

Gas turbine prototype shown to Americans



The start of a journey that was to take T4 to New York. The car is about to be driven into the low-loader which took it from Solihull to London Airport.

The Rover T4 prototype turbine car has been on public display for the first time this week at the New York Motor Show. Alongside it has been JET 1, the 1949 model which was taken out of the Kensington Science Museum and flown to the United States on the same plane as T4 to show the progress made in the past 12 years.

Both vehicles were introduced to the British Press at London Airport on April 16 when T4, driven by Mr. N. A. Worster, Project Engineer, demonstrated its capabilities. A few hours later the vehicles were loaded aboard a Seaboard World Airlines freighter and flown across the Atlantic.

Mr. M. C. Wilks, Chairman of the Company, said at the British Press reception that T4 was being displayed several months early because of the advent of the New York Show. It was still in the very early stages of its development programme. Estimated performance figures were: maximum speed—115 m.p.h., steady speed fuel consumption at 50 m.p.h.—19 m.p.g. 0-60 m.p.h. in 8 seconds when fitted with a 2-speed automatic transmission.

Mr. Wilks said there were many complicated production, marketing and other decisions to be taken before gas turbine cars could be offered for sale in reasonable quantities. "In the meantime, while we are further developing the car, it is fortunate that there is a very good nursery where the small gas turbine can be brought up during its infancy in the form of various applications other than cars", he added.

Some hundreds of small gas turbines had already been sold, including the supply of all the auxiliary power plants for the Vulcan II bomber and Argosy transport aircraft. Mr. Wilks said there may be future applications for military vehicles and almost certainly for small boats. "We intend to pursue these and other applications vigorously if market research shows them to be justified".



Mr. William Winters, M.I.Mech.E., the Company's newly-appointed Deputy Production Director. He has joined Rover from the Automotive Division of the Birmingham Small Arms Co. Ltd. where he was a director. Until recently Mr. Winters was also Director and General Manager of the Daimler Company.

He was a pupil with the Wolseley Motor Co. Ltd. and later joined the Ford Motor Co. at Dagenham, subsequently going to B.S.A. where he became Manager of the Small Arms Division.

DEATH OF ROVER WARTIME WORKS SUPERINTENDENT

Mr. Joseph Harry Hughes, M.B.E., Works Superintendent at Acocks Green for 22 years until he retired at the end of 1958, died on April 2 aged 80.

He began his career with Rover at Coventry in June, 1924, and was Toolroom Superintendent until the section was wound up. He then moved to Tyseley as Machine Shop Foreman.

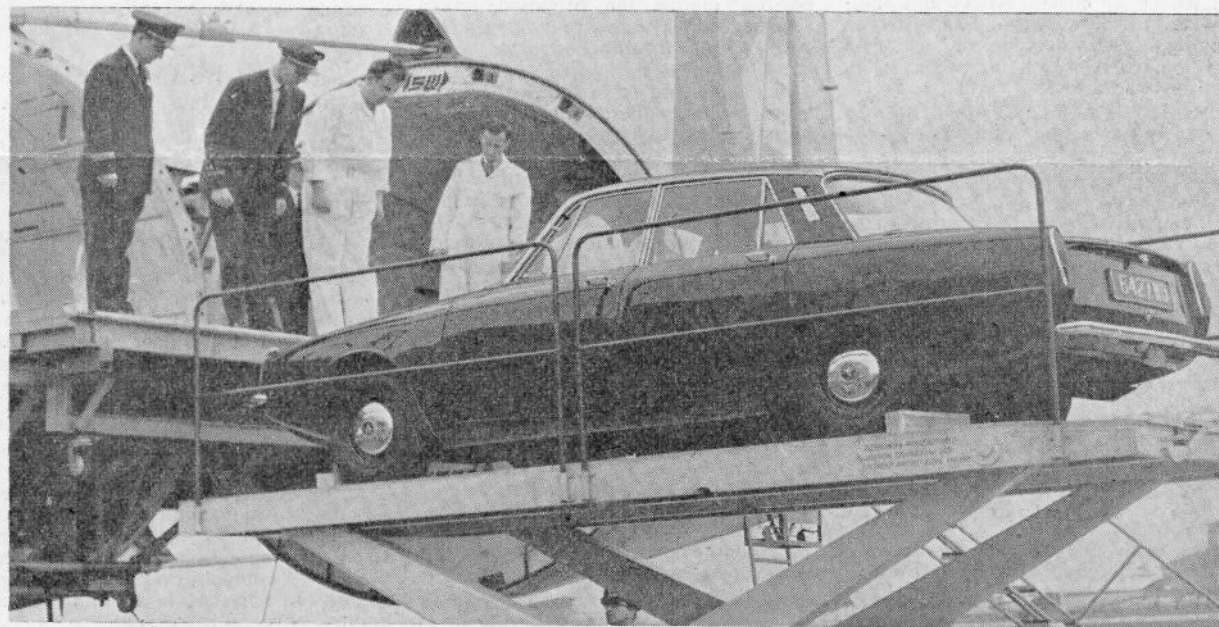
In September, 1936, he was transferred to the Shadow staff and was subsequently Works Superintendent of both the Acocks Green and Solihull

shadow factories. After the war he remained at Acocks Green as Works Superintendent.

Mr. Hughes was an original member of the works councils at Acocks Green and Solihull. On the social side he was chairman of Solihull and Acocks Green Social Club before the war, chairman of Rover Amateur Operatic Society in the 1940's, Assistant Chief A.R.P. Officer during the war for all Rover factories, vice-president Rover Acocks Green, corps., St. John Ambulance Brigade, and a keen bowls and snooker player.

He was awarded the M.B.E. in 1945 for his Shadow factory services.

Other members of the Hughes family are with the Company. Mr. J. H. Hughes' son, Mr. J. F. Hughes, is Factory Layout Engineer, Acocks Green, and the latter's daughter, Miss Susan Hughes, is a Turbine Buying Department secretary at Solihull.



Seaboard World Airlines officials watch progress as T4 is slowly lifted to the level of the aircraft fuselage into which it was then driven. Jet 1 was loaded into the huge freighter aircraft in a similar manner.

Royal Warrant for Rover vehicles

The Queen has granted the Royal Warrant to Mr. M. C. Wilks, as Chairman of the Rover Company, in recognition of appointment as manufacturers of motor cars and Land-Rovers.

The Royal Warrant was first granted for Land-Rovers only in January, 1951.

YOU DON'T NEED LUCK!



A GOOD IDEA BRINGS JUST REWARD THROUGH THE ROVER COLTD SUGGESTIONS SCHEME

A good idea is worth money. Efficiency suggestions from employees are welcomed by the management and the appropriate forms are obtainable from suggestion boxes, Works Office or Personnel Department. The Suggestion Scheme Secretary (Internal, Solihull 553), who will be pleased to give any information required, will not divulge a suggestor's name without his or her prior agreement.

Common Market offers a challenge

— says Mr. Herbert

Belief that, subject to the agricultural policies being acceptable, no alternative exists for Britain but to go into the Common Market was expressed by Mr. A. G. S. Herbert, Executive Director, Sales, at a recent overseas distributors meeting.

Mr. Herbert emphasised that the Common Market was primarily a political creation. He saw the countries in the Common Market as creating a third major force to keep the balance of power between the United States and the Soviet Union.

The basic structure of the Common Market was federal—a factor it had in common with the world's other two giants. Under this system a state controlled its own domestic policy, while the federal government formulated foreign, defence, customs and monetary policies.

Common tariff

With a long history of democratic rule and knowledge of how to make democracy work Britain, said Mr. Herbert, could make a worthwhile contribution in strengthening the Com-



Mr. Herbert

mon Market, politically and economically.

Mr. Herbert said it was hoped to achieve the main economic purpose of the Common Market—to free trade—by 1969. A common external tariff was also being built with countries outside the Common Market, and the basis of this tariff was 20 per cent below the average duty.

"For example, in the motor trade the Italian duty is about 40 per cent, with France at 30 per cent, the Benelux countries 24 per cent and Germany in the region of 20 per cent", Mr. Herbert continued.

"The average of these duties is some 29 per cent and therefore the external

tariff will be at a height of some 23 per cent".

If Britain entered the Common Market, say in the spring of 1963, the U.K. tariffs in the motor trade would be about 15 per cent instead of the current 30 per cent. Similarly, the Rover 3-litre, which now attracts a 23 per cent duty in Germany, would face a 15 per cent duty.

Opportunity

Mr. Herbert went on: "I feel there is a great challenge and opportunity, not only for U.K. vehicle manufacturers, but for component manufacturers and suppliers of raw materials. I know of one German automobile manufacturer who buys steel from Britain at some £10 a ton below the price he pays in Europe. He is also buying engines for his vehicles in the U.K."

The Rover executive director believed there was a place for Commonwealth

Continued in Page 2

Departure of Mr. M. W. B. Knight

Mr. M. W. B. Knight, Executive Director, Industrial Relations and Welfare, for the last two years left the Company on April 13 to take up a senior managerial position in the food industry.

He joined Rover from the Royal Air Force. A significant event during his service with the Company was the inauguration of ROVER NEWS as part of his department.

Burnt by rioters

Premises owned by Rover distributors in British Guiana, Davsons Caribbean Agencies Ltd., were burned down during rioting in February.

The premises destroyed were in Water Street, Georgetown. Davsons distributes both cars and Land-Rovers.

INSURANCE AGAINST ACCIDENT

Group Scheme for employees outlined

Concern expressed by Rover employees about the difficult position in which dependants might be placed should the wage or salary earner be killed or injured in an accident has led the Company to consider a Group Personal Accident Insurance Scheme for employees and their families.

Before putting such a scheme into operation, however, the Company must know how many employees are interested in joining and the type of cover they prefer. A form for readers to supply this information appears in the adjoining columns.

Protection offered under the proposed scheme covers any employee who joins against death or disablement in an accident in the United Kingdom and abroad.

The scheme is essentially designed to cover the risk of accidents. It does not cover death due to illness or natural causes; neither does it cover accidents arising from polo, racing of any kind, winter sports, mountaineering necessitating the use of ropes or guides, or any other especially hazardous pursuit.

Motor rallies, speed tests and similar activities are excluded, unless they are undertaken during the insured's occupation. In such an event he is fully covered. Flying as a passenger in any fully licensed passenger aircraft is also covered, but flying as a crew member, or for the purpose of engaging in any technical operation or test in the aircraft, is excluded. Motor-cycling is also excluded except for journeys between the insured's home and the place at which he normally works.

PREMIUMS, BENEFITS

It is proposed to open the scheme to all Rover employees, works and staff, between the ages of 16 and 65. Anyone joining the scheme before the age of 65 may remain in it until he or she is 70, but then withdraw.

Medical examination will not be necessary and the only particulars required of each applicant will be name, address, occupation and date of birth.

Premiums depend on the amount of cover an individual requires, and also the type of work upon which he is engaged. The premiums for those doing clerical and administrative work are less than for those normally engaged mainly on manual tasks.

It will be for the individual to decide which type of cover he or she wishes to provide for dependants. Capital sums can vary from £1,000 up to a maximum of £10,000 in units of £500.

Premiums are based on the assumption that at least 100 employees will join the scheme. If only 20 persons joined, for example, premiums would be approximately one third higher. The savings to be gained by a number of persons joining the proposed group scheme, rather than applying individually to an insurance company, are therefore obvious.

The following table shows the three types of cover offered and the annual premiums payable by individuals engaged on the two different classes of work to secure capital cover of £1,000. SCHEME 'A' provides a capital sum in the event of death, loss of one or both hands or feet, loss of sight of one or both eyes, or total and permanent disablement. Clerical and administrative workers: 15/-. Others: 30/-.

SCHEME 'B' provides the same benefits as Scheme 'A' plus cover for

temporary total disablement for up to 104 weeks, not exceeding £10 a week for each £1,000 capital cover. Clerical and admin. workers: 40/-. Others: 90/-. (Regardless of the amount of cover, weekly payments for temporary total disablement will not exceed 75% of normal earnings.)

SCHEME 'C' provides the same benefits as Scheme 'B' plus medical expenses not exceeding £50 for each £1,000 of capital cover. Clerical and admin. workers: 45/-. Others: 100/-.

SOME EXAMPLES

If a person joins Scheme 'A' the annual premium to provide capital cover of £5,000 would be five times that shown above—i.e. £3 15s. per annum for a clerical or admin. worker and £7 10s. for those in other work.

Alternatively, if a person elects to join Scheme 'B' and provide capital cover of £1,500 the annual premium would be one and a half times that shown—£3 for a clerical or admin. worker and £6 15s. for others. In addition to the capital cover, the insured would also be eligible for £15 a week for up to 104 weeks for temporary total disablement, subject to this figure not being more than 75 per cent of his normal weekly earnings.

If, however, he chooses to join Scheme 'C' and provide capital cover of £3,000 the annual premium would be three times that shown—i.e. £6 15s. for a clerical or admin. worker and £15 for others. In this case, in addition to the capital cover, the insured would be

eligible for £30 a week for up to 104 weeks for temporary disablement and also for medical expenses not exceeding £150.

Payment for temporary total disablement, however, is subject to the 75 per cent rule and on this example the insured would receive £30 a week only if his normal earnings averaged £40 or more each week.

ADMINISTRATION

If sufficient people indicate willingness to join the scheme the Company will put it into operation as soon as possible. Applicants will be asked to complete proposal forms which the Company will submit to the insurance company.

The premiums will be paid by deductions over the year from salaries and wages. Each person joining the scheme will receive a certificate costing a shilling.

Heavy administrative work which may be involved in operating the scheme could result in the Company making a small administrative charge.

GROUP PERSONAL ACCIDENT SCHEME

To: Secretarial Department, The Rover Co. Ltd. Solihull.

I would like to join the proposed Group Personal Accident Scheme on the following basis: - Scheme.....
(State A, B, C)

Capital cover required £.....
(State amount between £1,000 and £10,000)

Details

Factory..... Occupation.....

Department..... Check No.....

Name & Initials

Date..... Signed.....

(To be submitted as soon as possible by those interested)

BE WISE AND PLAY
IT SAFE WHILE AT
WORK

Safety is a small word, but one so very vital to the life and limb of every Rover employee, whether manual or staff. With the aim of promoting an increased awareness of safety among all personnel, the Solihull Joint Production Consultative & Advisory Committee has formed a Safety Sub-Committee.

Chairman is Mr. J. B. Wilson, Works Engineer, and the committee comprises: Mr. N. H. Stoneham (Fire and Safety Officer), Mr. N. E. Jones (Insurance Officer), Mrs. G. Waterman (Sister-in-Charge, Solihull Surgery), Mr. D. A. Oswald (shop steward), Mr. H. Dutton (Works Engineers representative), Mr. G. McCall (Production representative) and Mr. R. Dixon (Works Liaison).

Safety wardens

Terms of reference for the committee are: to promote safety consciousness and interest in accident prevention throughout the works, to keep under review all aspects of safety arrangements and consider any suggestions for improving them; to study summaries of all accidents and consider methods of avoiding recurrences; to discuss relevant information received from external sources.

"We hope to appoint suitable persons in each department of the factory to act as safety wardens", Mr. Wilson told ROVER NEWS. "These wardens will act as liaison officers between the safety sub-committee and the actual shop floor; they will assist the committee in putting over the safety-first doctrine and bring to our attention information of which they think we should be aware."

Among the safety aspects which will come under the committee's close attention will be the proper use of machinery and safety devices provided, the speed of vehicles within the factory, and the proper use of Valiant Way in its present form.

The committee has already discovered that despite the extensive footage in the factory, facilities for buying safety footwear are not being fully utilised.

36,000-mile tour to assess sales potential

Back from a 36,000-mile air and road trip into the interiors of Australia and New Zealand is Mr. R. J. Burn, Overseas Operations Manager.

His ten-week visit was to assess present and future Australian potential, and to visit distributors and dealers in all States. The Australian economy has undergone a serious recession but prompt Government measures have improved it and this vigorous country is now gearing up to go ahead with renewed confidence.

The Government has reduced sales tax on cars from 30 to 22½ per cent. This and other measures have restored buyer confidence, and despite ever increasing competition Rover distributors and dealers are optimistic about increasing business for the future. There are already signs of this in slightly increased car orders and an improved pattern of Land-Rover ordering.

In New Zealand, where Mr. Burn visited the Rover New Zealand company and all our distributors, there is a feeling of confidence in the future. Though car orders are restricted by import permit, car permits are expected to cover some 180 units and it is hoped that Land-Rover volume, also controlled by permit, may reach 800 in the next financial year.

Apprentices' ball

Rover Apprentices' Jazz Ball at the Billesley Arms Hotel, Kings Heath, received popular support on March 8. About 160 young people jived until midnight to music provided by Ken Ingram's swinging jazzmen. Mr. Bob Curtis was M.C.

FROM THE EXPORTS ORDER BOOK

Fourteen Land-Rovers—8 short wheelbase and 6 long—have been ordered for the Uruguayan police departments.

In addition to the 38 long Land-Rovers reported last month as having been ordered by the Australian Army for conversion into fire-fighting tenders, quotations have been requested for 19 24-volt vehicles.

Mr. Edward Arthur Dight (Tyseley works) retired on April 6th after 32 years service.

He joined the company in Oct. 1928 and except for a short period in 1931 he served continuously since that date, being employed on automatics.

HIS WIN WAS FORECAST

Mr. Geoffrey Bowley (Inspection Dept., Perry Barr) and his wife have won £500 in "The Birmingham Mail" Place the Ball Competition. Notification of the success came after Mr. Bowley had read his birthday horoscope as:—Gain is forecast from news received by letter or telephone.

"I get a great deal of amusement out of reading my horoscope and this time it has turned out to be more accurate

than we dared to hope", said Mr. Bowley, who is 30, and lives in a Sutton Road, Erdington, flat.

He and his wife, Beryl, had been filling in Place the Ball coupons every weekend since just before Christmas. "I try to decide whether the players are heading or kicking the ball", he explained.

A motor cycle combination rider, Mr. Bowley may now buy a car.

Land-Rovers for Africa

In the March issue of Rover News Mr. R. Phillips, Chief Inspector, was reported as saying that "about 1,000 Land-Rovers a year went to Africa." This should have read East-Africa, the remark being based on Mr. Phillips's visit to Kenya, Uganda and Tanganyika.

Common Market — From Page One

COMMONWEALTH TRADE GROWTH

countries among the associated nations of the Common Market and he saw a trade development and a gradual



Mr. E. Scott, General Works Manager, Tyseley Group, breaks off on the snooker table after opening Percy Road's new clubroom on March 19. Awaiting his turn with the cue is Mr. A. MacKellar, Works Superintendent, Percy Road, and watching are Messrs. R. Knowles and R. Hillen, Personnel Officer at Tyseley and Company Personnel Manager respectively.

The new clubroom, containing a snooker and billiards table provided by the Company, darts boards and tables for dominoes and other games, was converted from a former toolroom and jig inspection premises.

Mr. Scott declared the clubroom open by unlocking the door and breaking off on the snooker table.

reduction of duties between the two groups of countries.

"I believe our political association with Commonwealth countries will continue undiminished, but economically our joining the Common Market will widen the markets for Commonwealth products. We will also be in greater competition with the other member states for trade in Commonwealth countries."

A talk on aspects of export sales, with particular reference to the Common Market, was given by Mr. Herbert to Solihull Supervisors' Discussion Group on March 26.

Top quality coupled with economy

Company trebles its pension contribution

An increase in the Company's contribution to the F. and S.M.B.S. Pension Scheme from 2s. 6d. a week per member to 7s. 6d. a week was announced by Mr. W. Martin-Hurst. He said the additional resulting pension varied with the age of members, but as an example the pension of a man now aged 35 was increased by some £70 a year.

MANAGING DIRECTOR CALLS FOR SAVINGS IN PRODUCTION AND PAPERWORK

Economies in production which, if effected, would reduce the cost of every Rover vehicle turned out by just under £5 were outlined by Mr. W. Martin-Hurst, the Managing Director, at the annual dinner for Rover members of the Foremen and Staff Mutual Benefit Society on March 24.

He said that last year scrapped work cost the Company £150,000—or £3 per vehicle. The bill for fuel, gas and water was £500,000 and a 10 per cent saving would save £1 per vehicle; rectification charged as A.F.C. cost £100,000 and a 30 per cent reduction would save 12s. a vehicle; a 10 per cent reduction in the

maintenance services bill would save 24s.; a 5 per cent saving in tools 9s.; a 10 per cent saving in consumable materials 5s. and a halving of overtime 16s. a vehicle.

Referring to "that enemy of us all, paper", Mr. Martin-Hurst said that £100,000 was spent last year on this commodity—equivalent to £2 in every vehicle produced.

Narrowing gap

"Unfortunately, the cost does not stop there", he continued. "All this paper has something written on it which means that someone has been paid to write it, type it and very often duplicate it—and certainly distribute it. Some of it—but by no means all—is read. What a nonsense paper has become."

Mr. Martin-Hurst urged his audience to bear two questions in mind when they had the urge to dictate. 'Is it really necessary?' and 'Must I send out so many copies?'

Dealing with the maintenance of the Company's prestige, Mr. Martin-Hurst said the quality of mass-produced cars improved continually and features found only on the most expensive cars a few years ago were now commonplace. The gap between the more expensive mass-produced car and the type of car Rover built thus narrowed every year.

Individualism

It might be asked, he said, why in years to come anybody should buy a Rover when, for less money, they can get a car with a specification which, on paper at least, appeared to be its equal. There were two reasons: a Rover car was different and contained craftsmanship.

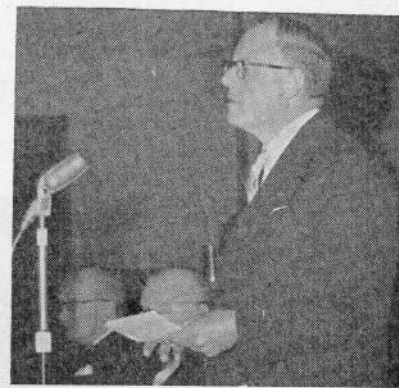
Mr. Martin-Hurst believed that the future of companies such as Rover depended on individualism. There would always be people who wanted to be different; as soon as a particular car was produced in immense quantities certain people who would have prized it were it rare, lost interest in it and sought something different.

"So long as this is so there will, I believe, always be a market for the car that is different—provided that it is better and does not cost too much more than its mass-produced competitors", he added.

Continued market

The Managing Director said that however well parts of a car were made it could always be improved by the application of skilled craftsmanship. Rovers were road-tested, most of them twice, and so long as the design and styling of the car was kept up to date, and the finished car carried proof of the individual attention it had received, he was convinced that the market for such cars would always continue.

Quality, he said, could not be applied at the last moment like a coat of wax polish—it must exist all the way through from the choice of material, through its processing, machining, assembly and testing, to final inspection.



Some of the 350 people present at the F. and S.M.B.S. dinner in the Rover Ballroom, Solihull. TOP INSET: Mr. W. Martin-Hurst replying to the toast to the Company.

The principal difficulty of maintaining high quality was the impossibility of checking all the work of every operator. The ideal solution was that every operator should be trained to do his work well and then want to do it well.

Human nature being what it was, however, this ideal was not attainable, but because Rover took a pride in its products the Company did as well as any of its competitors and a great deal better than most of them.

Mr. R. Finney (Works Liaison Engineer), proposing the toast to the Rover Company to which Mr. Martin-Hurst replied, paid tribute to Mr. S. B. Wilks who, he said, introduced the vital word "quality" to the Rover vocabulary. It was a difficult status to attain and maintain, and easy to dissipate, but it must be maintained if Rover was to keep its hard-won reputation among increasing competition.

Wide respect

Proposing the toast to the chairman, Mr. R. W. Bromley, Executive Director, Service, said Mr. A. J. Worster (Director Production) had always been interested in people as individuals—a factor which had earned him the widest respect and affection. Replying, Mr. Worster said that it had been a pleasure to do what little good he had been able to achieve. While he was able he would continue.

The following telegram was sent from the dinner to Mr. S. B. Wilks:

'On your retirement from the position of chairman of our Company we are happy that you have decided to remain on the Board of Directors and we hope that we shall continue to have the opportunity to see you and hear you speak from time to time. We send you and Mrs. Wilks our best wishes for your good health and for a long and happy retirement.'



Miss Susan M. Bray (Acocks Green Drawing Office tracer) and Mr. David F. G. Landreth (Acocks Green Planning Dept.) after their wedding at St. Giles' Church, Sheldon, on March 24. Wedding presents from colleagues included a canteen of cutlery and a transistor radio.

'On the eve of intense competition'

Speaking at the annual dinner and dance of the Birmingham Metallurgical Society (Inc.), Mr. L. G. T. Farmer, Executive Vice-Chairman of Rover, said that whether Britain entered the Common Market or not, the country was clearly on the eve of a period of intense competition.

"All we have with which to fight this competition are our skill, brains and industry. We have little in the way of natural resources", he said. Metallurgists had an important part to play; quality as well as cost would decide whether goods could be sold.

The President of the Society, Mr. S. Heslop, Rover's Chief Metallurgist, said the role of technical societies in today's industrial world was many-fold. No other agency could fulfil all the functions.

To play its role properly a society must remain alert to changing conditions, and its members must have the intelligence, ingenuity and determination to develop latent resources.

Mr. Heslop said that education was the primary task, and societies such as theirs afforded the opportunity to tap, almost as rapidly as generated, the best sources for new scientific and technical information.



Mr. L. G. T. Farmer listens as Mr. S. Heslop speaks at the annual dinner of Birmingham Metallurgical Society (Inc.). Mrs. Farmer is on the right.

Gold watches for 24 veteran Rover employees



Twenty-four Rover employees received inscribed gold wrist watches to commemorate 25 years' service each with the Company at ceremonies at Tyseley and Solihull on March 27 and 29.

Each recipient received his award from Mr. A. J. Worster (Director Production). Those receiving watches were:—

Solihull (top picture): Messrs. F. E. A. Stephenson, C. C. Walsh, F. G. Pritchard, R. Mealand, J. G. Connelly and Miss B. Anderson. Mr. G. Tyrell (Coventry).

Tyseley (bottom picture): Messrs. W. T. Perry, A. Rainbow, T. F. Williams, A. W. Bednall, J. H. Smith, W. Houldey, F. Howes, P. L. James, A. J. Lambert, S. Partridge, W. Powell, G. Powers, T. S. Bottrill, W. Goode, C. Morgan. Acocks Green: Mrs. M. J. Butlin, Mr. A. J. Young.

700 dance to 'name band'

Nearly 700 people danced to the music of Johnny Dankworth and his Band, supported by the Cresta Rhythm Group, at Tyseley Social Club's final dance of the winter season at Solihull on March 16.

This was Tyseley's first experimental entry into the "name band" field, and it met with a mixed reception.

250 at concert

About 250 Solihull social club members and their friends enjoyed a concert on March 2. Artists were: Pam Deeley (xylophonist and dancer); Allan Fenn (tenor); Bobby Plant (trumpeter); Vera and Kathleen (duettists) and Roy Douglas (comedian). Reg Meikle played the drums and violin and Jack Hill the piano.

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: May 25.



ROVING REPORTS

Father and son's 64 years' service

Sixty-four years' Rover service between them—that's the proud boast of father and son, Joseph and Robert Sargeant, who work in the Stoke Row service department at Coventry.

As a fitter Mr. Joseph Sargeant, aged 64, is in close working contact with his son, 37-year-old Robert, who is stores manager. If Mr. Sargeant senior needs a part, he goes to Mr. Sargeant junior for it.

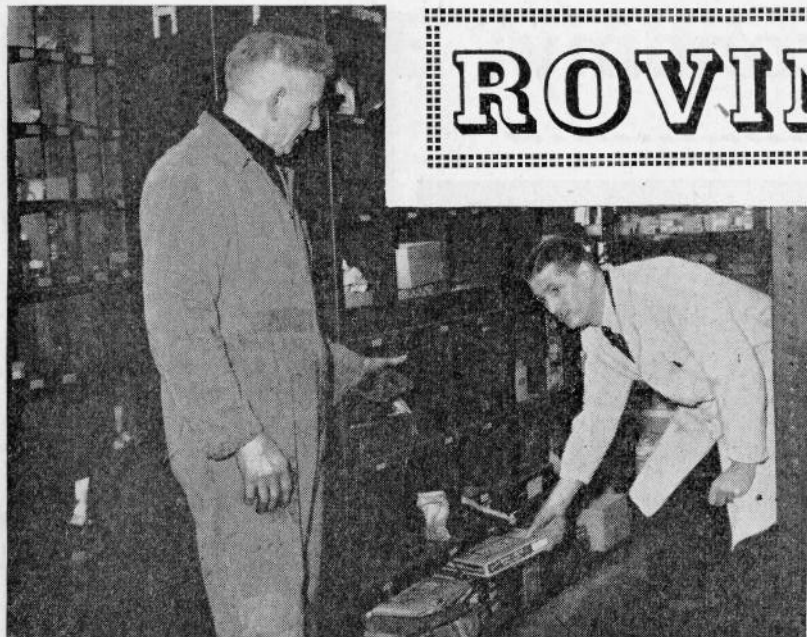
Mr. Joe Sargeant began his Rover service at King's Road, Tyseley, in March, 1922, after six years soldiering with the Royal Artillery. His section moved to Coventry in 1929 and after most of the Oliver Street factory had been damaged in the blitz it moved to Stoke Row. Joe and his wife celebrate their 40th wedding anniversary in July.

Worked together

Son Robert started as a clerk in 1938 with the late Mr. Alex Taylor and later moved to the spares department to work with Mr. Alf Bryan. His chief in those days was Mr. Sam Atkins, Spares Department Manager.

Shortly after moving with the department to Street Aston House, Pailton, in 1942 Robert joined the 6th Airborne Division with which he served until demobilisation in 1947. He returned to Rover, working as a fitter under his father, and became stores manager in 1954.

Both men served in the Rover Home Guard during the second world war and Mr. Sargeant senior has the unusual distinction of being Sergeant Sargeant. Keen anglers, both father and son say they would belong to a Rover fishing section if there was sufficient support for one at Coventry.



Mr. Joe Sargeant (left) waits while his son, Mr. Robert Sargeant, draws from stores a clutch plate which is needed by the older man in his job as a fitter.

News in brief . . .

SERVICE DEPT. LOSES HUMORIST OF 79

Mr. George Pickering, aged 79, retired from the Company on March 16 after 10 years' service. A labourer in the Service Department, he was well-known for a great sense of humour and a willingness to help with any job.

Service Department colleagues presented Terry Bytheway with a traveller's holdall when he left to take up a nautical career as fourth officer on Shell tankers. Terry was employed on Service road test and was also a member of the Rover Car and Motor Cycle Club.

Former apprentices Ray Smith, Terry Whitney and Les Hutchinson have

returned to the Service Department after completing their National Service.

Miss Valerie Womwell (Export Sales Department) was 21 on March 22. She received a quilted shortie housecoat from colleagues.

Engagements: Mr. John Lane (electrician, Works Engineer's Dept.) and Miss Jean Taylor (Export Shipping Dept.); Mr. Peter Price and Miss Jennifer Conway (Service Dept.).

Graham Hill (Jig Shop) completed his apprenticeship last month. Congratulations and good luck.

Rover man in T.V. quiz game

Mr. Victor L. Johnson (planning engineer, Trim Planning Dept., Solihull) appeared in the ITV programme "Pencil & Paper" on March 13. Though his team lost by one point, Mr. Johnson thoroughly enjoyed his experience and said he did not feel nervous in front of the camera.

1929 team of ten reduced to two

Retirement of Messrs. W. H. (Harry) Burleigh and Ernest Coe from the field service engineering staff, Technical Service Dept., at the end of February left only two of the original team of ten "founder members" who inaugurated the section 33 years ago.

The two survivors of the original team are Mr. F. G. Hawkins, Technical Service Manager, and Mr. F. Lawrenson.

At a ceremony on March 9 Mr. R. W. Bromley (Executive Director, Service) presented Mr. Coe with a transistor radio and Mr. Burleigh with a stainless steel tea service—the gifts of departmental colleagues.

Both men held commissioned ranks in the first world war. Mr. Burleigh was a major for a period in the second world war, and then became assistant to Mr. Hawkins when both were civilian technicians, with the Leyland-Rover-Rolls-Royce Service Group attached to the 21st Army Group.

★ ★

Mr. R. W. Bromley (extreme right) presenting Mr. E. Coe (centre) with his transistor radio. Left in the picture is Mr. W. H. Burleigh with his stainless steel tea service.



Getting on with the job . . . at 85

You can go into the raw material view department at Percy Road on any working day and find him busy at his bench. Small and spritely he gets on with his job just like any other employee. But what makes him stand out among his mates is that he is 85 years old and Rover's oldest employee.

Mr. Robert D. Turner—pictured above at work—was born on December 16 1876, and began his Rover service in the electrical department at Tyseley in 1935. Later, he was an inspector on the assembly line for about five years and he has been at Percy Road for six years.

At Percy Road Bob grinds components ready for Brinell testing, a method whereby the hardness of material is assessed. He also does acid testing of material for chrome contents, etc.

Bob, who lives at 78 Bramley Road, Acocks Green, has no thoughts about retiring. "I'm happy enough here, and I am content to carry on", he says.

A friend states his needs

A letter which spoke for itself, though in an unusual way, arrived in the mail for Mr. W. F. Johnson (Publicity Literature). It was from Ghana and read:

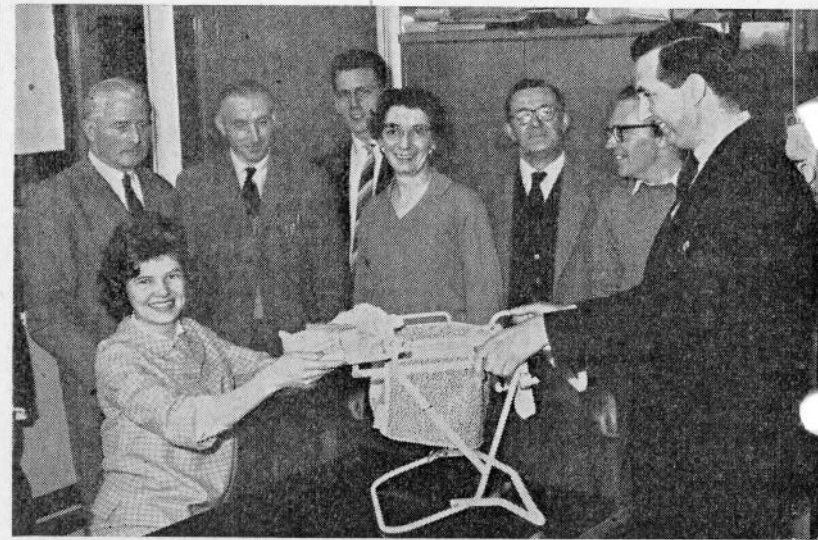
Dear Sir,

It affords me with much gratitude to pen you these words to and at the same time asking about your present integrity of health which I hope it is normal as mine today.

And with much thanks I may say please kindly accept my needs to send me some of your books or if you like you can send me questions.

I should be very pleased if you would the books to me. I remain with greetings.

Yours new friend.



A ROVER NEWS occasion. Mr. D. Wilson (right), Editor, presenting Mrs. Jean Davison, editorial assistant and secretary, with a child's folding car seat and other gifts before she left the Company on March 16. The presentation was made on behalf of Rover News and Publicity Department colleagues and friends in the Service Spares Department. Mrs. Davison had been with ROVER NEWS since its inception and helped the former editor, Mr. Peter Slade, with the preliminary work associated with the launching of a works newspaper.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

CANNING—To Mr. and Mrs. Ray Canning, a son (Christopher John) on February 16. Mr. Canning is foreman on Group 38 to 40 Cylinder Blocks at Tyseley.

HENSHAW—To Mr. and Mrs. D. Henshaw (nee Newman), a daughter (Tracy Karen) on March 10. Mrs. Sonya Henshaw was formerly in the Publicity Dept.

KING—To Mr. and Mrs. W. J. King, a son (Gary Edward) on January 25. Mr. King works in the Time Study Dept., Solihull.

LIVINGSTONE—To Mr. and Mrs. Ted Livingstone, a daughter (Elizabeth Jayne) on February 19. Mr. Livingstone works in the Plant Dept. at Perry Barr.

LONGSTAFF—To Mr. and Mrs. Brian Longstaff, a daughter (Debra) on March 17. Mr. Longstaff works in the Land-Rover Assembly Shop.

LUKER—To Mr. and Mrs. Gordon Luker, a daughter (Alyson Jayne) on March 19. Mr. Luker works in Secretarial Dept., Solihull.

MATHEWS—To Mr. and Mrs. B. Mathews, a son on March 29. Mr. Mathews (Bunny) works in Machine Shop No. 6 at Tyseley.

BENNETT—To Mr. and Mrs. Anthony Bennett, a daughter (Jane Muriel) on February 24. Mr. Bennett works in the Material Control Dept., and Mrs. Muriel Bennett was formerly in the Cost Office.

LOWE—To Mr. and Mrs. J. Lowe, a son (Gerald Michael) on February 16. Mr. Lowe works in the Material Control Dept., Solihull.

MARRIAGES

We offer our congratulations and best wishes to . . .

COLLINGWOOD - CRAYTHORNE—On March 24 at St. Giles' Church, Sheldon, Mr. Roy Collingwood to Miss Patricia Craythorne (Chief Accountant's Office).

COX-POWELL—On March 17 at St. Cyprian's Church, Hay Mills, Mr. Keith Cox (Car Shop, Tyseley) to Miss Veronica Powell (Booking Office, Tyseley).

EVANS-SHIPLEY—On March 24 at Acocks Green Methodist Church, Mr. G. Evans (Con. Rod Section, Tyseley) to Miss Margaret Shipley.

GARLICK-WOMBLE—On March 10 at St. Mary's Church, Acocks Green, Mr. Kenneth Garlick to Miss Dorothy Womble. Mr. Garlick works on the Engine Test Section, Engineering Dept.

GOOD-PERKS—On March 31 at Holy Trinity Church, Stratford-on-Avon, Mr. David W. Good (Technical Sales Representative) to Miss Dilys Perks.

HILL-LAWRENCE—On March 24 at Solihull Parish Church, Mr. David Hill (Land-Rover Final Line) to Miss Adrienne Lawrence (Direct Sales/Export Sales Dept.).

JACKSON-HARRISON—On March 31 at St. Faith's Church, Harborne, Mr. R. Jackson to Miss P. J. Harrison. Mr. Jackson works in the Transport Dept. (Solihull Service).

LANG-BACCIOCCHI—On April 2 at Birmingham Register Office, Mr. John Lang to Miss Enid Bacciocchi (Secretary to Mr. E. Scott, Tyseley).

MARTIN-TOOMER—On March 17 at Yardley Old Church, Mr. Davin Martin to Miss Gillian Toomer. Mr. Martin works on Group 450, Percy Road.

MOSELEY-WARD—On March 31 at Acocks Green Baptist Church, Mr. Kei Moseley to Miss Ann Ward. Mr. Moseley works on the P.4 Trim Line.

PERKINS-LAWRENCE—On March 3 at St. Augustine's Church, Solihull, Mr. Geoffrey Perkins to Miss Philomena Lawrence (Press Shop).

MATHERS-SPIERS—On March 3 at St. Mary's Church, Acocks Green, Mr. Peter Mathers (Service Stores) to Miss Barbara Spiers.

O'DELL-CREIGHTON—On March 24 at St. Alban's Church, Fulham, Mr. C. O'Dell to Miss B. Creighton. Mr. O'Dell is a draughtsman at Seagrave Road.

SPERRING-DAVIS—On March 24 at Solihull Parish Church, Mr. Brian Sperring (Car Despatch Dept.) to Miss Gillian Davis.

WALKER-FRAMPTON—On March 31 at The Monastery, Olton, Mr. Peter Walker to Miss Yvonne Frampton of Cost Dept., Solihull.

WILLIAMS-WASHBURN—On March 10 at the Holy Cross Church, Billesley, Mr. D. Williams to Miss Janet Washburn. Mr. Williams works on Group 236, Ryland Road.

SILVER WEDDING

Congratulations and good wishes to . . .

WILKES—Mr. and Mrs. Jack Wilkes celebrate their silver wedding anniversary on April 24. Mr. Wilkes works in the Plant Dept. at Perry Barr.

DEATHS

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

CLARKE—Mr. G. Clarke died on March 16, aged 63. Mr. Clarke was employed in the Machine Shop, Perry Barr, and had been with the Company for 41 years.

GRAFTON—Mrs. I. Grafton died on March 18, aged 55. Mrs. Grafton was a Sewing Machinist in the Trim Shop and had been with the Company since 1954.

GRIMES—Mr. W. E. Grimes died on March 5, aged 73. Mr. Grimes had been with the Company for 8 years and was employed in Car Despatch Dept.

PITT—Mr. W. G. Pitt died on March 14, aged 64. Mr. Pitt was employed in Inspection Dept., Solihull, and had been with the Company for 12 years.

RICKWOOD—Mr. Frank Rickwood died on March 5, aged 72. Mr. Rickwood was employed as a Progress Clerk and had been with the Company for 3 years.

Her concern—other people's troubles

The word "emergency" is never far from the mind of Miss Laura Mabel Marson, Welfare Officer for the Solihull and Coventry works. Every shrill ring of the telephone and knock on the door can herald news of illness, accident and death to be passed on to Rover employees.

So essential is the service provided by Miss Marson and her assistant of six years' standing, Miss Mary M. Nicholls, that their office is never left empty between 8.30 a.m. and 5.20 p.m. during the working week.

On most days urgent calls come from hospitals, schools, the police, relatives and people who have received telegrams, the contents of which must be broken tactfully to Rover employees.

Here Miss Marson makes a plea to every Rover worker. She says "Please keep Labour Office informed of your latest address, state whether staff or works and give your wives, husbands and relatives your check numbers and exact places of work. If callers quote these with full names, hours can often be saved in tracing people in situations of emergency. Time is vital on such occasions".

Miss Marson is philosophical about her work and its constant contact with

able tact. "You have to feel your way with the person to whom you are breaking bad news, or else you have another patient on your hands", says Miss Marson.

In a desperate situation, Miss Marson will take an employee home or to a hospital, or else take him or her to the nearest public transport.

But Miss Marson's work is not all grief and tragedy. It has its lighter and happier moments—such as the arrival of friends and relatives from abroad, the discharge of patients from hospitals and news of births to be given to delighted fathers. "Their faces often drop when it's twins though", adds Miss Marson with a smile.

GREW OUT OF WAR

Miss Marson, a Company veteran of 34 years' service, joined Rover in 1928 and for 20 years was secretary to Mr. L. Jackman until he retired. He was Works Manager of the Helen Street and Parkside, Coventry, works when Miss Marson joined him and their department was self-contained, coping, amongst other things, with records, wages, insurance and labour matters.

Welfare work grew largely out of the war and in her early days at Solihull she combined it with her other work. Eventually, however, welfare work superseded everything else and she took it up full-time about 15 years ago.

Since then many Rover families struck by bereavement and prolonged illness have had cause to remember Miss Marson's visits to their homes, for she is ever-ready with sympathy and information about a family's financial entitlements.



Miss L. M. MARSON — every phone call can signify an emergency.

human grief. "You couldn't do the work without an intense interest in human nature", she says. "If everything is all right then people don't need me.

"I like dealing with emergencies. All my own personal troubles must be left at the gate and picked up again when I go home. It is no good me being depressed because everybody I am dealing with is depressed".

LIGHTER MOMENTS

Advice is sought and given on many matters, and if Miss Marson and her assistant do not know the answer to a query they will direct the enquirer to where the answer can be obtained.

As might be expected, Miss Marson's job must of necessity call for consider-



Brisk business was done when Mr Frank Smith, Sales Aid Supervisor, opened his "shop" in Tyseley canteen for the first time on March 14. About £15 was taken and some idea of the interest shown is indicated by the above picture.

The "shop" is open at Solihull on the first Tuesday of every month, and Mr. Smith will go to other factories if a visit is justified by demand. The sales range includes cuff links and beer tankards for men and many other items suitable as gifts for wives, girl friends and children. Prices are very low indeed.

THE ROVER STORY . . . Into Battle (Part One)

Operation Dispersal considered as bombers sought engine factories

by H. B. LIGHT

Though the Company had prepared and introduced the 1940 season's models we had no doubt about our future activities after the Prime Minister, Mr. Neville Chamberlain, announced the declaration of war against Germany on September 3, 1939.

Production of a very limited number of cars was possible only for a few months and, as expected, we had to cease car production entirely and confine ourselves to work of the highest national importance under Government instructions.



Seen filling his last vehicle is fuel pump attendant Mr. Owen Cross, who left on March 23 after 13 years on the Solihull pumps and as driver of the Kenilworth works bus.

Mr. Cross, who left for health reasons to return to garage work nearer his home in Kenilworth, estimated that he had pumped approximately 1,000 gallons of petrol and diesel oil a day. Over 13 years the staggering total of fuel pumped by Mr. Cross was more than 3,000,000 gallons.

As previously mentioned, the Rover Company's first entry into munition production was in 1936 when, with other car manufacturers, it was requested to build one of several aero engine shadow factories. This was known as the No. 1 Shadow Factory. Building started in October, 1936, and some production began in July, 1937. Production of Hercules aero engine parts was in full swing at No. 1 when war broke out, but the directors then had to organise the entire resources of the Company for an all-out war effort.

In May, 1939, the Company was requested to extend its shadow production by building another factory, approximately three times as large as No. 1, for making Hercules aero engines. Plans for the new factory, known as No. 2 Shadow, were prepared in record time and sent to the architects in June. After the speedy settlement of preliminaries, foundation laying for No. 2 Shadow Factory at Solihull started on July 21, 1939.

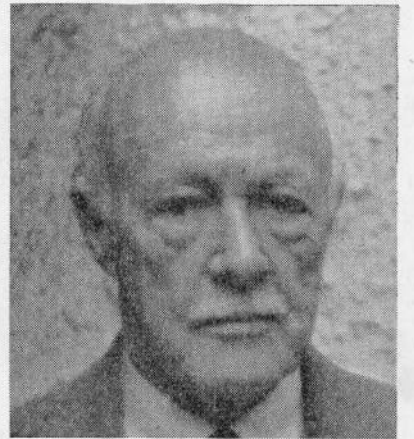
Machines were installed and the first component produced within five months of the start of construction. Work on the plant proceeded feverishly and by September, 1940, the original building schemes were virtually complete. By the end of November, 1940, the first engine set had been manufactured, assembled, tested and despatched.

SERVICE MAINTAINED

As the pace and urgency of the war increased, and the Government extended its contracts, buildings and equipment were subjected to alterations and extensions.

Our factories at Coventry and Tyseley were soon organised for war work, but in spite of this the directors resolved to maintain some service facilities to Rover car owners. Throughout the war it was gratifying to see so many Rover cars in use—a testimony to the lasting qualities of our products and to the service we endeavoured to provide. The free-wheel, which was exclusively fitted to Rover cars, proved to be a real petrol saver, an important factor during rationing.

In August, 1939, we were asked by the Air Ministry to undertake the manufacture of Cheetah aero engines. Our acceptance of the contract necessitated the removal of much of the car plant and the conversion of Coventry and Tyseley factories for aero engine work. In doing so we ran a risk, because if the war had ended quickly the Company would have been placed in a very unfavourable position. But the needs of



Major B. H. THOMAS, O.B.E. Manager of the Rover Shadow Group of Factories.

the nation had to come first and the production of Cheetah aero engines began in July, 1940, at Coventry and Tyseley.

COLOSSAL TASK

We were now overcoming difficulties quickly as they arose and meeting heavy demands upon our resources. The directors were faced with a colossal task, but they were fortunate in having the wholehearted support of those loyal Rover employees destined to remain in civilian work, and who gave their services ungrudgingly.

Mr. S. B. Wilks, our Managing Director, was ably supported by the late Sir Geoffrey Savage, Works Director, who was responsible for organisation and control of production on behalf of the parent Company. Major B. H. Thomas, O.B.E., was Manager of the Shadow Group of Factories with headquarters at No. 2 Shadow Factory.

Defence of the factories and protection of personnel was extremely important and called for much hard work and sacrifice by volunteers in Air Raid Precaution work, Fire Service, Home Guard, anti-invasion duties, etc. Sub-surface shelters and surface shelters were provided at all factories; a complete organisation was set up to cover first-aid, cleansing, gas detection, decontamination, shelter wardens, observers and all the other essential branches called for in our defence system.

VULNERABLE TARGETS

As air attacks on this country were expected daily, the utmost diligence had to be maintained day and night. Small sporadic air attacks on various parts of the country were made by the Germans before the expected all-out blitz.

The first air raid warning was recorded at No. 2 Shadow Factory on June 25, 1940, and from that date the sirens were heard nightly as the enemy stepped up attacks on London and all major cities—regularly penetrating to the Midlands with Coventry and Birmingham as special targets in view of their industrial importance.

All our factories were vulnerable and the Board of Directors, on instructions from the Government, had to consider a plan for dispersing our production to other parts of the country in the event of an emergency.

MOVED UNDERGROUND

Coventry was being singled out by the enemy for special attention and during the blitz on the nights of Nov. 14 and 15, 1940 we suffered a major blow. Our Coventry works were seriously damaged by high explosive and incendiary bombs, resulting in a large section of them being destroyed and some damage being caused in the Cheetah aero engine section. No. 2 Shadow Factory suffered bomb damage in the process building on Nov. 22, 1940, when the enamel, lead, bronze and heat treatment shops were affected.

At this juncture the Company's dispersal plans were put into operation and part of the production of No. 1 and No. 2 Shadow Factories was moved to an underground factory prepared by the Ministry of Supply. We also requisitioned three cotton mills in Yorkshire and within days the Cheetah engine assembly department was operating there.

TO BE CONTINUED

Emergency calls kept police vehicles busy

Emergency calls kept Birmingham's new police Land-Rover patrols so busy answering emergency calls in the three months after their introduction that it was impossible to test them on the full job for which they were intended.

A report published in a local newspaper on March 9 said the vehicles had been called into action for fire-fighting,

towing vehicles up icy hills and even to deal with burst water pipes in unoccupied houses.

Mr. W. D. Cooper, Deputy Chief Constable, was quoted as saying: "Because of the number of calls coming into the Information Room we have possibly not had a real chance to test them on the full job for which they are intended.

"We want them to patrol the suburbs as well as responding to radio calls, and remain stationary so that residents can use them for inquiries or for assistance".

He hoped that members of the public would go to Land-Rover patrols for any kind of help, as they would go to the local police station. It would take a year before their full value could be assessed, he said, but they had proved very useful already.

Death of Perry Barr chargehand

Mr. George Clarke (Chargehand, Group 303 Perry Barr) died in Selly Oak Hospital on March 16 after a long illness. He was 63 and had been with the Company for 41 years.

He will be remembered as a keen sportsman, being a member of Rover football and cricket teams in earlier years.

43 years a car washer

Mr. William Boughton retired on March 9 after 43 years as a car washer at Seagrave Road. He was 75.

Mr. J. H. Pogmore, Executive Director, Chief Engineer (Land-Rovers), points out a feature on a Land-Rover to King Hussein of Jordan during a recent visit to Jordan. Watching are, left to right, Col. A. P. Le Blanc, Rover's Middle East representative, Mr. S. Malhas, Rover distributor in Jordan, and Mr. Ken Twist, foreman, Land-Rover Experimental Department, who drove the vehicle during demonstrations in a two-week visit to the Lebanon, Syria, Jordan and Turkey.



FIELD SHOOT A GREAT SUCCESS



Rover Bowmen's field shoot on March 25 was an overwhelming success with more than 100 entries from many parts of the country. This was the second field shoot to be staged by the Bowmen and one of the largest to be held in Britain. The shoot, a film report of which appeared on television, was planned to cover the roughest ground available so as to simulate as nearly as possible the actual conditions under which archers would hunt in the field. Targets were figures painted in natural colours and backed with several thicknesses of cardboard. A 'killing area' was imposed on every target.

Mr. R. Dixon (Works Liaison Officer) presented the trophies. Rover members were unplaced in the main events and in the "Rover members only" class A. Howell was first with 290 points, F. Stewart, second, with 248, and B. Russell, third, with 228.

Adjoining pictures show archers in action during the shoot. Above: A party in the woods with one competitor having released his arrow. Right: Miss Joy Morressey (Rover Service) after releasing her shot. Extreme Right: Archers recovering their arrows from a target.



ANGLERS OVERCOME WEATHER HAZARDS

Rover Solihull Angling Club staged its first contest of the year on March 10 under the worst weather conditions for any contest since the formation of the club.

Incessant rain throughout the day made pegging-out and the weighing in of fish most difficult, and also resulted in the river bank becoming treacherous for members getting down to pegs. Mr. D. Hague (Planning Department), in particular, had to lower himself some 18 feet on a rope to the river edge.

Nevertheless, none of the 60 competitors gave up before the whistle marking the end of the contest and 45 of them sent fish to be weighed on the scales.

Mr. L. Ford, whom readers may remember had the "golden" fish, 1½ oz. in the annual contest in September to win a major prize, made amends by weighing in 7 lb. 2 oz. 6 drms. to win the contest. He was followed by Mr. E. Griffin (4 lb. 11 oz. 5 drms.), who was most unfortunate to lose a pike estimated at 8 lb. It broke his line after a struggle.

June outing

In third place was Mr. R. Burden with a weight of 4 lb. 9 oz. There were 14 prizes, a weight of 2 lb. 3 oz. taking the last prize. A special prize donated by Mr. A. Smith for the best chub was won by Mr. G. Hodgetts.

Despite the weather, a majority of the members made the Robin Hood, Wychbold, their port of call for the prize distribution and social evening. Their next outing will be for the by-contest in June at Walcott Lakes, near Ludlow.

Mr. R. Wrighton (Works Engineers Department), a member of the Bala and District Angling Association in North Wales, has won the T. Rowlands Trophy for the largest pike in the non-residential section (16 lb. 2 oz.), and the George Gray Trophy with a grand trout of 3 lb. 15 oz. in the open section.

Solihull pool restocked with roach, perch

Solihull anglers' pool adjoining the sports ground has been restocked with roach and perch as part of a big Midlands operation by officials of Birmingham Anglers' Association.

The restocking was a culmination to five years' hard work by Rover anglers in renovating the pool.

The club has laid down strict rules appertaining to members fishing this water. No cereal ground bait is allowed and all fish must be returned to the water regardless of size. Hemp seed is barred as a bait and members are requested to use the utmost care in unhooking and handling fish.

If these rules are observed the club may be able to repay Birmingham Anglers' Association by allowing fish to be taken from the pool, after breeding, to restock other waters in future years.

A two-page feature with pictures and a story about the Rover angling pool appeared in the "Angling Times" on March 23.

Acocks Green dance

Next Rock 'n Roll dance organised by Acocks Green Youth Section will be held on May 4. The Barons Rhythm Group will provide music.

Full golf programme despite the problem of courses

Despite the difficulty in booking courses at weekends a full list of events for the coming season had been arranged, reported Secretary R. Butterton at the annual meeting of Rover, Solihull, Golf Society on March 30. An events programme would be sent to all members, he added.

Mr. A. Shrimpton (Internal Competition Secretary) said members should make their own transport arrangements if possible, but contact their liaison if unable to do so.

Members were congratulated on their successes in last year's matches by Mr.

G. Hexter (Captain) and Treasurer R. Pearson announced that fees would be unchanged as existing subscriptions should cover expenses.

The next annual meeting will be in November, 1962, instead of March, 1963, and members will be circulated about a dinner and dance or, alternatively, a stag party at the end of the season.

Officers:—Mr. G. Hexter (Captain), Mr. R. Butterton (Secretary), Mr. A. Shrimpton (Competition Secretary), Mr. R. Pearson (Treasurer), Mr. W. Pope (Match Secretary).

Rover anglers for Trent contest

Tyseley anglers agreed at their annual meeting on March 26 to enter a team in the Tyseley and District Competition to be fished this year on the River Trent.

The fur and feather contest, a huge success last year, will again be run on similar lines, the venue to be decided by the committee.

Mr. E. Bushell was re-elected chairman, Mr. E. Harris vice-chairman, and Mr. G. Taylor, secretary and delegate. A new committee was also elected.

Forthcoming dates:—June 16: bye contest, River Trent at Attenborough. Sept. 15: annual contest, Upton-on-Severn.



Mr. Gordon Birchenall (Press Shop Control Office) with the gold wrist watch presented to him by Mr. A. B. Smith (Director Supplies) on March 28 upon his retirement after 19 years with the Company. The gift was from colleagues and friends. Mrs. Birchenall received a bouquet of flowers from Mrs. Noreen Hatton.

Honey class addition to horticulture show

Rover (Solihull) Horticultural Society's annual show will be held on August 18. Arrangements will be the same as last year, and there will be more cups, trophies and cash prizes to be won. Added to last year's classes will be one for honey.

Intending exhibitors requiring further information should contact the Show Secretary, Mr. T. Perrins (C.K.D. Dept.) or any of the following committee members: Messrs. H. R. Brown (Land-Rover Final), S. Ley (P4 Line), Alan Thomas (Welding), Arthur Ross (Land-Rover Final), Denis Phillips (Land-Rover), P. Toon (Body Shop), R. Greenwood (Secretarial, Internal 565), and D. Boyle and D. Pontin (M.C.D., Internal 685).



Restocking in progress. Left to right: Messrs. W. Jones, G. Hodgetts (Welding), Adams (Planning) and a netsman of Birmingham Anglers' Association.

Tyseley victors in one final — now in another

By beating Weathershields 1-0 in a lively match on March 24, Tyseley Seniors entered the final of the Wiggin Victory Cup which will be played tomorrow.

It was also Final Day for the Seniors on March 31 when they met Birfield Athletic for the Central Challenge Cup. Playing in a snowstorm, they were at one stage losing 3-1 but fought back to win 5-3. Goals were scored by Osbourne, Brookes, Davis P. and Davis J. (2).

The Seniors required 3 points from the remaining four fixtures to make sure of the league championship.

Fielding only 9 players Tyseley Juniors lost 5-3 to R. T. B. Apprentices on March 24. They made amends by beating G.P.O. Youths 2-1 in a league game on March 31.

RESERVES 8-0 WIN GAINS SHIELD

Rover Solihull Res. won the Silver Jubilee Shield on March 31 by out-classing Hamstead Colliery to win 8-0. B. Coles and F. Whitehouse were outstanding for Rover.

In five games, Reserves scored 36 goals and conceded only 6 and had a good chance of finishing at the top of Division 4.

Three successive wins lifted Rover Solihull first team from the foot of Division 2a.

Results: Div. 2a. March 17: Rover 3, Tubes 1; March 24: Rover 7, Lucas GHS 1. Div. 4. March 17: Rover Res. 9, Hamstead Colliery 1; March 24: Rover Res. 5, Kynochs Res. 2.

Losing run

Acocks Green Efficiency League snooker results for March:—

'A' Team:—lost 4-1 away to Tyseley; lost 5-0 away to Wolsley 'B'; lost 4-1 at home to Springfield Social; lost 4-1 away to Midland Red.

'B' Team:—lost 3-2 at home to Brooke Tool; lost 5-0 at home to Yardley ex-Service; lost 3-2 away to Solihull; won 4-1 at home to Ridgeway Social.