



Land-Rover servicing in next Bluebird speed bid



Servicing in progress at the Goodwood Festival of Motoring as one of the two specially-prepared Long Land-Rovers assists in a Bluebird "turn round".

Bluebird speed bid

Two blue Long Land-Rovers will be used for servicing Bluebird during Donald Campbell's next attempt on the world land speed record. They will also assist the "turn round" after each run.

The identical vehicles, which were demonstrated with Bluebird at the Goodwood Festival of Motoring last month, are fitted with hydraulic winches, long range fuel tanks, air compressors, generators and alternators. Equipment on the two vehicles will assist Bluebird's "turn round" when tasks will include wheel changing, brake cooling, replenishing compressed air tanks, charging Bluebird's batteries and restarting.

Each Land-Rover has a centre power take-off to which is fixed a six groove pulley. Driven from this pulley is a Dunlop air compressor, which delivers 4,000 p.s.i. to charge compressed air reservoirs on Bluebird. The compressed air is used for operating the disc and air brakes. The reservoirs have to be replenished at the end of each run as quickly as possible.

A C.A.V. 9 k.v.a. generator also driven off this pulley is designed to charge the ten Lucas G.T. 9A 12 volt batteries located on each Land-Rover. The batteries are used for the electric starting of the Bristol Siddeley Proteus turbine engine in Bluebird. A Dowty hydraulic pump used for the Land-Rover winch also supplies hydraulic power for actuating Bluebird's built-in jacking system.

Another item of equipment driven by the pulley is the Brush alternator, which supplies current to operate four cooling fans.

They worked as others played...

While the works were closed for the annual holiday, the Works Engineering Dept., under Mr. J. B. Wilson, Works Engineer, tackled more than 180 minor and major tasks requiring plant and equipment overhaul and renovation.

More than 200 Works Engineering Dept. men were involved as well as teams from Commando Services which tackled major cleaning operations.

Resurfacing car parks

One of the biggest jobs was the resurfacing and relining by contractors of the two works and one staff car parks. Two hundred tons of chipped granite, 6,000 gallons of bitumen and 5,000 ft. of white lining were laid. The lining was done with a new hard-wearing plastic paint which, in conjunction with correct parking, will improve the potential capacity of the parks.

Vehicle overhaul

Company vehicles on exterior use were overhauled and other large assignments included boiler house inspection (complicated this year by 10-year higher pressure tests); relaying out of parts of the welding shop, chassis production area and engine mezzanine floor in preparation for new development; annual "spring clean" of the sawmill, and extension of Land-Rover rectification car park to clear the site for work to proceed on the new Service School.

INSURANCE SCHEME APPROVED

The Rover Management has now approved the Group Personal Accident Insurance Scheme for employees, which was first outlined in the April issue of ROVER NEWS and since explained by members of Secretarial Dept. to lunch-time enquirers in the main canteen.

Approval of the Scheme was influenced by the fact that more than 500 employees completed forms expressing interest in joining. The Scheme, to be operated through the Crusader Insurance Co. Ltd., of London, will come into operation on October 1.

Authorisation forms and explanatory booklets will be sent out early in September to all employees who completed the initial forms and it is important that these authorisations be returned without delay if applicants are to be covered from the Scheme's inception.

There will be two parts to the Scheme and employees can insure in either section, or in both. Under the first section capital sums of £1,000, £1,500 or £2,000 will be payable in the event of death or permanent disablement through accident, and under the second part weekly benefits of £10, £15 and £20 will be payable for temporary total disablement through accident for up to two years.

Premiums for works employees, which will be deducted from wages every week, will be as follows:—

Capital sums	Weekly premiums
£1,000 ...	8d.
£1,500 ...	1s.
£2,000 ...	1s. 3d.
Weekly benefits	Weekly premiums
£10 ...	1s. 4d.
£15 ...	2s. 0d.
£20 ...	2s. 7d.

Employees who have not completed enquiry forms can join the Scheme at any time by direct application to Secretarial Dept.



Against the background of a 3-litre car which competed in the East African Safari (left in picture), the next phase in the newly-created Rover Competition Section's rally programme is discussed at Solihull by Rover drivers in the Liege-Sofia-Liege event. From left to right

are: Messrs. D. Skeffington, J. Cuff, Ralph Nash (Competition Liaison Manager), Paul Rutter (Competitions Section), A. E. Bengry, K. James, P. Riviere, M. Hughes, R. Adams and Tony Cox (Competition Section foreman). The 3-litre on the right is a rally car.

Car elegance triumphs in Italy

First and special prizes were won by Rover 3-litre cars in their class at the 2nd International Concourse d'Elegance for cars, organised by the Italian automobile club and held at Alasio, Italy on July 7 and 8. The cars were entered by our Italian distributors, Fernando Martorelli and Son, of Rome and Milan, and this year's competition attracted 100 cars. The Rover 3-litres displayed were smoke grey in colour with red upholstery. Their reclining seats were greatly admired. Photographs of the certificates awarded in respect of the Rover cars appear in the adjoining column.



Shop floor voices on J.P.C.A.

Nominations for membership of the Joint Production Consultative and Advisory Committee resulted in the following being appointed: Constituency 'A': Mr. G. McCall (Paint Shop); 'B': Mr. D. M. Phillips (Land-Rover Final Line); 'C': Mr. J. A. Sackson (Test Rectification, North Block); 'E': Mr. J. G. Bowater (Welding Shop); 'F': Mr. J. Lawless (Stores); 'H': Mr. F. W. Richards (P5 Finishing).

MARRIED COUPLES MOVED TO PENGAM

Three married couples who have been working in the Solihull Parts Dept. are among Rover employees transferred to Cardiff as the Pengam build-up proceeds. They are Mr. and Mrs. F. Lea, Mr. and Mrs. R. S. Lomas and Mr. and Mrs. S. W. Meaton. Mr. Lea is Data Processing Superintendent embracing stock records and order control, and his wife will be in charge of stock record cards.

Mr. Lomas is Provisioning Superintendent and Mrs. Lomas has a senior position in the Data Processing Section. Mr. Meaton is Stores Operations Superintendent and Mrs. Meaton is in

charge of the Data Processing Section. She was formerly in Market Research.

Others who have gone to Cardiff from the Rover Midland factories, or are going soon, are (Cardiff position in brackets):— Messrs. J. H. Whitby (Manager, Parts Dept.); J. Hawkes (Office Manager); D. M. McPhail (Personnel Officer); H. Hitchman (Export Area Clerk); W. Sievwright (Export Area Clerk, promoted before transfer); W. Thomas (in charge of Export Shipping, now also covering export invoicing and documentation); E. Kitchen (in charge of Export Air Freight Section); N. Johnson (Home Sales); H. Harper (Technical Liaison); S. Beckett (Home Sales); N. Collins (in charge of Data Processing Section); R. Evans (in charge of Order Review); R. Hazlewood (Provisioning Dept.); R. Goode (Work Study and in charge of installation, Cardiff Stores); R. Huband (Assistant to Parts Manager); S. Clare (Parts Warehouse Superintendent); D. France (senior foreman); B. Jones, K. Houldey, L. Chilvers and E. Newns (all foremen); A. Hamerton (in charge of Service Buying); W. V. E. Harris (Accountant); S. Ayre (Chief Inspector); D. R. Waller (Machine Shop foreman); F. Adams (Inspection foreman); C. A. Skermer (Inspection foreman, Spares Stores); H. Lamb (Chief Buyer); R. E. Woodfield (Planning).

Gas turbine aero engine on test

Special steps have been taken to deflect the sound emitted by the propeller on a gas turbine aero engine which is undergoing its official Air Registration Board type approval test on land behind the Gas Turbine Department at Solihull.

The area in which the engine is being tested is enclosed on three sides by trees and its one open side has been blocked by a wood and fibreglass baffle to afford a lessening of noise to residents in Foredrove Lane which was in direct line of the back draught from the engine.

The unit undergoing test is a standard industrial gas turbine engine matched with a hydraulically-operated constant speed propeller to make it suitable as a prime mover for light aircraft. It will be capable of approximately 120 h.p. for take-off.

Although the unit has already done about 130 hours' preliminary testing it is necessary to complete a total of 155 hours for the official type test to enable Rover Gas Turbines to announce completion of the test at the forthcoming Farnborough Show. Testing has to be done in non-stop six-hour sessions, and these are being held daily from Monday to Friday. In consideration for local residents, testing is not continued at weekends, though this would enable the series of tests to be completed sooner.

The noise emitted is almost entirely from the propeller. Completion of the test series is expected early in September. The unit is an important one for the Company and is regarded as having a good export potential.

'Homes' wanted

Accommodation is urgently wanted in the Solihull, Tyseley and Acocks Green areas for apprentices now joining the Company in the annual intake. Anyone able to take one or more apprentices should contact Mr. L. S. Shaw, Apprentice Supervisor, Solihull.

First-aid talks

Rover employees and their friends are invited to a series of St. John Ambulance Brigade first-aid lectures beginning at the Bakelite Works, Redfern Road, Tyseley at 7.30 p.m. on September 6. Lectures are free.

1906 ROVER IS NORWAY'S OLDEST REGISTERED CAR

Parked side by side outside the Kon-Tiki Museum in Oslo, Norway, are the old and the new in Rover cars (seen right). The young lady alighting from the modern 3-litre pauses to gaze at the oldest registered car in Norway—a majestic Rover "old lady" produced at our Coventry works in 1906.

Occupying the driver's seat is the 1906 car's owner, Mr. Juel Dahl, who owns an Oslo car hire business with some 140 vehicles. The veteran car, chassis No. 1337, has been put into perfect condition and running order by Mr. Dahl.

Cruising speed is about 50 kilometres per hour and petrol consumption about a litre per 10 kilos. Since 1957 the vehicle has been entered in several veteran car races and in 1957 and 1961 it took part in the German veteran car race from Hamburg to Travemunde. Each time the car was driven down to Germany.

Weekly run

The old Rover has been a starter five times in an annual Norwegian race for really old cars and in 1961 it won first prize in the "Concours d'elegance". To keep his car in good running order, Mr. Dahl goes for a run in it every week.

All the above information was supplied to ROVER NEWS by our Oslo distributors, Autoindustri A/S, to which company the Editor is also grateful for the accompanying photographs.



Mr. Juel Dahl displays the licence for his veteran car before setting off for a run. The vehicle is the oldest registered car in Norway.



The Rover Motor Company of North America Ltd. has made the Land-Rover station wagon pictured below available without charge for use as an official car at recognised and organised motor rallies, races, gymkhanas and other outdoor sports events.

Painted fire-engine red, the 4-wheel drive vehicle is equipped with a powerful public address system and has the word "OFFICIAL" painted in white on both sides of the body. Rover designated a Land-Rover for this service as a result of numerous requests for loan of 4-wheel drive units as "official cars".

1½d a day to protect your feet

Do you know that the foot has 26 bones which are among the most difficult human bones to mend when broken? Fourteen of these bones can be protected by the steel box cap of safety shoe or boot.

Many people who have sustained foot injuries could have avoided the pain and suffering, and time lost from work, with a little thought, a little more care and the wearing of safety footwear.

Some of you may be working in a part of the factory where the hazards of falling objects are small; others may be working where the risks are much greater.

SAFETY CORNER

To the first people I would say: if safety footwear is not for you, do please at least be sensible in your choice of footwear and be safe. Be ready for any mishaps, such as one which calls to my mind an electric truck driver who, on reversing his truck in a very confined space, was more concerned with manipulating his vehicle in the limited space on his right side and failed to observe the fellow standing on his left. Regrettably, this poor chap was only wearing light rubber plimsol-type shoes; the wheel of the truck touched his left foot and a fractured toe resulted.

To those who work in an area of potential danger, may I suggest that the purchase of a pair of safety shoes or boots is a very sound investment? Objections are usually economic, but you can buy a very good pair of men's safety shoes for as little as 43s. 9d.—less than 1½d. per day for twelve months! In addition, the manufacturers guarantee £1,000 insurance against injury to the toes. Surely your feet are worth that much care!

There may be a reluctance to wear a pair of new shoes at work. Modern safety shoes are produced in a wide range of styles and sizes and they can be worn on almost any occasion. So why not try a pair, even if it means you wait until the shine has worn off before taking them to work?

Now a special word to the ladies: those sandals, peep-toe shoes and stiletto heels have never been designed for factory wear. Statistics indicate that an alarming number of accidents are caused by the wearing of such footwear.

Even if you have no cause to wear safety shoes, I appeal to you all to wear sensible shoes during working hours in the factory.—W. G. KANE

'Skipper' Horton

Mr. Frederick (Skipper) Horton, a well-known member of the Stores Department at Coventry, Barnoldswick and Solihull until he retired only a few years ago, died on May 29 aged 87.

The darkroom on wheels



This mobile darkroom based on a Long wheelbase Land-Rover has been designed for photographers and radiologists by Pilgrim Mobile Units Ltd., of Ringwood, Hants.

About two years ago the firm began receiving inquiries for a darkroom unit which could be transported over rough terrain and yet not be unduly elaborate or expensive. "To meet this demand, we designed the Pic-a-Bac portable darkroom around the Long wheelbase Land-Rover because of the latter's ability to carry this 10-cwt. load over the toughest going," said a Pilgrim spokesman.

The Pic-a-Bac can be used either as a static or portable unit and is easily loaded by hand. The interior comprises a single compartment giving dry and wet benches on either side, and completely wired and piped for mains

electricity and water. The Pic-a-Bac pictured here is one of a batch shipped to Calcutta for use on an oil pipeline construction scheme.

DIESEL ENGINES FOR RUSSIAN-MADE CARS

Rover diesel engines are to go into Russian cars. A total of 1,488 2½-litre units, minus clutches, have been ordered by our Belgian distributors for installation in the six-seater Soviet-made Volga car. The order is worth £200,000.

The Belgian firm, which also assembles the Russian vehicles, has so far sold 1,200 Soviet car units with petrol engines and installation of economic Rover diesels will make the cars—described as "smooth, quiet and com-

FROM THE EXPORTS ORDER BOOK

fortable"—attractive for use as taxis.

Some interesting orders for Land-Rovers:—34 chassis for Australian Army ambulances; 52 mixed units for

the Northern Rhodesian Government; 50 Long petrol vehicles for the Federation of Malaya Army (eight fitted with winches); 80 mixed vehicles for the Jordan Public Security Forces; and nine Regular petrol units for the Cyprus gendarmerie in a special deep green colour.

Eire, hitherto a closed market for Rover 3-litre cars, is now open to us and 14 vehicles are on order. Nine cars have already been sold since July.



The Land-Rover stand at the German Agricultural Show held in Munich. Rover was represented by its new German company and the show produced some very encouraging results.

Prize-winning gardener dies

Mr. Walter Horton, a Chargehand Carpenter at Acocks Green and a Company employee since September 1941, died at his home in York Road, Acocks Green, aged 66. Known to his friends as "Wal", he was responsible for all the mock-up engines made for the Ministry.

In his leisure time Mr. Horton was a keen amateur photographer and a founder member of Acocks Green factory Photographic Section. He was also a keen gardener and recently received a prize for the best-kept garden in the York Road area.

Two other deaths reported are those of Mr. Henry Welch, a cleaner in the Solihull paintshop, and Mr. Frank E. Stringer, a Land-Rover chassis dip conveyor hand. Mr. Welch was 57 and had been a Rover employee for 12 years; Mr. Stringer was a year younger and had worked here for 11 years.

FOCUS
on a
factory

COVENTRY 'PUTS THE LID' ON THE LAND-ROVER

The proud boast of the small band of employees who comprise the production section of Rover Coventry is that they

assemble "everything from the waist upwards" on Land-Rovers. It is true that the 140 Rover employees in this section of

Stoke Row literally keep a roof over every Land-Rover driver's head, for they Argon gas weld hards and assemble complete hards and station wagon roof panels, side panels and truck cab rear panels. Arc welding of Land-Rover chassis cross members is also done at Coventry.

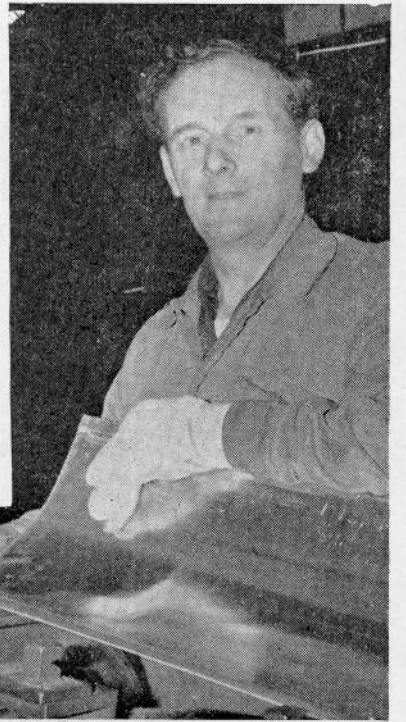
All the parts arrive by lorry from the Press Shop at Solihull and completed chassis cross members and Land-Rover roofs and side

and rear panels are returned to Solihull by the same mode of transport for integration into the general production schedule. Weekly returns to Solihull average 750 sets of chassis cross members, 270 sets of hardtop roofs and side panels and 300 truck cab rear panels.

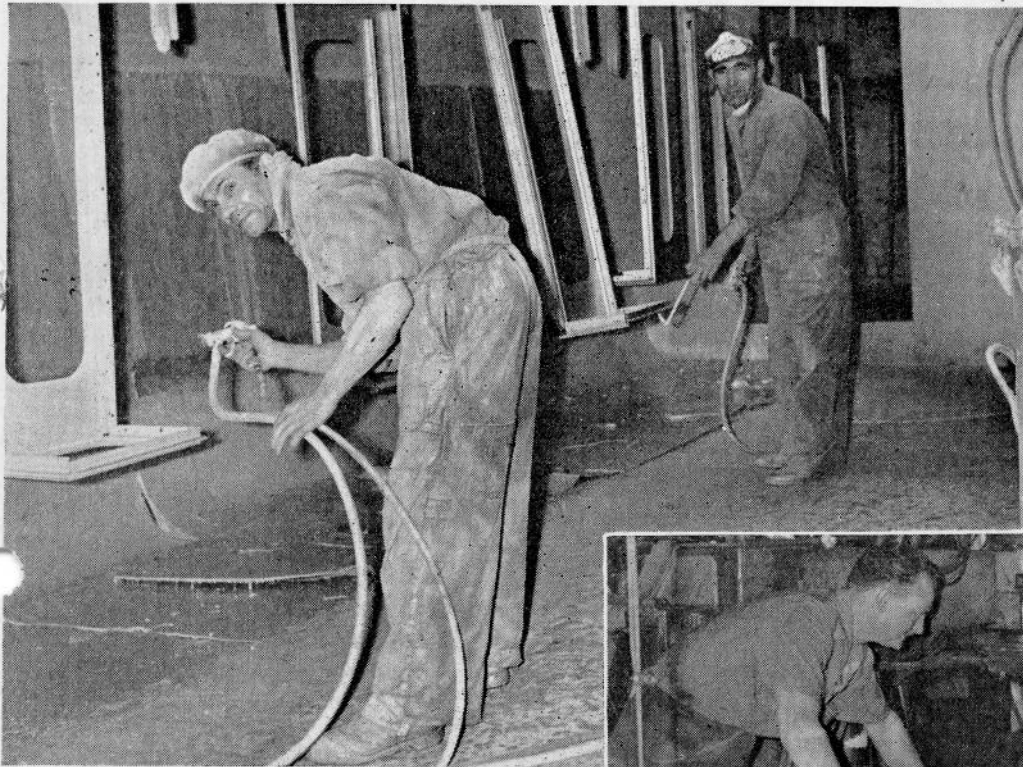
Mr. George Tyler, who is in charge of the production section at Coventry, has five gold watch recipients working with him. He himself joined Rover in 1927, but he has not qualified for an award because his service has been broken.

Gold watch holders are Messrs. Frederick Ernest Storey (33 years' service); Jack Lea, who assembles drain channels on hardtop roofs (28 years); George Tyrell, gateman (26 years' service); Frank Blundell, electrician (27 years) and Charles William ("Nobby") Mitchell (27 years).

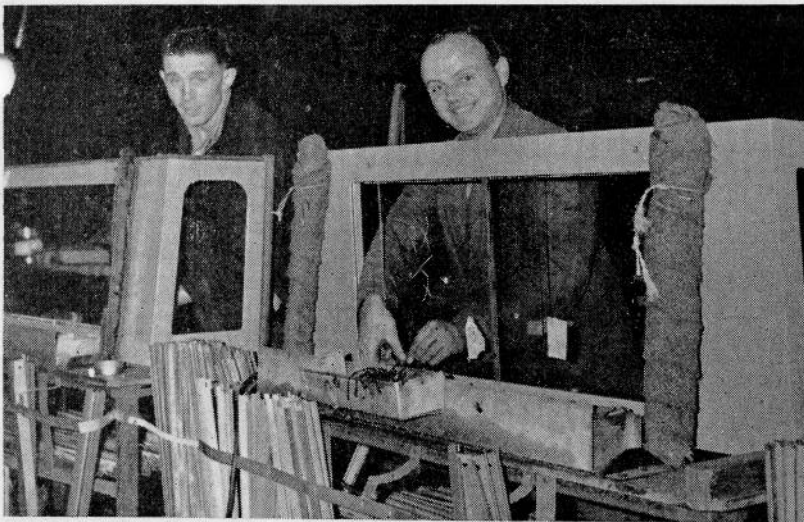
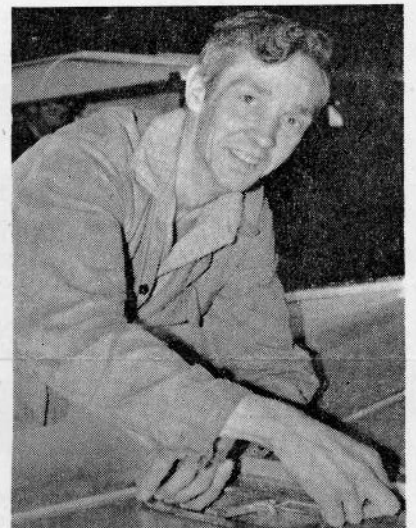
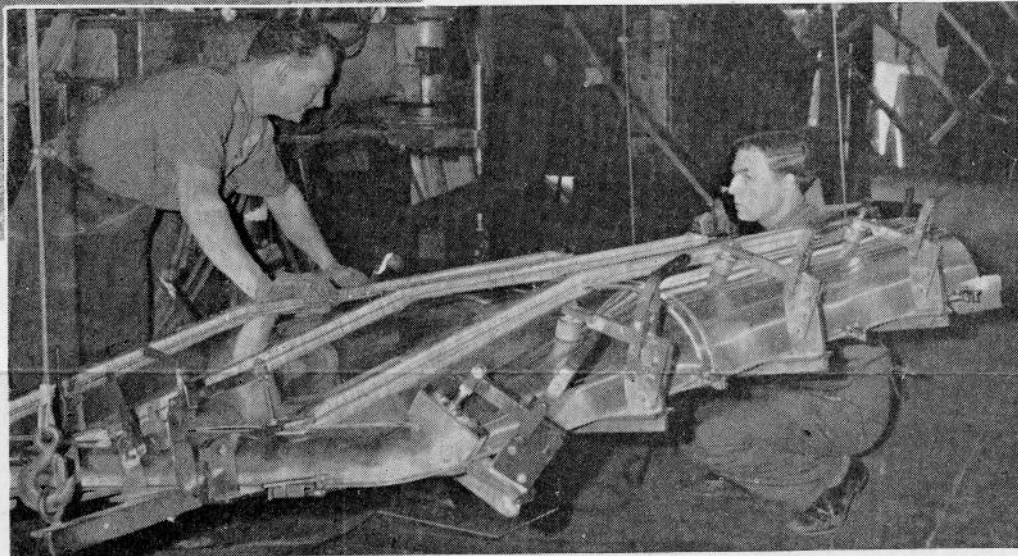
(Editor's note: A picture-feature on Service Dept., Coventry, will appear at a later date.)



Two gold watch recipients at work. ABOVE: Mr. Frederick Ernest Storey cleaning aluminium panels in preparation for welding in the section dealing with chassis cross members. BELOW: Mr. Charles William Mitchell fitting ventilators and alpine lights into a station wagon roof.



Production scenes at the Coventry factory. ABOVE: Paint sprayers Messrs. George Richardson (left) and Thomas Pupic at work on a batch of Land-Rover side panels which are moving slowly along, conveyor-belt style, through the spraying shop. After spraying—the colour in this instance was limestone—the panels go into an infra-red oven and emerge dry after 10 minutes. RIGHT: Messrs. Ray Chamley (left) and Sid Quinney assembling a hardtop for a short wheelbase Land-Rover, and BELOW: Messrs. Jack Bromley (left) and Graham Harrison fitting sliding lights into side panels for a station wagon.



Two more Coventry gold watch holders—gateman Mr. George Tyrell and electrician Mr. Frank Blundell.

Two apprentices help in boys' camp experiment

Two Rover apprentices are among eight section leaders who are helping to run an experimental camp for 50 underprivileged boys at Moreton Morrell, near Warwick. They are Trevor Holland, a 20-year-old commercial apprentice in the Accounts Office, and Roy Ettrick, also 20, an engineering apprentice in the

Chassis Drawing Office. Both have been on courses at the Outward Bound Sea School at Aberdovey.

The camp, being held from August 24 to September 6, has been organised by the Birmingham and District Outward Bound Schools Association under the auspices of the W.V.S., Midlands Region, Children's Welfare Organiser.

Various camps have been arranged in the Midlands to give needy children a holiday and change of environment, and

the local committee of the O.B.S.A. has undertaken to run a camp. In this way, lessons learned by young people on Outward Bound courses can be put to practical, community use. If the camp is a success it may be followed by others run by old boys and girls of Outward Bound.

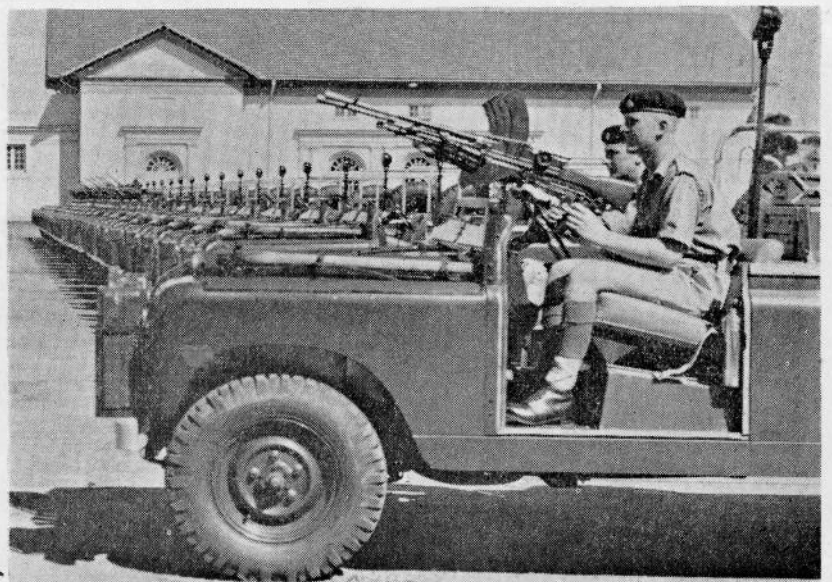
Each section leader at Moreton Morrell has charge of six boys aged between 11 and 14. The camp is being run on similar lines to the pre-war Duke of York's Camp. It is based on Outward Bound principles, with inter-section competitive games and sports among the activities.

Working against time, lacking many parts, without plans or a prototype, 2 Workshops Company, Rhodesia and Nyasaland Army Services Corps completed extensive modifications to 25 Special Air Service Land-Rovers, seen in the adjoining photograph, with only hours to spare.

The modifications included coaxially mounted Bren guns on the front, a single anti-aircraft Bren at the rear, a spotlight, radio and three smoke dischargers on each vehicle.

A prototype was assessed and found satisfactory by the S.A.S. Then production started in earnest with almost all the company personnel working long hours on the project to meet the deadline—the day the General Officer Commanding would inspect the vehicles.

Much heavy machinery was lacking and most of the work had to be done by hand, including the manufacture of more than 6,000 individual parts, whilst the number of machining operations involved ran to many times that number. Almost 5,000 ft. of materials—angle iron, flat and round bar, piping and other fittings—were used.



ROVING REPORTS

Drama group plans next play on Tyseley stage

Second production by the recently-revived Rover Theatre Club—and the first in its renovated theatre headquarters at Tyseley—will be "On Monday Next," a comedy by Phillip King, presented on November 2 and 3. The Club has recently changed its name from Rover Amateur Dramatic Society.

The November programme will mark the reopening of the Rover theatre at Tyseley. General renovation has included painting and rewiring and the repair and dry-cleaning of the curtains.

Newcomers are still required by the Club which now has a membership of about 22. The only veterans of the old club, which folded up several years ago, are Mr. Les Coombes and Miss Audrey Taylor (Main Buying).

There has been an alteration in the schedule of forthcoming attractions and "On Monday Next" replaces "Worm's Eye View". The aim is still three productions a season and, though the play to follow "On Monday Next" has still to be decided, it will be a serious production, probably a murder-mystery.

A cast of about 16 is required for the November production, 11 of the players being required for main parts. Scenery

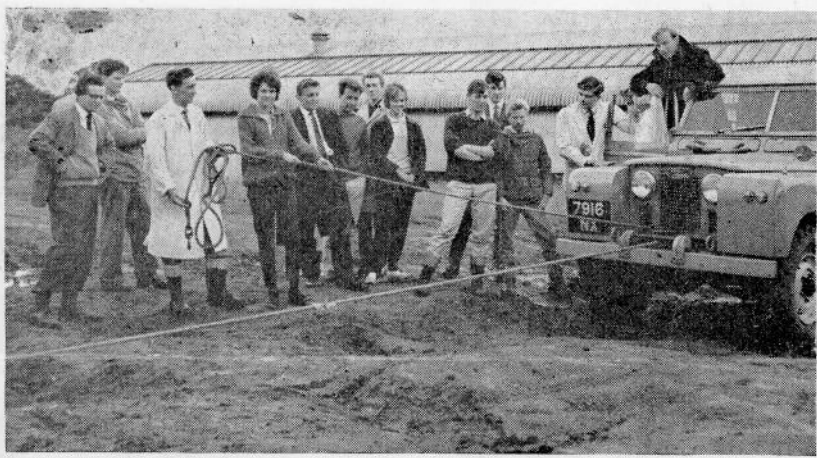


Ryland Road presentation. Colleagues look on as Miss Nellie Binks receives a brush set and travelling case from Mr. A. Hodder, Works Superintendent, who presented the gifts on behalf of her fellow workers. (See story 'Bound for India'.)



Rover canteen manageress Mrs. Evelyn Callanan (right) and canteen cashier Mrs. Alice Palmer with awards presented to them by Mr. J. Doig, Managing Director of the Scottish Industrial Catering Company Ltd., to mark each woman's 12 years' service with the catering firm. Mrs. Callanan received a gold watch and Mrs. Palmer a jewel box.

Mrs. Callanan has spent 22 years at Rover, starting with the Company's previous caterers early in 1940 before the present canteen was built. Mrs. Palmer has been at the Rover canteen for 15 years.



Young people selected for work with the Flying Doctor Service of Africa watch a tree being pulled out of the ground by capstan winch fixed to a Land-Rover. The youngsters spent 2½ days at the Rover Service School learning Land-Rover engine and general maintenance and getting the "feel" of rough ground on the Jungle Course. Useful hints included how to extricate a vehicle from mud. In the picture with members of the Service School staff are, left to right, Messrs. P. Saunders, G. Slater, Miss B. Mills, Messrs. M. Hancock, A. Mathieson, R. Skelding, Miss L. Pollard (Secretary to Rover Chief Development Engineer), Messrs. J. Hughes, R. Pearson, J. Freeman and K. Pitcher, a former Rover commercial apprentice.

work includes construction of an orchestra pit into which producer Mr. John Bradney (Cashiers) will fall!

The Club is to join Birmingham Drama League at the start of the season, and it hopes to be in a position soon to consider competitive drama. In the meantime, regular out-of-season meetings have been used to give members a concentrated drama course.

Bound for India

Thirteen years' service with the Rover Company ended on Friday the 13th for Miss M. E. (Nellie) Binks when she left Ryland Road in July to go to join her nephew, a factory manager, and his family in Madras, India.

To mark her departure, Mr. A. Hodder, Ryland Road Works Superintendent, presented her with a 'Petit Point' brush set and a travelling case, gifts from colleagues (see photograph on this page).

Miss Binks began her Rover service in Tyseley Booking Office and moved to Ryland Road Booking Office when the Company took over the latter premises.

Ex-foreman dies

Mr. Frederick Foxley, foreman of the mechanical section, Service Dept. Solihull, until he retired in February because of ill-health, died on July 8. He was 64 and had completed 41 years' service with Rover.

He started with the Company in the Service Dept., Tyseley, after the first world war and later moved to Service Dept., Coventry, being chargehand in the wartime Service Dept.

After the war Mr. Foxley came to the Solihull Service Dept. as foreman and for the last few years he had worked on special Service projects—arranging and estimating for special vehicles for expeditions etc.

At one time he was responsible for the repair of chassis frames; that was before the introduction of the present system whereby they are repaired by manufacturers.

In his early days, Mr. Foxley was an exceptionally good snooker player.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to . . .

BAYLISS—To Mr. and Mrs. John Bayliss, a daughter (Leigh) on July 7. Mr. Bayliss works on the Grinding Section at Clay Lane, and Mrs. Norma Bayliss was formerly in the Kardex Dept. at Clay Lane and a telephonist at Ryland Road.

HUNT—To Mr. and Mrs. Peter Hunt, a daughter (Wendy Elizabeth) on June 20. Mr. Hunt is in the Accounts Dept., Solihull.

PARSONAGE—To Mr. and Mrs. Leslie Parsonage, a son (David) on June 27. Mr. Parsonage is an inspector on Group 236 at Ryland Road.

TAYLOR—To Mr. and Mrs. Jack Taylor, a son (Brian Howard) on June 23. Mr. Taylor works on Group 44 Tyseley, and his wife formerly worked on Inspection at Tyseley.

VAUGHAN-WILLIAMS—To Mr. and Mrs. N. Vaughan-Williams, a daughter (Cheryl) on July 22. Mrs. Vaughan-Williams was formerly in the Main Buying Office, Solihull.

MARRIAGES

We offer our congratulations and best wishes to . . .

GREEN-WEBSTER—On June 9 at St. Alphege's Church, Solihull. Mr. J. B. A. Green (Brochure & Estimating Dept.) to Mrs. P. J. Webster (Body Drawing Office).

FITENI-SHEPPARD—On July 7 at St. Peter's Church, Mr. John Fiteni to Miss June Sheppard (Hollerith Dept., Cardiff).

McNULTY-ENGLISH—On July 14 at St. Teresa's Church, Perry Barr. Mr. Patrick McNulty to Miss Catherine English (Welding Dept., Ryland Road).

PARKER-BODEN—On June 30 at St. Giles' Church, Sheldon. Mr. John Parker to Miss Glenda Bodea (Land-Rover Trim Shop).

TAYLOR-DEELEY—On July 7 at St. Phillips, Dorridge. Mr. David Taylor to Miss Hazel Deeley (Land-Rover Trim Shop).

CORRECTION—The Cardiff wedding of Mr. Frank Adams (Machine Shop Inspection, St. Mellons) to Mrs. E. L. Gardner took place on May 26, not April 26 as stated last month.

WEDDING ANNIVERSARY

PAYNE—Mr. and Mrs. C. Payne celebrated their 45th wedding anniversary on July 22. Mr. Payne is chief ratefixer, Tyseley Group.

SILVER WEDDINGS

Congratulations and good wishes to . . .

BARRATT—Mr. and Mrs. William Barratt celebrated their silver wedding on July 28. Mr. Barratt is a works policeman at Ryland Road. Mrs. Barratt worked for a period in the Welfare Office at Tyseley.

BROMLEY—Mr. and Mrs. A. J. Bromley celebrate their silver wedding anniversary today. Mr. Bromley works in the Press Shop, Solihull, and his daughter Gillian is in Salaries Office.

HOSKINS—Mr. and Mrs. Cyril Hoskins celebrated their silver wedding anniversary on August 7. Mr. Hoskins works in Planning Purchase Dept.

MORRIS—Mr. and Mrs. George Morris celebrated their silver wedding anniversary on July 24. Mr. Morris is with the Grinding Section, Tyseley, and is secretary to the works' football club.

GOLDEN WEDDING

We offer our congratulations and best wishes to . . .

WALLACE—Mr. and Mrs. Arthur James Wallace celebrated their golden wedding anniversary on August 4. Mr. Wallace is now retired, but formerly worked on Group 446, Percy Road.

DEATHS

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

CLARKE—Mr. Charles Sidney Clarke died on July 20, aged 56. Mr. Clarke was employed in the Tool Stores at Ryland Road and had been with the Company for 7 years.

CRANE—Miss Pauline Crane died on August 6 aged 21. Miss Crane was a Secretary in Publicity Dept., and had been with the Company for 10 months.

FORD—Mrs. Norah Ford, wife of Mr. Ernest Ford, died on July 1. Mr. Ford is night chargehand at Ryland Road.

FREEMAN—Mr. Gerald James Freeman died on July 18, aged 39, whilst on holiday in Switzerland. Mr. Freeman was employed in the Toolroom at Tyseley and had been with the Company for 16 years.

HORTON—Mr. Fred Horton died on May 29, aged 87. Mr. Horton was employed in the Stores Dept., Coventry, and he retired a few years ago after 45 years with the Company.

HORTON—Mr. Walter C. Horton died on July 25, aged 66. Mr. Horton was employed as a chargehand carpenter at Acocks Green, and had been with the Company for 21 years.

OLIVER—Mr. A. Oliver died on July 8, aged 46. Mr. Oliver was employed as a stores assistant, Service Stores, and had been with the Company since 1958.

STRINGER—Mr. F. E. Stringer died on July 24, aged 56. Mr. Stringer was employed as a conveyor hand, Land-Rovers, and had been with the Company since 1951.

WELCH—Mr. H. Welch died on July 22, aged 57. Mr. Welch was employed in the Paint Shop and had been with the Company for 12 years.

ORIENTAL 'ORDER'

The following letter was received in Publicity Literature Dept. from a young Japanese Rover enthusiast :—

"My name is Motohiro Koyama. I am 13 years old. I have a father, a mother and two younger sisters. My father is chief of sales department electric wire company. I go to the lower secondary school. My family has a car. Car's name is Toyopet Crown Deluxe. This car was made in Japan. I am interested with the collection of car's catalogue. I am very interested to collect of Rover's catalogue. But I have not Rover's catalogue. Please send me Rover's catalogue. If you send me your car's catalogue, I thank you very much. I hope you will send me your car's catalogue. Please send me! Please send me! Please send me! Don't forget to write to me soon. I am waiting for your letter. I am sorry for your to my poor English, because I have been studying English no more than two years."

OLD TYME DANCE SEASON REOPENS

New season for Rover (Solihull) Old Tyme Dance Section started at 8 p.m. on Wednesday last in the main canteen. A 3-piece orchestra was in attendance and resident professional M.C.s were once again Mr. J. Preece and Mrs. E. Hurry.

Members' subscriptions are 2s. 6d. a year plus 1s. 6d. per weekly dance. Visitors are required to pay 2s. 6d. per dance.

Popular Classes

The 8th annual meeting of the section in the staff canteen on July 10 was told that more than 4,000 people attended the Wednesday night classes and the monthly old time ball last season.

The section is rated as one of the finest in the Midlands and information can be obtained from any one of the undermentioned:—Chairman, Mr. S. Gupwell (Experimental); Vice-chairman, Mr. J. Slocombe (Experimental); Secretary, Mr. F. Watts (Service Stores); Treasurer, Miss A. Smith (Trim Shop); Mrs. L. Ellis (Trim Shop, North Block); Messrs. W. Pike (Trim Shop, North Block); H. Quincy (Rectification, North Block); M. Hall (Drawing Office); R. Hall (Service Repair Shop).



The party from the Land-Rover Trim Shop photographed against a background of the Eternal City—Rome.

A party of 80 employees and their relatives from the Land-Rover Trim Shop, Solihull, spent a fortnight's holiday in Italy. The following account of their travels was specially written for ROVER NEWS by Mr. R. M. Mewett (Press Shop Control):

"After a bad-weather hold-up at Elmdon Airport we finally took off from Coventry in pouring rain. But after 3½ hours of pleasant flying we found ourselves in the bright, warm sunshine of Pisa. Two luxury coaches whisked us to our hotel at Viareggio where we spent three pleasant days sunbathing, swimming and living like lords!

"Then we headed for Rome via the coastal roads. Temperatures had reached the 100s and many of the local wines were sampled. Cameras and cines were busy during our tour of Rome and many members of the party became very proficient in the art of bargaining with the local spivs. Fancy! Gold watches were bought for 50s. each! Or were they gold?"

"On then to Sorrento where we relaxed, bathed and thoroughly enjoyed ourselves in a lovely setting. While spending a day on the isle of Capri we had the great pleasure of being invited into the private gardens of, and meeting, Gracie Fields herself. She posed for group photographs and this greatly pleased members.

"Finally, after an overnight stop in Rome and a rather tiring coach journey, we reached Rimini on the Adriatic coast where, again, bathing and the beach were the order of the day. After a meal and look round Florence we finally arrived back at Pisa for the flight home.

"Once again we were delayed, but the pleasure of the flight and the excellent meal provided excused all. Summing up—a wonderful holiday and glorious weather. Eighty strangers started the trip; 80 friends returned.

"We now anxiously await the results of our efforts with slides and films and no doubt an evening in the Canteen will be considered for a film show. Though one of our party, Miss A. Bluck, was taken ill during the tour and had to stay behind we are pleased to say she is not only back, but well on the road to recovery.

"The Customs tell me they still have a gold watch for sale. I wonder to whom it belongs? Here's to the next time!"

• The island of Mull, off Scotland's scenic but rugged western coast, is just the place for holiday-makers anxious "to get away from it all". But for those who wish to take some part of everyday life with them—such as their Rover cars—every effort is made to oblige. Here a car is being hoisted aboard a ship at Salen, Mull.



Fitter's retirement

Mr. Alfred Pittaway, who retired as a fitter in the Service Dept. on July 3, had been absent from work for some time because of ill-health.

He began his Rover service at Coventry in 1941, transferring to the Service Dept. at Coventry in 1945. In the following year he came with his department when it was transferred to Solihull.

His work was mainly on wings and bonnets and he was a popular and willing employee.

Miss Pauline Crane

The sympathy of all Rover employees and their families is extended to the parents of Miss Pauline Crane, a Publicity Dept. secretary, who died in tragic circumstances on August 6. Pauline was 21 and had made many friends during her 10 months' service.

FATHER AND SON OWNED 14 ROVERS

A rare collection of Rover cars has passed through the driving hands of Mr. John Evans, of Burlington Road, Buxton, and his father in the past years. Between them they have owned 14 such vehicles, their present one being a 105R (1957) saloon.

Cars owned by Mr. J. Evans have been: 1911, 8 h.p. two-seater fitted with a Knight engine; 1928, two-litre sports-

Directors plan quick return to car output as war nears end

The untiring exertions and loyalty of employees of the Company, which was engaged entirely on work of national importance, was acknowledged by the Directors and placed on record at the 47th ordinary general meeting of shareholders on December 30, 1942.

As an expression of their appreciation the Directors proposed that £10,000 should be set aside for provision of a Staff Pension Fund for employees in appropriate cases. Special facilities were also granted to employees, including those in H.M. Forces, to become shareholders, and shares were made available for purchase on advantageous terms. By the end of 1943, when the Company held its fifth annual meeting of the war, the Staff Pension Fund was increased by the allocation of another £10,000.

The tide turns

From the start of our changeover to work of national importance we had gained considerable experience in the manufacture of various products essential to the national effort and we received commendation from those concerned with the use of those products. The Company's profit for the year ending July 31, 1943, after making all necessary depreciation and maintenance charges, was £112,951, an increase of £11,169 over the previous year. This was considered quite satisfactory.

The fortunes of war were now turning in our favour and the Allies were

captured Smolensk and U.S. forces landed on Mono Island in the Solomons. The historic Teheran conference between Marshal Stalin, President Roosevelt and Mr. Churchill began on November 28 and ended on December 1.

The encouraging news was spurring all at home to greater efforts and a spirit of optimism was evident in the hearts and minds of everyone. With the renewed hope of ultimate victory following our tremendous war effort the Directors kept their eyes ahead and were making plans for the future, uncertain as it was.

It was realised that a strong balance sheet would be our main safeguard when the time came to take up once more the threads of Rover car production which we had to abandon in 1939. We still maintained limited facilities for servicing our cars, and letters from home and overseas markets testifying to the lasting qualities of our products augured well for the future demand for Rover cars.

'D'-day dawns

1944, too, was a momentous year. The Allied forces were thrashing and pushing back the enemy in many theatres of war and on February 15,



The Works Council at Rover No. 2 factory during the war years, 1942-1945. Familiar faces include those of (seated) Mr. A. B. Smith, Mr. J. W. E. Walton, Major B. H. Thomas, Mr. E. J. Smith, Miss Myril Pitt, Mr. J. H. Hughes, Mr. R. Mealand, Mr. G. N. Ashdown, Mr. J. Greer and Mr. W. H. Taylor. (Centre row) Messrs. G. Elkington, W. Ethell, F. L. Jephcoat and S. R. Chew.

meeting with many successes. Germany and her satellites were facing the indomitable spirit of Britain who, with her friends, was delivering stunning shocks to the common enemy. These were undermining morale and destroying the Nazi illusion of impregnability.

During 1943 the Eighth Army captured Tripoli and entered Tunisia; Von Arnim surrendered and North Africa was conquered. Sicily's capture was followed by Mussolini's deposition and the surrender of Italy on September 8; the Russians, in their offensive, had

1944, the Allied Air Force dropped 2,500 tons of bombs during a punishing raid on Germany's capital. 'D'-day dawned on June 6 and the great Second Front assault began with landings in Normandy making good progress. On June 15 the Germans launched the flying bomb ("Doodlebug") against London and this new weapon was followed in November by the V2 rocket. It was becoming evident, however, that the German Air Force could no longer sustain frequent raids on this country; it was being sorely pressed by our heavy attacks and we were gradually reducing the Luftwaffe to an impotent force.

All these events were leading to the future—a future which, for the Rover Company, would depend upon the ability to change back speedily from work of national importance to the

THE ROVER STORY (Into Battle—5)

By H. B. LIGHT

production of "one of Britain's fine cars".

At the 49th annual meeting of shareholders held in the Canteen, New Meteor Works, Coventry, on December 14, 1944, a net profit of £141,214 was shown—an increase of £22,505 over the previous year. A sum of £18,000 was appropriated to the Staff Pension Fund, making £38,000 available as a nucleus for the Staff Pension Scheme of the Company. At this time the scheme had been well received by employees and the percentage of acceptance was 56 per cent. The employees' share scheme had also been well received and 42,037 employees shares had been issued.

Throughout the war period the Board of Directors was constituted as follows: E. Ransom Harrison, F.S.A.A. (Chairman); Spencer B. Wilks (Managing Director); Herman Jennings; H. Howe Graham, F.C.A.; Frank Ward (Secretary); Geoffrey H. Savage (Works Director), and L. G. T. Farmer, A.C.A., held appointment as Assistant Secretary and Chief Accountant.

Mr. Herman Jennings, who had been a director since 1928, died on December 21, 1944. He had always devoted a great deal of time and thought to the activities of the Company and his death was a great loss to all.

Restrictions eased

As the year 1945 made its debut we all felt that the beginning of the end was in sight. Restrictions were being lifted in many respects and the long period of nervous tension through which we had passed seemed to be easing. Quite subconsciously, everyone—men and women in the Services and men and women at home—quietly began to make plans for the future.

The war news gave us encouragement. On January 17, 1945, the Russians liberated Warsaw and Cracow; on February 4 it was announced that U.S. forces had entered Manila in the Philippines; by February 5 the Germans had retreated to the Rhine; on February 8 the Canadian First Army launched an offensive at Nijmegen and on February 12 the "Big Three" meeting at Yalta reached complete agreement on plans for the final defeat of Germany and the occupation and control of the Third Reich.

The Rover Company's war effort was drawing to a close and behind the scenes the future of the Company was being planned. Advance arrangements were being made to effect a speedy changeover from war to peacetime production.

Two apprentices 'Outward Bound'

Congratulations and good wishes to two youths who completed their apprenticeships this month. They are Raymond Olliffe (Seagrave Rd.) and Phillip George (Machine Tool Reconditioning, Acocks Green). Joseph Holliday, a laboratory student at Tyseley, has also completed his training and good wishes are extended to him.

Two apprentices are attending a month's course at the Outward Bound Sea School at Aberdovey. They are Phillip Webb (Solihull) and David Ryman (Acocks Green).

Twenty-five apprentices toured the Acocks Green factory of Wilmot Breeden Ltd. early in August and a Wilmot Breeden party subsequently returned the visit.

B. Sc. gained

Miss Odette Jennifer Taylor, daughter of Mr. R. S. Taylor (Land-Rover Design), obtained a Bachelor of Science degree with First Class Honours in Mathematics at Manchester University on July 12. She also gained a free scholarship to continue her studies at the University research centre.

The 1911 8 h.p. model owned by Mr. John Evans, of Buxton, in 1956.



The Board of Directors as constituted in 1945:—Mr. Ransom Harrison, Chairman (centre); Mr. Howe Graham, Vice-Chairman (second from right); Mr. S. B. Wilks, Managing Director (third from left); Sir Geoffrey Savage, Works Director (right); Mr. F. Ward, Secretary (second from left); Mr. L. G. T. Farmer, Assistant Secretary and Chief Accountant (left).

Cyclist Harry wins 84-mile road race

Harry Reynolds (Design Research Drawing Office, Solihull) won the 84-mile massed start Capstan road race at Kenilworth on July 8. He is pictured being presented with the winner's sash by the Carnival Queen of Kenilworth.



Fifty riders began the race, held over eight laps of the local circuit. With a lap to go, Harry, who rides for Viking Cycles, broke away from the pack with team mate Bob Newell, a Rugby Road Club rider. Harry won the sprint by 4 lengths from Newell and Viking Cycles won the team prize.

Olympic Games Silver Medal

Harry Reynolds has had a very successful cycling career. He won a silver medal in the Olympic Games at Melbourne and rode for England in the Tour de France. He has ridden for many popular cycling teams and, though now riding for Viking Cycles, he is a long-standing member of Solihull Cycling Club.

Acocks Green tennis players top their league

Acocks Green tennis section 'A' team has topped Division 13a (men) in the Warwickshire Lawn Tennis Association league. Maximum points were gained. Unfortunately, two clubs had to drop out of the division early in the season.

Congratulations go to Messrs. J. Avery, C. Warman, N. Fletcher and J. Rhodes, the 'A' team members.

The 'B' team in Division 7b (men) has been having a mixed season for the first time. With two games still to be played, the team had drawn two matches, lost two and won one. Team: Messrs. D. Farragher, D. Taylor, G. Webb, D. Newbold, J. Kenny, J. Baker, H. Walker, D. Whitehouse.

Some good tennis was promised for finals day at Mirfield Road, Solihull, last Sunday. Scheduled events were: ladies' singles final, men's singles final, men's doubles final, mixed doubles final, presentation of prizes and cups.

DETAILS:—
'A' team in Div. 13a (men)—final placings:

	P	W	D	L	Pts.
Rover (A.G.)	4	4	0	0	8
Earle Bourne	4	2	0	2	4
City Transport	4	0	0	4	0

'B' team in Div. 7b, Warwickshire Lawn Tennis Assoc. Birmingham Area Lawn Tennis League. Drew 2-2 v R.A.F.A.; drew 2-2 v Dovedale; lost 4-0 v Little Aston; lost 4-0 v Chantry; won 4-0 v Erdington.

Friendlies: Drew 2-2 v Shirley; won 3-1 v Civil Service; lost 3-1 v B.S.A. Tools; lost 3-1 v Solihull (cricket and tennis); lost 6-0 v C.E.A.; won 3-1 v B.S.A. Tools; lost 4-0 v Solihull (cricket and tennis).

Peace and contentment by still waters as members of the Solihull Angling Section participate in a heat of their knock-out competition. Mr. R. Dixon, Social Club general secretary, watches as (left to right fishing) Messrs. J. Rainsford (Chassis Weld), G. Eden (Salvage Dept.), and R. Shaw (Chassis D/O) wait hopefully for bites. Photograph by Mr. Allan Davies (Chassis Weld).

Tyseley angling

After the 3-month close season lay off, Tyseley anglers eagerly anticipated their bye-contest match on the Trent at Barton in June. Everything, even the weather, seemed favourable for a good match to open the new season, but a strong downstream wind at the venue put paid to the chances of many competitors, some being fishless at the end.

With 4 lb. 5 oz. of roach, George Jones (Springfield) finished with less than two ounces to spare over his colleague W. Smith (Material Control, Tyseley), who netted 4 lb. 3 oz. 14 dr. Having won the annual contest last season, George will be seeking a hat-trick in September.

C. Dickinson, never far from the top, was third with 3 lb. 12 oz.

Tyseley group wonder whether any other Rover angling club can boast a member to match their Alf Pearsall (Springfield)—82 years young—who fished this match with no special request for an easy pitch.

Tyseley anglers have frequently "knocked on the door" in the Business Houses Competition in recent years, their highest placing being third. Fishing with a weakened team due to holidays, they beat Dunlop A.S. into second place at Bredon this year, with a 20 lb. 10 oz. 8 dr. total catch.

Unluckiest angler of the match was C. Dickinson, who must surely have won the individual top weight prize comfortably but for the antics of a motor launch. Charlie's final weight of 5 lb. 3 oz. 4 dr., including a 1 lb. 3 oz. roach, sufficed to gain him third place in individual honours.

Secretary G. Taylor was well placed at ninth with 3 lb. 2 oz. 4 dr. and A. Thompson (Percy Road), who won his section prize with 2 lb. 7 oz. 4 dr., also qualified for an individual prize.

Consistent good angling by Tyseley Secretary G. Taylor in the four Birmingham Angling Association trials matches earned for him a well-deserved place in the Birmingham team to fish the national championship on the Welland later in the year.

George's outstanding success was in the second trial held at Bushley, where he used the 'bobbing' technique which has gained for him quite a reputation. This bream catch of 17 lb. 4 oz. 8 dr. easily won this match, and put him well on the way to his final overall position of fourth out of 84 original entries.

CRICKETERS' CORNER



(Reproduced by courtesy of "Solihull News")

Combination of power in new drilling unit

A joint development project between the Rover Motor Company of North America Ltd. and Mobile Drilling Inc. has resulted in the new combination drilling unit pictured below. Consisting of a Land-Rover Long wheelbase pickup on which a B-38 mobile rotary drill has been mounted, the combination unit offers extreme mobility and versatility due to the vehicle's four-wheel drive and power take-off capability, and the speed and compactness of the drill.

The drive to the Mobile drill comes from the Land-Rover's centre power take-off. The drill has its own clutch and gearbox for wide speed range, but can be adapted to be operated with the vehicle's clutch and gearbox. Designed for one-man operation, a built-in hydraulic system offers powerful feed and withdrawal. Cross-count travel is safely accomplished through a fold-down feature of the drill. A hollow spindle rotary table permits on-the-spot coring and undisturbed sampling.

Extra equipment fitted to the combined unit are water thermometer and oil pressure gauge, centre power take-off, plus heavy duty springs and shock absorbers.

Drill performance under average conditions provides a six-inch diameter hole to a depth of 125 ft. Auger diameter range is between 2 1/2 and 12 ins. Core drilling to 300 ft. can be carried out with average-sized tools. Earth boring is practical to a maximum diameter of 24 ins. and a depth of eight ft.

Binoculars gift to Mr. H. G. Coleman

Mr. H. G. Coleman, who retired from the Drawing Office Electrical Section on July 27 after 9 years with the Company, received a pair of binoculars and a cheque presented by Mr. F. R. S. Seale, Chief Designer, on behalf of Mr. Coleman's colleagues.

Before moving to Solihull in September, 1958, Mr. Coleman worked at Rover M.O.S. Acocks Green.

CIVIL DEFENCE OFFICERS AT SOLIHULL FACTORY



Civil Defence officers and their Land-Rovers from five Midland counties pictured at the Lode Lane factory on July 3. After holding the quarterly meeting of the Midland Region branch of the Association of Civil Defence Officers in Solihull, the 27 professional officers present toured the Land-Rover production lines and rode on the Land-Rover testing ground.

