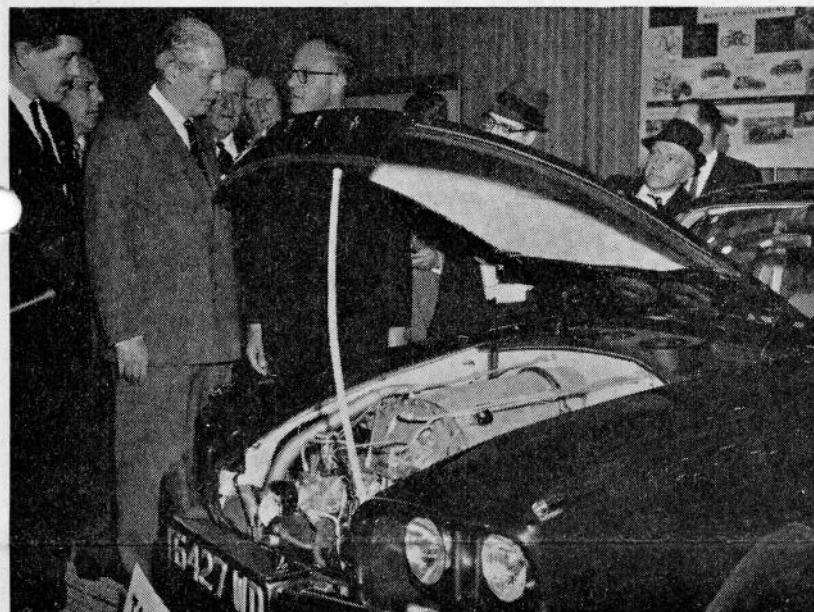




UPSURGE OF ORDERS AT NEW YORK SHOW

Tremendous interest was roused in the United States by the Rover vehicles displayed on our stand at the New York Show. Mr. W. Martin-Hurst, Managing Director, told ROVER NEWS upon his return home that cars and Land-Rovers attracted a great deal of attention and favourable comment, and Mr. H. Gordon Munro, president of our North American Company, has reported a big increase on last year in direct sales by dealers manning the Rover display.



The Prime Minister, Mr. Harold Macmillan, on the Rover stand at the New York Motor Show. Explaining details of T4 to him is Mr. W. Martin-Hurst and also in the picture are Mr. H. Gordon Munro (left), President of the Rover Motor Company of North America Ltd., and Mr. A. G. S. Herbert, (Executive Director, Sales).

S.M.M.T. Presidency honour for Mr. L. G. T. Farmer

Mr. L. G. T. Farmer, Executive Vice-Chairman of the Rover Company, was elected President of the Society of Motor Manufacturers and Traders this month in succession to Mr. D. G. Stokes (Sales Director, Leyland Group).

The Society plays an important role in the British motor industry of which it is the official representative body. Its main objects are the encouragement and promotion of the industry at home and abroad.



Mr. L. G. T. Farmer

Last year Mr. Farmer was appointed a Vice-President of the Society and he was then the first Rover Company representative to hold office in the Society since 1924.

Mr. Farmer's appointment this month was his second presidency in quick succession. In March he was unanimously elected President of the Motor and Cycle Trades Benevolent Fund (BEN) in succession to Lord Brabazon.

Orders for overseas delivery were up almost 50 per cent at the time of Mr. Munro's statement and orders placed at the show were almost double those placed at the 1961 exhibition.

Considerable interest was shown in the Land-Rover Dormobile and determined efforts were made by visitors to place orders for the T4 prototype gas turbine car. These, of course, were not accepted at this stage of development.

Mr. Martin-Hurst said interest in T4 had been "immense". The Prime Minister, Mr. Harold Macmillan, who visited the Rover stand during his visit to the United States, sat in the vehicle and displayed keen interest.

After a Press conference, Mr. Martin-Hurst's reference to turbine engines was misquoted in Britain. He was asked when he thought the gas turbine would be the standard power plant for passenger cars. His reply was that it would be a long time, if ever.

For fear of a traffic accident it was intended to deliver T4 to the show by low-loader. A strike prevented this, however, so Mr. C. Spencer King, Chief Designer, drove the prototype through New York's Easter weekend traffic to the show venue. Because of its silence and orthodox appearance, few New Yorkers realised what they were seeing.

Rover's pioneering of the world's first gas turbine car was recognised by the American "Gas Turbine Magazine". It awarded the Company its Engineering Achievement Award.

Narrow defeat for election candidate

Two Rover draughtsmen were candidates in the Municipal Elections on May 10. Both were defeated.

Beaten by 137 votes in the Lyndon Ward of Solihull Borough Council was 29-year-old Conservative Mr. W. J. Taylor (Press Tool Design). He polled 1,486 votes and his Labour opponent Mr. Douglas J. Gray, a former Rover employee polled 1,623.

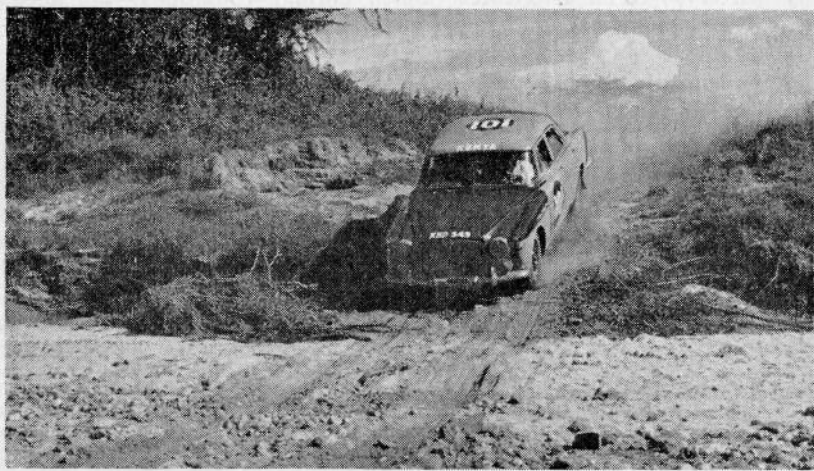
The other unsuccessful candidate was Liberal Mr. J. Trevor Thompson (Land-Rover Design), aged 28. He polled 1,247 votes to be third in a four-cornered contest for a Harborne Ward seat on Birmingham City Council. Both men are members of the Draughtsmen's and Allied Technicians Association and were contesting their first election.

FIRST USE OF PENGAM PREMISES

From June 1 the offices of the Export Section, Parts Department, will be operating from Pengam Works, Cardiff. This will mark the first use of the new Rover premises at Pengam.

Though the offices will soon be occupied, transfer of stores to Pengam from St. Mellons (Cardiff) and Solihull will not begin until July. Build-up will be gradual and should be completed by the end of the year. Pengam will then be fully operational as far as the Parts Department is concerned.

'On Safari' . . . in a 3-litre



A 3-litre going down an incline during the East African Safari. Note the terrain, typical of what the team had to negotiate.

Performance of Rover 3-litres in the 10th East African Safari held over Easter made a great and deserved impression on the Press and motoring public in a part of the world which is extremely important for future sales.

Two of the four Rovers entered were among the 45 of the 104 starters to finish. Our vehicles were third and fifth in the class for cars of 2,500 c.c. and over. Only 5 of the 16 starters in this class finished.

In the general classification the 3-litres were 25th and 31st in this high-speed event over 3,000 miles of very rough, rocky terrain. The team's instructions were to drive steadily and aim to finish.

Over the Mbulu Escarpment the 3-litres excelled in difficult, muddy conditions, but the team had its first bad luck when one car ran into a wash-away. A second Rover dropped out when its driver—injured earlier when the jack slipped while he was under the car checking the sump shield—put a wheel over the parapet of a bridge near Mombasa. Other rally cars dragged the 3-litre off sideways to clear the course and damaged the suspension beyond immediate repair. These incidents changed the picture radically for the Rover team.

All four 3-litres were back in Nairobi in good mechanical condition within a few hours of the rally ending. None needed maintenance during the run, other than normal checks, and all drivers were enthusiastic about the cars' easy, comfortable high performance and their roadholding, handling and reliability under extremely difficult conditions.

At one stage in the rally Mr. Eric Cecil, chairman of the East African Safari Committee, said in a broadcast—"Rovers are motoring so consistently that it almost seems as though they are using another drier, smoother road . . . nothing could detract from their amazing, even stately performance."

Press comments

Typical of Press comments about the 3-litres were: Gordon Wilkins ("Observer")—"Their performance obviously made a good impression on the East African crowds." Phillip Turner ("The Motor")—"One of the sensations was the outstanding performance of the team of Rover 3-litre cars, not generally associated with rocketing through the African bush at very high speed . . .". A famous motoring correspondent wrote to Mr. J. H. Baldwin, Publicity Manager, after the event—"Though they were not blessed with all the luck the team deserved they put up a great show and everybody I met was full of praise."

The Rover team, entered by The Cooper Motor Corporation Ltd., our East African distributors, was managed by Mr. D. T. Clayton (Project Engineer, P.5) and Mr. R. Nash (Engineering Shop Superintendent).

GERMAN CONCERN INAUGURATED

Our German company, Deutsche Rover GmbH, was officially inaugurated in the presence of more than 80 members of the German Press, German distributors, dealers, and other guests at a ceremony at a country hotel near Frankfurt this month.

The act of inauguration was performed by Mr. A. G. S. Herbert (Executive Director, Sales), who was accompanied by Mr. T. Bailey, our European representative, and Mr. R. L. Richter, Regional Manager.

The British Ambassador to West Germany was represented by his Consul-General and other representatives from the Embassy in Bonn. After showing of the Land-Rover sales film, demonstrations were given by eight Land-Rovers and three 3-litre cars.

Another German event of particular interest to the Rover Company this month was participation of a Land-Rover and a 3-litre in a cavalcade of production cars held in Berlin in connection with British Week.



A Land-Rover played an essential part in a recent crop-spraying demonstration by the first air-cushion road vehicle. The principle was applied by Vickers-Armstrongs (South Marston) Ltd., and the air-cushioned Land-Rover is seen in the above "Commercial Motor" photograph traversing specially-prepared difficult ground conditions in which any conventional vehicle would have bogged down.

The Converted Land-Rover differs from Vickers-Armstrongs' Hovercraft in that the vehicle's wheels maintain contact with the ground to provide traction and braking, while the air-cushion takes a proportion of the weight off the wheels to prevent them sinking into soft ground.

Two centrifugal fans mounted on either side of the Land-Rover body provide the air-cushion, the air-pressure being about 40 lb. per sq. ft.

Production of conversion kits is expected to be possible within a reasonable time. The price of "around £3,500 depending on quantity" has been quoted for a complete vehicle.

Salesman swam flooded creek to deliver vehicle

A hair-raising adventure story from Australia shows that Land-Rover delivery—so uncomplicated under normal conditions—can mean a feat of human and mechanical endurance under exceptional circumstances.

An order received from a client in Injune, Queensland, was posted to Brisbane as immediate delivery was not required. Then the territory was blanketed by torrential rain and the customer decided that he wanted his new Land-Rover without delay.

Country salesman John Jarvis set off to drive the vehicle to the client's property 370 miles away. The going was comfortable over the good road to Roma, but the road from Roma to Injune was cut by floods. So he drove the Land-Rover on to, and along, the railway line for several miles until he reached a drier section of road.

John was halted by a flooded creek several miles from the customer's homestead. Stripping to his shorts, he tried to swim the creek but abandoned the attempt after finishing up half-a-mile downstream.

Next day the creek was not flowing quite so fast and John swam the creek and walked the three miles to the homestead.

The client having paid for the vehicle and agreed to it being left on the other side of the creek until the water level dropped, John Jarvis was then faced with recrossing the creek—and keeping the cheque dry in the process! This he did by tying it to the top of a stick which, in turn, he tied to his back.

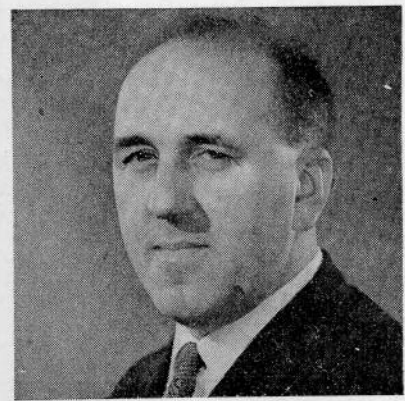
John returned to Brisbane in the customer's trade-in vehicle, which was also stranded on the wrong side of the creek.

Delivery in this case took six days, and while the circumstances were unusual it indicates the lengths to which our Queensland distributors, Annand & Thompson Pty. Ltd., will go to promote Land-Rovers in the State.

FROM THE EXPORTS ORDER BOOK

Substantial forward orders for Land-Rovers received from East Africa are indicative of our distributors' confidence in future developments in this important area. Similar forward orders have been received from Australia.

South Africa has asked for a quotation for 60 short wheelbase vehicles for its Defence Force.



Mr. Ronald Francis Dovey, the Company's Materials Handling Engineer since 1954, who has been elected chairman, Midlands Division, Institute of Materials Handling.

He was elected to the Midland Divisional committee of I.M.H. in 1954 and in the next 6 years he served as divisional P.R.O., first education officer, secretary and vice-chairman. Mr. Dovey, who is 41, was elected an associate member of the Industrial Transport Association in 1960 following a paper on "The integration of road transport into materials handling schemes".

Production for the big Indonesian contract for 1,500 Land-Rovers has been completed and the final batch shipped.

Ninety-two diesel Land-Rovers—mainly short wheelbase Regulars—have been ordered for an Italian company, Construzioni Generali Farsura, which has been awarded a contract to build a link canal in connection with a hydro-electric scheme in Pakistan.

Another order has been placed for 20 Land-Rovers for the French border police (CRS).

Iceland has now taken 500 Land-Rovers since the lifting of import restrictions in mid-1961. A motor show was held on the island to show Americans stationed there the quality and finish of Rover cars.

A small number of Land-Rovers have been built to the special specifications of the Royal Netherlands Navy. They will be used in shore bases.

The Swiss Army has ordered a Long wheelbase station wagon for trial purposes.

Thirty Long station wagons and 7 short wheelbase Regulars have been ordered by the Sierra Leone Government.

Two Long station wagons sent to Gambia had special crests painted on them. The vehicles were for political parties; one had a black and white umbrella on it and the other a white lion.

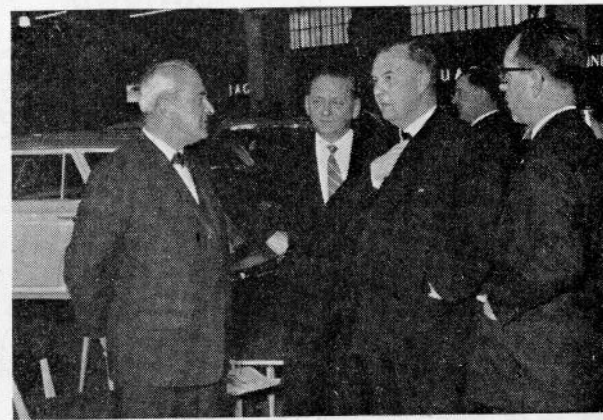
Personal approach to the sick fund's 'lost 12%'

Though the proportion of eligible employees who had joined the Rover Sick Benefit Society had risen from 85 per cent to 88 per cent, the Management Committee would not be satisfied until membership was 100 per cent.

This was stated in the Committee's report presented to the seventh annual general meeting of the Society at Solihull on April 26. Last year 874 new members were admitted, 826 left the Company and 36 died. The total membership of 7,285 was a slight increase on 1960, said the report.



Mr. M. C. Wilks, Chairman of the Rover Company, and Mr. Ernest Marples, Minister of Transport, pictured in the Land-Rover Shop on April 13. Mr. Marples' visit was a private one to discuss a special caravan which he proposes to have built on a Land-Rover.



Personalities at the Geneva Motor Show in March. ABOVE: Mr. Van Berkel, of I.C.I. (left), a Rover owner,



chats to Mr. L. G. T. Farmer, Executive Vice-Chairman of the Rover Company. Listening to the conversation are Mr. R. L. Richter (second from left), Regional Manager, and Mr. E. Fehlmann (extreme right), Zurich distributor. ABOVE RIGHT: Mr. W. Martin-Hurst, Managing Director, against a background of the Rover stand. RIGHT: Lord Home, the British Foreign Secretary, who visited British stands at the show after attending international talks and LEFT, President Chaudet, of Switzerland, talking to Mr. Fehlmann.

The show was an outstanding success for the Rover Company and a very satisfactory number of orders for 3-litre cars were taken on the stand.

GENEVA GALLERY



A SPECIAL-CONTROL CAR FOR ONE-ARM PIANIST



Concert pianist Cyril Smith and his wife, Phyllis Sellick are pictured left in their new 3-litre Rover car which has specially-adapted controls to enable Mr. Smith to drive it.

He lost the use of his left arm and leg as the result of a stroke in an unpressurised plane while on a concert tour in Russia in 1956.

Mr. Smith has made a remarkable comeback to the concert platform and he and his wife form a "3 hands on 2 pianos" team, playing works arranged by Mr. Smith and others specially re-arranged by many famous composers.

Visitors from far and wide

Important visitors to the Solihull premises came individually and in parties during April and early this month.

Two Nigerian visitors were Chief Daphey, Director of the Nigerian Hardwood Company, on April 6, and Mallam Yusufu Dantsoho, secretary of the Northern People's Congress, on April 26.

Sixteen student journalists who toured the works on April 27 came from Antigua, Mauritius, Sarawak, Singapore, Trinidad, Uganda, Ghana and Nigeria.

May opened with a visit by 22 Glasgow area dealers sponsored by James Gibbon (Motors) Ltd., our Glasgow distributors.

On May 4 about 14 delegates from the 1962 International Automobile Technical Congress, which met in London, toured the Lode Lane factory before dispersing.

Fire chief's medal

Rover's fire chief, Mr. N. H. Stoneham, is now the proud possessor of a Medal d'Honneur, presented to him by the French federation of fire brigade for services rendered to the cause of fire-fighting. He was one of three recipients of the award at a conference in Britain.

Coming-of-Age

Marie Williams, who was 21 on April 3, received a dressing table companion set, stationery wallet and a box of chocolates from Carpet Trim Shop colleagues.

being placed at strategic points in the factories.

Mr. R. R. Hillen (Company Labour Relations and Welfare Manager), secretary and treasurer, added that a list of eligible employees not in the Society had been submitted to committee men so that personal approaches could be made.

Mr. Robinson thanked the Company management for its interest in the Society and its handsome donation. He asked Mr. A. J. Worster (Director, Production) to convey to the Board sincere thanks for practical help in a most successful scheme.

Replying, Mr. Worster said the fact that income from members' contributions plus the Company's contributions had exceeded payments for sickness and death by only £562 was a measure of the good being done by the Society.

Solihull concert well supported

The May concert and social evening organised by the Rover (Solihull) Social and Athletic Club was well-supported.

Artists were Ken Vallance (Coventry), tenor; Joan Walsh (Coventry), vocalist; Billy Merrick and Lynn Valentine (Bradford), comedy; their child dancer daughter, Lynette, and Andy Gold (Birmingham) impressionist.

Next and last programme of the season will be on June 1.

GRACE AND GLITTER



Mrs. M. C. Wilks (centre) wife of the Chairman of the Rover Company Ltd., presents the All-England Olde Tyme Dance Championship trophy to Miss Gillian B. Stanton and Mr. David C. Stead (Blackpool). RIGHT: The winning line-up of the six placed couples.



Nearly 900 old time dance enthusiasts once again filled the Rover Ballroom on the night of May 4 for the All-England Olde Tyme Dance Championship, presented by the Dance Teachers' Association in conjunction with the Rover (Solihull) Social and Athletic Club.

He roared his way into the Twenties at the wheels of early racing cars

The "roaring twenties" really did exist for a young man named George Bedford who began a racing career in a modified sports car soon after the end of the first world war.

In five years he carved a name for himself in car racing annals, winning places at Brooklands, in the Isle of Man T.T. and at many other meetings. He was even fourth in the 1920 Le Mans Grand Prix and his car was the first British entry to finish.

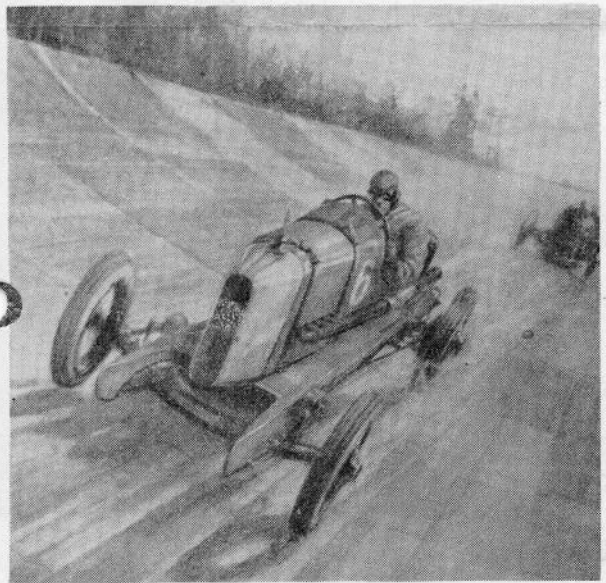
To-day, 40 years later and now in his 70's, George Bedford has his memories

and an impressive collection of trophies to remind him of his exciting youth. He also has 50 years' experience with car engines which make him an invaluable asset to Rover's Inspection Department at Solihull.

Mr. Bedford, Man of Engines, has been concerned with three car companies during his working life. As a youth he helped to build Humber motor cycles and then cars at the Ford Street factory and Coronet Works, Coventry. By 1913 he had become mechanic in charge of experiments and research in the small newly-formed Hillman company and, indeed, built the Hillman Janis ("the two-headed god") which had two separate engines, one driving each rear wheel. Then he built a single-seater Mercury with one 9 h.p. engine.

George Bedford became interested in racing as a result of his contact with Mr. Louis Coaten, Humber's chief designer who joined the Hillman set-up.

After suggesting an idea which proved to be the answer to a problem with the 9 h.p. Hillman, Mr. Bedford was persuaded to take charge of the company's "racing stable." He was at a Brooklands meeting in August, 1914, when war was declared and he spent the next four years in charge of rectification and road tests on Austin lorries built for the Army.



An artist's impression of George Bedford "leading the field" in a 10 h.p. Hillman speed model at Brooklands in Mr. Bedford's heyday as a racing driver.



Mr. Bedford with his collection of magnificent trophies which he won during his career as a racing driver.

After the war he began his racing career. He was unlucky in the Le Mans Grand Prix which it was decided to enter only eight weeks before the event. Trying to overtake, his car hit a bump and a steering link was broken. This meant that only one wheel was under steering control and to slow down meant risking the uncontrolled wheel buckling inwards! Mr. Bedford and his mechanic reached the pits, however; the wheel did buckle as they slowed down—but the vehicle was repaired and back in the race in eight minutes.

Home wins included two firsts, two seconds and a third at one meeting at Brooklands—though Mr. Bedford was

heavily handicapped. His narrowest escape was at a T.T. meeting when a burst tyre at 100 m.p.h. sent his car down a hillside. Mr. Bedford was uninjured, though his mechanic suffered a torn ligament. Oil from the stricken car's sump left a huge black circle on the hillside.

Mr. Bedford says: "People racing to-day just don't know what racing used to be like. It was like driving 'solid.' Everything had to be securely bolted down and tyres had 60 lb. air pressure".

George Bedford has been with Rover for the last 25 years—he has qualified for a gold watch—and during the second world war he was chief inspector, aero-engine test in Yorkshire. His two sons also work for Rover—Mr. Cecil Bedford is chief draughtsman, Gas Turbines, and Mr. Neville Bedford is on Land-Rovers requiring special specifications.

The beauty of the dresses and the championship itself made the occasion a glittering and memorable one. Leading amateur dancers were among the 47 couples competing. Winners after three heats and a semi-final were Mr. David C. Stead and Miss Gillian B. Stanton (Blackpool). Second were Mr. Lawrence T. Norton and Miss C. Wightman (Runcorn) and third Mr. Leonard Wood and Miss Pamela Gosling (London).

Adjudicators were Lionel Kibble, Chairman (Bristol), Florence Newbegin (Newcastle-on-Tyne), Rene Buckley (Manchester), David Rollinson (Birmingham) and Jack Crossley (London). Miss Joyce Pearman was championship competitor and M.C.'s for the ball were Mr. J. V. Preece and Mrs. Elsie Hurry.

Prizes were presented by Mrs. M. C. Wilks, wife of the Chairman of the Rover Company Ltd., and competition arrangements were in the hands of Mr. A. E. Handel, of Birmingham, doyen of Midland old time dancing.

'SCHOOLING' IN INDUSTRY

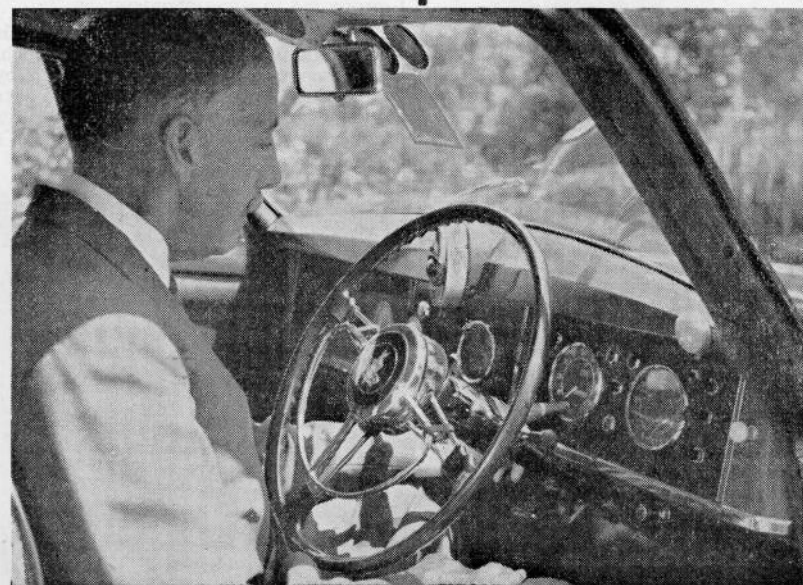
Two public schoolboys spent a week with the Company in April on an introduction-to-industry course.

The boys were shown round the machine and engine shops at Tyseley and the assembly lines, paint shop, test and rectification, receiving stores and quality control departments at Solihull.

One youngster came from Solihull School and the other from Leeds Grammar School.

With more than 100,000 miles on the 'clock' of his 1951 Rover 75 car, Mr. Leslie V. Hurd, J.P., a former Mayor of Johannesburg, South Africa, is well satisfied with Rover quality. He reports that the vehicle is "still running well and is in excellent condition."

Mr. Hurd—pictured below at the wheel of his car—says the engine was decarbonised and the valves ground in at 64,000 miles but at that time no cylinder wear could be measured.



SUMMER SNAPS

WIN A CASH PRIZE IN OUR COMPETITION

Your camera can once again win you a prize in our "Summer Snaps" competition, which was inaugurated last year. First prize is again five guineas, second three guineas and third two guineas. And 10s. 6d. will be paid for every picture published in ROVER NEWS.

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

A selection of entries will be published in the paper during the competition.

Have YOU completed the form which appeared in last month's ROVER NEWS regarding the Group Personal Accident Scheme? If not, you are invited to do so without delay and return it to Secretarial Dept. Loose forms will soon be available for those readers who do not wish to mutilate their copies of the NEWS.

Ryland Road Service Section retirement

Mr. Henry Gurden (Service Section, Ryland Road) retired on March 30 for health reasons after 26 years' service.

He began his service in November, 1935, and was for many years employed as a turner on various groups at Tyseley Works.

In 1951 he was transferred with the Service Section to Ryland Road, where he was employed in a similar capacity.

Roving Reports

Land-Rover takes lads on road to adventure

You can see the same scene almost any weekend if you happen to be in the right place at the right time on a Friday evening in Birmingham. A Land-Rover stands waiting as a group of youngsters pile their baggage into the trailer; then they pile themselves into the Land-Rover . . . and away goes Fram 2 on another weekend adventure into Wales or Derbyshire, to the Lake District or to the Pennines or Mendips.

At the wheel of Fram 2—a Series II Regular canvas-topped Land-Rover—is Stanley Whitehead, a 50-year-old Birmingham bachelor and civil engineer whose initiative and desire to perpetuate the memory of his brother killed in the Harrow railway disaster in 1952, have taken hundreds of boys nearly 90,000 miles on more than 300 adventure outings.

Fram is Norwegian for "Forward"—the Birmingham city motto and also the name of Amundsen's and Nansen's famous exploration ship. Stan's first Land-Rover, bought in 1953, was originally named Fram in fun. On its first trip Stan found he couldn't reverse out of a Derbyshire quarry where a cave and crag club party had camped for a night. As he was new to Land-Rover driving, and the vehicle had a trailer, Stan could only go forward. Hence the name.

Longer jaunts

The Fram idea has spread and other Land-Rovers have been acquired for similar work. Staffordshire Service of Youth, and the Birmingham Federation of Boys' Clubs, among other organisations, have each put a Land-Rover on the road.

Much of Fram's work has been connected with the Duke of Edinburgh's Award. Fram and the Federation Land-Rover have been out nearly every weekend this spring, training and testing 30 'Gold' and 40 'Silver' candidates from Birmingham boys' clubs.

Fram has not confined its activities to the wilder parts of the United Kingdom. Each summer it goes on longer jaunts and the inhabitants of Skye, Norway, Austria and the Pyrenees have all seen this particular Land-Rover pioneer with its load of youth and attendant baggage trailer bumping its way towards fresh achievements.

Four continental expeditions are planned for this year—three to the Pyrenees and one to the Alps. The strenuous programme has prompted Stan to undergo a 3-day owner-driver maintenance course at the Solihull Service School—just in case!

Essential flavour

So as to be free to indulge further in his passion for travel and adventurous living, and to plan bigger and better expeditions at home and abroad, Stan is to retire in July from his profession with British Railways.

A mobile, self-contained unit is the essential flavour of a Fram expedition

Apprentices' Dance

Rover Apprentices' Association held its annual dance at the Greswolde Hotel, Knowle on April 14. The next venture was a "stomp" at the Red Lion, Knowle, this month. The apprentices are also planning to enter a float in Solihull Carnival on June 2.



Mr. Stan Whitehead and Fram 2 against a rocky background. (Birmingham Sunday Mercury photograph).

and the only briefing to the parties of eight is: Bring only what you need to survive.

"It is right to make full use of modern techniques to increase the challenge of adventure," says Stan, "but it is wrong to use the same knowledge so that we become lazy and unappreciative."

"The Land-Rover itself enables base camps to be pushed further up 'Framable' tracks into wilder country. This enables objectives to be reached by working lads which not long ago required a golden-lined pocket and a life of leisure."

"But it would be wrong to spend the whole weekend inside the Land-Rover on a sort of 'super-rally embracing as many hills as possible.'"

In short, Fram is a means to an end—and the end is Adventure.

SECRETARY A BRIDE

Miss Enid Bacciocchi, secretary for the past two years to Mr. E. Scott, General Works Manager, Tyseley Group, who was married to Mr. John Lang on April 2. Colleagues gave her a dinner service and blanket chest.



Retirement of machine shop superintendent

Mr. Sidney Colin Sumner, Superintendent of the Works Engineers Dept. Machine Shop at Solihull, retired at the end of March in his 75th year. He was foreman of the Machine Shop from 1946 to 1954 when he was promoted to superintendent.

In the picture below, Mr. Sumner is seen holding a transistor radio which, with money, was presented to him by Mr. W. Lawton, Assistant Works Engineer, on behalf of Mr. Sumner's colleagues in the Works Engineer's Department.



PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

ASH—To Mr. and Mrs. G. Ash (nee Noons), a daughter (Capril Georgina) on March 29. Mr. Ash works in the Sawmill, Solihull, and Mrs. Gwen Ash was formerly employed at Percy Road Hardening Shop View.

BOULTON—To Mr. and Mrs. M. Boulton, a daughter (Joanne) on March 28. Mr. Boulton works on Group 450 Percy Road.

COBLEY—To Mr. and Mrs. R. Cobley, a son (Kevin Daniel) on April 26. Mr. Cobley is an Engine Draughtsman, Engineering Dept.

FLETCHER—To Mr. and Mrs. L. Fletcher, a daughter (Tracey) on April 4. Mr. Fletcher works on Group 430 Percy Road.

GRATTIDGE—To Mr. and Mrs. C. Grattidge, a daughter (Julie) on March 16. Mr. Grattidge works on Group 430 Percy Road.

MARVIN—To Mr. and Mrs. Rex Marvin, a daughter (Ruth Caroline) on April 6. Mr. Marvin is Assistant Project Engineer, Engineering Dept.

STEVENS—To Mr. and Mrs. A. Stevens, a daughter (Cheryl Louise) on April 11. Mr. Stevens works in Wages Office and is a keen member of the Archery Club.

SHUTTLEWORTH—To Mr. and Mrs. Ronald Shuttleworth, a son on April 16. Mr. Shuttleworth works in the Experimental Dept., Solihull, and Mrs. Jean Shuttleworth was well-known in the Rover Car and Motor Cycle Club as navigator for her father, Mr. J. E. Drinkwater (Engine Design).

TASKER—To Mr. and Mrs. E. Tasker, a son (Stephen) on April 13. Mr. Tasker works on the Land-Rover Final Line.

WALKER—To Mr. and Mrs. Tom Walker, a son (Junior Alphonso) on April 10. Mr. Walker works on G.T. Production.

MARRIAGES

We offer our congratulations and best wishes to . . .

EASTGATE-SADLER—On March 3 at All Souls, Witton, Mr. Norman Eastgate to Miss Margaret Sadler. Mr. Eastgate works on G.T. Production.

HYATT-OLIVIER—On March 17 at Edgbaston, Mr. Cliff Hyatt (G.T. Production) to Miss Thelma Olivier.



● Pulling power demonstrated. An 8½-ton unladen bus being pulled up a steep hill at Linton, Kent, by a long wheelbase diesel Land-Rover. The vehicle has been acquired by Maidstone and District Motor Services Ltd. for use if a bus breaks down and needs towing to a depot. If the experiment is a success the vehicle—based at Gravesend—may be the forerunner of others.

Top-line judge guest at olde tyme dance dinner

A gathering of 220 guests, members and friends was present at the sixth annual dinner and dance of the Rover (Solihull) Olde Tyme Dance Section on April 14.

Guests included Mr. A. B. Smith (Director, Supplies) and Mrs. Smith; Mr. W. J. Robinson (Executive Director, Production-Solihull) and Mrs. Robinson; Mr. R. Dixon (Works Liaison Officer and Social Club General Secretary) and Mrs. Dixon; and Mr. and Mrs. A. Handel. Mr. Handel, a highly-rated adjudicator, was responsible for arrangements for the All-England Amateur Olde Tyme Dance Championships held in the Rover Ballroom on May 4.

Mr. Maurice Hall (committee) proposed the toast to the guests and Mr. A. B. Smith replied. Mr. Dixon welcomed the ladies and Miss Audrey Smith (treasurer) replied.

Dinner was followed by dancing to the music of the Sylvians Olde Tyme Dance Orchestra. Mr. J. Preece and Mrs. E. Hurry, resident M.C.s, led the 600 dancers.

Service Engine storekeeper's death

Mr. H. Ball (Storekeeper, Service Engine Stores), who died on April 18 aged 67, was a Birmingham policeman for 27 years before joining Rover 15 years ago in charge of labourers on production.

He had been in the Service Engine Stores for the last 8½ years and was a highly respected Company employee.

A wreath from Service Stores colleagues was sent to the funeral.

DEATHS

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

BALL—Mr. H. Ball died on April 18, aged 67. Mr. Ball was employed in Service Stores, Solihull, and had been with the Company for 15 years.

BENNETT—Mrs. D. Bennett died on April 10, aged 57. Mrs. Bennett was employed as a Power Press Operator and had been with the Company since 1953.

CONSTABLE—Mr. A. Constable died on April 26, aged 61. Mr. Constable was employed in Service Stores, and had been with the Company since 1950.

CURRY—Mr. A. Curry died on April 15, aged 56. Mr. Curry had been with the Company for 2 years and was employed in C.K.D. Department, Solihull.

SILVER WEDDING

Congratulations and good wishes to . . .

HARTLEY—Mr. and Mrs. Hartley celebrate their silver wedding anniversary on May 29. Mr. Hartley is Foreman Millwright at Tyseley and Mrs. Hartley is secretary in the Hardening Shop Office.



Mr. Leslie Morgan, Chief Booking Clerk, Tyseley, presenting Miss Veronica Powell (Booking Office, Tyseley) with a terylene quilt from her friends and colleagues on the occasion of her marriage to Mr. Keith Cox (Car Shop, Tyseley). Note the "bride" and "groom" cut-out models on the right.

Original problems a challenge as the Company enters Jet Age

As the war progressed the Company became involved in various types of contract work for different Ministries and our activities were carried out in 18 different factories and premises. Six Government Shadow Factories were also controlled by the Company. The unusual nature and design of the underground factory presented many complex problems of managements, but it was put into production and operated successfully until the end of the war.

There was much work to be done, but there was no despondency in the Rover organisation and all employees were pulling their weight despite serious difficulties and personal inconveniences.

Place names such as Barnoldswick, Clitheroe, Skipton, Nottingham, Kenilworth, Kidderminster, Meriden and Warwick will strike chords in the minds of many present-day Rover employees who will remember the days spent at Bracewell Hall, Grove Mill, Carlton Mill, Waterloo Mill, Butts Mill, Bobbers Mill, Drakelow and Chesford Grange to mention a few of the dispersal centres.

AIRFRAME PARTS

We were fully engaged in work of national importance at our works at Coventry, Tyseley and London, at Nos. 1 and 2 Shadow Factories and at the numerous dispersal factories and premises. We were manufacturing Hercules and Cheetah aero engines and later we undertook development and production

of the Meteor tank engine. In addition, we played an important part in the early development and production of the jet propulsion engine and our activities in this sphere appear later in the Rover story.

In July, 1940, we began producing airframes and subsequently Lancaster wings at Coventry. We carried out an immense amount of specialised production of this type during the war, including Albemarle centre sections, Lancaster wings, and wings for one of the Bristol aircraft. We produced Army webbing at Hinckley, repaired and overhauled magnetos and other accessories at Lutterworth, and at Seagrave Road Depot in London we manufactured vehicle bodies and aero engine test stands.

Management of the Company's many interests can be touched upon only briefly. Mr. McLennan was Office Manager for all the Northern dispersal factories and Mr. A. E. Booth was in charge of staff. Mr. G. F. Searle was Manager for our Cheetah aero engine contract at Coventry and later at the Barnoldswick dispersal factories. He was also responsible for production and servicing of the Meteor tank engine.

The field service organisation for Meteor engines, under the control of Mr. Searle, was in the hands of Mr. F. G. Hawkins, and was attached to the 21st Army Group for this purpose with a team of service engineers drawn from Rover, Leyland and Rolls-Royce.

Assistants to Mr. Searle on the Cheetah and Meteor projects were Mr. Reg. Aslin, in charge of



View of an underground polishing shop where working conditions presented management with problems.

production, and Mr. E. G. Bacon in charge of engine test. Mr. L. Jackman was in charge of production of airframes, wings, etc., at Coventry works and at Carlton Mill dispersal centre.

Work at Waterloo Mill on the development and production of the jet propulsion engine was in charge of Mr. M. C. Wilks assisted by Mr. W. R. Boyle. Following dispersal from Coventry after the blitz, Mr. O. Poppe continued responsibility for planning at Waterloo Mill. Mr. V. B. Scott had responsibility for production at Bobbers Mill, Nottingham, and later at Coventry, but in the early days of the dispersal

period he acted as liaison between the Midlands and the North on behalf of Mr. Geoffrey Savage.

Mr. A. J. Worster was General Manager at Tyseley works; Seagrave Road was managed by Mr. W. Mason and, in addition to war contract work, we maintained a department in London for giving limited service to Rover car owners.

A similar car service at Coventry was in charge of Mr. Bert Gardner. There are, of course, many other well-known personalities who played important parts in the Company's war effort. Major B. H. Thomas, O.B.E., was Manager of all the Shadow Factories, with headquarters at No. 2 Shadow Factory, and with Mr. J. W. E. Walton as Works Manager (Mr. Walton is now General Manager at Acocks Green factory). At No. 1 Shadow Mr. John Dymond was Manager and Mr. H. A. Newman was Production Manager at the underground factory.

A READER WRITES ...

Your article "The Last Dark Days of Peace" (March ROVER NEWS) was most interesting and raised many nostalgic memories. I am enclosing the actual telegram received from your Company in December, 1939, which perhaps brought home to us as a motor business the very real nature of events.

Incidentally, I can go back to the outbreak of the first world war when the R.H.A. Remount Depot requisitioned a 12 (14 h.p.) Owen Clegg Rover Tourer which we had in stock. My instructions on the afternoon of August 3 were to remain with that car with a policeman and a veterinary surgeon until called for. The remount officer arrived about 3 a.m. on August 4 and we set off for North Wales, requisitioning Welsh cobs wherever we could find them.

Much water has gone under the bridge since then, though my working life is synonymous with Rover. I learnt to drive in 1909 on one of your 1907 6 h.p. cars!

G. F. DAVIES,
Green's Motors Ltd., Haverfordwest.

(The telegram read: SENDING TG 2/6 MONDAY TG 2/8 APPROXIMATELY WEDNESDAY NEXT STOP 12 SALOON OFFERED 7TH HAS NOW BEEN SOLD ELSEWHERE REGRET UNABLE OFFER ANY MORE CARS — ROVER)

THE WHITTLE ENGINE ... ROVER'S BIG PART IN DEVELOPMENT

Early in 1940 the Air Ministry asked the Rover Company to assist in the development and production of Whittle Jet Propulsion Gas Turbines and we played a big part in the early development of this type of engine. An immense amount of research and development work was involved since many original problems had to be overcome both in connection with engineering and production. The Company was breaking new ground, for which there was no precedent.

We were asked originally to prepare a plan for limited production of the engine (as it was at that stage), assuming that it was made in the Company's No. 2

THE ROVER STORY (Into Battle—2) by H. B. LIGHT

Factory, and to prepare a plan also for larger scale production utilising No. 1 Shadow Factory and certain sub-contractors.

Development work was started both in connection with the engineering and production problems at our works in Coventry and Tyseley and for a time was carried on in this way with assistance from No. 2 Shadow Factory. In this work we were co-operating with Power Jets Limited under control of the Air Ministry.

Our first development contract was received in September, 1940, and we were instructed to investigate methods and equipment for production and to investigate the design of two types of first development engines.

Our original engineering staff numbered about 20 and Mr. M. C. Wilks, Chief Engineer at that time, was assisted by Mr. W. R. Boyle, Mr. J. Swaine and Mr. F. R. S. Searle—to mention only one or two of our present-day staff. It is interesting to record here that Mr. A. A. Lombard, now Director of Rolls-Royce Ltd., Director of Engineering (Aero Division) Rolls-Royce Ltd., and a director of Napier Aero Engines Ltd., was one of our drawing office design staff at that time, having joined the Rover Company at the age of 15. At the peak of our interest in the jet propulsion engine the engineering staff numbered 250.

After the blitz on Coventry in November, 1940, and because of the regularity of enemy raids on our industrial areas, it was agreed that certain dispersal factories in the North of England should be taken over and used for furthering our interest in this particular project.

EMERGENCY MEASURE

As an emergency measure a nucleus of our engineering staff took over at Chesford Grange just outside Coventry, but at Barnoldswick and Clitheroe premises were prepared for the work by July, 1941. During the next twelve months most of the production and development work was moved from the Midlands to these dispersal centres in the North.

It was agreed originally that the Rover Company should manufacture and test three engines of a type Power Jets had on test and which were giving promising results. This was to enable us to gain experience. In addition, while adhering to the aerodynamic and thermodynamic requirements of power jets, we were allowed to modify the engine in any direction thought necessary to improve the design.

Very little modification was made to these particular engines, however, except that a new accessory drive box was designed in view of the Rover Company's specialised knowledge of this kind of mechanism. This incorporated, among other things, electric starting which received considerable opposition at the time but which later became general practice.

To be continued

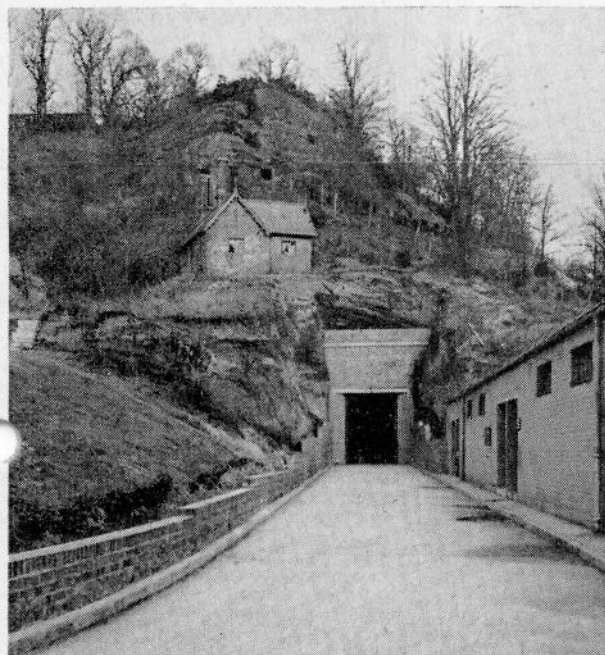
Rover man first rescuer to reach crashed Moss

A Rover man was the first rescuer to reach Stirling Moss after he crashed at Goodwood on Easter Monday.

Mr. Geoffrey Dupree (Publicity) was a course marshal on the stretch where Moss crashed and he ran straight over to the wreck.

"Moss was trapped in the car and groaning," said Mr. Dupree. "The first thing I did was to get the bonnet open in case the car went up in flames. Then I rushed back and telephoned for equipment to get him out."

Other rescuers joined Mr. Dupree and Moss was subsequently freed from his wrecked Formula 1 Lotus.



An entrance to the underground Rover factory. Note the cave dwellings in the hillside.

Veteran Rover in Tulip Rally

Paul Rutter (Publicity) drove a one-cylinder 8 h.p. 1907 Rover car in a veteran car rally held in conjunction with Birmingham Tulip Festival on April 28.

The rally, attracting nearly 80 vehicles, was the first national rally of the Veteran Car Club of Great Britain to be held in Birmingham.

Paul and his companion, Miss V. Jones, of Solihull, had a puncture on the way round the course. But they repaired it and were chugging away again in 8 minutes.

"The car went well and it was great fun," was Paul's summing up of the ride

Apprenticeship completed

Apprenticeship completed during April: Brian Brown (Plant Drawing Office) now transferred to the Works Engineer's D.O.

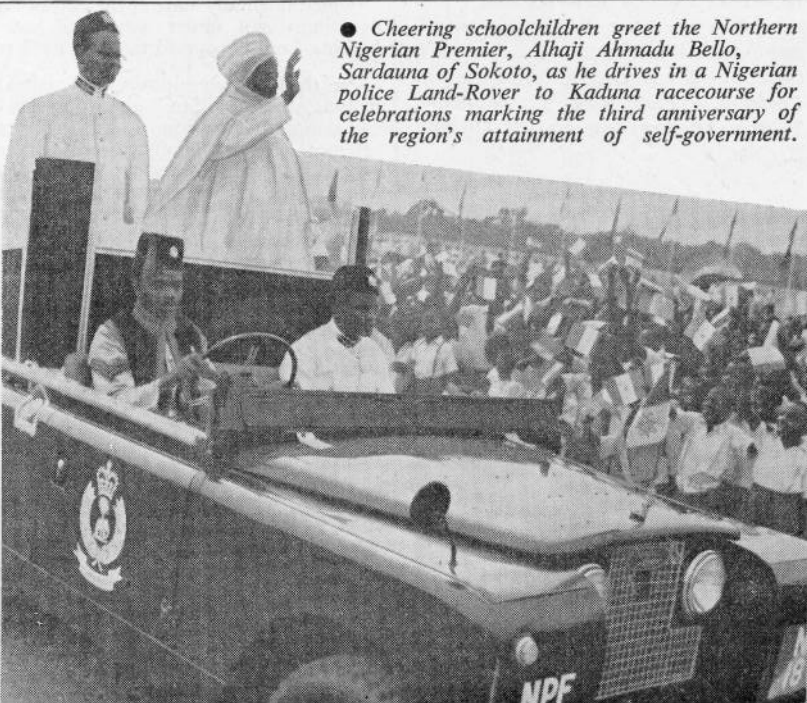
'Curtain up' for new amateur dramatic group

A revived Rover Amateur Dramatic Society presents its first production, "Dead on Nine," in Hobbs Moat Social Centre tonight. The play has a cast of seven.

The society was re-formed at a meeting on April 5 when about 30 people joined. Mr. John Bradney (Cashiers) was elected chairman and Mr. Alec Finney (Turbine Buying) secretary and treasurer. Mr. Les Coombes (Acocks Green), a non-acting member, is stage manager.

All future productions will, it is hoped, be given at Tyseley where the society plans to re-open the Rover theatre for use as its permanent home.

Next season's programme will consist of a three or four-night stand with "Worm's Eye View" in October or November; "Murder on the Nile" by Agatha Christie in January or February, 1963; and "On Monday Next" in March or April next year.



Cheering schoolchildren greet the Northern Nigerian Premier, Alhaji Ahmadu Bello, Sardauna of Sokoto, as he drives in a Nigerian police Land-Rover to Kaduna racecourse for celebrations marking the third anniversary of the region's attainment of self-government.



Mobile units after reconditioning by the Works Engineer's Dept. in preparation for the 1962 agricultural show programme. The vehicles will be displayed at some 120 shows before the end of August.

Badminton champions hold titles

Solihull Badminton Club's two champions retained their titles when the singles finals were played in the Works Canteen on April 17.

Line-up for the men's final for the G. Dix Trophy was the same as last year. Mr. E. Newman (Sales) just managed to defeat last year's runner-up, Mr. P. Wilkes (Cost Office) in an exciting match, the result of which was in doubt until the final point. Result: Newman beat Wilkes 6-15; 15-2; 18-17.

From the outset of the ladies' final the F. R. S. Seale Trophy seemed likely to be retained by Miss P. Spink (Sales) and she built up a steady lead for an easy win over Mrs. S. Jarrett (Planning). Result: Miss Spink beat Mrs. Jarrett 11-2, 11-4.



The badminton singles finalists before the matches were played. Left to right: Mr. E. Newman, Miss P. Spink, Mrs. S. Jarrett and Mr. P. Wilkes.

Tyseley retirement

Mr. George Such (Inspection Department, Tyseley) retired on April 13 after 12 years' service with the Company.



Smiles of victory from the Tyseley Seniors team which won the Wiggin Victory Cup and Central Challenge Cup in the season just ended.

Pictured are, left to right standing: K. Myatt, G. Morris (secretary), P. Davis, J. Brookes, G. Burnett, J. Bryant, R. Anker, R. O'Connor, S. Lampett, H. Wetton (manager). Left to right seated: B. Murphy, R. Bryant, J. Coldicott (captain), C. Osborne, S. Davis.

BELOW: The Rover Solihull Reserves team with the Silver Jubilee Shield which, as reported last month, it won by defeating Hamstead Colliery Reserves 8-0. Left to right: back row, W. Newnes (secretary), F. Whitehouse, L. Okey, I. Goddard, P. Allen, R. Murphy, R. Chandler. Front row, T. Bevington, T. Bryns, P. Lees (captain), B. Cramer, B. Cole.



Inter-works match opens cricket season

Rover Tyseley cricketers opened their season on April 29 with a 7-wicket win over Rover Perry Barr. Feature of the game was a fine bowling spell of 9 for 18 by S. Johnson, which included the hat-trick.

New members will be welcome. Practices are held every Thursday evening at the Sports Ground, Greenaileigh Road, Yardley Wood, from 6 p.m. onwards.

Champions start well with 7-run victory

Continuous bad weather delayed the start of Solihull cricketers' outdoor activities which normally start at the end of April. But Inter-departmental League matches eventually got under way with last year's champions, Land-Rover Assembly, beating Land-Rover Final Line by 7 runs in Division 1.

North Block, champions of Division 2 in 1961, are hoping to "do an Ipswich" by winning Division 1 at the first attempt. Unfortunately, weather intervened in the first match and it also affected the game between Sales Dept. and relegated Land-Rover Scuttle Shop.

Other results—Div. 1, Maintenance beat Gas Turbine Shop by 85 runs. The "Gas Fitters" could only muster 9 runs against the bowling of Geoff Buzzard (4 for 3) and Alf Yorke (4 for 4). Division 2—Welders beat Service Dept., and the Apprentices had a comfortable win over Rover Coventry.

Rover Coventry, incidentally, are making their debut in the Inter-departmental League and have keen enthusiasts who travel from Clay Lane Works, Coventry, to Solihull every week after work has ceased, and then return home 15 hours later to Rugby.

Week-end fixtures for June are given below and interested spectators are invited to spend their Saturday and Sunday afternoons watching colleagues play cricket. Two Saturday elevens have been very successful in the Midlands Works and Business Houses

Wiggin Cup goes to Tyseley

Rover Tyseley Seniors put the finishing touches to a very successful season on April 28 by adding the Wiggin Victory Cup to their collection of trophies, beating Tucker Eyelet F.C. 8-1.

The opposing team could not hold the Rover forward line and goal scorers were J. Davis (3), J. Brookes (3), J. Coldicott and P. Davis.

The Seniors have now repeated last season's performance of winning the league and two trophies in knock-out competitions.

Tyseley Juniors played their last fixture on April 14 and were beaten 4-3 by the City Police Cadets. Their prospects should improve next season.

Rover Perry Barr won their first major award on April 21 by winning the G.E.C. Shield, beating Empyrium Welding 3-1.

Brian Struggles, playing on the right wing, finished off the attacks of the Rover team by scoring all 3 goals. Rover's strong defence was outstanding throughout the game.

Final league details were:—

ROVER TYSELEY						
Top of Division 5A						
P	W	L	D	F	A	Pts.
19	15	2	2	113	27	32

ROVER TYSELEY YOUTHS						
11th in Welfare League						
P	W	L	D	F	A	Pts.
22	5	16	1	56	125	11

PERRY BARR						
6th in Division 11						
P	W	L	D	F	A	Pts.
21	8	9	4	66	67	20

Two Rover prizewinners in Kart rally

Two Rover Kart Club members were in among the prizes at a meeting at Gaydon Aerodrome on April 15 organised as part of the Coventry Cathedral Festival of Games.

More than 80 Midlands competitors entered the two classes, and winner in the class for 200 c.c. vehicles (with gearbox) was Mr. John Jones (Land-Rover Sub-Assembly). He won a cup, a gold plaque on a piece of Coventry Cathedral stone and an award for the fastest time of the day.

Second place in the 100 c.c. class went to Mr. Vic Short (Press Shop) who won a silver plaque on Cathedral stone.

Sports

Shorts

Top of the class with 97.9 per cent. Rover Car and Motor Cycle Club's auto course examination on April 8 was Mr. J. Rhead, a regular visitor to club events. He won a special tankard and voucher. Ken Broadfield (Tyseley) was second with 95.8 per cent and another visitor, Mr. Jeffrey, third with 95.6 per cent.

Next car club event: a jamboree on May 27, which will be a family event.

★ ★ ★

End of seasons placings in the Rover Ladies' Darts Club were: Highest score, Joan Phillips (122), runner-up, Flo Edwards (116). Highest game shot, Joan Phillips (64), runner-up, Mary Watkins (60). Most games won, Joan Phillips (15 out of 20), runner-up, Jean Wood (13 out of 19).

After a good start to the season, the team fell away rather badly to finish bottom of Acocks Green and District Ladies Darts League with 12 points. Of 22 games played, it won only 6 and lost 16.

Mrs. Betty Pope, formerly of the Land-Rover Trim Shop and ex-secretary of the darts club, is now "mine hostess" at the Black Swan, Uttoxeter. Her husband is "mine host."

★ ★ ★

Rover Solihull table tennis 'B' team won 15 and drew three of the 18 matches played during the season and gained promotion from the top of Division 4 of the South Birmingham & District League to Division 3.

Mr. Derek Tonks lost only two matches and won the divisional individual championship. The team received a cup and each member an ornamental ashtray at the annual table tennis presentation and dance at the Tower Ballroom, Edgbaston.

The team comprised: Mr. Peter Tedstone, Captain (Gas Turbines), Mr. Norman Lardner (Methods Study), Mr. Derek Tonks (Progress Dept.), Mr. Joseph Fortey (Buying Office), Mr. Bill Heames (Home Sales).

★ ★ ★

Acocks Green Snooker Section completed a most enjoyable season in the Efficiency League with the following results:—

'A' Team. Lost 3-2 away to Kings Head; won 3-2 at home to Acocks Green British Legion 'A'; lost 4-1 away to Ravenscroft 'A'; won 3-2 at home to Acocks Green British Legion 'B'.

'B' Team. Won 3-2 away to Friends Institute; won 3-2 at home to Ravenscroft 'B'.

Congratulations to 'A' team members H. Fuller, for winning all his games, N. Westbury, who won 10 of 18 games played, and D. Wilson, who won 9 of 15 games played.

J. Kitchen had the best performance in the 'B' team, losing only 3 of 13 games played. P. Barkey won 13 of 21 games, F. Seymour 11 of 21 games and H. Brennan 10 of 21 games.

★ ★ ★

In one of the best snooker finals for many years Mr. B. Ware (Land-Rover Assembly) won the Aslin Trophy defeating Mr. T. Stirling (Financial) by 2 frames to 1, the last frame finishing on the black.

Losing semi-finalists were Mr. M. Hume (Service) and Mr. R. Robbins (Test Rectification) and the highest break prize in the competition was won by Mr. D. Simpkins.

Mr. C. Walker (Land-Rover Welding) won the Efficiency League individual title for the player winning the most games during the past season.