



New buildings near completion

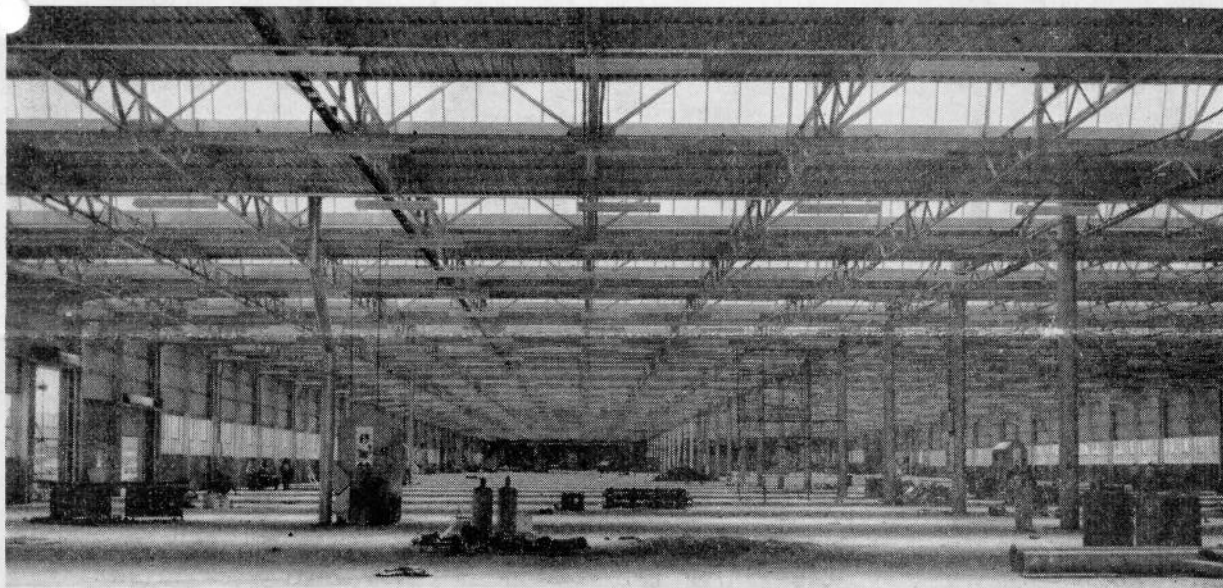
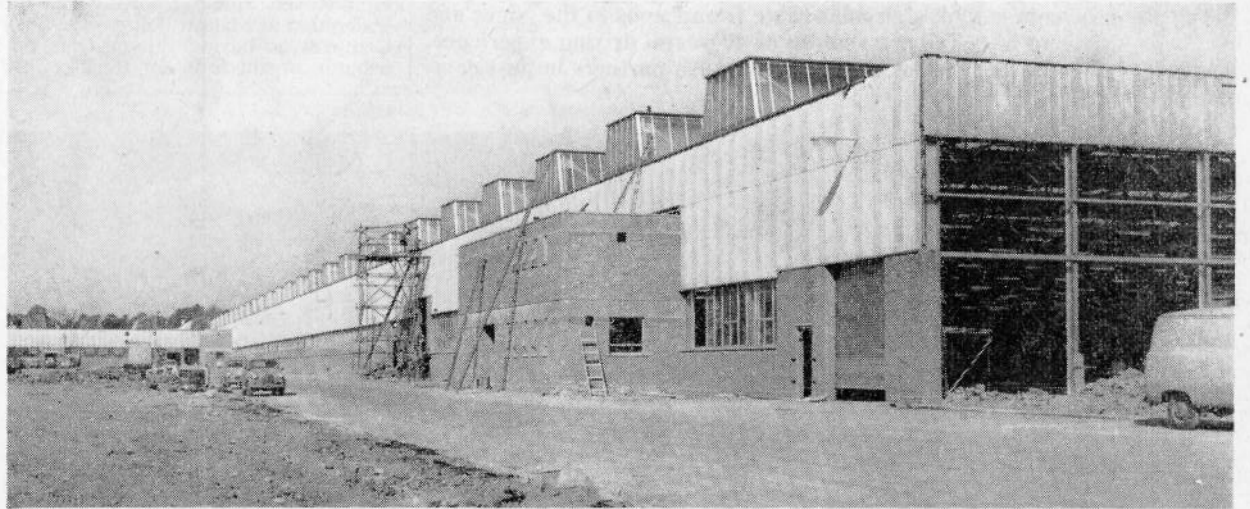
The new buildings on the seven-acre North Site of the Solihull factory are nearing completion and plant and equipment are now being installed.

Development progress to date has been in accordance with schedule and the adjoining photographs show how construction has proceeded rapidly since a picture of the site being prepared appeared in ROVER NEWS in July last year.

The project as a whole includes a works car park to the north of the site and an extensive sales park on the east side. New roads are being laid for easy access and a new road in the north corner will open on to Lode Lane. All this work involved moving 20,000 tons of top soil in the early stages and the use of an estimated 12,000 tons of shale and 6,000 tons of asphalt. A mile of new security fencing has also been added.

The adjoining exterior and interior photographs were taken from the east end of the project. Right: A general view of the main building, with the existing North Block premises seen in the background. The land on the left will be utilised by the sales park. Some idea of the immense size of the building's interior is given in the picture below. Monitor roofing and the extensive use of glass makes the working interior light and airy.

SHAPING UP FOR THE FUTURE



MORE MAIL COLLECTIONS HERALDED BY BLUE BOXES

Many people will have noticed the appearance of blue post boxes in the office corridors at Solihull. These heralded the Post Office system of mail collection which has been introduced with a view to increasing regular daily collections from two to five as a further improvement of the Company's postal service.

The existing delivery service to individual points is continuing, but plans are also in hand to reorganise it at an early date.

The Postal Department forms part of Secretarial Management and it may not be generally realised that a very small staff under Mrs. D. McKnight, the Postal Supervisor, handles approximately 2,000 outgoing postal packages each day, a similar number of

incoming packages and some 3,000 internal letters.

This task and its attendant sorting is in addition to numerous other duties, including preparing bulk mail from many departments for despatch.

In the light of these facts we receive a good service and the slight personal inconvenience caused by the introduction of the post boxes is more than offset by a reduction in transit time and by the help given to the Postal Department in performing a vital service.

INSURANCE SCHEME NEEDS MINIMUM MEMBERSHIP

Employees are reminded that the Group Personal Accident Insurance Scheme which was outlined in the April issue of ROVER NEWS, depends for its ultimate success on a minimum membership.

Application forms similar to those published in this newspaper will be available during the next few days for personnel who do not wish to spoil their back copies of ROVER NEWS. These forms should be completed and returned without delay to Secretarial Dept.

In the meantime, the scheme, which has had the full backing of J.P.C.A., since before its terms were announced, has been outlined by members of Secretarial Dept. to lunchtime enquirers in the main canteen.

Gas turbine units in Birmingham exhibition

Considerable interest was displayed at the Rover gas turbine stand at the Industrial Research and Productivity Exhibition held in Bingley Hall, Birmingham, in the last week in May.

On display were an airborne auxiliary power plant and a 1S/60 water pumping set. The former provides electrical power for essential flight services should the main engine alternators fail and also an independent supply of compressed air for main engine starting. The pumping set is a lightweight rapid starting and fast priming unit.

'Dealer network primary German objective'

In his speech inaugurating Deutsche Rover GmbH last month, Mr. A. G. S. Herbert (Executive Director, Sales) said that he hoped a way would be found for Britain to join with West Germany in the European economic community. This would bring the two countries politically and economically closer and enable them to progress together, enjoying the excellent products and natural resources offered by each nation.

Mr. Herbert's speech was translated into German by Mr. T. Bailey, our European representative and managing director of the German Rover company.

The Rover Company, Mr. Herbert continued, had always specialised in high quality products. This was also the case in Germany. It was, therefore, logical that Rover should establish itself in Germany to try and persuade Germans to buy our wide range of Rover products.

Mr. Herbert thought there was a growing market for Rover products in Germany and the Company's future plans envisaged an extension of its range of cars made possible by a big expansion in productive capacity costing several million pounds.

"Our primary objective in Germany is to build a dealer network without which efficient after-sales service is impossible", declared Mr. Herbert. "We are establishing a central parts depot and shall be holding service courses."

"The service policies pursued by your automobile manufacturers have been a model to the world: we have no intention of lagging behind you in this respect and intend to be on the spot to see that our policy is carried out".



Mr. G. F. Searle (Managing Director, Rover Gas Turbines Ltd.) points out features on a gas turbine water pump to the Deji and Eyesorun of Akure, Western Nigeria, during the Royal couple's visit to the Rover Company on June 8. Their four-hour itinerary included tours of Land-Rover and 3-litre car assembly lines, the gas turbine department, and also a ride on the "jungle course". Third from left is Mr. G. Cowan, Sales Manager, Gas Turbines and on the extreme right is Mr. M. Alford, Publicity.



Mr. John D. Hopping, who has been appointed General Sales Manager for Canada by the Rover Motor Company of North America Ltd., Toronto. Formerly Parts and Service Manager, Mr. Hopping joined the Company at Solihull in 1957 as a member of the Technical Service Department. In 1958 he went to Canada to help set up Rover North America.

£117 for suggestions

Suggestions have earned Solihull men £117 between them. Mr. E. F. Clinton (Press Shop) has been awarded £50 and £10; Mr. D. M. Phillips (Land-Rover Final Line) £25; Mr. P. J. Partridge (Test Rectification) £10; Mr. G. Thomas (Test Rectification) £5 and £2; Messrs. J. Goode and R. K. Worley (Service Dept.) £5 each. Messrs J. Green (Car Despatch), K. R. Hunt (Toolroom) and A. Bromley (Press Shop) also received small awards.

ROVER INTEREST IN ROYAL OCCASION

Four Rover vehicles—three 3-litres and a Land-Rover—carried Pressmen in the Royal processions when the Queen visited the Midlands last month.

A Rover man was in the Royal guard of honour formed at Solihull by 98 men of the Queen's Own Warwickshire &

Worcestershire Yeomanry (T.A.). He was Dennis Wilkes (Schedule Department, Solihull), a trooper in the Yeomanry.

Two other employees were on "Royal duty" as members of the Special Constabulary. They were Mr. J. W. Harwood (Works Guide), and Mr. L. Rollins (Works Police).

SAFARI SUCCESS BUILT ON TEAMWORK

Teamwork—that's the key word behind the gratifying performance by four Rover 3-litre cars in the Tenth East African Safari. Many months of hard preparatory work were put in by enthusiastic fitters of the P5 development section, Experimental Shop, Solihull, and at Tyseley where the engines were run in, power tested and the valves reground under the direction of Mr. E. Scott.

Quick to acknowledge this co-operation as the basis for the good Rover showing in the rally are the trio most closely concerned with direction of the project—Mr. R. N. Oxley (Assistant Chief Engineer, Cars), Mr. D. T. Clayton (Project Engineer, P5) and Mr. R. Nash (Engineering Shop Superintendent). Nor do they overlook the ready help received from the Cooper Motor Corporation Limited, our East African distributors, and particularly from Mr. N. Vincent, Cooper's Technical Director; Mr. J. Euster (workshop manager) and Mr. McDade (workshop foreman). As a result some people described the 3-litres as the best-prepared cars in the Safari.

The Rover team was entered in the Safari by Cooper's with Rover Company backing. Says Mr. Oxley: "We wanted to find out what the 3-litre would do under severe operating conditions and we found it did very well. The Engineering Department's interest in this form of activity is discovery of

limitations of design under severe testing conditions. Experience gained is fed into the Department to improve the quality of the car for Rover owners and certain modifications have already been introduced".

Though the rally was the first of its kind for our cars, the Department had the results of a 3-month test over 15,000 miles in Africa 2 years ago as a basis for preparation. It also had the report on a car tested at the Fighting Vehicle Research and Development Establishment at Bagshot.

Standard 3-litres were entered and it is tribute to the high standard of production work that the cars performed so well in arduous conditions. Emphasis throughout was on finishing and proving durability. This was stressed time and again by Team Manager Mr. Clayton in strategy talks with Rover drivers Gordon Goby and Fairey Engelbrecht; Per Brochmer and Sam Herman-Gell; father and son team Donald and Anthony Vincent; and international driver Ronnie Adams and Peter Riviere of "Autocar". Despite this policy, a 3-litre was one of only two cars to cover a tight section of 6.3 miles in 8 minutes without penalty.

Several emergencies had to be overcome before the event—such as when a replacement car was driven 700 miles overnight by Mr. Clayton from Dar es Salaam to Nairobi in order to change a rally car's engine. While he slept after delivery, Mr. Nash and his team of Asian and African fitters did the changeover. Then another car needed a new wing after hitting . . . a cow!

Course recesses and servicing during the rally took Messrs. Clayton and Nash between 9,000 and 10,000 miles in a 3-litre stripped of its back seat to take spare tyres and with a boot equally crammed with gear. During the rally this car leap-frogged ahead to servicing points.

Lessons learned from the Safari are many and there will be more when the cars return to Solihull for thorough overhaul and examination. But as Mr. Clayton says in his official report: "There is adequate reason to believe now that P5 is well suited for certain forms of competitive activity".

right: Mr. R. Nash



Mr. R. N. Oxley



Mr. D. T. Clayton



Do-it-yourself enthusiast with a transport problem

Do-it-yourself offers an ever-widening scope of ingenuity for Mr. Edwin Evans (Paint Superintendent, Solihull). First he built a caravan for his Land-Rover to tow; then he constructed for his 8-year-old son a canoe to be carried on the caravan roof; now he plans to build a speedboat—and it is *his* transportation which taxes Mr. Evans' ingenuity.

It took Mr. Evans 9 months to build the 17 ft. 9 in. caravan at his home at 57 Fallowfield Road, Solihull. Then he was another 3 months French polishing the interior woodwork.

Plans for the canoe were acquired from Mr. Reg. Barrett (M.C.D. Solihull), for whom canoe-making is a hobby. Mr. Evans built the canoe in 3 weeks from timber left over from the caravan construction. He covered the 15 ft. two-seater canoe with canvas, painted it and successfully floated it in the estuary at Rock, Cornwall, last year.

The planned speedboat is a 13 ft. outboard runabout, but transportation is causing some head-scratching in the Evans household.

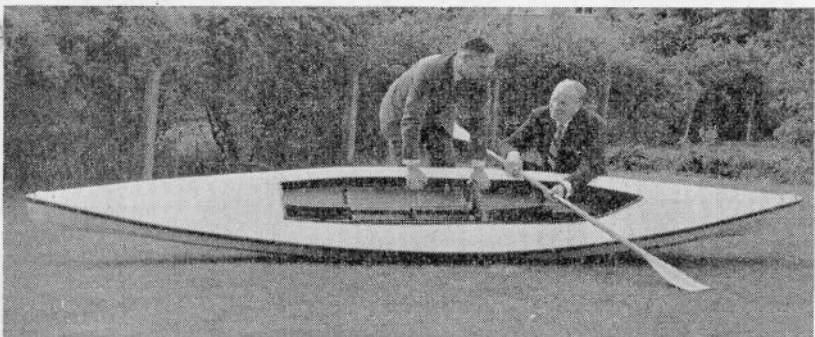
Mr. Barrett has built 2 canoes from parana pinewood in conjunction with the woodwork master at a Great Barr evening school. Several young men at the school became interested and now 15 canoes have been completed. The original stood up to rough seas off the



Mr. Evans with his Land-Rover and the caravan he built himself. His son's canoe is carried on the caravan roof.

Pembrokeshire coast without showing any strain.

With only a £10 budget per boy, costs were kept down by also making the paddles. This was done by gluing 3 pieces of wood together and shaping with plane and spoke shave.



Canoe builders in conference. Mr. Evans listens as Mr. Barrett (right) discusses paddle-making. The canoe was built by Mr. Evans for his young son.



Four tulips on one stalk. Can you beat it? Mr. Wilfred J. Woodward (Service Inspection, North Block) was surprised by such an unusual growth and so were Horticultural Society friends to whom the blooms were shown. A single bloom also appeared in Mr. Woodward's garden alongside the four-headed freak.

Blender now has 103 pansy varieties

Growing pansies is the hobby of Mr. Geoff Drinkwater, of Coleshill, a stores foreman at Lode Lane.

Starting from "scratch" as a pansy grower some 4 years ago, he has blended and mixed the strains himself until he now has 103 varieties. The blending is a well-kept secret which Mr. Drinkwater will not divulge.

Passers-by admire his garden which, however, does not owe its beauty entirely to pansies. Mr. Drinkwater has had equal success with antirrhinums.

Don't forget—your camera can win you a cash prize in this year's ROVER NEWS "Summer Snaps" competition. First prize is 5 gns., second 3 gns. and third 2 gns., with 10s. 6d. paid for every picture published. Closing date: August 31.

THE WAY IT HAPPENED . . . OUT WEST

Truth about the Wild West is much stranger than fiction as far as Mr. Eric A. Lloyd (Financial) is concerned. As a member of the English Westerners Society, he is concerned with the American West as it really was and not as it is so often portrayed.

The Society—most of its members are purely postal ones—exists to seek out the true history of such fascinating subjects as the American War of Independence, the American Civil War, the U.S. Cavalry and those heroes and badmen of childhood . . . Cowboys and Indians.

Mr. Lloyd and his colleagues are convinced that the Indian tribes were very much the injured parties in their early contact with white men.



Mr. E. A. Lloyd

And those cowboy heroes with their low slung six-guns ever ready for the draw. The truth, says Mr. Lloyd, is very different from what we have been led to believe. "Take Wyatt Earp, for example. He was certainly good with a gun, but he had 4 brothers and the notorious Doc Holliday to back him up".

In pursuit of their fascinating hobby, Mr. Lloyd and his Society colleagues in the Birmingham area exchange views with similar organisations in the United States, borrow books from the American Embassy library in London, hear speakers from amongst their own membership and issue a bi-monthly magazine. Some members have spent a lot of money on research.

Mrs. Lloyd is making herself an Indian woman's dress complete with a multitude of beads. She and her husband and two others appeared on ITV's Midland montage to talk about the aims of their Society.

625 years of service by 25 Company employees



A total of 625 years' service to the Rover Company by 25 employees was recognised in May by presentations of 25-year-service gold watches at Solihull and Tyseley.

The awards at Solihull were presented by Mr. A. J. Worster (Director Production) and Mr. A. B. Smith (Director Supplies), and at Tyseley by Mr. Worster.

In the TOP picture Mr. Worster is seen presenting a watch to Miss F. Hall (Tyseley) and BELOW, one to Mr. G. Bedford (Solihull). Mr. Smith is pictured giving an award to Mr. H. Butler—one of three staff to receive their watches from the Supplies Director.

The full list of recipients comprised: SOLIHULL: Messrs. F. R. Apperly (Section Manager, Cost Office); G. Bedford (Inspection); C. G. Brown (Chief Buyer); H. Butler (M.C.D.)

Manager); G. S. Parkin (Assistant Chief Buyer); R. A. Tydeman (On-Cost Control Dept.); B. J. Walker (M.C.D.).

TYSELEY: Miss F. Hall (Inspection Dept.); Messrs. D. A. Chatham (Tool Room); L. Dolloway (Assembly Shop); H. T. Holden (Grinding Section); A. Hurne (Transport Dept., Percy Road); H. Ireland (Inspection Dept.); E. H. Miller (Crankshaft Section); L. F. Stretch (Machine Shop, Percy Road); G. Williams (Progress Dept.); A. Worrall (Crankshaft Section); W. C. Frampton (Grinding Section); F. Wilson (No. 6 Machine Shop); K. W. Baker (Laboratory, Perry Barr). ACOCKS GREEN: Messrs. F. L. Jephcoat (Inspection); W. T. M. Boylan (Tool Room Superintendent); L. E. Williams (Clerk, M.C.D.); C. A. Brown and J. Nickless (Tool Room).



35 years' service

Mr. A. Patch ("Taffy" to his workmates), a woodworker in the Saw Mill, retired on June 1 after 35 years' service at Coventry before the war and later at Solihull. He is 66.

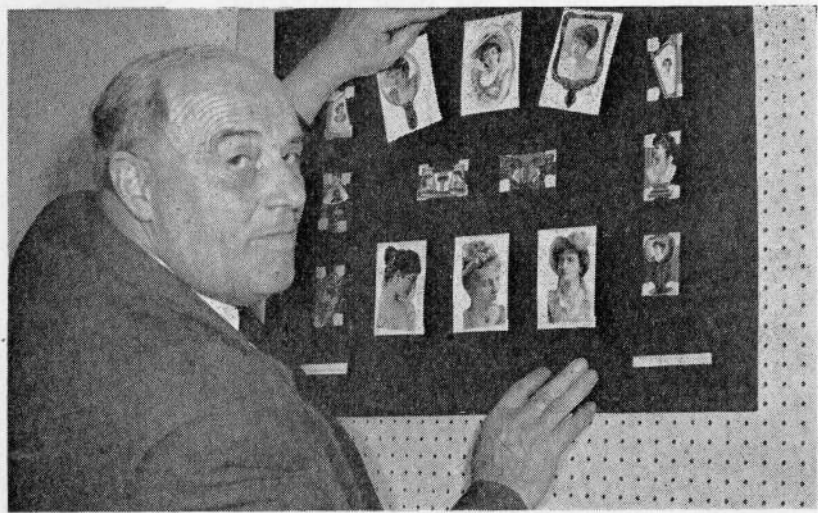
Red Cross award

Mr. S. A. Millward (Group 24 Tyseley), was presented with the British Red Cross Certificate of Commendation for Meritorious Service on May 15. He is active in handicapped children's activities.

Apprenticeships completed

Two apprenticeships completed this month:—Brian Townsend (Seagrave Road) and Bob Walsh (Engineering Dept.).

Cigarette-card collecting . . . the hobby for selective men



Mr. Powell at the exhibition in Birmingham (an "Evening Despatch" photograph).

Heard of cartophilists? Perhaps not, but many Rover employees have certainly met a couple. A cartophilist is a cigarette card collector and the word comes from the Greek "carto", meaning card.

The hobby of cigarette card collecting has two enthusiasts in Mr. John J. Powell (Turbine Buying) and Mr. Frank Bourne (Transport Department chauffeur). Both are members of the 30-strong Midlands branch of the Cameric Cigarette Card Club; Mr. Powell is club chairman and also a member of the Cartophilic Society.

Mr. Powell, who has been with Rover for 22 years (Coventry 4 years, Acocks Green 10 years and Turbine Buying since 1954), has been a cartophilist for more than 50 years and now has 75,000 British cards of all sizes and materials.

He is a discerning collector who keeps many of them in albums in a boxroom at his Sutton Coldfield home. Mr. Powell, a bachelor, took over as a youth a collection of cards started by his mother—and has been keen on the hobby ever since.

Mr. Bourne, a Rover employee for 12 years—he was in the Despatch office at Acocks Green before coming to Solihull 4 years ago—declares himself to be a "mere dabbler" compared with Mr. Powell. He has between 50,000 and 60,000 British cards, though these are not as selective as Mr. Powell's collection. He took up the hobby about 10

Roving Reports

years ago when, during an illness, he tired of reading and became interested in a box of cigarette cards.

Though both are Rover employees, the two men did not know one another until brought together by their mutual hobby. Mr. Bourne asked to be placed on the Cameric list for "cards on approval" with a view to purchasing some, and for weeks parcels were brought to his home by Mr. Powell. Eventually the pair realised that they had met at Acocks Green factory.

Mr. Powell displayed some of his collection in the Cameric Club's annual exhibition in Birmingham early this month.

CHARGEHAND DIES — LINK WITH AERO WORK AT COVENTRY

Mr. R. J. Buffery, the quiet unassuming chargehand of the detail fitting section, Experimental Dept., who died after collapsing at work on May 15, was a highly-skilled and respected Rover employee with 22 years' service.

He was 68 and joined the staff of the Company as a chargehand aeroframe fitter at Coventry in 1940. In 1946 he was transferred to Solihull works and had since been in the Experimental Dept.

At the Coventry Helen Street Works Mr. Buffery was in charge of the laying down of the main structure for the assembly of Albemarle, Lancaster and Bristol airframe wings. He was eventually in charge of Albemarle centre section wing assembly.

Mr. Buffery remained at Coventry during and after the blitz working, with others, in water up to his knees after the Rover factory had been bombed.

He was widely respected for his mathematical knowledge and tasks of a highly-intricate nature often came his way. Away from work he was a rugby enthusiast.

DARTS AND DOMINO DINNERS

The winning 'one'

Miss Joan Phillips (Land-Rover Trim) stepped up alone when last season's prizes were presented at the third annual dinner dance of Solihull Ladies Darts Section on May 12.

She had "swept the board" by winning the Worster Shield for the most games won, and awards for the highest game shot and highest score. Miss Phillips is pictured below with her trophies.

Mrs. F. Edwards, section chairman, presided. Mrs. M. Brooks, captain, proposed the toast to "The Visitors", who included Mr. A. J. Worster



Mr. J. KIMBELL Mr. J. LAWLESS

sealing, cars) finished the season 4 points behind. Both men received pairs of Rover cuff-links.

Mr. J. Lawless, section chairman, presided, and the toast to "The Guests" was proposed by Mr. Dixon with Mr. Devey responding. Mr. Alec Oswald proposed the toast to "The Club" and Mr. T. Diamond, section hon. secretary and treasurer, replied.



(Director Production, who replied), Mr. W. J. Robinson (Executive Director Production) and Mrs. Robinson, Mr. P. W. Hall (Production Manager, Cars) and Mr. R. Dixon (Social Club General Secretary) and Mrs. Dixon. Miss Mary Watkins, section secretary, proposed "The Club" and Mr. W. Dugmore, president, responded.

League guests

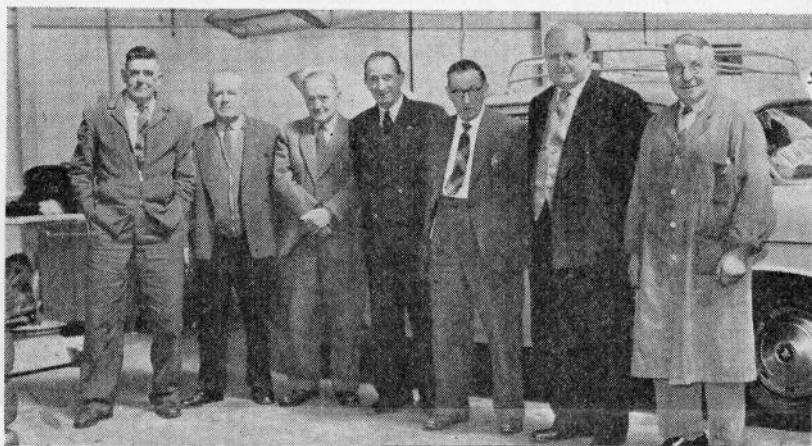
Forty-three guests attended the fourth annual dinner and concert of the Domino Section on May 11 and an enjoyable evening was had by all.

Guests of honour were Mr. R. J. Devey (treasurer of Sheldon & District League) and Mrs. Devey, Mr. and Mrs. R. Dixon and two guests from Mackadown Social Club.

In the absence of Mr. C. T. Newsome (Consultant to Quality Control Department) the C. T. Newsome Trophy was presented by Mrs. Devey to a club member representing Mr. T. Richmond (Fire Services), who was not present. Mr. Richmond won 13 games out of 14. The runner-up, Mr. J. Lawless (Land-Rover Stores), who lost only 2 games, received a pair of Rover cuff-links.

Mr. J. Kimbell received a replica cup for the highest average in the team after winning 16 out of 24 matches, and runner-up Mr. R. W. Murray (Under-

A scene from "Dead on Nine", the first production by the revived Rover Amateur Dramatic Society which was presented in Hobbs Moat Social Centre on May 25 to an appreciative audience of about 120. Seen on stage from left to right are: Miss Audrey Taylor (Main Buying), Mr. John Wallbank (O & M), Mr. Christopher Scott (Main Buying), Mr. John Sharpe (Road Test) and Miss Rita Ellis (Turbine Buying). Also in the cast were Miss Susan Hughes (Turbine Buying) and Mr. Christopher Greatorex (Stock Audit).



300 years' service in one department

Seven men with continuous service totalling 300 years are to be found in Service Repair Dept., Solihull. For a section with only about 120 employees, Service Repair has an exceptional record in unbroken long service within the department. In addition to the seven men—each having more than 40 years employment to his credit—there are about a dozen others with over 30 years in the department.

Longest-serving veterans include Mr. Alf. Monnington (41 years), Service Repair Superintendent; Mr. George Baker (55 years—48 of them unbroken), in charge of staff cars, Sales and Service; Mr. W. (Bill) Spurgeon (42 years), Mechanical Foreman, Repair Shop; Mr. Bob Roberts (45 years), unit section fitter; Mr. Harry Village (41 years), in charge of labourers, car cleaning and petrol pumps; Mr. Sid Dutson (42 years), Test Rectification, and Mr. E. B. (Ted) Lewis (41 years), in charge of special equipment for service.

The Monnington and Spurgeon families have other links with the Company, Mr. Monnington's son David, aged 18, is a Service Repair apprentice, and Mr. Spurgeon's son, 19-year-old Roy, has been an apprentice at Coventry for 3 years. Mr. Spurgeon's father, 79-year-old Mr. W. Spurgeon, was foreman, Production Test, when he retired 10 years ago after 45 years with the firm. Bill's youngest brother John, also served his time with Rover.

Pictured above, from left to right, are Messrs. Roberts, Village, Lewis, Baker, Monnington, Spurgeon and Dutson.

BIRTHS

We offer our congratulations to . . .

BAKER—To Mr. and Mrs. H. Baker a daughter (Jacqueline Ann) on May 15. Mrs. Edna Baker was formerly employed in the Hollerith Dept., and Harold Baker was in the Solihull Cost Dept.

BIGGS—To Mr. and Mrs. G. Biggs, a daughter (Heather Ann) on May 14. Mr. Biggs works in the Toolroom at Percy Road.

COOKSON—To Mr. and Mrs. Ken Cookson, a son (Richard Kenneth) on April 7. Mr. Cookson is a clerk with G.T. Project on Outside Contracts.

DIXON—To Mr. and Mrs. Ken Dixon, a daughter (Sigrid Maria) on May 4. Mr. Dixon works in O. & M. Dept., Solihull.

EVANS—To Mr. and Mrs. Dennis Evans, a son (Ian Keith) on May 11. Mr. Evans is a stock control clerk (Rover G.T. Ltd.).

GOODRIDGE—To Mr. and Mrs. Syd Goodridge, a son (Ian David) on May 10. Mr. Goodridge works in Tool and Cutter Grinding Dept., Tyseley.

HADEN—To Mr. and Mrs. Alan Haden, a son (Steven Alan) on May 5. Mr. Haden is a fitter tester with G.T. Project.

JACKSON-MEE—To Mr. and Mrs. Alan Jackson-Mee, a daughter (Jennifer) on May 13. Mr. Jackson-Mee is a Project Engineer, Land-Rover Development.

LLEWELLYN—To Mr. and Mrs. John Llewellyn, a son (David John) on May 13. Mr. Llewellyn works in the Experimental Shop, Engineering Dept.

MASON—To Mr. and Mrs. William Mason, a son (David Jonathan) on February 28. Mr. Mason is a Material Control Supervisor at Solihull.

ROBERTSON—To Mr. and Mrs. A. N. Robertson, a son (Keith Andrew) on May 4. Mr. Robertson works in Secretarial Dept.

SEAL—To Mr. and Mrs. D. Seal, a son (David Raynor) on May 20. Mr. Seal works on Group 29 at Tyseley.

TIMMINS—To Mr. and Mrs. A. Timmins, a daughter (Maxine Elizabeth) on May 26. Mr. Timmins works in the Cutter Grinding Section, Tyseley.

WELLS—To Mr. and Mrs. David Wells (nee Gooby) a daughter (Yvonne) on May 26. Mr. Wells works on Gas Turbine Production and Mrs. Sheila Wells was formerly a secretary in Home Sales Dept., Solihull, and at Tyseley.

WOODCOCK—To Mr. and Mrs. David Woodcock, a son (Stephen) on May 18. Mr. Woodcock works in the Experimental Shop, Engineering Dept.

WORSTER—To Mr. and Mrs. N. A. Worster, a son (Paul Anthony) on May 14. Mr. Worster is Project Engineer on Gas Turbine Cars.

MARRIAGES

Congratulations and good wishes to . . .

BALDWIN-BULPIN—On April 23 at The Blessed Sacrament Church, Runcy, Mr. Raymond Baldwin to Miss Sheila Bulpin. Mr. Baldwin works in the Packing Dept., at St. Mellons.

HALL-HANDLEY—On June 9 at Lyndon Methodist Church, Mr. Alan Hall to Miss Jeanette Handley (Purchase Invoice Dept., Solihull).

HOLWAY-REILLY—On June 2 at Olton Monastery, Mr. J. Holway to Miss Elaine Reilly (Hollerith Dept., Solihull).

JONES-WHILE—On May 12 at Birmingham Register Office, Mr. Ray Jones to Miss Beryl While. Mr. Jones works in the Machine Tool Repair Shop, Perry Barr.

TOONE-WATSON—On June 2 at St. Margarets, Solihull, Mr. K. Toone (Planning Dept., Tyseley) to Miss E. Watson (Kardex Dept., Tyseley).

RUBY WEDDING

We offer our congratulations and best wishes to . . .

WOOD—Mr. and Mrs. S. Wood celebrated their Ruby Wedding anniversary on June 18. Mr. Sid Wood has worked in the Service Workshop stores for 15 years and Mrs. Wood was formerly with Order Control Parts Dept.,

SILVER WEDDING

We offer our congratulations and best wishes to . . .

BULLER—Mr. and Mrs. H. W. Buller celebrated their Silver Wedding anniversary on June 6. Mr. Buller works in the Service Dept., Solihull.

GOLDEN WEDDING

We offer our congratulations and best wishes to . . .

TAYLOR—Mr. and Mrs. W. Taylor celebrated their Golden Wedding on May 26. Mr. Taylor is a carpenter at Percy Road and started with the Company in 1949.

DEATHS

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

BUFFERY—Mr. R. Buffery died on May 15, aged 68. Mr. Buffery was employed as a fitter, Experimental Dept., and had been with the Company for 22 years.

HORTON—Mr. P. A. Horton died on May 1, aged 52. Mr. Horton was employed as a sweeper and had been with the Company for 3 years.

HOUGHTON—Mr. W. J. Houghton died on May 12, aged 58. Mr. Houghton was employed as a fitter at Tyseley, and had been with the Company for 2 years.

McCANCE—Mr. G. McCance died on April 26, aged 56. Mr. McCance was employed as Stores Assistant, and had been with the Company since 1947.

MASTERS—Mr. A. J. Masters died on June 2, aged 44. Mr. Masters was employed as a cutter grinder at Percy Road, and had been with the Company for 4 years.

ROBINS—Mr. J. R. Robins died on May 11, aged 44. Mr. Robins was employed as a tester on Road Test and had been with the Company for 13 years.

PERSONAL NEWS FROM THE FACTORIES

H. B. LIGHT continues The Rover Story (Into Battle—3)

Big strides in aero-jet development —then we turned to tank engines

Continuing the story of our interest in development of the Whittle Jet Propulsion Gas Turbine Engine, it was during the early stages of our work on this project that we obtained permission from the Air Ministry to seek the advice and assistance of Messrs. Joseph Lucas Ltd. in connection with gas turbine fuel systems and associated components. This was the beginning of the Lucas interest in this work which has now expanded into Lucas Gas Turbines Ltd., a large and successful Lucas subsidiary.

A variant of the original engine was passed to us and a decision made that work should be concentrated on this design to take advantage of its higher efficiency. We started to prepare a set of detail drawings around the aero-dynamic requirements of the design.

These were completed in July, 1941, together with a design of blower casing which the Rover Company put in hand simultaneously and which was used on most of the subsequent engines to this design.

Testing of the first experimental engine built by the Rover Company started at the Lancashire factory in October, 1941, but various troubles were encountered. Two of the major difficulties—turbine blade failure and surging—held up our advance but these were eventually overcome, the former by the advent of greatly superior blade material in the form of the NIMONIC range of materials manufactured by Henry Wiggin Limited.

Amongst much other testing, we carried out trials with this engine under flight conditions. It was carried in the tail of a bomber aircraft which was not dependent on the jet engine for maintaining flight. These tests were carried out at the Rolls-Royce aerodrome at Hucknall in a Wellington aircraft flown by Rolls-Royce pilots.

Test houses

Rover Company staff were in charge of the jet engine during these flights, which contributed a great deal towards collecting preliminary information regarding the behaviour of the engine in the air at a time when its performance was thought to be insufficiently good or reliable to test it in the aircraft for which it had been designed.

Eventually, the Company requested and obtained permission to construct an engine of its own layout known as the "Straight-through". This engine was



Air Force officers from the Dominions during a visit to Rover Tyseley Works in 1944. Rover personnel seen from left to right in the picture include: Back row—Messrs. Don Baker and W. Parsons. Front row: Messrs. R. Finney, F. C. Holland, A. J. Worster, A. Haskey and S. Phillips.

methods for producing turbine and nozzle guide vanes and (b) methods for producing on production compressor rotors which involved the bending of the blades.

These two problems were overcome during the production of the first two experimental units and many other problems, too, were mastered at the Company's works at Coventry and Birmingham and No. 2 Shadow Factory.

In December, 1940, the Ministry decided that Shadow Factories should not be used for this production and, as previously mentioned, these activities were dispersed to cotton mills at Barnoldswick. A nucleus of senior executives was sent from the parent Company to build up the organisation.

Labour problem

Again we were up against many difficulties, a particular one being the labour problem. The type of labour required was not available in the district and, although we had to transfer a nucleus of labour from the parent organisation, it became necessary to continue to carry on some work at Birmingham for a considerable time after Barnoldswick works were started.

Due to the many design modifications which became necessary on these engines during development, no production in the accepted sense could take place. Small batches of engines were continually being put through and these had to be withdrawn, modified and reworked into later types. Ultimately, however, we achieved the establishment of production technique and methods and production limits for this type of unit, and began to produce engines which passed satisfactory endurance tests.

Many of the problems connected with engineering development and production were of a metallurgical nature and to tackle these problems a laboratory was included in the equipment at the factory. Extensive metallurgical research was carried out, particularly in connection with turbine blade failure.

Research work

All these troubles were progressively investigated and overcome by research work under the guidance of Mr. Charles T. Newsome with the result that when the Rover Company left the factory the jet engine was in a condition to undergo a 100-hour type test and actually a 300-hour proof test was carried out satisfactorily.

By December, 1942, when the engine had been brought to such a state that it was producing a useful thrust and had passed acceptance tests, it was felt that the project should be handed over to one of the recognised aero engine manufacturers. By agreement between the Ministry, Rolls-Royce and the Company it was arranged that we should hand over all our work in connection with this project to Rolls-Royce and arrangements for transfer were made forthwith. In return the Rover Company took over from Rolls-Royce the manufacture and engineering of the Meteor tank engines.

This exchange of activities was obviously right and desirable in the interests of the nation and of the Rover Company. Though very intricate arrangements were involved, the goodwill existing between ourselves and Rolls-Royce enabled the transfer to be carried through with marked success.



Mr. M. C. Wilkes (above left) and some senior members of his engineering staff—Mr. W. R. Boyle (above right), Mr. F. R. S. Seale and Mr. J. Swaine (left to right adjoining column)—who were closely concerned with development of the jet propulsion engine.



Trim Shop girls say farewell

Women in the Land-Rover Trim Shop said farewell to Mrs. Ethel Hunter on May 11 upon her retirement after several years with the Company.

In the photograph below, she is seen receiving a bouquet of flowers and a handshake from Mr. P. W. Hall (Production manager, Cars). Mrs. Hunter received several gifts from Trim Shop colleagues.



NEW TRAINEES

Two 18-year-old German youths from Deutsche Rover GmbH are undergoing trainee courses at Solihull. Klaus Deppert is here for 12 months to gain practical experience of production, assembly and service, and Werner Maess for 6 months to gain experience of our parts system.

A third trainee, Michael Beckley, from Nigeria, an employee of the Works and Surveys Dept. in Lagos, is spending four months with us to gain experience of production, assembly and service of Land-Rovers, a large number of which are used by the Works and Surveys Dept.



A woman who must have said "number please" thousands of times during her 7½ years' with Rover left the Company at the end of May. She was Mrs. Joan Herbert (seated in the adjoining picture), switch-board supervisor since 1960. Presentations on behalf of colleagues were made by Mr. A. Greenway (Secretarial Manager). Next to him in the photograph is the new supervisor Mrs. Doreen Westwood (extreme right).

Photographers vote for cine

After examining an extensive range of cine cameras, projectors and other equipment, and seeing three films with sound recordings to match, members of Rover Photographic Society decided on May 16 to form a cine section within the society.

The cine equipment displayed was owned by members of Solihull Cine Society who were the Rover society's guests for the evening. The films shown were produced by the Solihull visitors.

A discussion on the advantages of forming a Rover cine section found a majority of the 30 members present in favour and it is hoped to have further joint meetings with the Solihull Society.

Mr. John Fletcher (Rover) proposed a vote of thanks to Mr. Gordon Fuller, Solihull Cine Society chairman, and his colleagues for a most enjoyable evening.



Line-up outside the Rover assembly plant at Port Elizabeth, South Africa, of part of an order for Land-Rovers received from the South African Defence Department. The order includes short wheelbase station wagons and standard Long pick-up models.

RIFLEMEN'S DOUBLE TRIUMPH

Rover (Solihull) Rifle Club has had its most successful winter season since inception in 1949. Though various teams have had previous successes, the past season was the first in which both teams had won their respective divisions in the same year. One team was entered in the National Smallbore Rifle Association Industrial League and the other in the National Short Range League.

Competition in the Industrial League was intense from the start, but the Rover team was never lower than second place and its better aggregate finally gained it first place. In the Short Range League, Rover riflemen shot their best scores at the right time and a final round win over Blackpool "B" gave them top position in the division. After round two, Rover was lying eighth, but finally became division champions after a great effort.

Final results were:—

INDUSTRIAL LEAGUE, DIVISION II						
	Shot	W	D	L	Pts.	Ag'gate
Rover (Solihull)	11	9	1	1	19	5305
R.O.F. Woolwich	11	9	1	1	19	5283

(Rover team: Messrs. B. G. Struggles, L. H. Morriss, D. W. Faulkner, R. F. Bateman, H. H. J. Makepeace).

NATIONAL SHORT RANGE LEAGUE DIVISION 20 (out of 86)

	Shot	W	D	L	Pts.	Ag'gate
Rover (Solihull)	11	10	0	1	20	5324
Blackpool 'B'	11	8	0	3	16	5344

(Rover team: Messrs. A. J. Houldey, G. T. Mascal, B. V. Bishop, T. Fenton Smith, E. Clinton).

All team members have received medals.

Acocks Green Shooting Section has completed a very enjoyable winter season with the following results. National Short Range League: Divisional champions, 5 bronze medals. Mr. D. Holmes heads the teams averages. Industrial League and Midland League: Third in each division. Mr. S. C. Garrett had the best divisional average and is to receive a silver medal.

Membership has been just sufficient to enable the section to enter competitions and new members will be welcomed by the Secretary, Mr. C. B. Clarke (Cost Office) and the committee.

Inter-department angling competition planned

Rover Solihull Angling Club is to stage an inter-department contest on the River Trent at Attenborough on August 25. It will be open to all sports and social club members.

For competition purposes the works has been divided into four sections—staff, car workers, Land-Rover workers, and other departments, (Maintenance, Service, Transport, Gas Turbine etc.). The top six weights of any section in this contest will form a team.

Small cups presented by the sports and social club will be awarded to each member of the winning team; a cup for the top weight in each section will also be awarded and a cup and plaque for the three top weights in the contest.

Entrance fee is 5s. plus 1s. 6d. peg fee. All entrance money will be allocated to cash prizes. Pools will be 2s. 6d. optional.

Closing date for entry is August 10 and forms and further details may be obtained from Messrs. F. Haywood (Land-Rover Weld.), L. Hare (P5 Trim Line), K. Barton (Experimental) and S. Adams (Planning Office).

Acocks Green tennis — a good start

Acocks Green Lawn Tennis Section made a good start in its first season in the Warwickshire Lawn Tennis Association League and early results were particularly gratifying for the men's doubles.

The "A" team is represented in division 13 by J. Avery (Captain), C. Warman, J. Rhodes and N. Fletcher, and "B" team in division 7B by D. Farragher, D. Taylor, D. Newbold and J. Kenny.

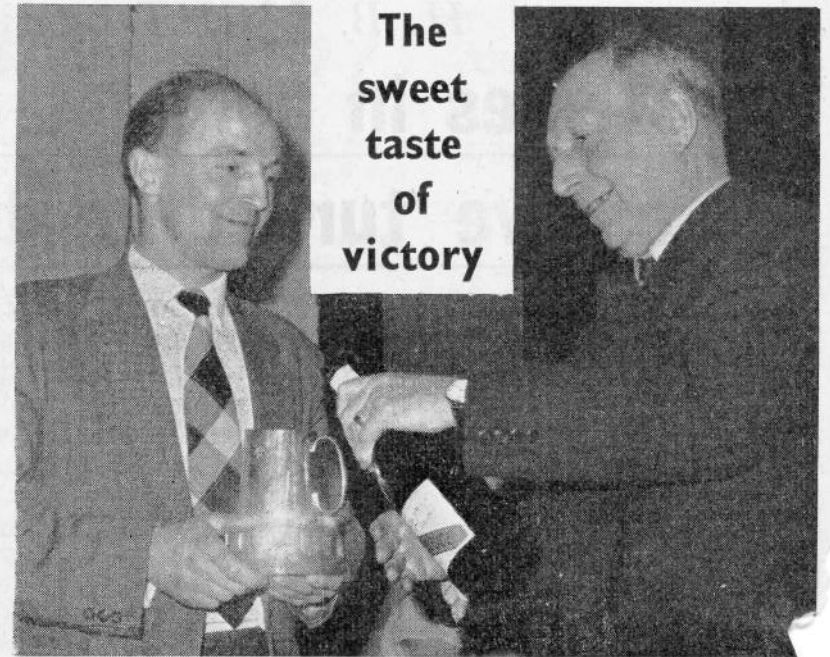
Details: "A" team won 3-0 away to Earlebourne; won 4-0 away to City Transport; won 4-0 at home to City Transport. "B" team drew 2-2, at home to R.A.F.A. (Harborne) and at home to Dovedale.

The first American tournament on May 6 attracted 28 competitors. Results: Winning gent, J. Avery; runner-up, D. Newbold; winning lady, Mrs. E. Nicholls; runner-up, Mrs. M. Vokins.



First British Win

Mr. P. J. Waghorn, our Resident Representative in Iran won the B.O.A.C. Golf Challenge Cup on Teheran golf-course on May 25. It was the first time that the trophy has been won by a British subject.



The sweet taste of victory

A second taste of the same victory for Mr. W. Tandy, (above) skipper of the Solihull football team which defeated London 6-0 to win the challenge cup, as Mr. W. C. Mason, Seagrave Road Manager, pours champagne into the trophy.

A party of 72 went to London from Solihull for the game in which Rover London tried hard until the final whistle. The Solihull team played good football and took its chances. The day ended with a dance and social evening.

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LEFT: Another photograph from London. Mr. A. Smith (Seagrave Road Paint shop), this year's winner of the Seagrave Road Angling Section match cup and medal.

Golf results for May

Rover Solihull Golf Society, May results were: Spring Medal at Shirley Park G.C., J. Ward (North Block Trim) 71-3-68. Friendly match v Dunlop Rim and Wheel (Coventry) at Leamington & County G.C., finished all square. Birmingham League match v Fisher and Ludlow at North Warwickshire G.C., lost 1-2. Bogey Competition at Walmley G.C., R. Pearson (Purchase Invoice) 2 down. Friendly match v Blossomfield G.S. at Kings Norton G.C., lost 2-4. Birmingham League match v M.E.B. G.S. at Olton G.C., won 2-1. Wagstaffe Trophy Competition (36 hole at Stratford-on-Avon G.C., N. Woolley (Lai Rover Ass.) 185-48-137, C. Scott (Desig. Research) 195-48-147, J. Davies (Scuttle Spot-Weld) 185-38-147.

Cardiff coming-of-age

Miss Judith Moir Grey, a Rover Cardiff secretary and an original member of the St. Mellons staff, celebrated her 21st birthday in April.

55-RUN 'OPENING' WIN OVER THE JOINT CHAMPIONS

Earlier games having been rained off, Rover League (Saturday) 1st XI celebrated its first match of the season on the last Saturday in May with a fine 55 run win over W. Somers—last year's joint champions with Rover. Though the League 2nd XI has been more fortunate with weather, it was unfortunate in the results of its two games in May. It lost both matches to Wilmott Breeden by seven wickets and to Bulpitts by six wickets.

The club elevens have been more successful with the weather and the results, losing only one game each. The 1st XI had scored 63 for 3 at Ilmington when rain intervened, and the Seconds were at home to Reynolds Tubes with a good score behind them when it started to rain.

'Skipper' Rex Robbins has been the most proficient batsman in the 1st XI, scoring 35 not out against Archdale (Worcester) C.C. when Rover won by nine wickets. David Sollis (Acocks Green) is having a very fine bowling spell.

Results: Sat. 1st XI.—113 v W. Somers 58. Sat. 2nd XI.—38 v W. Breeden 39 for 3; and 58 v Bulpitts 60 for 4. Sun. 1st XI.—63 v Robin Hood 66; 81 v Meriden 34; 60 for 1 v Archdale 58. Sun. 2nd XI.—27 v J. Moulds Ath. 107; 59 v Berkswell 60 for 9.

In the Inter-Departmental league Land-Rover Ass. leads Division 1 and Sales Dept. leads Division 2. Results: Div. 1.—Land-Rover Ass. 68 v Land-Rover Final Line 60; G/T Shop 9 v M/T 94; Land-Rover Ass. 49 v G/T Shop 47; Experimental 64 v N. Block 56; M/T 101 v Exp. 35; Land-Rover Ass. 89 v G/T Staff 44; Land-Rover Final 117 v G/T Shop 28; Land-Rover Final 38 v G/T Staff 26; G/T Staff 80 v G/T Shop 52; Land-Rover Final 102 v Exp. 60.

Div. 11.—Weld. Shop 46 v Service 41; Coventry 34 v Apprentices 57; Staff (Admin.) 87 v G/T Project 67; App. 70 v Land-Rover Scuttle 71; Weld. Shop 66 v Staff 65; G/T Proj. 22 v App. 23; Coventry 22 v Land-Rover Scuttle 47; Service 51 v Staff 49; Coventry 64 v Staff 67; Service 78 v Sales 95; G/T Proj. 38 v Land-Rover Scuttle 37; Sales 70 v Staff 36; Service 65 v App. 64.

Rover Tyseley C.C. made a good start to the season, winning 4 of the 6 matches played up to the end of May.

Family Jamboree

Seventeen cars entered Rover Car and Motor Cycle club's Family Jamboree at Hampton-in-Arden on May 27. Overall winners were: 1, Mr. D. Jones, 2, J. Rhead (both visitors), 3, D. Searle (Solihull). Other results:—Balloon bursting, Mr. J. D. Firth, egg and spoon race, 1, Mr. Hunt, 2, Mr. Williams, blind field driving (clear rounds) Messrs. C. Halls and D. Searle.

Forty members and friends enjoyed a coach trip to Longleat House on May 20.

End-of-season places

Rover Solihull footballers ended the 1961-62 season half way up Division 2a of the Birmingham Works League. The second team finished third from top in Division 4.

Final details were:

	P	W	L	D	F	A	Pts
First team ...	19	8	9	2	44	61	18
Second team	20	9	6	5	71	50	23

JUDO PROGRAMME

Fifteen members of Rover Judo Club attended a 2½-hour programme of judo at the Police Ballroom, Coventry, on May 18. The event, one of many held in connection with the Coventry Cathedral Festival, included the finals of judo competitions and a special exhibition by Japanese experts.

Back to Ireland

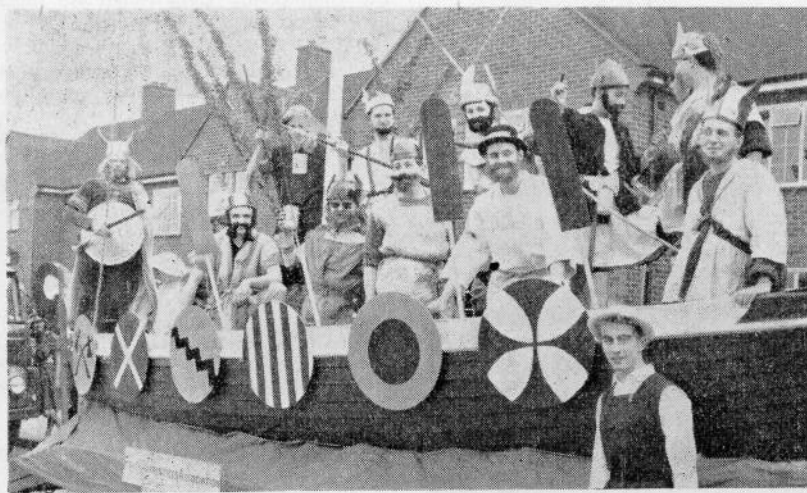
Popular Mr. John Holton, stacker driver left the Rough Stores Department, Tyseley, to go back to his native Eire. He returned to partner a relative in a small business in Dublin.

Carnival win by Rover Apprentices

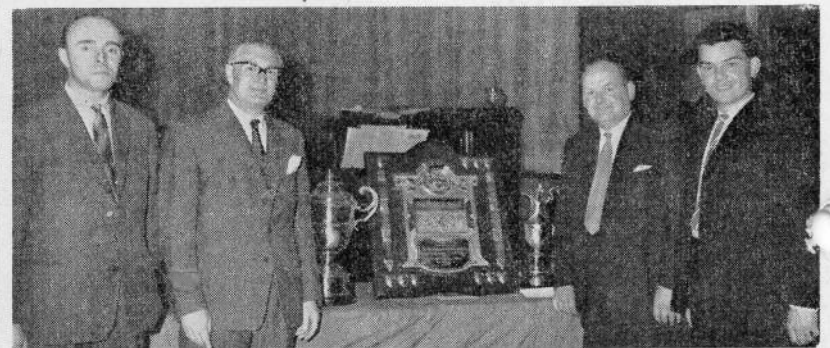
Rover "Vikings" sailed, or rather floated, to victory in the streets of Solihull on June 2 when the entry by Rover Apprentices Association won first prize in the adult section of Solihull Carnival.

The entry, a Viking ship towed by a Land-Rover—its "crew" are seen in the adjoining picture—was manned by 16 apprentices in full "war paint".

On board were Messrs. P. Watson, R. Gill (Service), D. Weston, R. Maddocks (Main Drawing Office), T. Holland (treasurer, Cashiers), D. Baxter (secretary, Quality Control), M. Grimes (committee member, Engine Test), M. Wooton (committee member, Engineering), J. Randle (chairman, Engineering), D. Wilkes (committee member, Engineering), A. Cummings (Sales), R. Walsh (Engineering), M. Walker (committee member, Jig and Tool Drawing Office), D. Bate (committee member, Jig and Tool Drawing Office), P. Dent (committee member, Service School) and A. Sperring (Tyseley).



● Mr. B. Ware (right), of Land-Rover Assembly, receiving the Aslin Snooker Trophy from Mr. E. Davies (Specification) after defeating Mr. T. Stilling (Financial) by 2 frames to 1 in a final described as "one of the best for many years".



Trophies won by Tyseley Senior footballers last season were displayed at a dance at the Wheatsheaf Inn, Sheldon, on June 1 when Mr. E. Scott, General Works Manager, Tyseley Group, presented medals and tankards to team members. Mr. J. Coldicott (captain) presented tankards to Mr. G. Morris (football secretary) and Mr. H. Wetton (trainer). Picture shows, left to right, Messrs. Wetton, Scott, Morris and Coldicott with the team's trophies.