



THE NEW RANGE FOR 1963

A message from the Managing Director

Mr. W. MARTIN-HURST

You may already have seen in the Press the enthusiasm with which the announcement of our new Land-Rover and car programmes have been received. The introduction of the Forward Control Land-Rover publicised on September 19 was a great step forward in Company history because this vehicle with its greater load-carrying capacity has widened the appeal of Land-Rovers to a whole range of enterprises where bulky load-carrying combined with cross-country performance had previously not been available. The Forward Control Land-Rover proved to be one of the high spots of interest at the Commercial Motor Show at Earls Court and we expect a very favourable reaction from operators.

Even more gratifying is the way in which the Press and the public have responded to our new car programme. The power of the 3-litre engine has been increased by nearly 20 per cent and the high performance that this gives, coupled with the luxurious comfort of its seating, has made available a high prestige car at a very reasonable price. I am confident that many discriminating motorists will want this car and that it will attract much attention at the Motor Show at Earls Court next month. Modifications to the MARK II 3-litre Saloon, which include a more luxurious trim and the same engine developments as in the Coupé, have widened its appeal and I believe that large numbers of motorists will be attracted to this model because of its high performance and luxurious finish.

A substantial increase in power characterises the '110' developed from the '100' and I believe that this will make a strong appeal to owners of P4 cars who are content with the general dimensions and comfort of the '100' but who would be glad of improved performance.

Finally, the '95' which replaces the '80' provides luxurious 6-cylinder motoring at a price within reach of the discriminating customer and is exceptionally good value.

Rover cars are well-known for their fine engineering and superb finish. Quality is of paramount importance in the competitive world of today and I am sure that the exciting performance of the 1963 models will quickly establish for Rover cars a reputation for safe, silent and faster travel on the motorways of Europe.

4 sleek cars ... a Forward Control Land-Rover

Four new cars offering modern motoring in Rover style and a Forward-Control Land-Rover giving a greatly increased pay-load comprise the Company's exciting 1963 range.

The cars, announced on Wednesday, are a 3-litre Coupé, a 3-litre Saloon Mark II, the '110' to replace the '100' and the '95' to replace the '80'. A tough cross-country performance is a feature of the Forward-Control, 4-wheel drive Land-Rover announced on September 19. Loads of 30 cwt. can be carried on roads and tracks and 25 cwt. across country.

The low elegant shape of the 3-litre Coupé is quite new, yet unmistakably Rover. Its carefully-planned controls and interior layout, with four deeply moulded seats, are specifically planned for driver appeal and fast motorway driving.

Under the bonnet the well-known Rover 3-litre engine has been developed to give an increase of 17 per cent in brake horse-power. With detailed changes to the suspension this extra power can be enjoyed well within the car's road holding capacity and the vehicle is capable of more than 100 m.p.h. in overdrive.

The Coupé has the same suspension as the Mark II but a redesigned roofline gives a sleeker appearance. The Coupé has a 2½ in. lower roofline than the Saloon and front and rear windows have been blended to match. Outline on the Coupé provides a small increase in maximum speed over the Saloon.



The Forward-Control Land-Rover.

'95' has a seven bearing crankshaft and six-cylinder engine producing 102 brake horse-power. It has front disc brakes.

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More than 75 per cent of the component parts of the new Forward-Control vehicle are identical to those of the Long Land-Rover—a great advantage from the servicing and maintenance point of view.

Body style variety

The vehicle is available with a variety of body styles, including open or truck cab, drop side or fixed side body, or open rear platform. Seats can be fitted and there is a choice of full or three-quarter length hoods. More specialised styles are envisaged in the future to transform the vehicle into an ambulance, a mobile workshop, a bus or a military vehicle.

The cross-country performance of this new Land-Rover is exceptional. It has larger tyres, a greater ground clearance, and an improved weight distribution between the front and rear axles. Gradients of 1 in 2 can be climbed with full load and the vehicle has a side tipping angle of over 40 degrees. Speed is comparable to the standard Long Land-Rover.

The interior of the new Coupé differs from the Mark II Saloon in several ways, and includes individual rear seats separated by the armrest and an ashtray incorporating a cigar lighter.

Engineering development and attention to detail, together with a 17 per cent increase in brake horse-power, has made the Mark II Saloon a high performance car with every comfort and luxury. Lowered suspension, a short central floor mounted gear lever, a restyled interior and impressive performance set the seal on one of the finest car specifications in the world. Though the engine is the same as in the Coupé, several detailed changes have been made to the interior to improve appearance, comfort and control.

100 m.p.h. mark

The '110' is a faster replacement for the '100' and its flowed cylinder head in the six-cylinder engine gives an additional 20 b.h.p. to enable the car to pass the 100 m.p.h. mark. The exterior is unchanged except for new badges and an improved wheel trim.

Offering the luxury of six-cylinder motoring at a surprisingly low cost, the



Change in production responsibilities

Mr. A. J. Worster, Production Director, has at his own request handed over his responsibilities for production to Mr. W. Winters who has been appointed Executive Director (Production). Mr. Winters will be responsible in future for production at all the Rover Company factories.

Civic visitors at Solihull, Tyseley

A civic party which toured the Solihull and Tyseley works on September 4 included the Lord Mayor and Lady Mayoress of Birmingham (Ald. and Mrs. E. W. Horton) and the Mayor and Mayoress of Solihull (Coun. and Mrs. L. Shepherdson).

The visitors were received by Mr. A. J. Worster before touring the Lode Lane premises. The morning ended with a ride on the test track.

After lunch in the directors' dining room the party went on to Tyseley to undertake a tour arranged by Mr. E. Scott, General Works Manager, Tyseley Group. The visit ended with tea in the Tyseley boardroom.



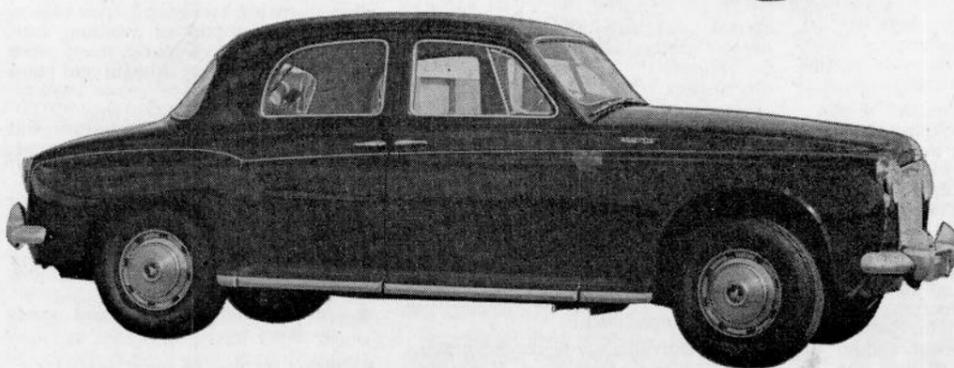
Mr. Worster Mr. Winters

Mr. Worster, who continues as a director of the Company will, in addition, serve in an advisory capacity as consultant on production problems.

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ABOVE: The 3-litre Coupé. A redesigned roofline gives a sleeker appearance and front and rear windows are blended to match.



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ABOVE: The 3-litre Mark II Saloon. A lowered suspension and, like the Coupé, a 17 per cent brake horse power increase are features of this car. Detail changes have also been made inside. LEFT: The '110', which is similar in appearance to the '95'.

Problem with this job is getting to it

It's not doing the job that causes problems for Gas Turbine Dept. service representative Graham Timms. It's getting to it that can be a difficulty.

Mr. Timms, an ex-Rover apprentice and a Company employee for nearly 10 years, has been to Canada, mainly Newfoundland, twice to service gas turbines which are prime movers in fishmeal plants. He is now in the island for the third time.



Mr. Timms

These plants are situated in some pretty isolated spots in Newfoundland. Most of the island's roads are dirt highways and 4-wheel drive vehicles, such as Land-Rovers, are essential to reach a particular plant. Other units can only be reached by sea, in which case it is a matter of "anything goes" in the choice of boats.

Big advantage in the use of Rover gas turbines in the fishmeal plants is that the hot exhaust gas is utilised to cook the fish. Hitherto, steam had been used. Thus, the gas turbine combines two jobs in one and therefore reduces the overall size of the plant. The thermal efficiency of the Rover-powered fishmeal plant is 70 per cent and plants are therefore a sound economic proposition.

Servicing does present Rover with a problem in such a vast area where plants in use are in isolated spots. Mr. Timms, however, keeps a watchful eye on turbine units in his periodical visits.

In between times he travels a lot round R.A.F. stations in Britain in connection with gas turbine auxiliary units used in Vulcan bombers. "We find that numerous people associate our name with cars and there is tremendous interest in the gas turbine car", says Mr. Timms.

The Royal Canadian Air Force, too, is showing interest in a gas turbine unit—a portable ground power plant being developed by Rover Gas Turbine Dept. for use with helicopters and fixed wing aircraft.

Ex-employee's death

Mr. Alfred R. Atkins, who died on August 17, retired in September last year after 22 years with the Company at Acocks Green as a deck foreman and latterly as chargehand, stores.

Rover cars did extremely well in the gruelling 3,200 mile Liege-Sofia-Liege Rally in which only 18 cars finished after travelling through five European countries in four days and four nights.

Two of the 18 to finish from 100 starters were Rover 3-litres driven by Messrs. K. James and M. Hughes and A. E. Bengry and D. Skeffington, who came in 6th and 18th respectively and gained 1st and 3rd place in their class—the Over 2-Litre Touring Class. The other two 3-litres entered both fell out due to accidents. That there were no mechanical faults in any of the four cars was a credit to the work put in by members of the Rover Competition Section led by Mr. Ralph Nash.

The Bengry car would undoubtedly have been placed in the first dozen if the drivers had not stopped to help Messrs. J. Cuff and J. Howarth when the latter's car went over a cliff and turned over while climbing through a dusty pass in Yugoslavia. Jeff Howarth broke a leg in this accident and after a few days in a hospital in Zagreb flew home to England. The accident occurred in a very remote part of Yugoslavia and the Bengry team had little option but to go and

The Liege—Sofia—Liege Rally Rovers first, third in their class

help. Even so, one must appreciate their team spirit.

The other 3-litre driven by Messrs. Ronnie Adams and Peter Riviere glanced off a bus and hit a wall, also in Yugoslavia, and caused such damage to their suspension that they were unable to continue.

Pressmen and other drivers were impressed at the performance of the Rover cars and considering that this was our second rally, and the first European one

in which Rover cars competed, the results achieved are excellent. The Liege is accepted by rally drivers as being a most gruelling endurance test for both crew and cars. A leading Belgian motoring journalist remarked: "With the experience gained on this rally other manufacturers will have to watch closely 'Les Rovers' next year".

Some idea of the type of territory tackled by the four 3-litres in the rally is given in the following quotation from the

"Sunday Times":—"Over the 3,200 miles which the rally covers, the most devastating sections have been in Yugoslavia where, apart from appalling roads and heavy traffic, the competitors have had to contend with thirst and all-enveloping dust, which makes it extremely difficult to overtake or even to see. This rally is without doubt the most gruelling endurance test for both crews and cars. To finish the Liege is equivalent to gaining a class win in any other European rally".



The dust-covered but flower-bedecked 3-litre driven by Messrs. K. James and M. Hughes seen at the Liege finishing point. The vehicle was sixth.



Mr. J. Cassar Mr. F. Cassar

FIRST-APPOINTED EUROPEAN DISTRIBUTOR AT SOLIHULL

The first Rover distributor to be appointed in Europe 34 years ago paid his annual visit to Solihull on August 16.

Accompanied by his son, Francis, Mr. John N. Cassar, managing director of John N. Cassar and Sons Ltd., Pieta, Malta, renewed acquaintances in discussions with senior Sales and Service staff and the pair were taken round the test track and Jungle Course.

It was as the proprietor of a company with about 35 employees that Mr. Cassar was appointed first Rover distributor in Europe in 1928. The first car he sold was a 10 h.p. saloon with a metal bonnet and a fabric body. His company still has Rover literature dating back to 1930.

Mr. Francis Cassar, a technical director of the family company, has undergone a special short course on the Land-Rover engine. The Cassars took back with them a 3-litre car; they are also anxious to obtain a forward control Land-Rover, one of which was demonstrated to them during their visit.

Apprentices' barbecue

Three apprentices completed their training in August. They were J. B. Hodges (Tyseley Jig and Tool D.O.), Roger Sutton (Body Stylists Dept.) and John White (Land-Rover Dev. Dept.).

The Apprentices' Association held a motor rally on September 2, and last Saturday it held a jazz barbecue on the Lode Lane test track.

Mr. M. A. Khan, who has been at Rover for four months gaining practical experience, has returned home to a technical teaching post in Pakistan.

Keeping everything in place

Theme of this week's National Industrial Safety Week is 'Personal Responsibility'. These annual safety weeks are designed as stimulants urging workpeople to be conscious of the value of adopting safe methods of work in their particular industries.

Perhaps this year's chosen theme has an easy definition if one thinks in terms of making a habit of following a few simple rules for one's own safety.

Various causes of accidents are known to most of us; many can be prevented by the cultivation of the habit of paying a little attention to a few simple rules which can easily be carried out without any great effort.

A feature in obtaining a high level of safety is 'good housekeeping' and statistics indicate that many industrial accidents can be traced to lack of it.

Good housekeeping means 'a place for everything and everything in place' and factory tidiness is as essential as home tidiness. Not only does it require personal rubbish to be deposited in the receptacle provided and the floor having its daily sweep, but it calls for workbenches to be kept tidy by workpeople clearing up as they go along, all materials to be stacked neatly, and all gangways kept free from obstruction, thereby allowing maximum room for easy access. Machinery and equipment should be kept clear so that operations can be

a personal responsibility

SAFETY CORNER

By W. G. KANE
Safety Officer, Tyseley Group

carried out easily and with comfort. Motor starters, electrical switches and fire points should all be free from obstruction.

It is well to remember that everything has its place, even scrap material—so please put it there!

It is not just a matter of looking after number one, but rather regarding yourself and your workmates as members of the same team acting together to keep the place of work clean, tidy and accident-free. After all, a great many small efforts put together will result in great accomplishments.

With individual work there are many job hazards to be respected. If you have

been supplied with protective clothing, eye protection, gloves or a mask to do your particular job, it is obvious that Management has recognised the hazard and insists that you make full use of whatever protective equipment has been supplied.

The same goes for machine guarding; the machining hazard has been recognised so a guard has been provided. Make full use of it.

These are just a few points which, when correctly recognised, can play a very important part in avoiding accidents. There are, of course, many more which call for a little thought and plain commonsense.

Try practising them more and you will prove that fewer accidents will occur. It should be remembered that:—

- Our hospitals are already full and do not want us.
- Our families expect us home every night and want us.
- Our Company expects and wants us—every work day!

So please try and be more careful.

Ultra-modern premises for Zurich representative

Modernised premises now being completed in Zurich for E. Fehlmann and Company, our distributor firm in German-speaking Switzerland, will double the floor area available for repairing and servicing cars.

His idea paid off £100



Good ideas have paid off twice within a year for 35-year-old Mr. Rex Alwyn Robbins, a Land-Rover Final Line fitter. Shortly before last Christmas he was awarded £50 for a suggestion adopted by the firm. On August 28 Mr. Robbins hit the jackpot again when he received a tax-free cheque for £100 from Mr. A. J. Worster before a lunchtime audience in the main canteen.

Mr. Robbins's £100 suggestion related to the use of hardboard instead of wood for the packing lids of Land-Rovers for export. This, said Mr. Worster making the presentation, saved on costs and aided exports.

Mr. W. Ethell, Staff Employment Officer, said the Company Suggestion Scheme was still very much alive and since the last presentation some months ago 15 awards had been made totalling three figures.

In the picture Mr. Worster is seen presenting Mr. Robbins with his cheque. If you have any good ideas which you think might "pay off" for you and the Company, send them in on the appropriate forms, obtainable from suggestion boxes, Works Office or Personnel Dept.

A pit system has been installed whereby four mechanics can work on a vehicle without it being moved from one point. Ventilation and fluorescent lighting will make working conditions excellent and the new premises generally are claimed to be the most modern in Zurich.

Mechanics working in the new pit will send for spares from a new spare parts stocking area of some 700 sq. metres. Requirements are "telegraphed" to the department by the pneumatic tube method.

A defreezer is being installed to enable ice and snow to be removed in winter by the use of hot air. Thus, work can go ahead without delay on a vehicle instead of waiting some hours for it to defreeze itself.

There are now 5,500 Land-Rovers in use in Switzerland, most of them short wheelbase petrol vehicles, and these are jointly covered by Messrs. Fehlmann and Sares S.A., of Lausanne.

The first sale of four Land-Rovers has been made to West German Government procurement officers through the agency of the German Rover company.

Planning and organisation of this concern is going ahead. About 30 dealers have been appointed and further appointments will be made.

Orders have been placed for 60 short wheelbase Land-Rovers for the South African Defence Force and another six Long vehicles for the South African Police.

An additional order has been received for 45 Long Land-Rovers for the Tanganyika police.

Rover Australia has confirmed an order for 39 Long chassis which will be incorporated in special Australian Army-designed ambulances for the Australian and New Zealand armies.

MR. D. R. WALLER

Mr. D. R. Waller, who was reported in the August issue as being among employees transferring to Cardiff, is Senior Inspection Foreman, Cardiff, and not Machine Shop Foreman as stated last month.

'SUMMER SNAPS'—THE MONEY WINNING PICTURES

Response to the second annual Summer Snaps competition sponsored by "Rover News" was again very encouraging and it would seem that this event is becoming an established "must" for an increasing number of Rover employees.

Judging this year was under the chairmanship of Mr. A. H. Billingham (Assistant Quality Engineer, Tyseley),

himself a keen amateur photographer, and after long and careful deliberation the adjudicating panel unanimously awarded the first prize of five guineas to Mr. G. A. Wyatt (Land-Rover Final Line) for his picture of an artist at work against the background of Yarmouth (I.o.W.) Harbour.

Second prize of three guineas has been won by Mr. J. Aston (Technical Service Dept.) with his so-natural snap of a child sat in the sea and the third prize of two guineas goes to Mr. A. P. Webb (Axle Assembly, Perry Barr) for a well-balanced picture of men chatting on Poole Quay.

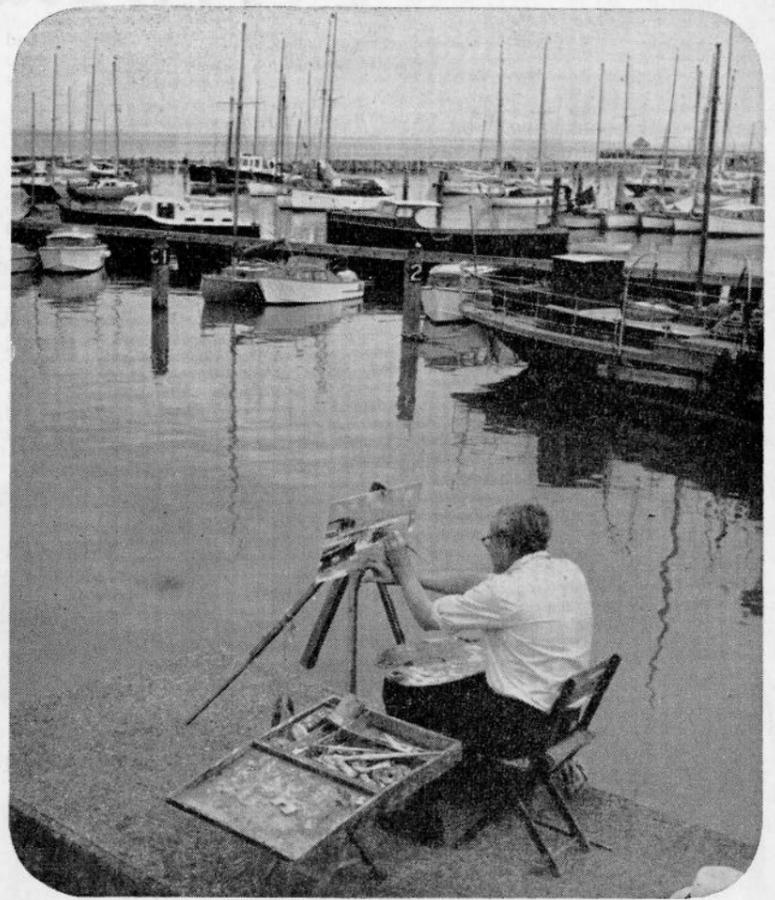
Two other snaps caught the judges' eyes and each wins a half-guinea award as recommended entries. One was a snap of a child with a teddy bear entered by Mr. Aston and the other submitted by Mr. J. Palmer (Group 64 Plating Shop, Tyseley) of a very young lady in a very embarrassing situation on Blackpool beach!



RIGHT : Mr. Wyatt's winning picture.

BELOW : The snap which won second prize for Mr. Aston and,

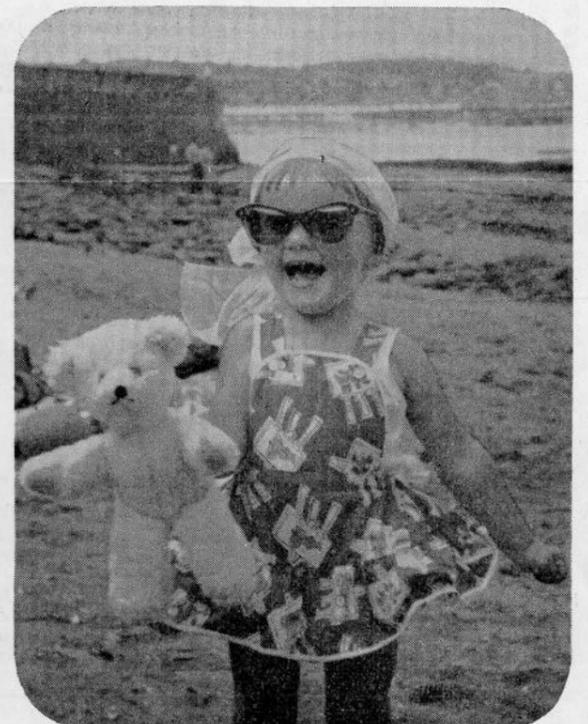
BELOW RIGHT : the one which won him a "recommended" award.



8-2 DEFEAT

Rover Perry Barr footballers lost 8-2 in a challenge match against Powick Hospital at Powick, near Worcester, on August 26. Newman and Lindsey scored for Rover. The game was played during the club's annual weekend outing to Worcester.

Time for a chat—and the occasion gained third place for Mr. Webb in the "Summer Snaps" competition. BELOW: "The sun's out and so am I—nearly", Susan Palmer seems to be thinking. Mr. Palmer's entry wins him 10s. 6d.



Chugging into retirement

On its way into retirement in a museum at Measham, Staffs, is this Rover-owned 1927 Dennis fire engine which served Coventry Fire Brigade for more than 20 years. It has been lent by the Company for display in a new museum sponsored by Lord Montagu of Beaulieu and Mr. D. Wickins, head of the Measham motor auction concern.

The engine, battered in wartime raids on Coventry, was sold to Rover for use by the works brigade in 1949. Subsequently, it was on show for a time at Stoneleigh Abbey. It has not been used for the past three years.



In the driving seat . . . Mr. Peter Gould (Publicity Dept.). In the passenger's seat . . . Miss Patricia Cox, P.R.O., Southern Counties Car Auctions.

Land-Rover's big part in clearing derelict water route

Round-the-clock use of a Land-Rover for seven days a week work over the last 18 months has contributed very considerably to completion of the first stage of restoration of the Southern Section of the Stratford-on-Avon Canal.

This waterway runs for 13½ miles from the Grand Union Canal at Lapworth to the River Avon at Stratford. It was built between 1793 and 1826 and in its heyday carried 100,000 tons of goods a year. When restoration work began after the National Trust had taken it over from British Transport Waterways, the canal was utterly derelict. More than 500,000 tons of mud, weed and debris choked the channel and all the 36 lock chambers required extensive repairs.

Of the 74 lock gates, 69 were derelict and more than 100 paddles useless. A 6½-mile trench had to be dug in the towing path to seal the canal banks and hundreds of trees and acres of dense undergrowth removed.

Guided by a permanent staff of seven led by Mr. David Hutchings, Canal Manager for the National Trust, teams of volunteers have worked continuously

since restoration began in March last year. Dredging, trenching and bulldozing operations, amongst other things, have been done by Army and Air Force personnel.

Restoration work will cost about £42,000, which sum has been raised by public subscriptions; the cost of abandonment (not filling in) was more than three times this amount. Second stage of the operation to open the canal from Lowsonford to Wilmcote is now under way and by March, 1964, it is hoped to have the canal fully reopened for commercial and pleasure craft.

So far more than half the canal has been dredged and 18 of the 36 locks have been completely restored. A large tree-felling and undergrowth clearing programme is under way, and a long section of the sealing trench has been dug and filled.

In all this work the short wheelbase petrol Land-Rover on the site has been

invaluable carrying personnel and materials down the overgrown towpaths. It has even been used as an "anchor" in lock gate replacement work.

"The vehicle has worked virtually non-stop since it arrived", says Mr. Hutchings. "It has behaved splendidly and never let us down. It has done work which I am quite sure no other vehicle could have tackled. It has carried enormous loads and pulled tremendous weights over most difficult country, often virtually a swamp.

"Because of its constant use we have been unable to allow adequate time for maintenance and the stage has been reached when an extensive overhaul is required".

To enable this to be done, the Rover Company has lent the canal restorers another Land-Rover until their own vehicle is back in service. This "stand-in" vehicle, too, is doing splendid work.

Roving Reports

Five Scots in exile—three brothers and their two sisters—enjoyed a family "Highland fling" on the other side of the Atlantic recently. Two of the brothers and a sister live near Toronto, Canada, and the other sister a few miles away across the United States border in Detroit.

The fifth member of the family, which hails from Glasgow, was Mr. Archie

Percy Rd. Supt. met brother after 43 years

MacKellar, Works Supt. at Percy Road—an exile in England—who spent three weeks in July and August with his distant (but close) relatives.

He met his brother Donald for the first time for 43 years and brother George after a 33-year separation. Mr. MacKellar last saw Donald in January, 1919, when the latter returned to Canada from Britain after first world war service in the Canadian Expeditionary Force. Donald emigrated about 50 years ago.

Mr. MacKellar spent two weeks in Canada and a week in Detroit with his elder sister, Alice, who emigrated 12 years ago. While in the Toronto area he visited the offices of the Rover Motor Company of North America Ltd. and met Mr. J. D. Hopping, General Sales

Manager, and other members of the staff. At the Toronto office he was recognised by Mr. N. Wilks who was apprenticed under Mr. MacKellar.

What prompted Mr. MacKellar to look up his distant kin after all these years? He was persuaded by his other sister, Christina, who celebrated her 25th wedding anniversary by visiting her brother in England with her husband last May. Christina emigrated 33 years ago.

The original plan was to keep brother Archie's visit a surprise to the other members of the family, but his plane was

delayed and Christina had to explain to the others why a party she had planned was being postponed. However, all the Canadian and American MacKellar were at Toronto Airport to meet their relative—including a nephew and a niece whom Mr. MacKellar met for the first time.

Will he go again? "I'd like to and again by jet", says Mr. MacKellar.



Mr. Harris . . . began as a 10s. a week office boy.

It all adds up to 42 years

Mr. W. H. V. E. (Eric) Harris (Service Costs Manager) has been totting up for Rover for nearly 42 years . . . and the figures have added up to considerable financial expansion by the Company during that time.

As a 14-year-old boy, Mr. Harris began his career as a 10s. a week office lad in Financial. He recalls: "In those days a vacancy for a junior office boy would be advertised and you had to write in for it and be interviewed with many other applicants".

The office in which the young Eric Harris began his Rover career had a certain Dickensian flavour to it, as had many offices of the period. Clerks made handwritten entries into ledgers propped on old-style Pickwickian desks and the writers occupied high counting-house stools.

This method of clerical work disappeared with the gradual introduction of mechanical accountancy, followed by Hollerith installation in 1928.

SPARE-TIME JOB

Before the outbreak of the second world war, Mr. Harris handled the staff payroll of 400 names . . . in his spare-time! He would draw the money on a Friday morning, make up the packets by working through his lunch break and hand out the pay packets personally in the afternoon. At that time there were only a score of names on the monthly salary list.

Mr. Harris's financial experience with Rover is impressive. From Financial he went to Accounts Secretarial in 1926 and six years later to budget and financial forecasting directly under Mr. A. E. Booth. In 1937 he moved over to help Mr. G. R. Gibbs on costing.

After the Coventry premises had been blitzed Mr. Harris went to Chesford Grange. Then, after a spell back in Coventry on war contracts costing, he came to Solihull in 1946 on service costs and retail price fixing. He will shortly be on the move again—to Cardiff where he is to be in charge of cost accounts and stock audit for production and service.

P.A.Y.E. SCHEME

From 1946 until three years ago Mr. Harris worked with Mr. A. Allum, whose 63 years' service with the Company constituted a record at the time of Mr. Allum's retirement in 1958. He is now 80 and visits Service Costs Dept. regularly.

A task which doubtless did not appeal to anyone was undertaken by Mr. Harris in 1941. He introduced and administered, on Government orders, the Company's first P.A.Y.E. scheme. Under this scheme tax was deducted on an average weekly basis to cover the tax assessed on the previous year's earnings. This involved redesigning payroll, pay-slips and record cards for each employee. This method was eventually superseded by the present P.A.Y.E. system.

Blood unit's visit

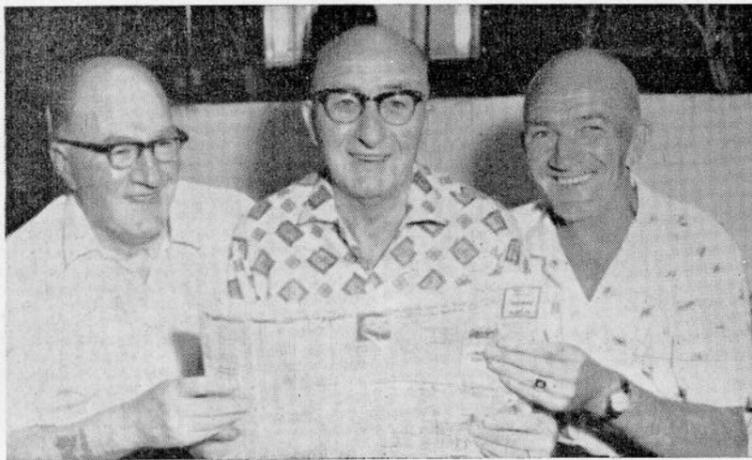
A unit of the National Blood Transfusion Service will be making a 3-day visit to the Lode Lane factory from November 6-9. Forms for completion by employees wishing to donate will be issued early next month and should be completed and returned without delay.

COINCIDENCE

Just how small the world can be was discovered by Mr. MacKellar during his journey to Canada. When their aircraft was delayed at London, passengers on the flight to Toronto were accommodated for a night in a London hotel.

During the evening Mr. MacKellar discovered another Rover employee among the group. She was Mrs. Edna Willcocks, a booking clerk in the Estimates Office, Solihull, who was going on a month's visit to her brother and his family.

The coincidence was carried a stage further the next day when they found themselves seated together in the aircraft. During the flight they discovered that each was responsible at Rover to a Mr. Scott—Mr. MacKellar to Mr. E. Scott, General Works Manager, Tyseley Group, and Mrs. Willcocks to Mr. V. B. Scott, Service Manager.



The brothers MacKellar—left to right—Archie (Works Supt. at Percy Road), Donald and George.



Mr. Ted News, left, foreman in Service Parts Stores, Solihull, receiving gifts of a pipe, cigarette lighter and tobacco from Service Dept. friends before his transfer to the new Parts Stores at Cardiff. Mr. News has been with Service Dept. for 30 years and he was presented with his gifts by Mr. Bill Bennett, whose 41 years' service constitutes the longest in the stores.

DEATH OF TYSELEY HOLDER OF B.E.M.: WARTIME AWARD

A 40-year-service Rover veteran and holder of the British Empire Medal awarded for war work died on August 10. He was Mr. Samuel Wild, Superintendent of Nos. 5 and 6 Machine Shops, Tyseley, who collapsed in his office chair and died later in hospital. He was 65.

Mr. Wild first joined Rover as a turner in 1922. In 1940 he was promoted a foreman and it was for his wartime work that he received the B.E.M. from the late King George VI—a fitting reward for a fine man's fine work.

Nine years ago he was appointed superintendent. Those who knew and worked with Sam in the Tyseley Group of factories found him to be a lovable man greatly admired by everyone.

He had several sporting interests, notably football. At one time he played for Redditch Town and later for the Tyseley works team.

Winning run for Tyseley cricketers

Tyseley cricketers have won 16 of 26 matches played, lost 7 and drawn 3. Bannister has scored more than 300 runs and four other batsmen, Cater, Hodges, V. Lovell and K. Lovell, have topped the 200 mark.

In the match against Coleshill on August 19 Sam Johnson claimed his 100th wicket—the first time this feat has been achieved by a Rover bowler for some seasons.

Details of matches since last issue: lost to Tanworth-in-Arden, beat Newton Regis, drew with Inkberrow, beat Hall Green Y.M., beat Tanworth-in-Arden, beat Sparkbrook, drew with Super Oil Seals, lost to Coleshill Hall.



Mr. Wild

BIRTHS

We offer our congratulations to . . .

ASHWORTH—To Mr. and Mrs. John Ashworth, a daughter (Jennifer Mary) on June 30. Mrs. Ashworth was secretary to Mr. Martin-Hurst until March this year.

BATES—To Mr. and Mrs. W. Bates, a son (John Nicholas) on August 18. Mr. Bates works in the Gas Turbine Project Dept. Fitting Shop, and Mrs. Doris Bates formerly worked in the Land-Rover Trim Shop.

BIGWELL—To Mr. and Mrs. A. Bigwell, a son (Stephen) on August 3. Mr. Bigwell works on Group 450, Percy Road.

DARGAN—To Mr. and Mrs. John Dargan, a son (Craig John) on August 18. Mrs. Pauline Dargan formerly worked in the Technical Service Dept., Solihull.

HAMMOND—To Mr. and Mrs. Victor Hammond, a son (Stuart Victor) on July 9. Mr. Hammond works in the Press Tool Design Drawing Office.

PALMER—To Mr. and Mrs. A. Palmer, a daughter (Tracey Michele) on August 17. Mr. Palmer works on Group 446, Percy Road.

RILEY—To Mr. and Mrs. W. Riley, a son (Andre-Ian) on August 5. Mr. Riley works on Gas Turbine Production, and Mrs. Marina Riley was formerly in the Experimental General Office.

VINCENT—To Mr. and Mrs. Roy Vincent, a daughter (Karen Elaine) on August 30. Mr. Vincent works in the Land-Rover Experimental Shop, Engineering Dept.

MARRIAGES

We offer our congratulations and best wishes to . . .

BARTLAM-ALTON—On August 25 at St. Mary's, Acocks Green, Mr. Arthur Bartlam to Miss Rita Alton (Land-Rover Trim Shop).

PERSONAL NEWS FROM THE FACTORIES

BRYANT-ADKINS—On September 8 at Solihull Register Office, Mr. Ernest James Bryant to Miss Brenda Mary Adkins (Commercial Dept., Solihull).

JOHNSON-MCKINLEY—On September 1 at St. Giles' Church, Sheldon, Mr. Bernard Johnson to Miss Pat McKinley (Land-Rover Trim Shop).

MacLELLAN-McGARRY—On September 8 at St. Catherine's Church, Birmingham, Mr. Ian MacLellan (Service Dept., Solihull) to Miss Margaret McGarry (Material Control Office, Ryland Road).

PARKER-HAILSTONE—On August 25 at St. Nicholas Church, Curdworth, Mr. Stanley Parker to Miss Jean Hailstone. Mr. Parker works in the Jig Shop, Solihull.

RUTTER-JONES—On August 11 at Solihull Parish Church, Mr. Paul Rutter to Miss Valerie Ann Jones. Mr. Rutter is in the Competition Section, Solihull.

WILLIAMS-BENTHAM—On September 1 at St. Alphege's Church, Solihull, Mr. Peter Williams to Miss Catheryn Bentham (General Office, Engineering Dept.).

SILVER WEDDINGS

Congratulations and good wishes to . . .

CLARKE—Mr. and Mrs. R. L. Clarke celebrated their silver wedding anniversary on September 1. Mr. Clarke is Trim Stores Foreman and has been with the Company for 16 years.

HARRISON—Mr. and Mrs. George Harrison, both of North Block Trim Shop, celebrated their silver wedding anniversary in July.

GOLDEN WEDDINGS

Congratulations and good wishes to . . .

COLTMAN—Mr. and Mrs. Ernest Coltman celebrated their golden wedding on August 31. Mr. Coltman started with the Company at Coventry in 1901 and now works in the Experimental Dept., Machine Shop, Solihull.

HUGHES—Mr. and Mrs. C. Hughes celebrated their golden wedding on August 4. Mr. Hughes worked in the Grinding Dept., Tyseley and the Crown Wheel Section, Perry Barr and retired in 1959 after 21 years with the Company. Mr. and Mrs. Hughes now live in Cornwall.

DEATHS

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

ATKINS—Mr. Alfred R. Atkins died on August 17, aged 71. Mr. Atkins was employed as a deck foreman and stores chargehand at Acocks Green until he retired in 1961, after 22 years service with the Company.

HALL—Mr. Thomas Edward Hall died on August 10, aged 62. Mr. Hall was employed as a machine tool fitter at Tyseley and had been with the Company for 11 years.

LYNDON—Mr. William (Bill) Lyndon died on August 14, aged 56. Mr. Lyndon was a cutter grinder at Ryland Road and had been with the Company for 10 years.

SMITH—Mr. J. Smith died on August 24, aged 70. Mr. Smith was employed at Acocks Green and Solihull factories and had been with the Company for 12 years.

TAYLOR—Mr. Thomas D. Taylor died on August 11, aged 65. Mr. Taylor was in M.C.D. Tyseley before he retired in 1961, after 17 years service.

THOMPSON—Mr. G. Thompson died on August 8, aged 58. Mr. Thompson was employed as a storekeeper, Service Stores, and had been with the Company since 1942.

WALPOLE—Mr. Francis Walpole died on July 26, aged 70. Mr. Walpole retired in 1960 after being employed in the Tool Room at Tyseley for 24 years.

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

WILD—Mr. Samuel Wild died on August 10, aged 65. Mr. Wild was Superintendent of Nos. 5 and 6 Machine Shops, Tyseley and had been with the Company for 40 years.

★ THE ROVER STORY . . . FROM BATTLE OF WAR TO 'BATTLE' OF PEACE ★

By H. B. Light

in the world; such deep thanksgiving for deliverance from evil and fear.

The Company had taken a very prominent part in the manufacture of all types of wartime equipment and our total turnover since the outbreak of war until August 9, 1945 (excluding the shadow factories) was more than £20,000,000. Total wages paid to workmen in our Company were nearly £10,000,000 and during the six years of war we employed more than 21,000 workpeople in our Company and the Government shadow factories under our management.

Whilst gratification was felt that we had taken some small part in the prosecution of the war effort, we realised that at the same time we had added to our own technical knowledge in connection with the work we had done.

These activities were now all coming to an end, of course, and we became engaged in the vast and complicated task of clearing up and handing back all the Ministry factories and the Government equipment in them. Parallel with clearing up these organisations, the resumption of production of "One of Britain's Fine Cars" had to proceed with enthusiasm.

The "Into Battle" series of articles in The Rover Story can now be closed and the feature can continue with the inspiring story of the Company's wonderful achievements since the end of the war.

Diesel engine afloat . . . in 26 ft. launch

A motor cruiser fitted with a 2-litre Land-Rover diesel engine was launched on the Stratford-on-Avon Canal by Mr. Bill Rogers (Land-Rover Test Rectification) during the works holidays.

Mr. Rogers bought the engine from the Company on top level authority and he has fitted it into the converted four-berth vessel, which was formerly a launch on a warship now converted into a guided missile experimental vessel. He has been assisted in the work by his wife.

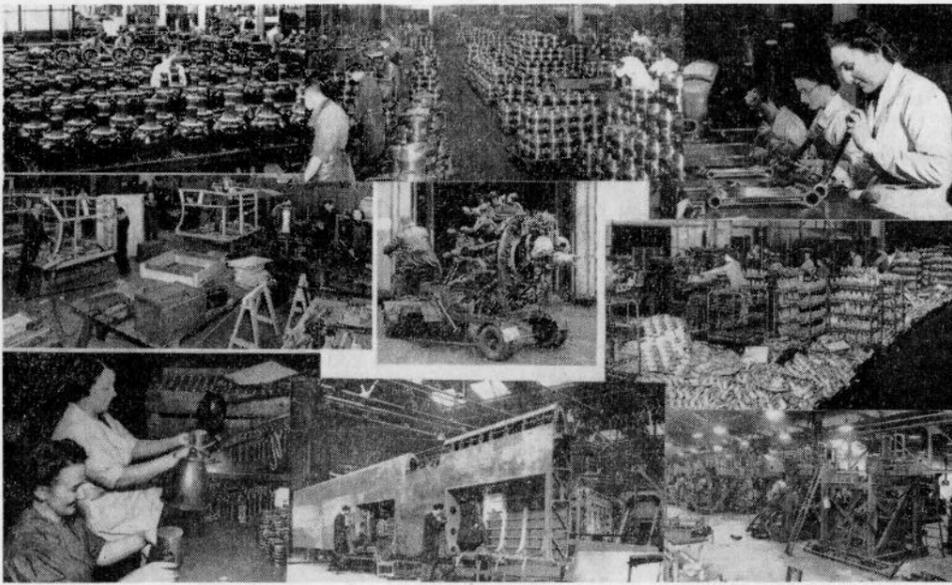
It has taken the pair 2½ years to convert the vessel to launching stage and they have 9 months more work and testing ahead. Then they hope to take the cruiser to the River Severn at Worcester and eventually make sea trips.

26 ft. long

The cruiser, named the "Bronwen Mary", weighed 3½ tons on launching and is 26 ft. long. When fully loaded it will weigh 5 tons.

And the speed of the vessel powered by its diesel engine? Mr. Rogers has been unable to test speed yet because of the limit on the Stratford Canal, but he estimates that 12½ knots should be achieved.

The vessel has been converted and the engine installed by Mr. and Mrs. Rogers at the premises of Earlswood Motor Yacht Club, the cruiser being too big for the couple's Sparkhill home.



Scenes from wartime Rover factories. Energies directed into providing the means to wage war were soon to be turned into the peaceful pursuit of making quality cars once again . . .

There seemed little doubt that the enemy would be forced to surrender some time in 1945. From Germany in March of that year Field-Marshal Montgomery, C-in-C 21st Army Group, issued a personal message to all troops announcing that the 21st Army Group would cross the Rhine to ensure the complete and decisive defeat of the Germans.

Solihull move provided space for return to quality car output

Needless to say, a considerable amount of thought was being given at this time to the post-war position of the Company and whilst it was difficult to do much of a practical nature a programme of peacetime activity was planned, though it was realised that much would depend upon Government policy.

Some uncertainty also existed as to the extent to which our facilities could be utilised. The Company's balance sheet was healthy, however, and all personnel were full of enthusiasm to resume work which had to be set aside in September, 1939. In February, 1945, the Rover Management announced that an arrangement had been made with the Ministry of Aircraft Production whereby we were taking over No. 2 Shadow factory at Solihull for car production when the factory's existing war programme was completed.

Because of the extensive damage inflicted by the enemy on our Coventry factories we found ourselves several hundred thousand feet short of the minimum space required for post-war production, if full employment and the

with scope for more economical production layouts owing to the better type of building. The factory at Solihull provided a larger area than the Company's Coventry factory, but it was not intended to make any change in policy with regard to the Company's products; there was no intention of going into the mass-production market of low-priced cars and the Directors confirmed their determination to maintain the high standard of quality renowned by Rovers.

anticipated car output was to be obtained. Pre-war car employees were invited to join the Company at Solihull at the end of the war and transport facilities were being organised.

The decision to take over the Solihull factory and to move head offices, body building and assembly plant from Coventry constituted a move of major importance as far as the Rover Company was concerned. Before the war the Company's main factories at Coventry and Birmingham were separated by approximately 19 miles and there was consequently much time wasted in travelling between the two factories. Another factor was the increased transport costs etc. during the war years. There was an acute shortage of factory space in Coventry and no other suitable premises were available.

Under the terms of the agreement with the Ministry, the Company had the right of first refusal when the factory at Solihull was no longer required for war purposes. The Directors decided to exercise their option under this agreement, and at the same time took steps to dispose of the Coventry works which were sold quickly on satisfactory terms.

Closer contact between the two producing factories would, it was considered, improve production efficiency with considerable saving in transport costs. The new factory was regarded as entirely suitable for the purpose required

The mists of war were clearing daily and peacetime planning was gaining impetus. The yokes of wartime effort, nervous tension and anxiety, were being gradually discarded as war contracts worked themselves out and many restrictions were lifted.

On March 24, 1945, Montgomery's troops crossed the Rhine near Wesel and quickly established a bridgehead 30 miles wide and more than 7 miles deep. Mr. Churchill was there to see this triumphant "heave". On the Eastern front the Russians had smashed the Berlin defences by April 20; there was a link-up of American and Russian armies on April 27; Himmler asked for peace and talks started on April 30.

Following the announcement of Hitler's death The Great Day arrived on May 7, 1945. The unconditional surrender by Germany was announced at 02.41 hours and the war in Europe was over. The air raid warning system ceased to operate and the Civil Defences were stood down. There must have been few occasions in the history of mankind when there had been such universal joy

Rain beat Acocks Green tennis finalists

Rain marred proceedings at Acocks Green Tennis Section finals day on August 26, and the two of the four finals had to be played off at later dates.

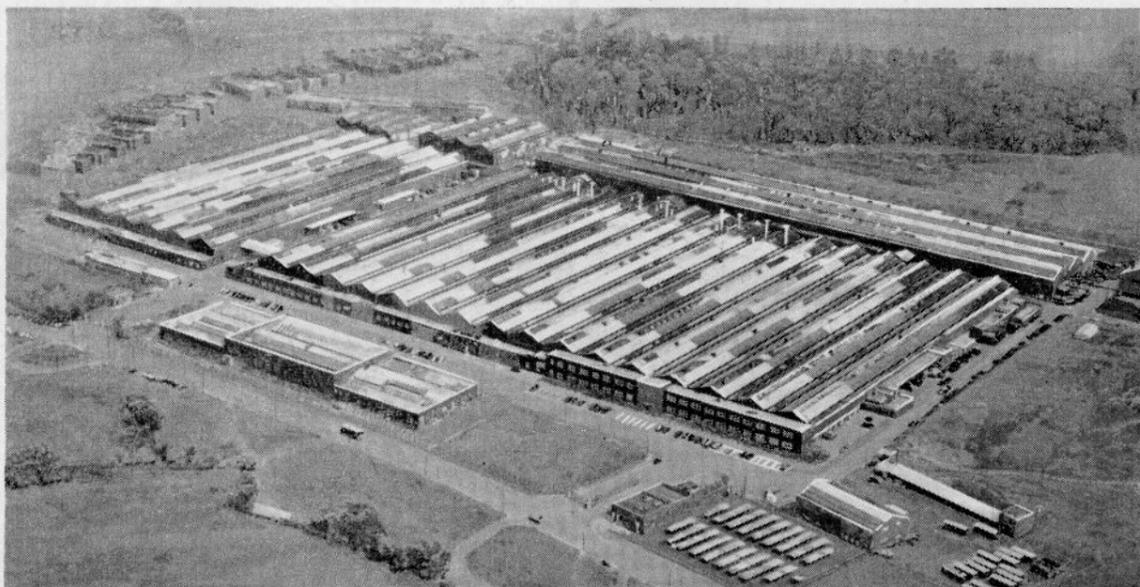
The ladies singles and mixed doubles events were played mostly in the rain before the weather beat all finalists. After tea, prizes for the above events and for the May, June, July and August tournaments were presented by Mrs. M. C. Currie, wife of the tennis section chairman and Acocks Green Works Engineer.

A pair of Swedish individual rose vases were presented to Mrs. Currie by Mr. B. B. Gilbert, section secretary.

Finals results (winners received perpetual silver cups and gold medals; runners-up silver medals).

Men's singles: Mr. J. Rhodes beat Mr. P. Masters 6-0, 6-4. Ladies' singles: Mrs. M. Vokins beat Miss H. Jones 6-0, 6-4. Mixed doubles: Mr. J. Avery and Mrs. E. Nicholls beat Mr. D. Newbold and Mrs. M. Honeywill 6-4, 6-4. Men's doubles: Mr. J. Avery and Mr. D. Farragher beat Mr. G. Webb and Mr. B. Wyatt 6-1, 8-6.

Tournament winners were presented with large oak tennis plaques and runners-up with small swivel tennis plaques. Presentations to the men's singles and men's doubles winners and runners-up will be made at the section dance at Acocks Green on October 19.



Solihull factory as it was in 1945 when it was taken over by Rover for car production.



The "Bronwen Mary" after launching.

BANDS BOOKED

The following 'name' bands have been booked to appear at Rover Solihull during the forthcoming season: Ted Heath and his Band, Oct. 12; Nat Temple and his Orchestra, Oct. 26; band of the Royal Artillery, old time ball, Nov. 23; Eric Delaney and his Band, Dec. 14 (Christmas staff party); Eric Winstone and his Band, March 15; Sid Phillips and his Orchestra, March 29.

Snooker section loses fine player

Solihull billiards and snooker section lost one of its finest players and sporting personalities by the death of Mr. George Thompson (Service Stores) on August 8 at the age of 58. Mr. Thompson began with Rover Aero No. 2 factory in 1942 as a general stores worker and was transferred to Service Stores as a store-keeper in 1948.

Mr. R. S. Taylor, snooker and billiards section secretary, said in a tribute: "George, a keen sportsman, was sociable and pleasant and showed great fortitude despite hands crippled by arthritis. His many friends at Solihull mourn his loss from the game as do many players in other clubs against whom he played in the Efficiency League. George was particularly outstanding in 1960 when he won the Individual League at Solihull as 'player of the year'".

FAMILY LINK DENTED BUT NOT BROKEN

Mrs. Jean Jones, a Hollerith tabulating operator, left the Company on August 17 after 10 years' service. Gifts from her friends in the department included baby clothes, an eiderdown set, bath and stand and blankets.

Despite Mrs. Jones's departure the family maintains a strong Rover link. Her husband, Mr. Derek Jones, works in Specification and her mother, Mrs. E. Stilling, is a Hollerith punch operator.

Rover gardeners beat weather: 500 entries in show

With more than 500 entries in the various classes, the second annual show of Rover (Solihull) Horticultural Society held in the main canteen on August 18 proved a great success. Entries exceeded last year's successful first event and this was particularly gratifying in view of the poor season experienced by gardeners as a result of the weather.

The show was opened by Mrs. A. B. Smith, wife of the Company General Manager. She deputised for Mrs. M. C. Wilks who, unfortunately, was unable to be present because of illness.

Goods displayed on long tables provided a fine sight for the many spectators who inspected the produce, and their quality made a difficult task for the judges, Messrs. F. Jarvis and A. Wilkins and Midlands Electricity Board officials, who judged the ladies domestic classes.

Mr. Percy Toon who won the Worst Rose Bowl as the man gaining the most points in the show, did so despite a double misfortune. He had had thrombosis in both legs during the three weeks preceding the show and his garden was damaged three times by vandals.

A grapefruit plant, which won third prize for the Typing Pool in the pot plant foliage class, caused a great deal of interest among spectators. It has been grown from a pip planted seven years ago and is now just over 3 ft. high.

Mr. John Weir (Group 303 Perry Barr) deserves a bouquet of his favourite blooms for a notable success in the show. With 15 exhibits in the flower section he won six first prizes, five seconds, one third, the National Dahlia Silver Medal and also a "most points" trophy.

This year has been a successful one so far for Mr. Weir. He is secretary of Pheasey Horticultural Society and recently won awards in the society's rose show, top awards at Sutton Town Hall and at Walsall Arboretum. He averages a show a week.



Victory smile from Mr. Percy Toon (Body Shop), this year's show champion, after receiving the Worst Rose Bowl. He competed against illness and vandalism as well as fellow competitors to win the award.

"Popular Gardening" diplomas. Best begonias in pot, indoor, W. Bradshaw; "Junior Gardener" 1 jar of wild flowers, Master Thomas. "Practical Gardening" awards of honour. Best cacti, A. Ross (L/R Final Line); best posy, child, J. L. Daniels. National carnation medal cards: six carnations (border) with own foliage and 6 carnations, perpetuals (any foliage), H. K. Brown (L/R Final Line). National rose bronze medal, best in rose classes: L. W. Rodgers. National sweet pea medal: J. L. Daniels. National sweet pea certificate of merit: M. M. Pontin. National dahlias silver medal certificate: J. Weir. National dahlias bronze medal certificate: S. Jay (P.5 Line).

Results:—Wilks Challenge Trophy for the exhibitor with most points in flower classes: John Weir (Perry Barr). Worst Rose Bowl (exhibitor gaining most points in show, not ladies' classes): Percy Toon (Body Shop). Shield, W. Bradshaw (Body Shop). The Farmer silver vases (for lady gaining most points in ladies' classes, won outright): Mrs. Gee and Mrs. A. Ross (one vase each). Shield, Mrs. Perrins. Perrins Challenge Cup (won yearly for competitor gaining most points in vegetable classes): W. Bradshaw. Shield, P. Toon. Shield for competitor with most points in novices' classes: Mrs. Toon. Shield for most points in flowers classes: John Weir.

"Smallholder" blue ribbon for best exhibit in show and "Smallholder" bronze medal for best vegetables: W. Bradshaw. "Smallholder" certificate of merit for best onions: H. Gee (Service). "Smallholder" certificate of merit for second best collection of vegetables: P. Toon. "Amateur Gardening" bronze medal and card for second best roses: W. Knight. "Amateur Gardening" floral art certificates: Mrs. Ross, W. Knight, J. L. Daniels.

"Amateur Gardening" awards of merit certificates: Best potatoes round, Alan Thomas (Land-Rover); Best potatoes kidney, P. Toon. "Amateur Gardening" awards of diploma certificates: Best carrots, long, P. Toon; best carrots, stump, Mrs. E. Toon. "Popular Gardening" Certificates of Merit: best large shallots, best small shallots and best peas, W. Bradshaw; best runner beans, Alan Thomas; best beet round, D. Phillips (Land-Rover); four vases flowers, ladies', Mrs. J. R. Brown.



Mr. and Mrs. A. B. Smith admire sweet peas exhibited at the Rover (Solihull) Horticultural Society show. On the right is Mr. D. Pontin (Secretarial), Society treasurer.

FIVE OVERS, THEN BENEFIT MATCH WASHED OUT

Solihull cricketers entertained a Warwickshire County XI in aid of N. F. Horner's Benefit at Lode Lane on August 26, but again suffered at the hands of the weather. Play was only possible for 5 overs after a late start and in this spell M. J. K. Smith, the England and Warwickshire captain, was dismissed for 16 runs.

Other notables among the visitors included N. F. Horner, "Billy" Ibadulla (Pakistan), Ray Hitchcock (New Zealand), Alan Smith (England) and Tom Cartwright.

Through the courtesy of ROVER NEWS

the players thank the 200 "all-weather" supporters who attended. A total of 700 tickets were sold, and this figure included sales for the draw for an autographed cricket bat.

The wicket was one of the finest yet produced at Solihull, yet groundsman Tom Horton was prepared to allow play under extreme conditions, and with the possibility of 8 months' hard work being ruined.

Land-Rover Assembly became winners of Division I, Inter-departmental League, and Sales Dept. topped Division II.

Warwickshire and Rover cricketers before the start of the Lode Lane game in which rain stopped play. Left to right, back row (R denotes Rover, W Warwickshire): D. Kemp (R), B. Bridge (W), T. Cartwright (W), B. Ibadulla (W), R. Jamieson (W), C. Studholme (R), J. King (R), L. Burnett (R), R. Legard (W), A. C. Smith (W), M. Kennedy (W), D. Taylor (W). Front Row: D. Sullis (R), K. Ramplin (R), T. Rooke (R), D. Hill (R), C. Payne (R), M. J. K. Smith (W), D. Robbins (R), N. F. Horner (W), A. Everill (R), R. King (R) and A. Gregory (R).



Rover archers watch as members of Rover Fencing Section display their prowess at Mappleborough Green Fete. Both sections helped to swell fete funds, though the weather marred their efforts. The archers gave similar help at Ipley church garden fete this month. They demonstrated field shooting, target archery and archery darts and also ran a shooting stall.

Rover fencers in action

The section's end-of-season field shoot has been arranged for October, at Lode Lane. Prizes will be presented by Mrs. A. B. Smith.

It will be the section's third shoot of this kind. The last one earlier this year was supported by a large Midland entry and it is hoped to make the forthcoming attraction just as successful.

Fishermen undeterred by high water and gale force winds

Forty Percy Road anglers took part in a bye contest at Alveston on August 5 when catches were mainly gudgeon and roach.

Prize money of £50 was divided among the following:—C. Allen (4 lb. 1 oz. 14 dr.), N. Clarke (3 lb. 6 oz. 8 dr.), A. Thomson (3 lb. 6 oz.), T. Lewis (2 lb. 9 oz. 8 dr.), L. Cooke (2 lb. 8 oz.), P. Roberts (2 lb. 4 oz. 8 dr.), D. Ashton (2 lb. 4 oz. 2 dr.), W. Andrews (2 lb. 4 oz.), W. Parkinson (2 lb. 4 oz.), H. Rouse (1 lb. 11 oz.), E. Dingley (1 lb. 9 oz.), E. Cogzelle (1 lb. 8 oz.), E. Johnson (1 lb. 6 oz. 6 dr.), R. Neale (1 lb. 6 oz.), J. Attwood (1 lb. 5 oz. 8 dr.), W. Hobday (1 lb. 4 oz.), B. Boyce (1 lb. 2 oz.), D. O'Connor (1 lb. 0 oz. 12 dr.), J. Preston (1 lb. 0 oz. 2 dr.), B. Lewis (15 oz. 4 dr.), E. Worton (15 oz.).

Bennett (3 lb. 13 oz. 8 dr.), R. Weston (3 lb. 7 oz. 12 dr.), R. Scott (3 lb. 6 oz. 2 dr.), G. Hodgetts (3 lb. 3 oz. 14 dr.).

The seventeenth and last prize was taken with a weight of 2 lb. 5 oz.

A muddy river running 2 ft. above normal and containing much debris had to be contended with by Perry Barr fishermen at Monkmoor, near Shrewsbury. Gudgeon was the main catch in a 4-hour contest.

Results: Mr. A. Gauder (10 oz. 2 dr.), Mr. G. Pitt (9 oz.), Mr. J. Jackson, Mr. R. Clancy (each with 7 oz. 4 dr.; both competitors caught barbells of identical weight and size).

GOLF RESULTS

Rover Golfing Society August results: Internal competition (Stableford) at Copt Heath. 1, K. Gregory; 2, D. Connelly. Tyseley Trophy (36 holes) at Kirby Muxlow. B. Longstaffe 147 (winner), G. Sutherland 147, S. Sharp 147, K. Gregory 147. Match v St. Bernard's Grange G.S. at Willesley Park, Ashby de la Zouch. Rover won 3-2. A. Shrimpton and K. Temple won 2 and 1; W. Hamilton and R. Pearson won 6 and 5; N. Woolley and B. Longstaffe won 6 and 5; G. Hexter and K. Lewis lost 1 down; G. Beeston and J. Davies lost 4 and 3.

In a golf tournament at Burford on August 11 Rover golfers defeated the Pressed Steel (Swindon) Golf Society by 3 matches to 2. Details: C. S. King and A. J. Shrimpton lost 2 and 1; D. Baker and T. Barton won 4 and 3; C. Scott and R. Butterton won 4 and 3; A. Lloyd and D. Morse lost 4 and 3; S. E. Baker and R. Twist won 4 and 3.

This Norman Edwards cartoon is published by courtesy of the "Evening Despatch" Birmingham

