicholls and Mr. J. Avery, Mrs. J. Waring and Mr. J. Honeywill—were entered for the Co-operative Midlands Open Tournament at Barrows Lane Ground. The standard of play was high and valuable experience was gained by the Rover players. An invitation was extended to them to enter next year's tournament.

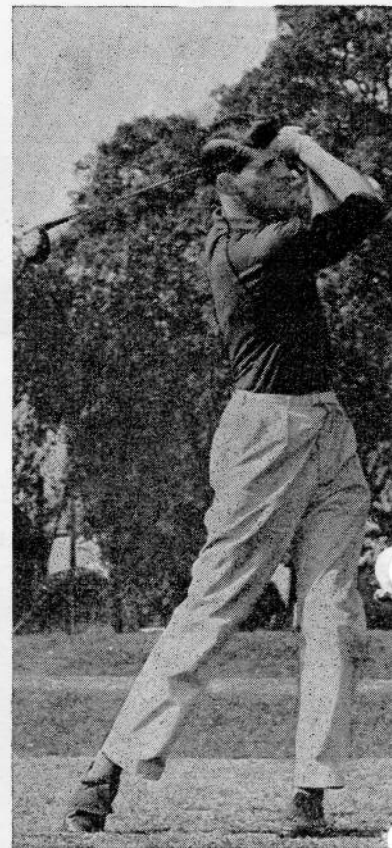
On Sunday, 17th September, the Ladies' and Men's Singles Finals were watched by quite a good audience. Results: Ladies—Mrs. E. Lees beat Mrs. E. Wyatt, 6-4, 1-6, 6-4. Men—Mr. J. Rhodes beat Mr. J. Honeywill, 6-2, 6-0.

He's a Rover golfing go-getter

John Wood of the Solihull Trim Shop is the top Rover golfer at the moment.

His successes and trophies over the last year or so include the Penfold Shield (the top award of the Rover Golfing Society); Worcestershire Golf and Country Club Shield; runner-up in both the National and Midland Association of Park Golf Clubs Championships.

Though he is only just 20 years old, John has already achieved a career best round of 65. A member of Cocksmoor Woods Golf Club, he has hopes of becoming a golf professional, and he thinks a good show in this year's amateur championships will bring this ambition a little nearer.



IN THE SPORTLIGHT

John tells us that when he began his golfing career four years ago he played left-handed, but he is a right-hander now.

He has another link with the Company, for his father works in the Land-Rover Development Department.

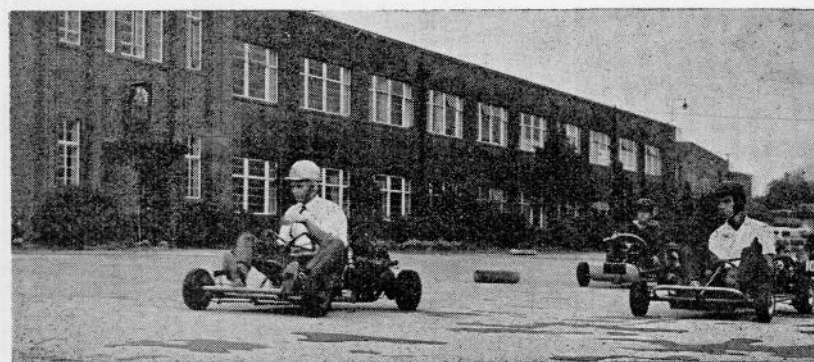
SPORTSMAN OF THE YEAR



The 1961 Solihull 'Sportsman of the Year', Phil Lees of the Accounts Department, receiving his award from Mr. W. J. Robinson (Executive Director Production-Solihull) at a ceremony at the sports pavilion. A regular member of the Solihull football team for a number of years, Phil was elected by fellow members of the soccer section.

Go, man, go

The newly-formed Rover Go-Kart Club paraded its two new karts at a meeting on the Solihull car park on October 1st. A good attendance by members was recorded, and the meeting provided many hints for the future. It is estimated that at the next meeting 8 or 9 karts will be performing.



THE TYSELEY CRICKETERS HAD A GOOD SEASON

Rover Tyseley C.C. can look back on a very successful season.

Of the 25 matches played 17 were won, 5 lost and 3 drawn.

Congratulations to the two captains, Mike Carter (Sunday team), and Sam Johnson (Saturday team) who also combined the duties of secretary.

Final averages were:

BATTING				
	Runs	Innings	Highest Score	Average
Vincent, N. ...	93	2	46 not out	46.50
Hodges, B. ...	361	18	63 not out	20.05
Bannister, A. ...	264	15	52 not out	17.60
Evans, B. ...	123	8	39	15.38
Carter, M. ...	271	18	81	15.06
Suthons, W. ...	149	11	33 not out	13.55
Lovell, B. ...	156	12	35	13.00
Goode, D. ...	48	4	29	12.00
Dyke, C. ...	33	3	23	11.00
Johnson, S. ...	118	11	36	10.73

BOWLING				
	O.	M.	Runs	Wkts. Average
Green, R. ...	125	29	306	61 5.02
Goode, D. ...	76	26	149	24 6.21
Lovell, V. ...	70	19	182	27 6.74
Johnson, S. ...	218	55	576	66 8.73

CATCHES
Carter, M. 12; Hinkin, V. 11; Lovell, V. 11.

Rally winner

Mr. J. Drinkwater (Solihull) won the Car & Motor Cycle Club's Meteor Rally last month. Though fog added to the hazards of this night event, 14 of the 18 competitors finished the course.



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