



New faces at the top for Rover of North America

Top level appointments in the Rover Motor Company of North America Ltd. have brought in a new President, General Sales Manager and Director of Advertising and Public Relations.

New president following the resignation of Mr. H. Gordon Munro—he established the American Company in 1958—is Mr. J. Bruce McWilliams, aged 41. Mr. John L. Potter has been named General Sales Manager upon the transfer and promotion of Mr. John D. Hopping from Toronto to New York as Service Manager, and Mrs. Gertrude I. McWilliams, wife of the president, is the new Director of Advertising and Public Relations.

Mr. McWilliams, formerly sales vice-president of Mercedes-Benz Sales Inc., a subsidiary of Studebaker Corp., entered the automobile industry as a director and vice-president of SAAB Motors Corp. and led a spectacular growth in the Swedish Company's United States sales. He later joined SAAB Motors' parent company, Svenska Aeroplan AB, Sweden, as director of its International Marketing Division.

★ SALES



In 1960, he was named sales vice-president of Mercedes-Benz. Before entering the automobile industry he served for ten years as management specialist for the United Nations.

Mr. Potter was formerly general sales manager in the United States for Alfa-Romeo, Inc. A native of London, he moved to the United States in 1954 and became an outstanding success in the life insurance business. In 1957 Mr. Potter

★ PRESIDENCY



The three new faces in Rover North America—Mr. J. B. McWilliams (above), Mr. J. L. Potter (left) and Mrs. G. I. McWilliams.

joined SAAB Motors Inc. as sales manager, later transferring to the parent company for special assignments in Europe and Canada. Before moving to the United States Mr. Potter served with the United Nations in administrative and management fields for some nine years.

Mrs. McWilliams is also a native of London, who served with the Ministry of Information during the war and later with the United States Office of War Information. Upon going to the U.S. in 1952 she was successful in the life insurance business. She has written and illustrated educational material on science subjects and for the past several years has been active in the imported automobile field, creating sales promotion and advertising material as well as serving as general manager of a company engaged in the importation and distribution of automobiles.

★ PUBLICITY



Mr. Hopping, whose appointment as General Sales Manager was announced in ROVER NEWS last June, is a former member of the Technical Service Department, Solihull. He went to Canada in 1958 to help set up Rover North America.

Rover sales increased 24 per cent over the previous year in the U.S. and Canada for the financial year ending August 4, 1962, compared with a downturn for the imported car industry as a whole.

T4 on Paris stand—special request

Three cars and two Land-Rovers from the 1963 range of vehicles were displayed at the Paris Motor Show earlier this month.

Also on show by special request was T.4, the prototype gas turbine car which attracted a great deal of attention in New York and at Le Mans. A pre-show demonstration in France caused widespread interest.

The vehicles were displayed by the Company in conjunction with its French distributor, Franco Britannic Auto Ltd.

Cars from the 1963 range were a 3-litre Coupé in juniper green; a 2.6 litre and a '110'.

The 2.6 litre is a version of the 3-litre Saloon Mark II. The engine, which is for export, particularly to France, has the new flowed head giving 116 b.h.p. installed.

On the Rover stand at the Earls Court Motor Show were the new 3-litre Coupé

and the 3-litre Saloon Mark II mounted on special plinths.

The Coupé was an automatic version in steel blue and white with tan upholstery. The Saloon Mark II was a manual version in light navy with grey upholstery.

On the stand floor was a Coupé with manual transmission in marine grey with red upholstery. Next to it was a Saloon Mark II automatic in burgundy and stone with stone upholstery. This car was fitted with power-assisted steering.

The '110' saloon on exhibition was in juniper green and pine green with green upholstery, and the '95' displayed was in charcoal with blue upholstery.

INSURANCE SCHEME: MOUNTING MEMBERSHIP

Membership of the Management-sponsored Group Personal Accident Insurance Scheme, now in operation, is increasing daily. Nearly 3,000 employees have joined and enrolment cards are being returned daily to Secretarial Dept.

Until these official enrolment cards are submitted the stamped membership cards cannot be issued. "Unless you hold this you are not insured", a Secretarial Dept. spokesman stressed.

Any departments or individuals who have not yet received explanatory booklets and enrolment cards can obtain same by application to Secretarial Dept. which will also deal with queries.

The scheme came into operation on October 1—and the first claim was submitted eight days later.

Liege cars in the R.A.C. Rally: Third 'outing' of the year for 3-litres

The four Rover 3-litre cars which competed in the gruelling Liege-Sofia-Liege Rally are entered in the R.A.C.'s 11th International Rally in Britain next month. Thus, the newly-created Rover Competition Section continues the Company's policy of entering first-class international car rallies.

The cars are being entered following a complete service check and repair of any damage sustained on the Continent.

Driving two of the cars will be Liege Rally finishers Messrs. K. James and M. Hughes and A. E. Bengry and D. Skeffington. In the third car will be Messrs. J. Cuff and N. Baguley, the latter replacing J. Howarth who broke a leg during the Liege event.

Driving the fourth car at his own request will be Mr. Raymond Baxter, the B.B.C. Motoring Correspondent, partnered by Mr. Ernest McMillan, the well-known rally navigator.

Regarded as a tough rally, the R.A.C. event is limited to 150 starters. It begins at Blackpool on November 12 and finishes at Bournemouth five days later after 2,500 miles over roads—many of

them tough Forestry Commission ones—in Scotland, Wales and the West Country.

Although the Rally rules allow for unlimited servicing, if time allows, the Rover Competition Section will adhere to its plans to service at approximately six points only. Servicing will be in the hands of Messrs. Ralph Nash, the Section Manager, Paul Rutter, Tony Cox and three others.

To present gas turbine paper at U.S. congress



The technical case history of Rover's small gas turbines will be expounded to an American audience by Mr. Noel Penny (Chief Engineer, Gas Turbines) early in the New Year.

In a paper to be presented to the Automotive Engineering Congress and Exposition in Detroit in mid-January Mr. Penny (pictured above) will review the work Rover has carried out in this field since 1945, culminating in a description of the Company's current automotive gas turbine (the 2S/140) and an outline of future development trends.

While the working of units has been the essence of previous lectures to universities and other interested bodies, the paper to be presented in the United States sets out for the first time a thorough technical case history which is expected to attract considerable and widespread interest and attention.

Mr. Penny's forthcoming visit and lecture follows an invitation extended to Mr. M. C. Wilks last year by the Society of Automotive Engineers.

Such is the spreading interest in gas turbines that nine lectures in all will be given by several Gas Turbine personnel during the winter months.

Back from U.S.A.

After four years in the United States as Sales Manager on the east coast for the Rover Company of North America Ltd., Mr. Robert Wright has now returned to Solihull to take up a senior appointment in Home Sales.

Early demand for the new Land-Rover

A week after announcing the Forward Control Land-Rover, the Company revealed that orders worth nearly £400,000 had been received for nearly 400 of the new vehicles.

The figure included several fleet orders by world-wide concerns and military authorities in 33 countries and territories. Also included were 97 vehicles for Nigeria, 70 for Libya and 48 for Australia.

Summing up the Commercial Motor Show from the Company's viewpoint, Mr. A. G. S. Herbert (Executive Director, Sales) told ROVER NEWS that about 30 per cent of the very satisfactory number of enquiries received on the Rover stand had been for Forward Control vehicles.

"There was a very strong enquiry for the vehicle and quite a number for the chassis and cab upon which purchasers can build their own bodies.

"Quite a number of people expressed the opinion to me that the Forward Control Land-Rover would be a first-class vehicle for contractors and farmers, particularly for potato growers", Mr. Herbert said.



With Mr. L. G. T. Farmer and Mr. W. Martin-Hurst on the Rover stand at the Commercial Motor Show are Mr. David Price, M.P., Parliamentary Secretary, Board of Trade, and Mr. Alan McFarlin, Traffic Manager of the Mersey Tunnel. The controlling committee of the tunnel owns the police Land-Rover seen in the picture.

WHITE LINE 'CREEPS'

Would you show your nose where it isn't welcome? Of course not. And would you show your vehicle's "nose" where it isn't wanted? It seems that some people would.

Members of Solihull J.P.C.A. are concerned about observance of the "Halt" sign at the Valiant Way junction with Lode Lane. It seems that some nightshift workers leaving the factory by car early in a morning don't stop at the white line to wait an opportunity to enter Lode Lane. They don't even stop on it; they jut their vehicles a yard or two into the main road, thus causing a dangerous obstruction, and some do not even bother to stop at all!

So please, motorists, remember not to push that "nose" where it isn't wanted and do try to wait patiently on the right side of the white line. Failure to do so may result in a "nose" being cut off to spite a face and that could land someone in hospital — or worse!

Land-Rover opens routes in T.B. drive

A heart-warming tribute to the Land-Rover's important part in developing New Caledonia was paid in a 15-minute broadcast through Radio-Noumea by a doctor of the island's Ministry of Health.

During a programme detailing work carried out in an anti-tuberculosis campaign, a doctor said that for the first time, by using a Land-Rover, it was possible to reach the most distant native settlements in the north and east of the island. These centres could not be reached by the non-Rover four-wheel drive vehicles previously used by the mobile service.

The doctor praised the versatility of his Land-Rover—a Series II Long vehicle transformed into a mobile dispensary by Messrs. Pilchers—even under extremely heavy conditions and while towing a mobile X-ray unit.

The island's Ministry of Health recently ordered another two Land-Rover/Pilcher ambulances as well as a Long Land-Rover with hardtop for emergency first-aid use.

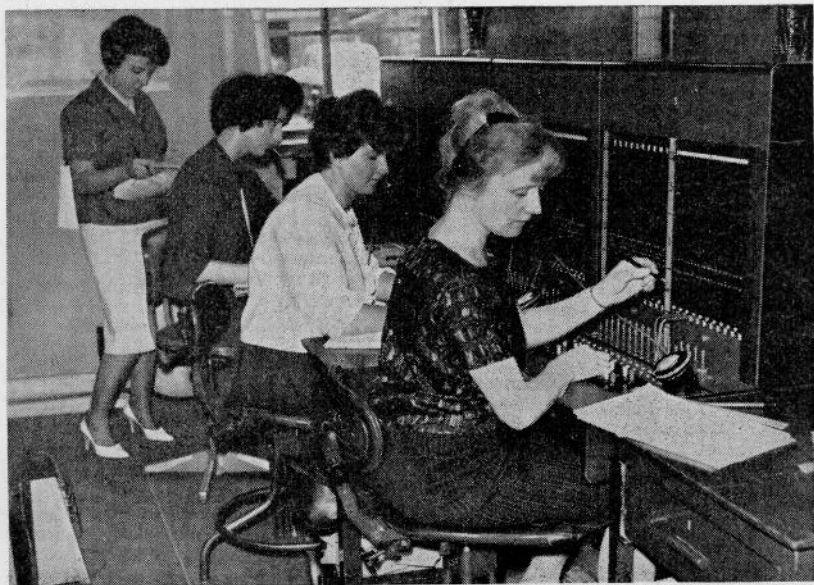
Three years ago the Mining Research Department was equipped with different brands of French and American four-wheel drive vehicles; by the end of 1963 its complete fleet will be Land-Rovers.

Supervisors hear about Safari

An interesting talk about the East African Safari held last Easter was given to Solihull Supervisors Discussion Group on September 10 by Mr. D. T. Clayton (Project Engineer, P5).

He dealt with preparations for entering the four Rover 3-litre cars in the event and described, with the aid of a map, how rally fortunes progressed and the sort of terrain through which the vehicles travelled.

Mr. Ralph Nash (Competitions Liaison Manager), who showed the slides, spoke briefly about the Liege-Sofia-Liege Rally.



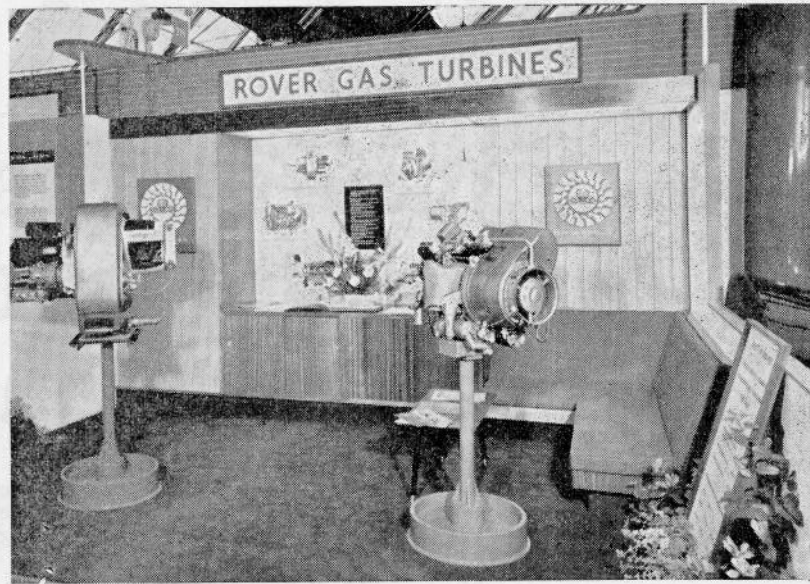
A view of the new three-position telephone switchboard at Acocks Green factory which has replaced the previous two-position board to increase capacity by 50 per cent. Seen at work are, left to right, Mrs. M. J. Morson (supervisor), Mrs. Janet Bott, Miss Linda Robinson and Mrs. Barbara Jackson, a part-time newcomer brought in to help handle the extra position.

Farnborough stand draws home, overseas interest

Rover production of airborne auxiliary power plant for Vulcan B Mk. 2 and Argosy aircraft led to great interest being shown in our gas turbine stand by both home and overseas visitors to Farnborough Air Show in September.

The adjoining photograph shows how members of the public saw the Rover stand.

Enquiries were received covering ground support equipment, helicopter engines and special-purpose units for various commercial and military aircraft. In addition, the displayed TP.90 power plant for light aircraft was a completely successful item which aroused immense interest from light aircraft manufacturers.



NEWS FROM THE SALES DEPT...

Visitors to Chobham see 'active list' Land-Rovers

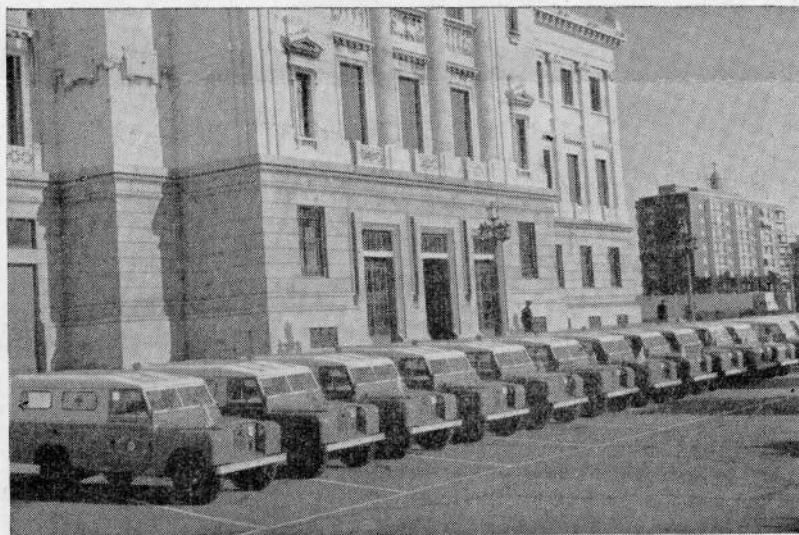
Land-Rovers were very much in evidence at the demonstration of British military vehicles held at the Fighting Vehicles Research and Development Establishment, Chobham, on September 27 and 28. Visitors were present from all over the world at the invitation of the War Office and the Society of Motor Manufacturers and Traders.

Mr. L. G. T. Farmer, this year's president of the Society, was host to military and civilian visitors.

Some 15 Land-Rovers of various types were included in the static exhibition and on mobile display. Among the latter was a prototype one-ton air portable vehicle demonstrating its swimming capability. Tracked and large-wheeled Land-Rovers gave demonstrations over rough wet ground and a normal wheeled Land-Rover was demonstrated over a cross-country course. Others gave visitors rides round the test track and seven Land-Rovers, including two Long Forward Control models, were lent to FVRDE for use by the control staff and the Press.

Two Swiss Army officers visited the Solihull factory on October 4 to discuss military transport requirements for the forthcoming year.

The two officers, Captain Lanz, Chief Technical Officer, Transportation, and Lieut. Storrer, Assistant Military Attache at the Swiss Embassy, London,



Police Land-Rovers on parade. Eighteen vehicles—12 Long and six short wheelbase—lined up in front of the Uruguayan Parliament buildings in Montevideo before the official handing-over ceremony to the Colonia Police.

were received by Mr. A. B. Smith and the visitors' programme included a tour of the works.

Another recent visitor was Commandant Van Niekerk, of the South African Defence Force.

A number of Land-Rovers have been ordered by the West German Government as part of an aid programme to under-developed and newly-independent countries.

On their way to the Turin Show in two new coupés are Mr. P. M. Wilks (Executive Director, Engineering) and Mr. R. N. Oxley (Assistant Chief Engineer, Cars). Before reaching Italy in time for the opening of the show next Wednesday the pair are showing the new vehicles to our Belgian and Swiss distributors.

Ten short wheelbase station wagons have been ordered by Nato contractors for use by Nato personnel in Greece, Turkey and Spain.

A breakdown of the 40 per cent rise last year in Land-Rover exports to the

The term "Big Five" is an all too familiar expression heard frequently in our everyday life. During recent years H.M. Chief Inspector of Factories has used the term in his annual report when referring to matters of personal importance to every factory worker—the causes of accidents in industry.

When accidents occur, especially those resulting in lost time, the cause can be classified under one of many headings. But statistics show that the majority of industrial accidents come under the following five classifications:—falls of persons; stepping on or striking against objects; dropping objects;

handling objects; and hand tools. These are known as the "Big Five".

In the main, the causes of accidents in our Company fall into line with the national picture and therefore it is surely worth more thought to see how accidents caused by the "Big Five" can be reduced or eliminated.

Can we for a moment consider how each of us can play a part in preventing such accidents? Falls of persons can be caused by objects carelessly thrown or dropped on the floor or similar simple circumstances. I appeal to you—the next time you drop, or see, articles on the floor please remove them to a place of safety.

Quite naturally, one can argue that it is not his or her job to do such things. But it is poor consolation when nursing a broken arm or leg to think 'I could have removed the cause earlier, but it wasn't my job'. You know, it's rather like the motorist who was killed at the road junction because he insisted on having his right of way, even though it entailed an accident! Anyway, what's the epitaph 'I was in the right' or 'It wasn't my job', inscribed on his or her tombstone?

SAFETY CORNER

Accidents caused by other "members" of the "Big Five" can also be prevented by taking similar care. I urge you to be tidy in your work; please do not leave objects in positions where you or your colleagues can run into them; and do not lodge articles in precarious positions, such as on the edge of benches, where they can drop on the unsuspecting person.

Handling objects includes lifting, pushing and pulling. Always remember that no one is asked to lift things which are too heavy for one person. Don't forget when lifting to use your leg muscles, not those in your back. So bend your knees and keep your back straight!

When using hand tools, see that they are in good shape; far too many accidents happen through using worn spanners, files without handles or 'mushroom'-headed chisels, etc.

I hope these brief examples are sufficient to supply food for thought and that, with your help, we can reduce the "Big Five" to insignificant proportions. It is as well to remember that the life you may save may well be your own.

W. G. KANE

Middle and Far East reported by Mr. A. G. S. Herbert (see story on page 3) shows that substantial increases in sales were made in Saudi-Arabia, the Arabian Gulf, Japan, Syria, Indonesia, Malaya, Persia, Philippines, Thailand, Turkey, Cambodia, Cyprus and China.

An additional order for 12 Long Land-Rovers has been received for the South African Police. Thirteen similar vehicles are booked for the Nyasaland police and 11 others are on Government order to that territory.

A new season 3-litre car has gone forward to Adelaide for delivery to Sir Edric Bastyan, K.B.E., C.B., Governor of South Australia. Others went to East Africa for showing at the Kenya Royal Show and to Nigeria for display at the International Trade Fair at Lagos.

Important visitors expected at Solihull during November include Mr. A. I. Moffett, Managing Director of Rover South Africa, and Mr. H. A. Francis, Managing Director of Rover Australia.

OUR 1963 VEHICLES INTRODUCED TO PRESS AND PUBLIC

September was an exciting month for the Company. Our new range of cars and the Forward Control Land-Rover were announced to the world and the latter vehicle attracted considerable attention at the international Commercial Motor Show at Earls Court. Parties of Pressmen drove the new cars at demonstrations at Chadwick Manor, Knowle, and the modern motoring offered by the vehicles in traditional Rover style made a deep impression on keenly discerning motoring writers. Extracts are given below from speeches made by members of the Rover Management at Press receptions held in London in connection with the new cars and Forward Control Land-Rover.



NEW CARS 'gentlemen's express carriages' of quality

Determination by the Company to maintain quality at all costs and to resist making changes just for the sake of change were emphasised by Mr. M. C. Wilks, the Rover Chairman, speaking to journalists in London on September 26.

He told the gathering that announcement of a new model was often an annual one for some concerns. For Rover it was something of an event.

"We have been described as conservative in our outlook towards change, but we do take the design of our cars very seriously," Mr. Wilks said. "We design them ourselves—as it were for ourselves—and when we have found something good we keep it, to give our customers the benefit of continuity and development over a period of years.

Comment by Mr. Wilks on the Minister of Transport's suggestion of a one-year road ability test for cars: "It could be that some cars would need this . . . but I am sure that if Rover cars could talk they would express indignation that they should be subjected to a test for road safety after only one year of life."

"It is our policy, as far as possible, to resist making changes just for the sake of change. Quality is surely never outdated and it is always our aim to maintain the quality of our products at all costs."

Mr. Wilks said that some people had the idea that Rovers, though fine cars, were rather staid gentlemen's carriages not quite up to modern speeds and performances.

"This is a myth I want to explode once and for all. The cars we have announced could, of course, be described as 'gentlemen's carriages', but I

think a more adequate description would be 'gentlemen's express carriages'."

Rover successes in the East African Safari and the Liege Rally confirmed that we were taking car performance very seriously. The two events were the Company's first 'outing' in the competition field since the war and Mr. Wilks thought that for a firm without much recent experience in this field of activity, Rover cars had acquitted themselves very well.

Speed and performance were not the only—perhaps not even the major—factor by which we would like our cars to be judged, Mr. Wilks continued. "Their reliability and the ability to keep going without continual maintenance we regard as very important, as are also silence, ease of handling, and general good road manners.

Facts and figures proving that the Land-Rover star was in the ascendant despite stiff competition from American, Japanese and Continental 4-wheel drive vehicles were revealed by Mr. A. G. S. Herbert (Executive Director, Sales) to the Press in London on September 18.

He told more than 120 journalists gathered to celebrate the launching of the Forward Control vehicle that:—

- some 350,000 Land-Rovers have been manufactured up to the present and these are operating in conditions varying from hard to appalling in 160 countries and territories;
- 74 per cent of the total manufactured—some 259,000—have been exported

"Even the cheapest makes have quite a good performance today," Mr. Wilks said, "and with all the tuning facilities now available they can be made to go even more quickly. But with the general scramble that is modern living, surely effortless running, silence, and ease of control are just as important for those who can afford it as sheer speed, and I can assure you that they are a great deal more difficult to achieve. We have tried, and I hope you will agree with me that we have succeeded in giving a good measure of both these things—the speed and the ability to use it safely and without fatigue."

In a reference to the Common Market, the Chairman said the Company was confident that if and when Britain joined—and even if she did not—Rover was ready and able to meet competition.

LAND-ROVER star still ascendant: sales went up despite new competition

earning about £200,000,000 in foreign currency and making the Land-Rover Britain's most exported commercial vehicle;

- factory despatches have increased in each of the last four years with overall improvements of 27 per cent in exports and 19 per cent in the home market;
- in the last financial year Land-Rover despatches to Europe were up by 30 per cent, to the Middle and Far East by 40 per cent, and delivery of vehicles on

Government contract showed a substantial increase.

Mr. Herbert said the increased percentages in exports and home market despatches over the last four years were interesting figures because additional competition had come in this period from another British manufacturer rather larger than ourselves.

"Incidentally, this particular manufacturer claims 25 variants of his 4-wheel drive vehicles," Mr. Herbert said. "By the same method of calculation there are 101 standard Land-Rover variants, not including several fire pumps each of which can be supplied in various forms."

"If you appropriately permutate with these some 90 standard extras and about 70 approved appliances and special bodies, the total possible variations must run into hundreds of thousands."

The gratifying sales results were due partly to the Company's own efforts and the efforts of distributors and dealers who were doing a fine job, Mr. Herbert said. But they were also due to the sterling quality of the Land-Rover itself which had been accepted time and time again in preference to other makes after intensive testing and demonstrations.

Of the future, Mr. Herbert declared: "I am very hopeful that the coming 12 months will see an even greater expansion of our Land-Rover business. I think the new Forward Control model is going to be a very useful addition to the range—we already have orders for demonstration from practically every one of our export markets."

Mr. J. H. Pogmore (Executive Director, Chief Engineer, Land-Rovers) dealt with the considerations which led the Company to depart from the concept that a vehicle must have normal steering control, and declared that exhaustive tests had proved the Forward Control vehicle to be every bit as stable in all directions as its normal control counterpart.

He said the vehicle's greatest advantage was the equalisation of axle loading—a factor of tremendous importance in 4-wheel drive vehicles since it ensured more equitable traction on each wheel.

Mr. Maurice A. Smith, D.F.C., Editor of "Autocar" and chairman, Guild of Motoring Writers, described the Forward Control vehicle as a most worthy addition to the Land-Rover range. It was versatile, efficient and equally indestructible.

Sir William McFadzean, Chairman of the Export Council for Europe (right), who opened the Commercial Motor Show at Earls Court on September 21, chats on the Land-Rover stand with Mr. A. G. S. Herbert (left) and Mr. L. G. T. Farmer, Executive Vice-Chairman of The Rover Company, and this year's President of the Society of Motor Manufacturers and Traders.

ON OUR STAND AT EARLS COURT

Twelve Land-Rovers on display at the Commercial Motor Show comprised:

- a Regular diesel in Birmabright unpainted panels emphasising the non-corrosive qualities of Land-Rover bodies;
- a Regular diesel used by traffic police in the busy Mersey Tunnel;
- a Long wheelbase petrol fitted with a four-stretcher Pilchers ambulance body containing Normalair Air Cooling equipment;
- a Long wheelbase 12-seater vehicle fitted with a station wagon style body fully trimmed, with windows and five doors;
- a Long wheelbase petrol with hydraulic platform in use with the Southern Electricity Board. It is hydraulically operated from a pump driven by the Land-Rover power take-off and has a working height of 26 ft. and an outreach of 13 ft. 6 in.;
- a Long wheelbase petrol produced for UNICEF and in that body's colours;
- a Carmichael Forward Control fire tender supplied with a KSB 350 g.p.m. fire pump;
- a Long wheelbase petrol with an aluminium hard top and station wagon rear door;
- a Regular petrol with a truck cab and three-quarter length hood;
- a Long wheelbase petrol fitted with a truck cab and three-quarter length hood and shown with de-luxe trim;
- a Forward Control Land-Rover painted green and with a fixed side body; and
- a Forward Control vehicle painted grey with a drop-side body.

Down a hole to a record depth of 3,685 ft.

Potholers led by Mr. Frank Salt, a draughtsman in the Engine Design Section, succeeded in descending to a new world record depth in the Gouffre Berger Cavern in the French Alps near Grenoble during August.

Two parties reached a depth of 3,685 ft. and the descent ended when the cave roof disappeared under water. But Mr. Salt and his party already hope to go again next year as they believe it is possible to negotiate the water barrier.

The Editor of ROVER NEWS invited Mr. Salt to give his own account of this year's expedition and here it is:—

"Using a Land-Rover diesel station wagon and trailer lent by the Rover Company, members of the party were able to get all their equipment up on to a plateau 1½ miles from the cave mouth. To get on to this plateau meant travelling along a

7-mile long stony track which wound round the edge of a mountain. Shortly after arriving on the plateau the road was blown up by a construction gang doing work on a nearby hydro-electric scheme and this left the Land-Rover stranded for 8 days.

"On arriving at the cave the British party was surprised to find two other expeditions from Belgium and Italy already there. While these two groups attempted to bottom the cave the British team moved more than ½-ton of equipment into the cave and set up a large underground camp at a depth of 1,500 ft. Shortly after this both the Belgians and the Italians came out; the Belgians had been beaten at 2,600 ft. and the Italians had turned back because of illness at 3,200 ft.

"Once the foreign parties had left the cave the movement of food and equipment continued and a second underground camp was set up at 2,600 ft. After this the first assault team, which included me, moved into the cave, stopping at each of the underground camps. From the second camp the team made its successful assault to the floor of the cave.

"To get to the bottom from Camp II involved going down shafts more than 150 ft. deep under falling water and diving into pools of unknown depth. The time taken to reach the bottom from Camp II was 18 hours and it was over 27 hours before the team got back to Camp II. All this had been done without food or rest and while soaking wet in a temperature only 3 degrees above freezing point.

"As the first team left the cave a second assault party went in and, following the steps of the first party, also reached the bottom.

"After coming out of the cave we started moving people and equipment down off the plateau to Grenoble. This was a longer task than originally anticipated and by the time we finished we were tight pressed to make our boat in time. The Land-Rover, however, did the last 500 miles of the journey in 12 hours and we arrived back in England only one day late."

The second assault team before it made its descent of the Gouffre Berger pothole.



Lady Barnett receives chassis for W.R.A.C. unit

A short-wheelbase Land-Rover chassis from the Service School was handed over to 85 Company W.R.A.C. (TA) at a Leicester ceremony on September 29 by Mr. Geoffrey Dupree (Publicity) on behalf of the Company.

The chassis, which is on permanent loan for instructional purposes, was received on behalf of the W.R.A.C. company by Lady Barnett, honorary colonel of the unit.

Sales 'brains' in new quiz league

A 15-strong team drawn from sections in Sales Dept. has entered a newly-formed general knowledge quiz league inaugurated in the Midlands by a well-known brewery.

Six teams are entered and contests are fortnightly on a home and away basis. League leaders at the end of the season will receive a trophy presented by the brewery.

ROVING REPORTS

Allied effort in the Rover cause

Workmates with a medal in common...

Two Rover men who have known one another at work for five years discovered only recently that both held the same wartime award—the United States Bronze Star, which ranks fourth among U.S. military decorations awarded for active service.

Mr. Arthur Allsopp (foreman, Land-Rover Test Rectification) spotted a ribbon he thought he recognised in the lapel of a jacket worn by Mr. Frederick James Harris (Road Test). Enquiries elicited that both men held the same award and Mr. Harris happened to be wearing the ribbon because he had been to a reunion and had not taken it from his lapel.

It was for his work as a mechanist sergeant-major in the Royal Army Service Corps during the Normandy campaign that Mr. Allsopp received his award. He was also Mentioned in Despatches and is entitled to the France and Germany medal and the 1939-45 Star, though he has never claimed the latter two awards.

'Tireless' efforts

In Normandy he was in charge of a three-section workshop with 80 fitters and never had more than 10 per cent of his vehicles off the road at any time. The citation with the U.S. medal described Mr. Allsopp's efforts as "tireless and consistently of the highest nature." He has now been a Rover employee for 11 years.

Mr. Harris, a Rover employee for five years, was a sergeant in the R.A.S.C. attached to American Army headquarters in North Africa and he went through to Berlin with this group.

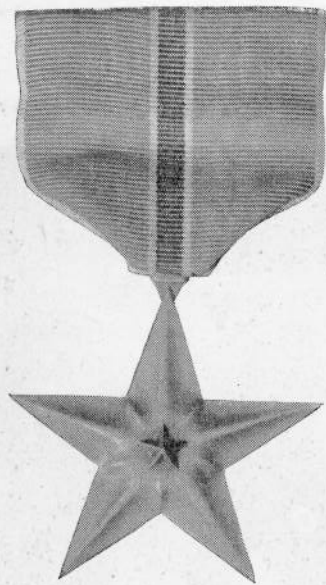


Two Rover holders of the United States Bronze Star—Mr. F. J. Harris, left, and Mr. A. Allsopp—discussing an "under the bonnet" problem requiring another form of allied effort.

performance of exacting duties," of his working "untiringly beyond the normal call of duty," and of his "enthusiasm, judgment and outstanding ability".

As well as the American medal Mr. Harris holds the Africa Star, Italy Star, the France and Germany Medal and 1939-45 Star.

Both Mr. Allsopp and Mr. Harris wonder if there are any other Rover holders of the United States medal. The Editor of ROVER NEWS would also like to hear of any other ex-servicemen who hold foreign decorations.



The U.S. Bronze Star Medal

75, he began in the motor cycle era

It's 61 years since Mr. Ernest Coltman (Experimental Machine Shop) first joined Rover at the Victoria Road, Coventry, works. He was then 13 years old and the Company manufactured motor cycles.

Mr. Coltman is now a spritely 75-year-old and the Company has, in 60 years, progressed from motor cycles to quality cars and into the gas turbine age.

Actual Rover service by Mr. Coltman totals 34 years. He left the Company's employ in the early 1900's after a short

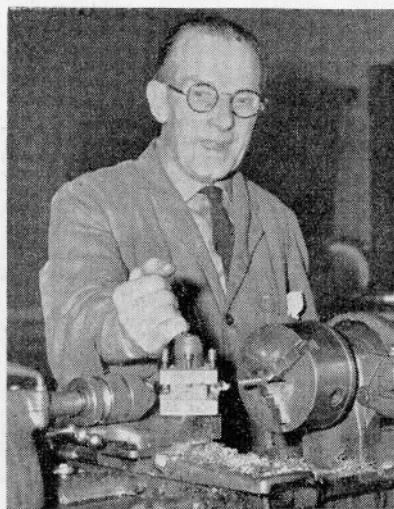
spell but returned during the first world war to become a chargehand in the production of Maudsley lorries and Sunbeam ambulances being manufactured by the Rover Company.

After the war he became a chargehand on the car track and then for five years he was a chargehand in the engine shop.

In the 1930's Mr. Coltman again severed his connection with Rover, but he returned a second time and then in 1946 moved from Coventry to Solihull as a fitter in the experimental shop. Later, he moved to the experimental machine shop.

For as long as he can remember Mr. Coltman has started his day with a cold bath. He attributes his long, healthy working life to this habit.

Mr. Coltman and his wife celebrated their golden wedding anniversary on August 31.



Mr. Coltman at work.

Stock Audit man is going 'Down Under'

Mr. John C. Fletcher (Stock Audit) has been bitten by the urge for the wide open spaces. He sails with his wife and four children for Australia on November 5.

He takes with him the very best wishes for his new life from colleagues and friends he has made in his comparatively short service with the Company.

The annual meeting of Rover Solihull Horticultural Society will be held in the canteen on November 6 at 5 p.m.

PLANE TAKEN IN PART EXCHANGE FOR ROVER CAR

A two-seater aeroplane was accepted by a Warwick garage in part exchange for a 3-litre Rover car.

The aircraft, a Foster Wicko, was offered to Mr. M. L. Mees, Sales Manager of Warwick Autocars Ltd., by a Yorkshire man. Mr. Mees, who holds a pilot's licence, inspected the plane, accepted the man's offer and flew the plane to Baginton Aerodrome where it stood on sale for £600.

The aircraft had a Gypsy Major I engine with 1,100 hours flying time left before the next overhaul was required. It cruises at 110 m.p.h. and does 19 miles to the gallon.

Apprentices on 'military service'

Two apprenticeships completed in September were those of Ian Olditch (Publicity) and Clive Elsmore (Engineering). Congratulations to both.

Four apprentices helped on the Rover stand at the Commercial Motor Show and another four assisted at the military vehicles demonstration at Chobham.

A young nominee of the Aden Protectorate Agricultural Dept. has been accepted for a short period of practical training. He is Mr. Samir Abbas. Mr. Beckley from Nigeria, who had been with Rover for four months, left at the end of last month.

Party Dates

Annual parties for Tyseley group employees' children have been arranged as follows:—Saturdays, January 19 and 26—tea parties and entertainments in the Acocks Green canteen for children aged 5 to 8 years. Saturday, February 2—pantomime visit to Birmingham Hippodrome for the matinee performance of "Robinson Crusoe" for children aged 9 to 12 years.

Comedy on the Tyseley stage

Plans have been finalised for the second production by Rover Theatre Club at the Tyseley works theatre next Friday and Saturday. A cast of 16 will give "On Monday Next", a comedy by Phillip King. Admission tickets costing 2s. 6d. each and free programmes are obtainable from Mr. A. J. Finney (Turbine Buying, Internal phone Solihull 694).

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to...

ANDERSON—To Mr. and Mrs. D. A. Anderson, a son (Kenneth Arthur Geoffrey) on September 8. Mr. Anderson works in Design Research D/O.

BROWN—To Mr. and Mrs. S. Brown, a daughter (Geraldene Anne) on September 16. Mr. Brown works in the Paint Shop and is a member of the Rover Solihull F.C. 1st XI.

EATON—To Mr. and Mrs. Eaton, a son (Kevin Charles) on September 7. Mrs. Joan Eaton formerly worked on Group 29, Tyseley.

ELLIMAN—To Mr. and Mrs. E. Elliman, a son (Adrian John) on September 29. Mr. Elliman is in the Design Research Drawing Office, Engineering Dept.

HAZLEHURST—To Mr. and Mrs. Peter Hazlehurst, a son (Andrew) on September 1. Mr. Hazlehurst is a member of Stock Audit Dept., Solihull, and Mrs. Janet Hazlehurst was formerly in the Laboratory at Tyseley.

LIMPITLAW—To Mr. and Mrs. Limpitlaw, a son (Alexander) on July 8. Mr. Limpitlaw works in the Heat Treatment Dept., Percy Road.

PADLEY—To Mr. and Mrs. John Padley, a son (Ian David) on September 13. Mrs. Edna Padley was until recently in M.C.D. Solihull.

TECKOE—To Mr. and Mrs. Teckoe, a son (Russell Lee) on August 29. Mrs. Patricia Teckoe was Miss Rover 1961 and formerly worked in the Land-Rover Trim Shop.

WILKES—To Mr. and Mrs. M. G. A. Wilkes, a daughter (Clare Helen) on September 29. Mr. Wilkes is in the Car Electrical Drawing Office, Engineering Dept.

MARRIAGES

We offer our congratulations and best wishes to...

FOX-HOLT—On August 25 at Solihull Parish Church, Mr. Eric James Fox to Miss Ann Holt (M.C.D. Solihull).

HALL-EDWARDS—On September 29 at Hall Green Church, Mr. Peter Hall (Tyre Stores) to Miss Margaret Edwards (Export Sales).

HOPKINS-REYNOLDS—On September 22 at Solihull Church, Mr. Alfred Hopkins to Miss Sheila Reynolds. Mr. Hopkins is an electrician in the Works Engineers Dept., Acocks Green.

JACKSON-LEE—On September 8 at St. Giles' Church, Sheldon, Mr. Barry A. Jackson to Miss Barbara Ann Lee (Telephone Exchange, Tyseley).

LAWSON-COTTERILL—On September 29 at St. Alphege's Church, Solihull, Mr. John Lawson to Miss Joyce Cotterill (Hollerith Dept.).

LEA-GRANT—On September 8 at Solihull, Mr. Derek Lea (Service Stores) to Mrs. Betty Grant (Land-Rover Trim Shop).

SKIPP-CLEAVER—On September 22 at St. Alphege's Church, Solihull, Mr. Roy Skipp to Miss Sylvia Cleaver (Land-Rover Trim Shop).

UPTON-LONG—On September 22 at St. Giles' Church, Sheldon, Mr. A. J. Upton to Miss D. E. Long. Mr. Upton works in the Method Study Drawing Office, Engineering Dept.

SILVER WEDDING

We offer our congratulations and best wishes to...

SMITH—Mr. and Mrs. A. B. Smith celebrated their silver wedding anniversary on October 2. Mr. Smith is Director and General Manager.

DEATHS

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

BOUGHTON—Mr. A. W. Boughton died on September 3, aged 75. Mr. Boughton was a car washer at Seagrave Road, and had been with the Company for 43 years when he retired in May this year.

BYFIELD—Mr. Edward Samuel Byfield died on September 29, aged 53. Mr. Byfield was employed as a machinist at Percy Road, and had been with the Company for 12 years.

DONELAN—Mr. M. Donelan died on September 9, aged 54. Mr. Donelan was employed in the Press/Welding Shop, and had been with the Company since 1954.

DYKE—Mr. Harry Clifford Dyke died on September 22, aged 49. Mr. Dyke was employed in the Rough Stores, Tyseley, and had been with the Company for 12 years.

HARDMAN—Mr. Frederick Leslie Hardman died on September 21, aged 44. Mr. Hardman worked on 'A' Receiving Deck, and had been with the Company for 9 years.

HATFIELD—Mr. Peter Hatfield died on September 9, aged 54. Mr. Hatfield was employed as a machinist on Group 24, Tyseley, and had been with the Company for 2 years.

SCANLON—Mr. W. Scanlon died on September 9, aged 50. Mr. Scanlon was an assistant storekeeper, and had been with the Company for 12 years.

THORNETT—Mr. E. H. Thornett died on September 10, aged 69. Mr. Thornett was employed in the Works Liaison Dept., and had been with the Company for 8 years.

Woman machinist's 41-year link ends

Mrs. Annie Philpott, a machinist at Ryland Road, severed a 41-year continuous link with the Company when she retired on September 28.

Friends at Ryland Road gave her cut glassware which was presented by Mr. W. E. Garland, Senior Foreman at Ryland Road, on behalf of Mr. A. Hodder, Works Superintendent, who was on holiday.

Mrs. Philpott joined the Company on January 1, 1921 and was for many years a machinist on various groups at Tyseley works. Following the establishment of the Rover wartime dispersal factories, she was transferred to our Northern group in July 1942, returning to Tyseley at the end of the war.

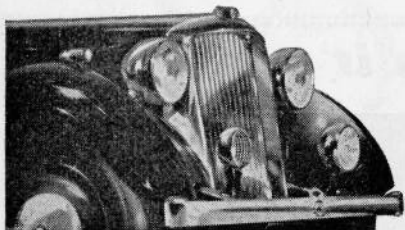
Expansion of the Company's production facilities brought yet another move for Mrs. Philpott, for in December 1951 she was transferred to Ryland Road where she has since remained.



Mr. Garland wishes Mrs. Philpott a happy retirement. Looking on are two of her workmates, Mrs. A. Gavin (left) and Mrs. C. Foggarty. The cut glassware presented to Mrs. Philpott is seen in the foreground.

The 21st episode in The Rover Story

NEW ERA DAWNS AS EARLY POST- WAR PROBLEMS TACKLED



In the opinion of the directors the Solihull factory was considered to be one of the finest car and body assembly works in the country capable of producing cars of a high quality on the most up-to-date and economical lines. The changeover from production of war material to production of cars did, however, present problems which caused concern to all manufacturers in the motor industry.

A lot depended upon Government policy with regard to car manufacture and the continuance of purchase tax on cars was a very decided sore point. Cars could only be purchased on the grounds of essential needs and, having obtained the necessary permit, a customer was then told that, although his need was essential, he had to pay purchase tax on the price of the car.

It was felt that whilst every support had to be given to the Government in its drive for export, motor manufacturers should be allowed a free market at home. Having won the war it was somewhat disconcerting to be told "that this country must be content to go without cars".

This, then, was the position in the early days after the war and it had, of necessity, to be accepted despite one's personal feelings. The situation was clear, the need to export appreciated, and it had to be faced. Our pre-war complacency had to give way to a new spirit to cope with an entirely new situation.

As could only be expected the 1945/46 models had to be basically the same as the 1939/40 models and with the urge to lay the foundations of post-war production every effort was made to gather together stores and equipment and to take stock of the position. Before the bells of victory rang out the Company recruited a nucleus staff of approximately 30 car workers and a short track was laid down at Clay Lane Works, Coventry, where about a dozen 4-cylinder cars were built.

This little project was going on at Coventry in harmony with the all-important work at Solihull factory where the changeover from aero engine production to fully-mechanised car assembly was proving to be a task of great magnitude. All machine tools had to be removed, a certain amount of modifications carried out to existing buildings, several powered conveying systems and overhead runways installed and special plants erected for such work as bonderising and painting.

The Company's planning engineers had to face the problems of converting the buildings from one purpose to something very different. Minor structural modifications were permissible—they

by
H. B. Light

were indeed inevitable—but major alterations had to be avoided. The layout had to suit an existing building.

It was intended that the new factory should be converted to undertake several functions connected with the Company's normal automobile production, the chief purposes being body manufacture and car assembly. Service Department, however, was housed in one of the factory buildings, and the showroom and vehicle despatch in another. In addition, all experimental work in connection with engine development and testing and with body design were also to be carried out in the factory.

It is a tribute to the staff of the Company that the first 1946 model car came off the assembly lines at Solihull in December, 1945—that is less than six months after work had ceased on aero engines.

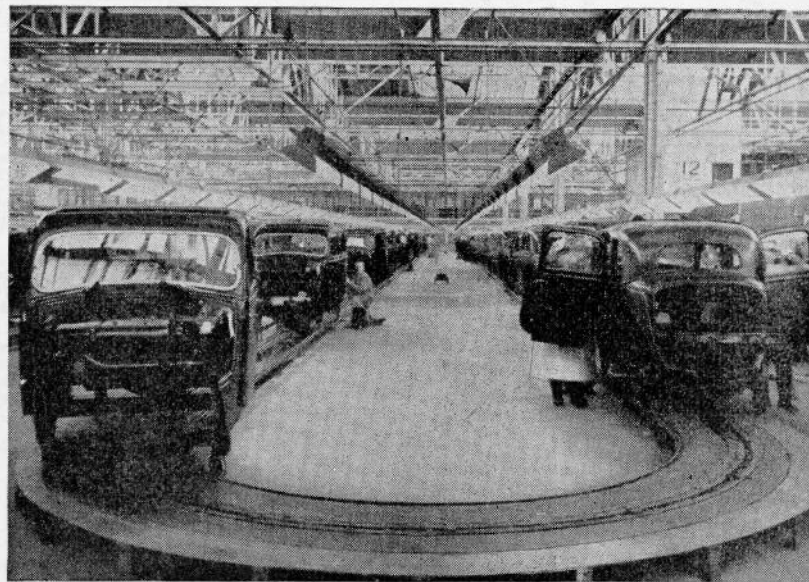
The new Solihull factory was officially opened on Saturday, February 2, 1946, by the President of the Board of Trade, Sir Stafford Cripps, and the Management invited all employees, works and staff, to lunch on that day. Sir Stafford impressed upon everyone the necessity for getting more and still more production and reiter-

ated that, unless we all worked harder to increase production, we should not be able to give him that proportion of our manufacture which he needed for his export policy.

Before the war our export business was small, but in support of Government policy we immediately formed an Export Department and every step was taken to develop this side of the business.

The reinstatement of the Company's car-producing factories at Tyseley and Solihull was more or less completed by August 3, 1946, and they were fully equipped for maximum output on up-to-date and economical lines.

Deliveries of new cars commenced in December, 1945, and although we made a loss on car trading for the year ending August 3, 1946, the following year of production revealed a profit. Actually, the trading results of the Company for the financial year ending on August 3, 1946, showed a net profit of £122,228 and the balance sheet showed that the Company was in a very sound position financially and could



A view of the first and second trimming lines at Solihull. This photograph was taken soon after peacetime car production restarted in 1945.

look forward to the future with confidence.

The models introduced by the Company for its 1946 season's manufacturing programme included two 4-cylinder models (10 h.p. and 12 h.p.) and two 6-cylinder models (14 h.p. and 16 h.p.). Retail prices operating at that time were:—

	Price £	P.T. £	Total £
10 saloon ...	460	128 10 7	588 10 7
12 saloon ...	505	141 0 7	646 0 7
12 sports saloon	520	145 3 11	665 3 11
14 saloon ...	550	153 10 7	703 10 7
14 sports saloon	565	157 13 11	722 13 11
16 saloon ...	580	161 17 3	741 17 3
16 sports saloon	595	166 0 7	761 0 7

"One of Britain's Fine Cars" was a slogan never more true than in 1946. The fixed policy of the Company to maintain high standards in design and construction was being strictly adhered to and the Rover Company was resolved to proceed on traditional lines and to enhance its high reputation for quality.

In this connection the "refinement" incorporated in Rover cars was an art to which Rover engineers had given, and were continuing to give, the very closest attention. The oft-used word "refinement" has a special meaning when associated with the name Rover and its significance lies apart from polish or excessive nicety.

It is the abstract qualities in a car which are difficult to define either by word or by instrument, but the Rover Company has tackled the problem of suppression of the unwanted phenomena of mechanical operation with such vigour that Rover refinement is not an accidental or incidental quality.

It is the result of careful choice, careful design and unremitting attention to the smallest details. It is these added refinements—the elimination of unpleasant noise and vibration combined with effortless driving—which cannot be measured in the same way as features of road performance can be measured. It is such refinements as these which have given Rovers such a proud name.

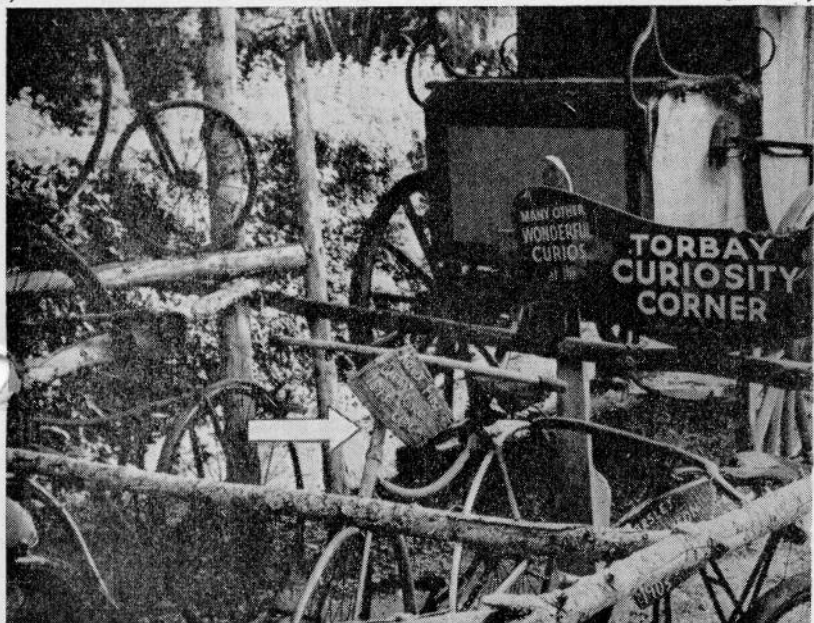


Planners in conference 17 years ago. Discussing the layout of the Lode Lane factory are, left to right, Messrs. G. F. Searle, J. Nagington, C. T. Newsome, O. Poppe, E. G. Commander and L. Jackman.

CURIOUS COLLECTION

Here is curiosity corner containing a special curiosity as far as Rover is concerned. Can you spot it? Among the ancient bicycles on display is one bearing the notice: "Rover First Safety Cycle, 1895".

While the photographer cannot vouch for the authenticity of the notice on the bicycle, he does know that this collection of "old iron" attracted great interest among visitors to Torbay—particularly amateur photographers.



GARDENS CUP FOR SEAGRAVE RD. MAN

Mr. A. O'Malley-Williams (Service Dept., Seagrave Rd.) has won the Fulham Horticultural Society Cup this year for the best garden in the London borough. He won with a percentage of 82.

In addition to winning the cup, he has been awarded a London Gardens Society certificate of merit gained in competition against gardeners from 50 London boroughs and affiliated societies.

SOLIHULL CLUB CONCERT

Artists at a well-supported Solihull social club concert on October 5 were Roger Graham (tenor, Coventry), Madge Kent (accordionist, Coventry), Bobby Bloom (versatile entertainer, Birmingham), Vicki Thomas (soprano, Hinckley) and Leslie Lewis (comedian impressionist, Derby).

COMING-OF-AGE

Mavis Shearman celebrated her 21st birthday on September 5. Gifts received from friends in the Detail Trim Department, North Block, included a handbag, clock and bedside lamp.

Retires from Perry Barr to join brothers in Ireland

Mr. Tom Malone (Inspection, Perry Barr) retired on his 70th birthday on September 28 to return to Ireland to join his two brothers, aged 77 and 79 respectively.

At a gathering of Perry Barr friends, Mr. T. Haywood (Senior Inspection Supervisor), on behalf of workmates, presented Mr. Malone with a transistor radio.

Mr. Malone, who joined Rover at Tyseley works in 1950, was a great social worker and singer in his time. He appeared on television in a "This is Your Life" programme devoted to Noel Purcell last year and on that occasion it transpired that he was also a friend of television personality Eamon Andrews.



Mr. Malone (left) receives his transistor radio from Mr. T. Haywood. Looking on are Mr. T. Russell (Inspection Supervisor) and Mr. L. Pipe (Inspection Chargehand).

Meteor Trophy rally turned into nightmare rough-ride

Fierce winds and lashing rain turned what was to have been a simple straightforward all-night car rally into a nightmare on September 29-30 when 19 cars driven by members of Rover Solihull Car Club competed for the Meteor Trophy. Sixteen finished what proved to be one of the roughest of night rallies.

Here is a first-hand account of the competition by a driver:—

"The rally was split into three sections which took competitors over distances of 170 miles. The first section ran south to the Cotswolds and this route was made difficult by torrential rain which slowed down drivers and made the navigators' task of finding their positions tricky.

"The second section was a nightmare. The route lay over the narrowest and most tortuous roads the organiser could find. The average speed was high and the drivers really had to throw their cars through the lanes.

Karters keep collecting the trophies

Rover Kart Club scored again at Little Rissington on August 19. In the team event it came third out of 11 club teams taking part, and in the individual races Barry Johnson (North Block), driving a Class 1 Standard Trokart, came first in each of his four races.

The club turned out in full force on September 2 at Chasewater. This is one of the smallest tracks on which the club has raced and many drivers ended up in the straw bales while dicing on this circuit. Racing was fierce, however, and most exciting from a spectator's viewpoint.

Two of our members were awarded trophies: Brian Livesey (Gas Turbine) came third in the Class 1 Specials and second in the Le Mans driving a Buckler Kart with a JLO Special engine, and Johnny Jones (Mr. Fleetwood's shop) came fourth in the Class 4 event against some of the strongest competition seen to date from the British Kart Club and the Chasewater Kart Club.

It was Birthday Event on the Rover Test Track on September 23. A record crowd of approximately 200 had a wonderful afternoon's karting under perfect weather conditions. Thirty karts took part in events which included novelty and relay races in addition to normal practice runs.

Another first class day's racing, despite the weather, was held at Little Rissington on September 30. The Rover team was again well to the fore, this time coming second in the team event. Three trophies were collected in the Class 1 Standards by Dave Wells (Gas Turbine), Mrs. L. Livesey (Brian Livesey's mother) and Mrs. June Johnson (Barry Johnson's wife). The Johnson family now runs three karts, its only problem being to get them all to the meetings!

The club's first annual dinner and dance will be held on November 16 when the re-presentation of trophies will take place. For members and friends tickets (available from committee members) are 12/6d. for the dinner and dance, or 4s. for the dance only.

SEAGRAVE ROAD SUCCESS

Seagrave Road cricketers have had an exceptionally good season. Under the captaincy of T. Grogan a talented team won 10 of the 15 matches played, drew 3 and lost only 2.

Best batsmen were W. Gould and A. Jarvis and R. Larder and T. Grogan were the most effective bowlers. The players thank Mr. Peachey, umpire, and Mrs. Gould, scorer, for their services.

September golf

Rover Golfing Society September details:— League results, won 6-0 against Austin Ex-apprentices, won 6-0 against Garringtons. Friendlies, lost 3-2 to Dunlop Rim and Wheel (Coventry) at Copt Heath. All square against Blossfield at Gay Hill. Hexter and Eschborne lost 7 and 5; Clements and Lewis won 2 and 1; Woolley and Longstaffe won one up; Davies and Sharp lost 2 down; Harty and Lloyd lost 5 and 4; Howl and Hall won 2 up.

Internal competitions (winners): Acocks Green Trophy at Tadmerton, F. Fisk 136 net. Penfold Trophy, A. Shrimpton. Committee Cup, S. Sharp.

Meteor Trophy rally turned into nightmare rough-ride

"Conditions now became extreme; competitors were driving on the top of the Cotswolds some 800 ft. above sea-level, completely exposed to what was by now nearly a hurricane. Drivers were fighting the wheel on roads made greasy by water and fallen leaves, swerving violently to avoid falling branches and having their cars blown bodily sideways.

"Worst of all was the spectacle of trees being uprooted and hurled across the road only yards from the fast-moving cars; alarming, too, was the horror of driving into telegraph wires which whipped and slashed at the cars.

"The third section brought the competitors back to Wythall. The storm was past its fury now and hazards were reduced to torrential rain, fallen trees, branches and leaves and flooded roads, not forgetting driver fatigue.

"The 16 finishers were glad it was over but, in retrospect, they enjoyed themselves immensely."

Organisers were: Section 1. C. Sanders (Jig Shop). Section 2. E. Lewis (Engine Drawing Office). Section 3. H. Gardner (Experimental Model Shop). The winner of this marathon was G. Hames, a visitor, second M. Armstrong (visitor) and joint third, K. Broadfield (Tyseley) and F. Parkes (Experimental). The last two named are trophy winners.

Badminton: New season plans

Rover Solihull Badminton Club has several friendly fixtures arranged with other local clubs in the 1962/63 season and a men's team is entered in the second division of the Birmingham District League.

In addition, there will be the club's annual ladies and men's singles tournament for the F.R.S. Seale and R. Dix Trophies.

Anyone who would like to join the club should contact one of the officials listed below or go along to the main canteen on a Tuesday or Thursday evening. Fees are 10s. a year for members over 21 and 5s. for the under 21s. Each member is allowed one visitor per evening for 1s. fee.

The following officials were elected at the club's annual meeting on September 13:—Chairman: Mr. W. Townroe (Planning Dept., Internal phone 228); secretary and treasurer: Mr. K. Greaves (Project Brochure Dept., 355); other officers: Mrs. P. Barney (Export Sales, 421); Mr. S. Jones (Land-Rover Assembly Shop, 284); and Mr. W. F. Heames (Home Sales, 431).

Darts team reaches final in first try

Rover Gent's darts team entered the Battle of Britain Colleshill Cup competition for the first time this year—and reached the final.

The team competed against 36 others from all over the Midlands and eventually defeated Colleshill Ex-Servicemen 3-2 in a semi-final match. In the final the Rover players were beaten by the same margin by Castle Bromwich "Rebels".

After two seasons in the Forest of Arden League during which the players "swept the board" of all awards, the team is now in the Sheldon League. Team members are:—F. Richman (W.E.D.), F. Mason (Welding Dept.), B. Gorst (Trim Shop, Cars), E. Fellows (P4 Line), E. Nesbitt (Stores), M. Cooke (Paint Shop), E. Denham (Land-Rovers), M. Waring (Land-Rover Final Line), L. Gilbert (Exp. Paint), G. Turner (W.E.D.), C. King (Paint Shop), J. Hurford (Service), A. O'Keefe (P4 & P5 Line), H. Ward (Inspection), E. Unox (W.E.D.).

New members will be welcome and they should contact Mr. Richman, secretary (Internal 455).

The expected Paint Shop 'A' win did not materialise in the Inter-departmental Darts Final. Paint Shop 'A', the stronger side, just failed to hold Service 'B' in the middle games and lost 3 games to two. Congratulations to Service 'B' on a fine win.

Works Liaison defeated P5 Axle Section by two games to one in the final of the Inter-departmental Snooker Knockout Competition. Two of the games went to the black ball in an exciting finish.

Mr. R. S. Taylor, billiards and snooker section secretary, presented the awards to members of the winning snooker team and Mr. R. Dixon gave plaques and medals to the champion darts players.



INCONSISTENT FIRST XI ENDS UP FIFTH

Due to the bad weather Rover Solihull cricketers First XI had a very inconsistent season. Rain affected the result of five of the six drawn games with the balance of three games definitely in Rover's favour. The Solihull lads should have finished higher than fifth

position in the Midland Works and Business Houses League. Of 14 games played they won 3, drew 6, lost 5.

The league Second XI was more fortunate in the weather, but not in the results and finished bottom of Reserved Division 'C'. Only two games resulted

in heavy defeats; other games could have resulted in more wins. John Lees (Service Inspection) recorded his maiden "100" in the match against Hy. Hopes and Ray Morton was only five short of his hundred in the match against Lucas, Formans Road. These were the two highlights of the season. Of the 12 games played the team won 1, drew 3 and lost 8.

Sundays seemed to be reserved for cricket, for the club elevens had only two games out of 28 affected by the wet. The First XI played 16, won 6, drew 2, lost 6 and abandoned 2 and the Second XI played 12, won 2, drew 3 and lost 7.

The Cricketer of the Year Trophy was awarded to K. Rampler (North Block). League First XI batsman was L. Burnett and bowler J. King (Schedules); League Second XI batsman was D. Bateman (North Block) and bowler T. Horsley (North Block). Club First XI batsman was C. Payne (Land-Rover Final Line) and bowler D. Solis (Welders). Club Second XI batsman was H. Nicholson-Walker (Accounts) and bowler E. Bluck (Maintenance).

The last two games of the season were both decided for the winning of both divisions in the Inter-Departmental Cricket League, and both were first-class games. Land-Rover Final Line required a win over Maintenance to "tie" with Land-Rover Assy., but failed by nine runs. Sales Dept. required a win over the Apprentices for first place above Land-Rover Scuttle and won with only two balls left in the last over.

Rover Tyseley cricketers completed a very successful season on September 16, having won 19 of the 32 matches played. Details of the matches played since the last issue are: lost to B.C.T. (Carter 3); won against Stockland (Hodges 25, Johnson 5 for 39); won against Super Oil Seals (K. Lovell 6 for 3); lost to Inland Revenue (Collins 13 not out); lost to Dockers; won against Inkberrow (Carter 29, Bailey 7 for 30).

Batsmen Hodges, Carter, Bannister, Lovell V. and Lovell K. have all topped 250 runs and special praise must be accorded to S. Johnson who took 118 wickets during the season.

Final averages: Batting, Carter 18.5, Bagnall 16.6, Bannister 14.6, Lovell V. 13.7, Lovell K. 13.2, Hodges 12.7. Bowling, Johnson 6.2, Green 6.7, Lovell V. 7.9, Lovell K. 8.6, Goode 9.7, Bailey 11.6.

SOLIHULL INTER-DEPARTMENTAL CRICKET LEAGUE 1962					
DIVISION I			DIVISION II		
	P	W	L	D	Pts.
Land-Rover Assy.	12	9	2	1	28
Land-Rover Final	12	8	3	1	25
Maintenance	12	7	4	1	22
North Block	12	6	4	2	20
Gas Turbine Staff	12	4	5	3	15
Experimental	12	2	8	2	8
Gas Turbine Shop	12	0	10	2	2



Twenty-six people went on the Rover Photographic Society's summer outing to Chatsworth House, Derbyshire, on September 8 and the party is pictured before touring the premises. Anyone interested in joining future outings of this nature should contact Mr. N. Butchers (Stock Audit, Internal 317).

P4 team does it yet again



For the third successive year P4 cars football team won the Inter-departmental Jackman Trophy on September 11 by defeating Gas Turbine 2-1. Sixteen teams entered the competition.

The winning team is pictured above and the trophy is seen in front of Skipper R. Murphy who received it from Mr. W. J. Robinson (Executive Director, Production). Below, Mr. Robinson is seen presenting the 1962 Sportsman of the Year Trophy on the same occasion to C. Tandy for services to Rover Solihull soccer club as a player and committee member. Watching are members of the defeated Gas Turbine team.

Both Solihull teams have started the season with absolute mastery over their opponents. Results:—First team. Sept. 8—Rover 7, Cincinnati 0; Sept. 15—Cincinnati 1, Rover 1 (only 10 men); Sept. 22, Birmingham City Shield first round—Rover 4, Cincinnati 1. Second team. Sept. 8—B.S.A. 4, Rover 6; Sept. 15—Rover 4, Birmid 4; Sept. 22, Central Challenge Cup first round—Rover 7, Metro Works 0.

Tyseley football section is fielding three senior teams in the Works F. League this season, two from Tyseley and one from Perry Barr. A junior team could not be formed owing to a shortage of players.

Tyseley Seniors started the season in good form, winning their first three fixtures, including the first round of the Lucas Cup. Tyseley Reserves won their first two league fixtures, but were eliminated from round one of the Wilkinson Cup.

In its league fixtures Perry Barr team has drawn one and lost one, and the team also drew its match in round one of the McKechnie Victory Cup.

Tyseley Badminton Section began its season in the works canteen on September 4. Anyone interested in playing should contact B. Evans (Wages Dept).

Fishermen turn away from swollen Severn

Because heavy rain resulted in 10 ft. of flood water running on the day of the contest, Rover (Solihull) Angling Section transferred its annual competition from the River Severn at Erdington to the Stafford Canal at Wolverley, near Kidderminster.

Harold Smith was the winner with a weight of 1 lb. 13 oz., runner-up was Vic Blakeman with 1 lb. 3 oz. 4 dr., third was J. Cooper (1 lb. 2 oz. 4 dr.) and fourth F. Haywood (14 ozs.).

Mr. F. Smith and Mr. F. Cox are joint winners of the Aggregate Trophy, each having 194 points for contests fished during the year. Prizes for the annual contest will be presented at a dinner, concert and dance in the Rover Ballroom on November 10.

Tyseley anglers also had to transfer their main contest of the year from the swollen River Severn to Amington Canal on September 15.

Even so, this match will be remembered as a chapter of accidents starting with a coach which failed to materialise due to a date misunderstanding. An emergency call to club car owners, however, soon overcame this setback.

In position at the water competitors had to sit back for the first half-hour watching a convoy of barges pass. The consequent churning up of the bed was fatal to angling prospects and E. Harr and L. Masters were the only pair to top the pound. Several experts either failed to weigh in or finished well down the list.

Heavy rain completed a disappointing contest and Tyseley anglers are hoping that their ration of bad luck has been used up for many seasons to come.

Results:—E. Harris (1 lb. 9 oz. 12 dr.), L. Masters (1 lb. 2 oz. 2 dr.), W. Hatfield (14 oz. 3 dr.), W. Wareham (13 oz. 6 dr.), A. Pearsall (12 oz. 4 dr.), E. Henderson (11 oz. 11 dr.).