

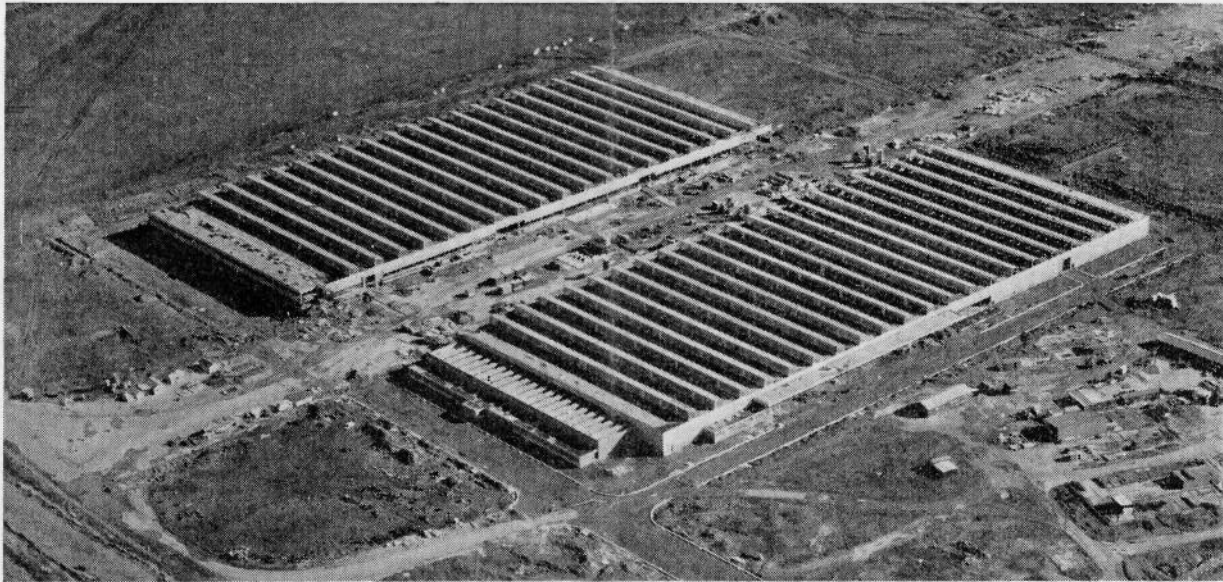


## PENGAM NEARLY READY: MACHINERY GOES IN

Completion of the twin buildings which comprise the new Rover works at Pengam, Cardiff, is expected by the end of this month or early August. Installation of equipment and plant has already started.

At present the Parts Division occupies three of the four buildings—formerly sea transport stores—comprising 200,000 sq. ft. at St. Mellons, three miles from Pengam. One building is a bulk store, another a small parts store and part of the third is used as an administrative block.

The new building at Pengam housing the Parts Division is already in use, the Export Section of the Parts Dept. having moved into the office block during the weekends of June 23/24 and June 30/July 1. Build-up will continue during the remaining months of this year and by the end of 1962 the Parts Dept. should be completely operational in this building. The Parts Division will contain spare parts for Land-Rovers and cars both for the home market and for export.



The Production Division, which will occupy the second building, is expected to begin making components later in the year. A machine shop training school based in the fourth building at St. Mellons is training a nucleus of personnel ready for the move to Pengam.

Site of the new 500,000 sq. ft. Rover factory at Pengam is the runway of the old Cardiff Airport. The first deep pile was driven in March last year and

the building timetable has kept closely to schedule.

Once the Company has taken over the new factory, there will be a gradual build-up of employees from the existing 450 to some 2,000 people by 1964.

Although the Parts and Production Divisions are in separate main buildings, both are under the control of Mr. D. N. Steed, General Manager. The progressive occupation of the site has involved a complex, integrated exercise planned in co-operation with relevant departments at Solihull and Acocks Green.

An aerial photograph of the new Rover factory at Pengam, Cardiff. In the foreground can be seen the offices into which the Export Section, Parts Department, began moving in June. This marked the first use of the new premises and occupation is now progressing steadily.

## T4. cheered round Le Mans track

Rover's gas turbine prototype car, T4, opened the circuit for the 24-hour Le Mans Race on June 23. Preceded by three police outriders on motor cycles, the car was driven round the 8-mile course to the loud applause of spectators.

At the wheel was Mr. A. W. Sleator, Clerk of the Course and President Director General of Franco-Britannic Autos Ltd., our Paris distributors, and passengers were the President d'Honneur of the race, M. Baumgartner; the President de l'A.C.O. (automobile club), M. Lelievre; the Prefect of Police Sarthe District, and Mr. Tony Worster.

Upon completion of the circuit the car was placed in the paddock on its articulated Land-Rover transporter.

Before its tour round the circuit, the car was presented at the annual Le Mans lunch of the Guild of Motoring Writers at which guests of honour were Mr. L. G. T. Farmer, Executive Vice Chairman of the Rover Company, and Mr. W. Martin-Hurst, Managing Director.

Accompanying the car and its transporter on the 300-mile journey was a Land-Rover Dormobile lent by Martin Walter Ltd., of Folkestone, and the Rover party included Messrs. Gethin Bradley, Peter Clough (Publicity), and Marc Barnard.



Members of Parliament with Mr. A. B. Smith, Director and General Manager, soon after their arrival at the Solihull factory.

Twenty-four members of Parliament, including four representing Birmingham constituencies, and members of the Society of Motor Manufacturers and Traders paid a four-hour visit to the Lode Lane factory on July 4.

The party arrived by coach and the visitors saw the prototype gas turbine car, T4, do a run on the test track before having lunch. Sales charts emphasising our excellent exports record were displayed in the luncheon room.

In the afternoon the M.P.s split into small groups to go round the jungle demonstration course, and visit the Land-Rover and car assembly and finishing lines.

The visit was sponsored by the SMMT of which Mr. L. G. T. Farmer, Executive Vice Chairman of the Rover Company, is this year's president.

## 24 M.P.'s tour Solihull works

Other recent visitors have been 32 members of the London Motor Traders Association on June 28; 35 members of the Midland region branch of the Association of Civil Defence Officers on July 3; 35 members of the Solihull Local Government Legal Society on July 5 and four Somali M.P.s on the same day.

At a lunch in Solihull before visiting the Rover factory in a cavalcade of Land-Rovers the C.D. officers were presented with a trophy in the form of a Land-Rover model, mounted on a cigarette box, for annual navigation reconnaissance competition between C.D. authorities in the Midlands region. It was handed over by Mr. J. H. Pogmore (Executive Director, Chief Engineer, Land-Rovers).

## Appointed General Manager

Mr. A. B. Smith, whose appointment as Director and General Manager of the Rover Company was announced this month, joined the Rover 37 years ago as a boy of 14 after leaving Yardley Grammar School. He began his career as an assistant in the Stores Dept. at Tyseley and by 1934 had graduated to buyer.

For 10 years from 1936 to 1946 he was Buyer and Stores Controller for all the Rover Shadow Factories and in 1947 he became Assistant Chief Buyer for the Company. Five years later he became Chief Buyer.

In 1957 he was appointed to the Board as Executive Director (Supplies) and became a full director three years later.

Mr. Smith is a member of the Purchasing Officers' Association and in 1957-58 he was chairman of the Birmingham branch.



MR. A. B. SMITH



Watched by a large crowd of spectators, T4 goes round the Le Mans circuit preceded by three police outriders.

## NEW SECTION TO BACK 3-LITRES IN LIEGE-SOFIA-LIEGE RALLY

The Company's continued interest in international competitions has been confirmed by the appointment of Mr. Ralph Nash as Competitions Liaison Manager to head a newly-created Competition Section and the forthcoming private entry of four 3-litre Rover cars in the Liege-Sofia-Liege Rally next month.

Formation of the new section within the Engineering Dept. is a direct consequence of the highly satisfactory performance by Rover cars in the East African Safari.

Purpose of the section is to offer to private entrants of Rover cars assistance in preparation and service during certain approved events, the first of which is the Liege-Sofia-Liege Rally at the end of August.

The four Rover cars to be entered will be driven by Messrs. R. Adams and P. Riviere, who drove a 3-litre in the East African Rally; A. E. Bengry and D. Skeffington, R.A.C. and "Motoring News" rally champions, 1961; J. Cuff and J. Howarth; and K. James and M. Hughes, class winners in the R.A.C. Tulip, Alpine and Mobil car rallies in recent years.

Mr. Nash, who is combining his new post with his present duties as Engineering Superintendent, has had considerable experience in competitive demonstrations connected with export

contracts. He played a leading role in preparation, maintenance and servicing of Rover cars entered in the East African Safari.

The Liege-Sofia-Liege Rally has been entered because it is a tough event for cars, drivers and service teams alike. Ninety-eight cars started last year and the fact that only eight finished is an indication of the endurance test offered by a rally covering 3,000 miles.

Mr. Tony Cox is foreman of the new Competition Section with Mr. Paul Rutter looking after commercial aspects. These two will work together as a service team to cover one area of the rally, and Mr. Nash and Mr. Philip Benton, an engine fitter, will comprise the second team covering another section.



Mr. Nash

## TOUGH ASSIGNMENT FOR DORMOBILES

Part of a fleet of 4-berth Land-Rover Dormobiles which has been ordered by the Radio Corporation of America for use in connection with a giant contract secured by the Corporation for laying a 3,060-mile network of communications linking Turkey, Iran and Pakistan. The order for the vehicles has been placed with Martin Walter Ltd., of Folkestone.

Described as an important part of the U.S. mutual security programme, the network will extend from Ankara, Turkey, to Teheran and then to Karachi. As work progresses, the long wheelbase Dormobiles will tackle some of the toughest terrain in the Middle East.

The network will go from Ankara across the Anatolian Plateau, the Elburz mountains and the Persian desert before terminating in the Indus river basin at Karachi. The route lies along a major earthquake fault in East Turkey, tremor areas in Iran and near a local earthquake fault in Pakistan.



As well as providing ideal cross-country transport for the project, the Dormobiles have full camping equipment, sleeping and washing facilities for four people. Each vehicle carries its own fresh water in specially-constructed moulded plastic containers.

### He advertised his satisfaction

A satisfied customer acknowledged his satisfaction publicly on June 1 by inserting the following item in the personal column of the "Daily Telegraph".

"A. J. Bingley, of Westbury-on-Trym, Bristol, would like to thank The Rover Motor Company and their Bristol agents, Windmill and Lewis, for the excellent after-sales service in respect of his 3-litre car."

### Coventry retirement

Mr. Sam Rowley, who had been employed in the stores at Clay Lane, Coventry, for the last 6 years, retired on June 1.

## Down... down... far into the world's deepest pothole

Leading 35 experienced potholers in an August assault on the world record for the deepest pothole descent is Mr. Frank Salt, a draughtsman in the Chassis Drawing Office, Solihull. His party is to descend the world's deepest pothole, the Gouffre Berger in the French Alps near Grenoble, in an attempt to penetrate deeper than the 1,122 metres reached by an international party, but mainly French, in 1956.

The 1956 expedition was halted by a "syphon"—where the cave roof disappeared under water—but Mr. Salt's party hopes to proceed by gaining access to an upper gallery about 60 ft. above the chamber by use of a steel mast. An ex-naval frogman with the party will also investigate the "syphon" itself.

Using a Land-Rover diesel station wagon lent by the Rover Company, the expedition will be able to transport all its gear—including 4,000 ft. of rope and 1,850 ft. of ladder—to within 1½ miles of the pothole mouth.

The assault will, it is hoped, be completed in 4 weeks and the main party will spend 10 days

underground in a temperature 8 degrees above freezing and in a humidity of 98 per cent which soaks everything left uncovered.

Mr. Salt, a Rover employee for 2 years, led a reconnaissance to the Gouffre Berger 2 years ago and the record attempt is being based on the 1960 findings. He has been potholing since he was 14 and has had most of his experience in England, particularly in Derbyshire.

"When I started I was scared of the dark", says Mr. Salt. "I was interested in geology at the time and this took me to caving. Since then caving itself has become the hobby and the geology aspect has disappeared."

The party, which begins its expedition on August 3, has been drawn from six clubs in the Midlands and Southern England. Careful selection has been necessary, for team members who are to spend so much time together underground must be compatible with one another. "Natures count, not people", says Mr. Salt. "It is no good having two brilliant cavers if they cannot get on together."

## The value of safety committees

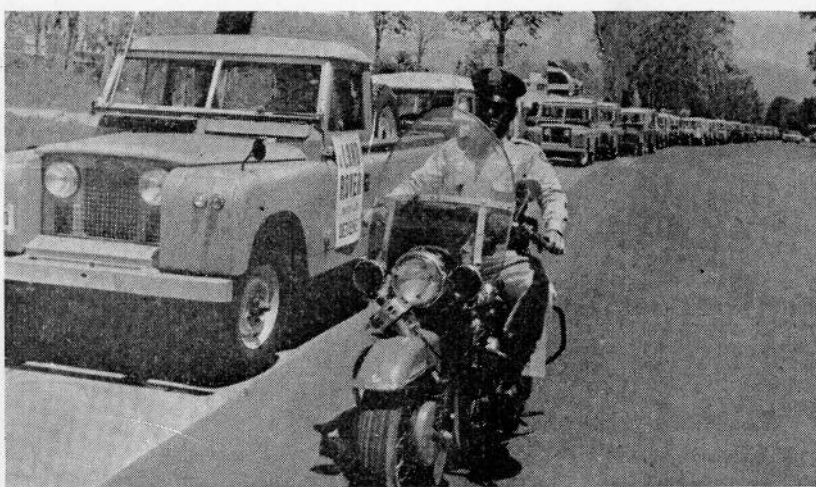
Acocks Green Factory Safety Committee issued the following statement to ROVER NEWS:—

"Having read with interest the article in connection with the Solihull Factory Safety Committee (April issue), Acocks Green Factory Safety Committee feels that the importance of such committees cannot be too greatly emphasised in view of the very large number of mishaps that occur throughout the country daily.

"We feel that the longer such committees are active the more safety conscious the workpeople become. We have found this to be so over the past three years and have used considerable propaganda in the way of notices, posters and individual approach and are particularly pleased that Solihull have put this Committee into operation."



FRANK SALT



Cavalcade of Land-Rovers in Costa Rica during a well-advertised "Caravana de la Amistad" (caravan of friendship) organised by our Costa Rican distributors, Almacen Electra S.A., during Mr. D. Gower-Johnson's visit. About 150 vehicles taking part were escorted through San Jose and Grecia, about 30 miles away. Prizes at a social function in Grecia were given by our distributor firm.

### Car treasure hunt aids Barnado Homes

Dr. Barnados' Homes benefitted by £27 as the result of a car treasure hunt on June 2 organised jointly by Mrs. Peggy Spendlove (Service Accounts), her husband and another couple. Thirty-five cars entered and each carried as passengers children from the Barnado Home at Myson Gables, Warwick.

A "spiv" on the route sold clues to entrants.

## Collective effort needed to reduce accidents

I am glad the Editor has allocated space in ROVER NEWS so that we can chat about "safety at the Rover", for it is no secret that the Management is very anxious indeed to make our factories safe places to work in.

To further and assist in achieving this ambition quite considerable sums of money and time have been spent in making general improvements to reduce physical hazards. Safety is not a "one man job". It requires a co-operative effort, dependent entirely upon the thought and care of us all.

Accidents occur in all walks of life, despite the common viewpoint that "it could never happen to me". These



MR. W. G. KANE

words and thoughts could, of course, be labelled as foolish thinking; but, you know, there is a good remedy.

Without doubt, if all concerned followed the true principles of the Highway Code and acted accordingly, there would be a drastic reduction in road accidents. The same applies in our work.

In an industry such as ours, where so many people are employed performing so many operations in a variety of trades—often with complex machinery—the elements of risk grow. Automatically, the need increases for individual and collective safety.

Though legislation is being observed accidents still occur. Most of you have been supplied with safety literature in an effort to halt the accident rate, and you have been urged to read and practise on the shop floor the hints contained—for without your efforts good results can never be achieved.

Can we for a moment look and see why we want to reduce the number of accidents? We must first think of the human angle, the personal suffering,

## Sick Club ode

In this modern age of science,  
Few diseases kill,  
Sympathy won't help you out,  
But the Rover Sick Club will.

You try to keep the germs away,  
You are quite prepared to fight 'em.  
As you beat one, another comes,  
And so ad-infinitum.

We are nearly 100% at Acocks Green  
Although a bit belated.  
We realise that schemes like these,  
Should be appreciated.

So Roverites, go get your forms,  
Make certain that you sign 'em.  
Remember what the wise one said,  
"If you can't beat 'em—join 'em".

W. T. WARD

(Machine Shop, Acocks Green)

## Jordanian officers meet senior Sales Dept. staff

The £100,000 Land-Rover order for the Jordan Arab Army reported last month brought three senior Jordan Army officers to Solihull on June 28. They were Brigadier Issa Kassees, Director of Finance; Major Toufiq Ayoub, a technical officer, and Brigadier Mohammed Is-Haq, Jordanian Military Attache in London.

The visitors were taken round the Engineering Dept. by Mr. J. H. Pogmore (Executive Director, Chief Engineer, Land-Rovers) and met Mr. A. G. S. Herbert (Executive Director, Sales) and other senior members of the Sales Department.

★ ★ ★

Colonel W. D. Clark, British Military Attache-designate to Burma, visited the factory on June 21.

★ ★ ★

An intermediate order for 48 Long and short wheelbase diesel Land-Rovers has been received from the Portuguese Army.

★ ★ ★

The number of Land-Rovers sold to Iceland since last September now totals 522—most of them diesels. Iceland has a trade pact with the Soviet Union for diesel fuel which is being used in Land-Rovers.

★ ★ ★

A hundred mixed Land-Rovers ordered by the Republic of Guinea Government are being shipped.

Fifteen assorted Land-Rovers have been ordered for the Jamaican police force.

### FROM THE EXPORTS ORDER BOOK

A repeat order from Uruguay... for 10 short wheelbase diesel Land-Rovers for the Montevideo Milk Marketing board.

Forty Long pick-ups and one 12-seater are going to Kenya to work for UNICEF.

★ ★ ★

In co-operation with the New Zealand Government the Rover Company has agreed to increase the stages of local manufacture of Land-Rovers. In return, the New Zealand Government has considerably increased the value of import permits.

### SAFETY CORNER

By W. G. Kane

Safety Officer, Tyseley Group of Factories, who has been invited by the Editor of ROVER NEWS to contribute a series of articles under the general heading of Safety Corner. In this introductory feature he gives examples of how the right attitude of mind to safety pays dividends to the individual.

etc.; then loss of production; loss of efficiency of the person injured or the team in which he may work; and, of course, the cost to both the employee and the Company. So if we think about it a little, I feel quite sure you will agree that it is well worth trying to do something about this very important problem.

Safety really does pay. Safety can be a bargain. The next time you feel tempted to tackle a job without taking the proper safety precautions, just try and visualise yourself...

Trying to tie your shoe laces with one arm in a sling.

Trying to see straight and clearly after an eye injury.

Trying to sleep with an infected hand.

Trying to walk with an injured foot. Trying to button your shirt with burned fingers.

Trying to eat a meal with a fractured jaw...

These are just a few examples to show that safety really does pay! Now you see why we want you to be more safety conscious.

# Supervisors' Outings to London and Oxford

June was Annual Outing month for both the Tyseley and Solihull Supervisors' Discussion Groups. London was the "Mecca" on June 16 for four coachloads taking 150 from Tyseley, and a week later 100 supervisors in three buses went from the Lode Lane factory to Oxford.

A thoroughly enjoyable time was had by everyone in both parties and on each occasion the day ended with dinner and a cabaret at the Crown Hotel, Banbury, attended by directors and other senior members of Management.

The TYSELEY party, which included Mr. E. Scott, General Works Manager, Tyseley group, went straight to the Houses of Parliament where they were greeted by three Birmingham Members of Parliament—Mr. Leonard Cleaver (Yardley), Mr. Leslie Seymour (Sparkbrook) and Mr. Hugh Gurden (Selly Oak). Assisted by three official guides, the three M.P.s took the party round the Houses of Parliament in small groups.

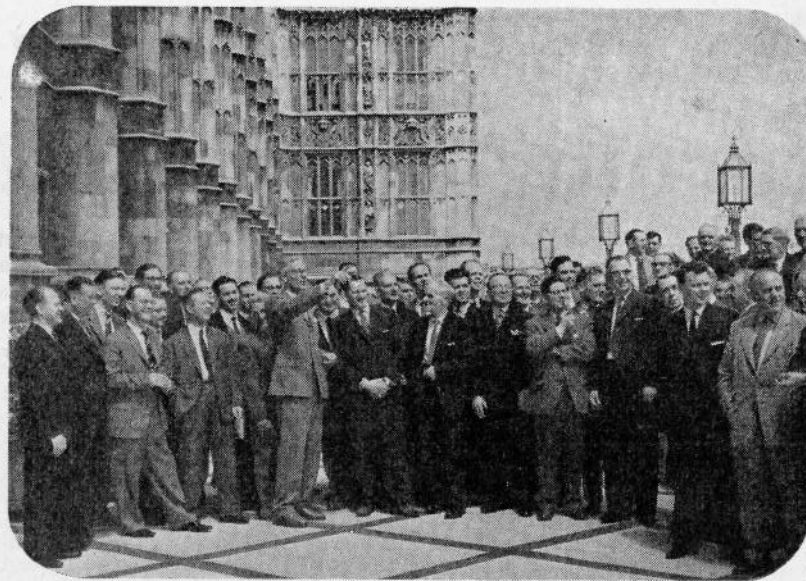
Lunch followed at the Northumberland Grand Hotel with Mr. Cleaver as guest, the other two M.P.s being unable to attend because of commitments in Birmingham. Free time in the afternoon was spent sight-seeing for some members of the party—others preferred to take things more leisurely—

before the whole party gathered at Marble Arch for the trip to Banbury.

### Lunch at factory

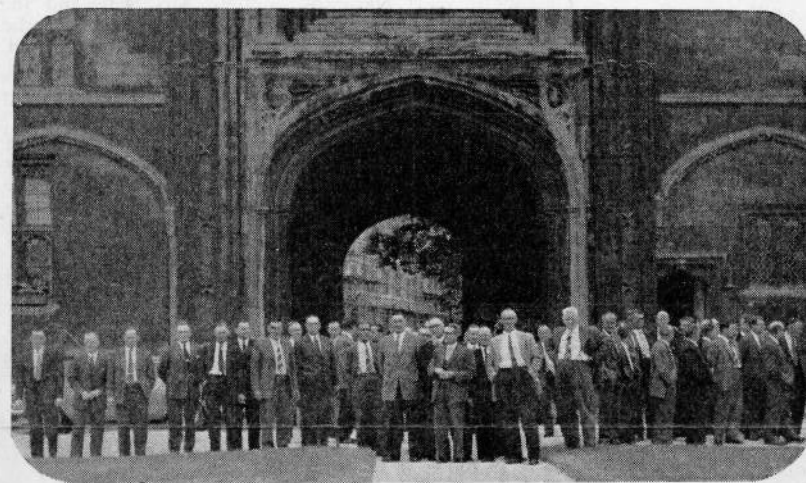
The SOLIHULL supervisors' party, which included Mr. W. J. Robinson (Executive Director, Production) began the day with a tour round the Pressed Steel Co. Ltd. plant near Cowley and members had lunch at the factory. The coaches then took them into Oxford for a tour round Christchurch College and this was followed by a ride to Abingdon where the party boarded a boat for a 2-hour trip up the Thames back to Oxford.

Guests at the two parties' dinners at Banbury included Mr. A. J. Worster (Director, Production) and Mr. W. Winters (Deputy Production Director).



### Sight-seeing on the terrace

Mr. Hugh Gurden, M.P. for Selly Oak, Birmingham, points out features of interest to be seen from the terrace of the House of Commons to Tyseley supervisors after the latter had toured the Houses of Parliament. LEFT: A group photographed before leaving Tyseley by coach. BELOW: Solihull supervisors gathered inside the main entrance to Christchurch College, Oxford, before guides took them on a tour in small parties.



LEFT: All aboard! Solihull supervisors in happy mood at the start of their trip up the Thames from Abingdon to Oxford.



## Secretary Lesley selected for the 'Flying Doctor' venture

Four months' hard work in Nigeria is in prospect for Miss Lesley Pollard (secretary to Mr. C. J. Goode, Chief Development Engineer). She is one of three girls and 12 youths selected from about 20 youth club members in the Birmingham area for voluntary work in helping to initiate the Flying Doctor Service of Africa.

Miss Pollard and the other chosen youngsters—one is Mr. Ken Pitcher, a former Rover commercial apprentice—will leave for their tour of duty in Nigeria in September. The girls will be at the base at Gusau, Northern Nigeria, doing clerical and secretarial work, keeping radio contact with the boys supervising airstrip preparation "in the bush", and store keeping for food and medical supplies. The volunteers also hope to visit youth groups and teach first-aid and their first task will be to build a house for the doctor attached to the Service.

will work for the Service for 4-month periods and each will receive only food, accommodation and pocket money.



MISS POLLARD

Aspirants have been training on Sundays at Cranmore Youth Centre, Shirley. They were featured on ITV in the "Midland Montage" programme—the boys were seen mixing cement and driving Land-Rovers over rough country and the girls were filmed during a first-aid lesson. A mixed group was seen learning Hausa, the main language of the area in which they will be working, under the tutelage of Mr. P. Crane (Staff Department, Solihull). Among those interviewed were Miss Pollard and Mr. Pitcher.

Earlier in the year volunteers visited the Lode Lane factory to acquaint themselves with the Land-Rover and its correct use.

Miss Pollard, who is 20 and secretary of Solihull Youth Council, has been a Rover employee for two years.

### SKEGNESS OUTING

Acocks Green Sports & Social Club Youth Section is organising an outing to Skegness on September 22. Anyone wanting to go should contact Welfare Office, Acocks Green.

### From the postbag . . .

At school we are doing projects about various Birmingham firms and I have chosen the Rover. My father, being an employee, has the "Rover News" and I have read the articles about the growth of the firm.

The latest issue has only reached the war years, so could you please send me any interesting information you have, especially about post-war years?

JENNIFER E. COOKSON,  
34 Showell Green Lane,  
Sparkhill, Birmingham 11,

(Editor's note: Copies of all current literature about Rover cars and Land-Rovers were sent to this young enthusiast by Publicity Literature Department.)

## THE SONG OF THE ROVER

Four wheels do not a chariot make,  
Not even with a spare.  
Can any heap be called a car  
If Character's not there?

For one machine has won my heart,  
Just hear it ticking over—  
Yes, lift the bonnet and you'll see  
My motor is a ROVER.

Four oscillating pistons in a water-cooled  
block,  
Four big-ends on a crankshaft that are  
free from knock.

And the breathing of the engine, reminis-  
cent of a sigh,  
While a lubricant circulates at 40 P.S.I.

A spark at every sparking plug  
So exquisitely timed  
By a contact-breaking system, spark  
suppressed I think you'll find,  
To ignite the charge delivered through the  
intake manifold  
With a smoothness that belies the power—  
Yes, even when it's cold!

Just take a seat behind the wheel while I  
change this poem's metre,  
Yes, put your foot down, glide away,

could anything sound sweeter?  
The chatter of the tappets as you wander  
through the gears,  
As the ticking of the panel clock are all  
the sounds one hears,  
As silently you gather speed till suddenly  
a clop!  
Indicates that you have wrapped the  
speedo needle round the stop!  
Don't talk to me of other cars,  
Give me the good old solid stuff—  
Of course, I mean a ROVER.

(Editor's note: The above was written about a 10 h.p. 1934 Rover by Mr. M. George, of 39 Palmerstone Road, Buckhurst Hill, Essex, who also operates a 1951 Rover 75.)

### ON TELEVISION

The Service, with headquarters in London, has been formed as an organisation based on the original Flying Doctor Service of Australia. It has undertaken to operate a service in Nigeria for 3 years after which time the Northern Nigerian Government will decide whether it is prepared to take over and operate the Service. Dr. Neil Duncan is Field Director and it is hoped that the £100,000 needed to run the Service for 3 years will be raised by public subscription. The youngsters

## Rover 'enquiry girl' at railway station

A 5,700-dollar Rover car was exhibited recently in the main waiting room at Penn Station, New York. And seated inside ready to answer the questions of interested passers-by and hand out brochures was 20-year-old Heller

Halliday, blonde daughter of famous musical comedy actress Mary Martin.

She applied for the job in her married name of Heller Weir and it was not until she had been hired that officials of the public relations firm concerned realised

who she was.

"I like to get my jobs on my own", says Heller, "and not by using mother's name. It's more fun getting them on your own and you appreciate them more".

Roving  
Reports

# Designer with ideas on wood turning drew up a book . . .

Professional knowledge can rarely have been directed into a spare-time hobby as easily as in the case of Mr. F. R. S. Seale, the Company's Chief Designer. Designing has always held a fascination for him, but while his work at Rover is in the supervisory realm it takes a manual aspect at home where he directs it into wood-turning in a workshop which is an extension to his garage at his home at 35 Hartington Crescent, Coventry.

Five years ago designer-cum-woodworker Roland Seale added another attribute—that of author. His book "Practical Designs for Wood Turning" was published by Evans Brothers in the Woodworker Design Books series, and it sold very well at 15/- a copy.

## Leading inspector dies aged 47

Mr. Charles Barr (Leading Inspector, Cars), who died on June 2, aged 47, was a well-liked, reliable person and a keen football fan.

He began his service with the Company as an operator in the Paint Shop in 1946 and after a serious operation he was transferred to Inspection Dept. in 1950. Later, he was promoted to Final Line Inspector and to Leading Inspector in 1960.

Mr. Barr had been in poor health in recent years and was ill for 3 months before his death.

## 21st BIRTHDAY

Mrs. Kathleen Smith, who is employed on the Rocker Section, Tyseley Works, was 21 on June 18.

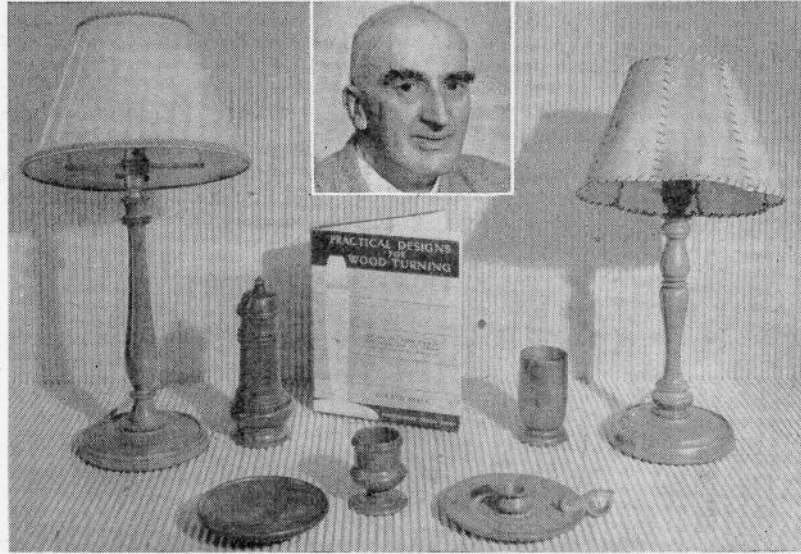
And not surprisingly, for Mr. Seale's book included more than 40 original designs by the author for wood turning with full technical details and diagrams for chucking, etc. The book was directed at the man with a lathe who wondered what to make after he had acquired elementary skill and had produced a few candlesticks and bowls.

## Drawings first

Designs for kitchen accessories, electric lamps and candlesticks, clock and barometer cases, bowls and dishes, built-up bowls, vases, jars, boxes, biscuit barrels, plant stands, wall brackets—even chessmen—were incorporated in Mr. Seale's book which took him a considerable time to prepare. Naturally enough, Mr. Seale did the drawings first and then picked up the literary pen for purposes of description.

A second book? "If the publishers want a second edition I think I could put a bit more into the existing book", says Mr. Seale. "There are a lot of methods of turning which are quite useful. Whether I shall ever have enough time to produce an entirely new work, I don't know—I certainly haven't at the moment, I'm afraid".

Mr. Seale has been interested in wood



turning and design for about 20 years and he has himself made numerous small household objects. In the past he has also written articles on model engineering for trade magazines.

He joined Rover in 1922, coming with Mr. P. A. Poppe, father of Mr. O.

Some of the beautiful household items turned in wood by Mr. Seale (seen inset) in his workshop at home. Also exhibited is a copy of Mr. Seale's book, "Practical Designs for Wood Turning".

Poppe (Executive Director, Planning). Mr. Poppe, senior, was chief engineer and very interested in design, and Mr. Seale was his personal assistant. All his 40 years' Rover service has been in design and he has been Chief Designer since 1953.



Mr. William Victor Waring receives a farewell handshake from Mrs. A. Donaghue (Capping Shop forewoman) after being presented with a silver tankard and an autograph book from workmates upon his retirement on June 21 after 28 years with the Company. He was a sprayer at Helen Street works, Coventry, and later at Solihull in the main paint shop, Land-Rover paint shop and Capping Shop. A keen sportsman Mr. Waring was well-known in the games room as an interested spectator of snooker handicaps.

## Behind-the-scenes work gives handicapped children holidays

Behind the announcement in last month's ROVER NEWS that toolsetter Mr. Sidney A. Millward (Group 24, Tyseley) had received the British Red Cross Certificate of Commendation for Meritorious Service, is a story of five years' devoted Red Cross work for handicapped children in the Birmingham area.

Mr. Millward, of 9 Blakelands Street, Bordesley Green, is detachment officer, Birmingham 152 British Red Cross, and he has played a prominent part in helping to organise holidays and days out for handicapped children aged mainly between 6 and 16. Such work is only part of Red Cross voluntary activity in several spheres.



Mr. Millward

"We go into the homes of handicapped children, get to know them, find out their likes and dislikes and eventually take them out for days to Stratford, Worcester or Drayton Manor Park, or for residential holidays at Springfield House, Knowle. This gives the young-

sters a holiday and also relieves the burden on their mothers for a while", says Mr. Millward.

Since the work began five years ago Mr. Millward and his colleagues—representatives from every detachment in the area—have given residential holidays to about 100 children and taken many others on day outings. The aim is a holiday for every handicapped child in Birmingham.

Quiet-spoken, unassuming Mr. Millward is reticent about his Certificate. "I didn't join the Red Cross for medals or certificates", he says. "At first, I wanted to refuse it."

Five members of the Finnish Red Cross are coming this summer to study the work done by the Birmingham Red Cross for handicapped children with a view to adopting similar methods in their own country.

## Coming-of-age

Mrs. Pamela Buller, who was 21 on May 24, received two suitcases and a hair-dryer from friends and colleagues in the Engineering and Planning Departments. She is secretary to Mr. G. D. Bashford (Design Research Department, Engineering).

## Home after a fast run in the Baltic

Back from the Baltic is Mr. Ken Cheary, a Gas Turbine Dept. service engineer. He was aboard a naval-type fast patrol boat which was demonstrated to the West German and Danish Navies.

The specially-built demonstration vessel, named the *Ferocity*, is driven by Bristol Siddeley Proteus engines which are air-started from the Rover gas turbine. All auxiliary power for operation of the radar, gun control, torpedo control, heating, lighting, etc., is also supplied by the Rover gas turbine unit. Two Rover units each of 40 k.w. output are fitted.

The *Ferocity* sailed from Portsmouth to Copenhagen from where it demonstrated its speed and turning ability with German E boats.

A potential market for gas turbine units is envisaged among the navies of Nato countries. The Royal Navy already has two patrol-type vessels using such units; one such boat was also recently delivered to the West German Navy and another is being built. The Danes have now ordered two and a non-naval order was a gas turbine for the yacht *Mercury*, owned by Greek shipowner, Mr. Niarchos.

Mr. Cheary has done quite a bit of overseas travelling in his 8 years with Rover. He has been to Barcelona, Brest, Vienna, the Canary Islands and Copenhagen on "gas turbine business".

## PERSONAL NEWS FROM THE FACTORIES

### BIRTHS

We offer our congratulations to . . .

**BATES**—To Mr. and Mrs. P. Bates, a daughter (Julie Elizabeth) on June 5. Mr. Bates is in the Machine Shop, Percy Road.

**BOARDMAN**—To Mr. and Mrs. Terry Boardman, a son (Daryl Anthony) on June 5. Mr. Boardman works on Gas Turbine Production.

**CHUBB**—To Mr. and Mrs. Chubb, a son (David John) on June 8. Mr. Chubb works in the West Block Paint Shop, Solihull.

**FREEMAN**—To Mr. and Mrs. G. Freeman, a daughter (Sara Jane) on June 11. Mr. Freeman is employed in the Tool and Cutter Grinding Dept., Tyseley.

**GREATOREX**—To Mr. and Mrs. Arthur Greatorex, a son (Phillip Edward) on June 16. Mr. Greatorex works in the Machine Shop, Acocks Green.

**KIRBY**—To Mr. and Mrs. K. Kirby, daughter (Celia Anne) on May 12. Mr. Kirby works in C.K.D. Dept., Solihull.

**MAHON**—To Mr. and Mrs. John Mahon, a son (Anthony) on May 30. Mr. Mahon works in the Engine Test Shop, Solihull.

**NEARY**—To Mr. and Mrs. K. Neary, a son (Kenneth James) on June 8. Mr. Neary works on Group 430 at Percy Road.

**TALBOT**—To Mr. and Mrs. D. Talbot, a son (John) on May 11. Mr. Talbot is employed in the Machine Shop, Percy Road.

### MARRIAGES

We offer our congratulations and best wishes to . . .

**ADAMS-GARDNER**—On April 26 at Cardiff, Mr. Frank Adams to Miss E. L. Gardner. Mr. Adams is with Machine Shop Inspection at St. Mellons.

**COLLETT-SHAW**—On July 9 at Shirley Baptist Church, Mr. John Collett (Solihull Maintenance Dept.) to Miss Yvonne Shaw (Cost Dept.).

**FISH-FOULKES**—On June 9 at the Register Office, Cardiff, Mr. Terence Fish to Miss June Foulkes (Postal & Filing Section, Cardiff).

**HUGHES-COPELAND**—On June 16 at Solihull Methodist Church, Mr. Roy Hughes (Sales Representative) to Miss Maxine Copeland.

**OAKLEY-HARRIS**—On June 16 at Lyndon Road Methodist Church, Mr. Alfred Oakley to Miss Eileen Harris (Cost Office, Solihull).

**TERRY-ROGERS**—On June 23 at St. Giles Church, Sheldon, Mr. Brian Terry to Miss Yvonne Rogers. Mr. Terry is an Assistant Development Engineer and Miss Rogers is secretary to Mr. P. Crowther, Engineering Dept.

**TIGHE-TURNER**—On June 12 at Elmdon Heath Church, Mr. Gordon Tighe to Miss Joyce Turner. Mr. Tighe works in Car Despatch Dept.

**WILLIAMS-GRANT**—On June 15 at Kings Norton Parish Church, Mr. Roger Williams to Miss Elizabeth Anne Grant. Mr. Williams is an Assistant Development Engineer, Engineering Dept.

**WILLIAMS-RIDOUT**—On June 23 at St. Catherine's Church, Canton, Cardiff, Mr. Robert Williams to Miss Sandra Ridout (Export Sales Section, Cardiff).

### SILVER WEDDING

We offer our congratulations and best wishes to . . .

**PREECE**—Mr. and Mrs. D. G. Preece celebrated their silver wedding anniversary on July 24. Mr. Preece works in the Inspection Dept., Ryland Road.

### GOLDEN WEDDING

We offer our congratulations and best wishes to . . .

**LLOYD**—Mr. and Mrs. George Jordan Lloyd celebrated their golden wedding anniversary on June 29. Mr. Lloyd is assistant Groundsman at Solihull.

### DEATHS

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

**BARR**—Mr. Charles Barr died on June 2, aged 47. Mr. Barr was employed as a Leading Inspector, Inspection Dept., and had been with the Company for 16 years.

**BATES**—Mr. Herbert Frederick Bates died on June 13, aged 60. Mr. Bates was employed as a Machinist at Percy Barr and had been with the Company for 8 years.

## TAKE A SNAP DECISION . . .

Just back from holiday? If so there's money in your camera. Any one of those snaps taken at the seaside and in the country could help you to recoup some of that money spent on the holiday.

All you have to do is to enter your best holiday picture in this year's ROVER NEWS "Summer Snaps" competition. First prize is 5 gns., second 3 gns., and third 2 gns. Winning pictures will be published in ROVER NEWS and also a selection of other pictures received.

Closing date for entries: August 31. So don't forget—there's money in your camera!

Entries should be addressed to The Editor, Rover News, North Block, Meteor Works, Solihull.

Miss E. Watson (Kardex Dept., Tyseley) who was married on June 2 to Mr. K. Toone (Planning Dept., Tyseley), being presented with a pair of sheets by Mrs. A. Delahay (Supervisor, Kardex Dept.). Other gifts from colleagues included an electric blanket, tea-pot and carving-knife sets, a vase and a lamp.



# Death and destruction from the sky in a night of horror

On the night of November 14/15, 1940, Coventry was subjected to one of the heaviest air raids of the war and our factory was seriously damaged.

Before continuing the story of the Company's productive war efforts it is felt that a short description of the night's events is of interest to old and new employees, particularly since the blitz was to have an influence on the Company's future activities and progress.

## THE ROVER STORY

(Into Battle — 4)

by

H. B. LIGHT

Since about June 1940, the German Air Force had stepped up raids on Britain, and our seaports, airports and industrial targets were being singled out for attention in ever-increasing intensity. Every man, woman and child in these vulnerable areas was living in a daily state of tension,

wondering when tragic events would strike at homes and families, but the job of living and working had to go on hand-in-hand with many other duties of national importance.

Those people not beginning night duty on November 14 were snatching that rest and relaxation they could and dusk fell over the city at about 5.30 p.m. security officers and fire-brigade staff were taking up their posts at Coventry works in readiness for whatever the night might bring.

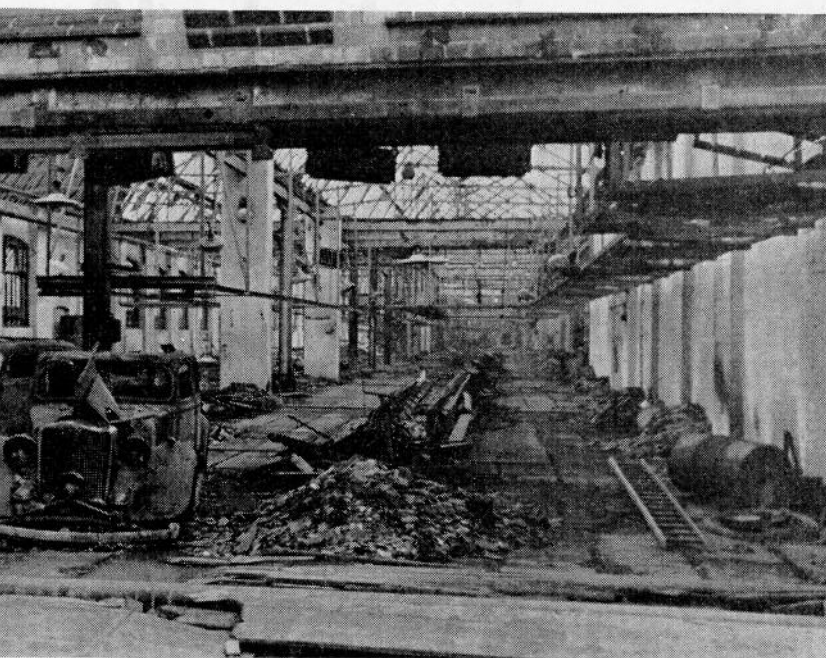
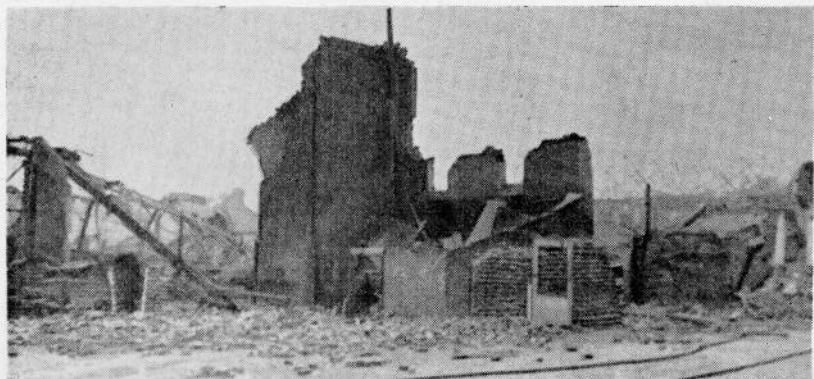
The first half-hour passed quietly, but in accordance with the pattern of events now expected the Observer Corps reported large numbers of enemy aircraft approaching the Midlands at approximately 6 p.m. Air raid signals were quickly flashed to various defence centres in the city and the yellow and purple signals were soon followed by the dreaded RED which resulted in the sounding of factory sirens and the dispersal of defence equipment.

The Volunteer Fire Brigade of the Company was under the leadership of Chief Officer N. Stoneham who immediately organised the Brigade for action in the event of emergency. Following very closely on the sounding of the works sirens things began to happen. Showers of incendiary bombs dropped down the length of Stoney Stanton Road and a number of bombs straddled the works. Unlike earlier accidents the incendiaries dropped on this occasion were mixed with a type of explosive bomb which caused many early casualties among the volunteer fire-fighters.

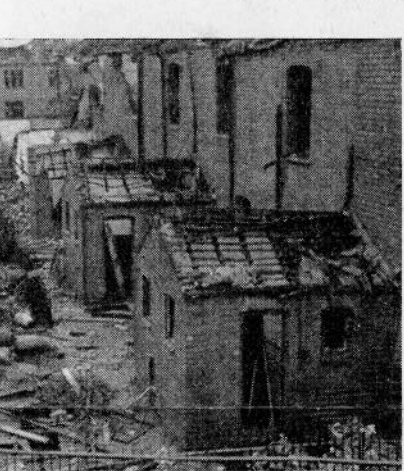


Fires sprang up everywhere and the majority of the workshops were soon alight in various degrees. But splendid efforts by the fire-fighters soon had most of the flames extinguished. Although those on duty at the factory had an early impression that full treatment of the raid was being concentrated on the Rover factory, they did not realise that the city of Coventry was in dire straits and suffering the agony of one of the most vicious attacks of the war.

During a lull in the attack at 10.30



The main assembly shop the morning after Hitler's Luftwaffe had wrought its havoc. BELOW: Homes in ruins. This was how a row of employees' houses adjoining the factory looked after the night of blitz.



p.m. a brief rest and a little refreshment was sought in the works fire station, but almost before it was possible to take a drink the station received a direct hit. The bomb hit the top storey of the building and crashed right through into the station; the whole building burst into flames and debris flew everywhere. Several firemen were sitting in the station at the time and two of them, Bill Jackson and Fred Neville (both veterans of the first world war) were killed instantly. Three others were injured, including Chief Stoneham. Eddie Shaw, also on duty and sitting with the others, had a miraculous escape and was uninjured. Though badly shaken, he quickly organised the removal of dead and injured comrades to a safer place which had to be under the chassis of a two-ton lorry.

The whole factory was now well ablaze and a splendid sitting target for the enemy airmen who gave more attention to the inferno. Mains water had by now dried up and the only remaining dispersal pump was brought into action and connected to underground water tanks containing approximately 10,000 galls. Immediately the pump was connected, however, a high explosive bomb literally blew it bodily against the boiler house wall. The position now was somewhat ironical—at the factory we had water but no equipment, and in the City there was equipment but no water.

It was heartbreaking to see the old stores and finishing and trim shops going up in flames whilst the remaining fire brigade members had to take shelter, helplessly watching the destruction. Whole blocks lay in ruins and Helen Street main gates were tangled in crazy

TOP LEFT: Rubble, twisted metal and skeleton walls occupied the site where stood the chassis assembly line, the body trimming and mounting lines and the fire station. It was here that Messrs. Stoneham, Shaw and Gill survived high explosive and fire. LEFT: Another picture showing how severe was the destruction. RIGHT: Wartime engine test houses damaged by high explosive.

## LOST FOR 3 DAYS-FOUND IN HOSPITAL

A night of horror ended with a twist of grim humour for Rover Fire Chief Mr. Norman Stoneham and Mr. Robert Gill (now of Service Dept., Coventry). Both were injured when the bomb hit the fire station and they were taken after first-aid to the Coventry and Warwick Hospital and then transferred to Warneford.

Their wives searched for them frantically and without success at both hospitals. In fact, they were "lost" for three days before being discovered in the maternity ward at Warneford which had been utilised for air raid casualties!

Mr. Stoneham, a fatalist since the experience of having two men killed by his side, says of the dreadful night of blitz: "I had returned to the fire station during a lull to see how things were and had just knocked off the top of a bottle of beer with Mr. Neville and Mr. Jackson when there was a terrific bang followed by a fire.

"I got shrapnel in the foot and leg, and face injuries. I don't remember much more, except someone putting on a dressing at the gatehouse and being taken to hospital."

Mr. Gill had just arrived in the station for treatment to his eyes to alleviate pain caused by dust and smoke when the bomb fell, igniting a 40-gallon drum of white spirit stored on top of the fire-fighting headquarters. "I just remember actually entering the building and then I could see sky", he says.

He received severe arm, back and eye injuries. A piece of cloth from his jacket was found embedded in his back—pushed in by a piece of shrapnel.

Another man for whom the night of horror is still vivid even after 20 years is Mr. Eddie Shaw (Time Study, Solihull). He recalls sitting in full fireman's kit on a settee with Chief Stoneham and a third man when there was a terrific bang and flash. "I made a bolt for the door. I must have been dazed but I remember hot pipes hitting me in the face", says Mr. Shaw.

"This pulled me together somewhat and I realised that there were people who wanted help and we survivors set about pulling Chief Stoneham, Bob Gill and others from the debris."

Though physically uninjured, Mr. Shaw became ill a month later with what his doctor described as delayed shell-shock.

In a later raid on the works on April 9/10, 1941, valuable help to the brigade was given by Mr. E. Radford. During this latter raid the office block, canteen and Material Control block were destroyed and other shops damaged.



Mr. Stoneham



Mr. Gill



Mr. Shaw



# Promoted XI fourth in table at the season's half-way mark

## Rover archers, fencers in fete displays

The clash of steel and the twang of bows will be heard at Mappleborough Green Fete, near Studley, on August 11, when two Rover sports sections will give public exhibitions.

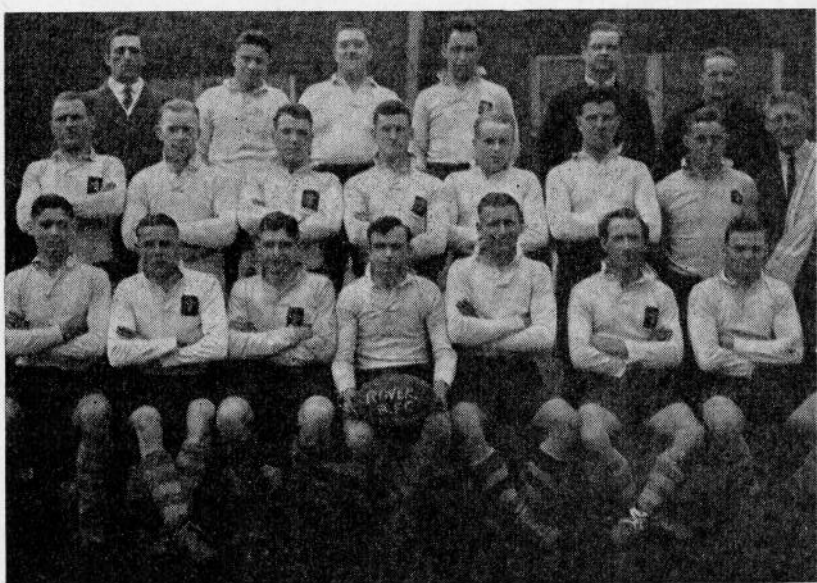
Eight Rover fencers will display the importance of technique and several bouts will follow between members using foils and sabres. Nine Rover archers will play a challenge match of archery darts (1,001 up, the best of three games) against a local team of darts players. They will also give a display of field shooting and run an archery shooting stall in aid of fete funds.

The Rover Fencing Section has a number of keen members and newcomers will be welcome. Protective clothing is available for men and women, together with foils and sabres.

The section was started in autumn 1961 when instruction was given by Mr. R. T. A. Bickle (Secretarial) who, unfortunately, had to resign. Since then the main problem has been instruction, as fencing is a sport in which technique plays a very important part.

For several months the only instruction received was from members who were able to take short courses and then pass on the knowledge gained to other members. The most beneficial one was an excellent weekend course at Lilleshall Hall attended by Mr. C. S. Hobday, Miss P. England, Mr. V. Degray (president) and Mrs. S. J. Benford (secretary, Fencing Section, Internal 203).

Though promotion to Division 2 has led to fewer wins, Rover Solihull Saturday 1st XI has kept in the top half of the table. At the halfway mark in the season's programme the team was in fourth place. The 2nd XI, however, was waiting to record its first win in its second season of existence, though success has eluded team members by only the smallest margins in most of their games.



Faces from the past. The Rover Rugby Football Club of season 1928/29. Can anyone identify himself? The Editor of ROVER NEWS would like to hear from those who recognise themselves as they were in the golden days of youth!

## Karters collect trophy No. 12

Despite heavy thunderstorms the Rover kart team went like lightning to beat Coventry Kart Club in the Class 1 event at Church Lawford on June 2. The cup awarded in Class 4 was missed by only one point.

At Little Rissington in the Cotswolds on June 17, the Rover team drove very well against keen opposition from home and abroad. The team members were well supported by karting enthusiasts from the Rover Company.

The Class 1 team achieved success by coming second in the 'B' final at Honeybourne on June 24 to secure another addition to its collection of trophies. These now number 12.

A good day's racing was enjoyed by members in both Classes 1 and 4 at Shennington on July 1. Good, consistent positions were achieved by J. Jones, who came second in the day on points. He received a silver tankard.

At all future meetings on the Rover test track, three karts will be available for trial runs by prospective members and beginners. A small charge will be made to cover tyre wear and petrol. Meeting dates for August are: August 12 and 26, 2 p.m. to 6 p.m.

## Gardeners' big day—August 18

Big day for Rover gardeners is August 18 when the Rover (Solihull) Horticultural Society's annual show will be held in the Main Canteen. It will be opened at 2.30 p.m. by Mrs. M. C. Wilks, wife of the Chairman, and will close around 5 p.m. with the auction of most of the exhibits by Mr. R. Dixon.

Though it has been a bad year for gardeners, it is hoped to make the society's show as good as last year, if not better.

There is still time to enter and anyone wishing to compete should contact either the Show Secretary, Mr. T. Perrins (C.K.D.), or the society secretaries, Mr. W. Boyle (M.C.D.) and Mr. R. Greenwood (Secretarial). Alternatively, entries can be taken at the society's hut behind No. 2 gatehouse any lunchtime.

Trophies, awards and prizes are numerous and for the ladies section two beautiful silver vases given by Mr. and Mrs. L. G. T. Farmer will be won outright by the lady gaining the highest number of points.

Price of admission: 1/- (children free).

## Rover golfers' June results

Rover Golf Society June results were: Friendly match versus The Barley Mow at Fulford Heath—won 4-2. Friendly match versus Cadburys at Blackwell—lost 3-2. Friendly match versus Lockheeds at Whitnash—lost 3-2.

Long handicap day out, 36 holes medal at Droitwich. Winner: Mr. S. Sharpe (Land-Rover Assy, Solihull) 137 nett. Runners-up: Mr. G. Harty (Inspection, Acocks Green) 140 nett; Mr. G. Hall (Land-Rover Assy, Solihull) 140 nett.

Birmingham league match versus Cincinnati at Walmley G.C.—won 4-2. Birmingham league match versus Accles & Pollock at Sandwell Park G.C.—lost 6-0.

## 202-178 WIN IN BILLIARDS FINAL

Mr. N. Bell (Maintenance) won the final of the 1962 Solihull Billiards Handicap by defeating Mr. G. Thompson (Service Stores) 202-178. Both players made useful double-figure breaks and good safe tactics were observed throughout a keenly-contested game. The highest break of 34 was achieved by Mr. Bell.

Losing semi-finalists were Mr. E. Taylor (Maintenance) and Mr. R. Dixon (Works Liaison and Social Club general secretary), both of whom had scored well in earlier rounds of the handicap. Mr. Dixon presented the prizes.

## TENCH WEIGHTS ENTERED IN COMPETITION



Mr. D. A. Haywood won the Solihull Angling Section bye-contest at Walcot East Lake, near Ludlow, on June 23 with a catch weighing 7 lb. 15 oz. 11 dr.

Three tench caught during the contest have had their weights entered in 1 Birmingham Anglers' Association special men fish competition.

In the above photograph bye-contest winner Mr. Haywood is seen with one of the three tench whose weights have been reported, before returning it to the water. It scaled 3 lb. 8 oz. 8 dr. Others caught by Messrs. R. W. Checkley and J. Smallwood weighed 3 lb. 9 oz. and 3 lb. 2 oz. respectively.

Major prize winners were: 1, Mr. Haywood (Forward D/O); 2, Mr. Checkley (Sawmill) 4 lb. 3 oz.; 3, Mr. K. Barton (Experimental) 3 lb. 10 oz. 10 dr.; 4, Mr. Smallwood (Chassis Welding Dept.) 3 lb. 9 oz. 8 dr.; 5, Mr. F. Cox (P.4 Assembly Line) 3 lb. 7 oz. 10 dr.; 6, Mr. H. Hanson (Scuttle Wiring Shop) 3 lb. 2 oz. 4 dr.

The club elevens have met with more success and are now proving effective units.

Results—Sat. 1st XI: 102 v Coombs Wood 104-8; 111 v Lucas F.R. 60; 131 v W. Somers 164; 112 v Geo. Salters 118-2; 92 v Lucas G.K.S. 52. Sat. 2nd XI: 55 v Bulpitts 58-4; 162-3 (R. Morton 95 n.o.) v Lucas F.R. 223; 58 v Hy. Hopes 62; 79 v Bakelite 85. Sun. 1st XI: 43 v Birch Coppice 80; 95-2 v T. Hickmans 154; 89-9 v Birch Coppice 88; 44-2 v Clifford Chambers 41. Sun. 2nd XI: 57 v Archdale 58-6; 84 v J. Moulds Ath. 90; 48-2 v Solihull Schoolmasters 47; 69 v Berkswell 103; 132-6 dec. v Bloxwich Lock & Stamping 121-7.

Three teams are fighting it out for leadership of Division I of the Inter-Departmental League. Land-Rover Assy. is at the top with Land-Rover Final Line and Maintenance one point behind and a game in hand. In Division II, Sales Dept. has fought its way to the top ahead of Land-Rover Scuttle.

On Sunday August 26, Rover will be playing the current county champions at Lode Lane starting at 2.30 p.m. Tickets are on sale throughout the factories at 1/- each or by admission at the gate.

This game is in aid of N. F. Horner's Benefit and every cricket enthusiast is invited to come to Lode Lane and enjoy a good afternoon's cricket.

Rover Tysley CC is maintaining its successful run and the team won ten of the first 15 games played.

Sam Johnson has already taken more than 60 wickets, and Alan Bannister, Vic and Keith Lovell have topped 150 runs.

Details since the last issue are:—Lost to Birmingham City Transport (Evans 19); won against All Saints Hospital (K. Lovell 34, Johnson 6 for 7); won against Fosco (Hodges 34); won against Coleshill Hall (Evans 14, Johnson 8 for 16); won against Mickleton (Bannister 28, Carter 51 n.o., V. Lovell 48, Johnson 5 for 20); won against Pearson, Stourbridge (Johnson 7 for 21); lost to Quinton (Bannister 18, Lovell 25); lost to Ward End Unity (Suthons 23); won against Alkamatic (Carter 23, Goode 4 for 4); lost to Dockers (Hodges 20, Bannister 16).

## Footballers alter extra time rule

The "corner to count in extra time" rule which was applied last season to enable a result to be determined in the Solihull departmental football final has been altered.

In future, replays will be ordered if the game remains drawn after normal extra time in the final. In the intermediate rounds, however, the corner to count rule will continue to operate in extra time as it is essential that decisive results be achieved.

This was agreed at the annual meeting

of Solihull Football Section on June 19.

Teams have again been entered in the Birmingham Works League—in divisions two and four. Departmental competition will commence on August 1, and coaching on Tuesday and Thursday nights is under the charge of Mr. B. Kington (P5 Chassis) who has attended a 12-week coaches' course during the close season.

Potential new members should contact one of the undermentioned officers and committee members who were elected at the annual meeting: Chairman, Mr. H. Weston; Secretary, Mr. W. Newnes; Treasurer, Mr. C. West (all P5). Selection committee: Messrs. C. Tandy, T. Bevington (Land-Rover Line), D. Womwell (Service), A. MacNab (Car Stores), B. Kington and J. Pobby (Land-Rover Assy.).

## FROM ONE 'FIELD' OF ACTIVITY TO ANOTHER

As a relaxation from selling Rover cars and Land-Rovers, Mr. C. J. Holloway (centre of photograph below) helps to run the Wyre Forest Beagles. The firm of W. Holloway & Sons Ltd., our distributors for south-west Worcestershire, Herefordshire and Radnorshire, has had a long association with the Rover Company dating back to 1920 when it started selling Rover '8's.

Mr. W. F. Holloway (managing director) spent six months at the Tysley factory in 1924 when the late Mr. Reg. Aslin was Chief Road Tester. Mr. C. J. Holloway was one of the first students at the Rover school set up by Mr. F. G. Hawkins (the present manager of Technical Service) in 1930. A picture of this original School appeared in the September 1961 issue of ROVER NEWS.

## Angling Canal Contest

The Acocks Green Angling Section annual canal contest on June 30 was won by Mr. H. Berridge (Machine Shop) with a catch weighing 5 lb. 3 oz. 4 dr. Second was Mr. T. Benton (Machine Shop) with a catch of 3 lb. 4 oz. 4 dr.; and third Mr. A. Jones (Planning D/O), 3 lb. 2 oz.

