

ROVER NEWS



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A New Year Message from the Managing Director

Mr. W. Martin-Hurst sends this message for 1963 to Rover employees:

I am pleased to have this opportunity to wish you all a very happy New Year and I hope that you and your families will enjoy good health and good fortune.

The Old Year had its ups and downs but I am greatly encouraged by the interest aroused at both the Commercial Vehicle and Motor Shows by our 1963 models, and by the orders which we have since received.

The considerable reduction in Purchase Tax announced by the Chancellor indicates recognition by Government of a fact—perhaps peculiar to and long appreciated by the motor industry—that, for exports to thrive, they must be backed by a strong home market, and this should give a boost to the home sale of cars and station wagon Land-Rovers.

The Company's record in the export field is a proud one and in the year to come I hope that we may see an easing of political tensions and currency restrictions which, during the past year, have adversely affected sales of Land-Rovers in some overseas markets.

We are entering a year of challenge which may see the entry of our country into the European Economic Community. Should this be the

case, Great Britain may well be called upon to demonstrate afresh the leadership in world affairs which is her tradition and every Briton will have opportunity to show that for loyalty, determination, skill and hard work we are a match for any nation.

1963 also holds a particular challenge for our Company as it will see the fruition of our long-term expansion plans of which the new buildings at Solihull and Cardiff are visible evidence. I am confident that at this momentous time in the Company's long history every employee will rise to the occasion.

Thank you all for the many ways in which, during the past twelve months, you have contributed to the Company's welfare and as a New Year's resolution may I suggest that by the way we do our work each of us should make a conscious effort to impress our customers throughout the world with the fact that the name ROVER stands for Outstanding Quality and Fine Workmanship.

Industrial Relations Appointment

Taking up appointment on January 1 as Industrial Relations Manager to the Rover Company is Mr. Edward S. Richards, former Group Personnel Manager with the British Thermostat Co. Ltd., Sunbury-on-Thames.



Mr. Richards

Before joining British Thermostat he had experience of personnel work with the Ford Motor Co., Dagenham, and Kelvin and Hughes Ltd.

Mr. Richards is a member of the Institute of Personnel Management and the Institute of Office Management. He is married with two young daughters.

New store stocks spares for customers and employees ... help for distributors

Customers, distributors and dealers and employees will benefit directly from a modern and highly concentrated two-tier Parts Store which has been taking shape over the last few months in a portion of the Service Repair Shop, Solihull.



Mr. London Mr. Studholme

High standard of finish: A statement

Continued maintenance of a high standard of finish is urged in a statement issued to ROVER NEWS by Solihull J.P.C.A. Workers Committee and the Senior Shop Steward.

"The future of the British motor industry and your own depends on the quality of your workmanship", says the statement. "We must maintain a high standard of finish".

Calling on employees to assemble every part on each vehicle with the same care "as though you were making it for yourself", the Committee says that customers had the right to expect cars in perfect condition.

The Editor of ROVER NEWS and his assistant extend the compliments of the Season to all readers. May 1963 be a Happy and Prosperous year to you all.

The idea of a store with a triple purpose was conceived by Mr. C. Studholme (Parts Supt.). His "consultant" was Mr. H. V. London (Field Parts Manager), who designed the store and planned its internal layout and method of working in the light of experience gained from the parts storage problems of Rover distributors in many parts of the world.

Primarily, it is intended to supply all the needs of the Service Repair Shop which deals with every kind of job from serious smashes to quick service and sales extras. Employees owning Rover

cars and Land-Rovers will be able to purchase parts at a special retail counter and employees requiring oil and anti-freeze for any make of vehicle of their own will be able to obtain their requirements at the same counter from early February.

The store will also form a "demonstration area" for showing a Rover parts store to parts managers from Rover distributing concerns all over the world. Hitherto, parts managers attending the Parts School at Solihull were shown a miniature store contained within the Service School; in future they will also

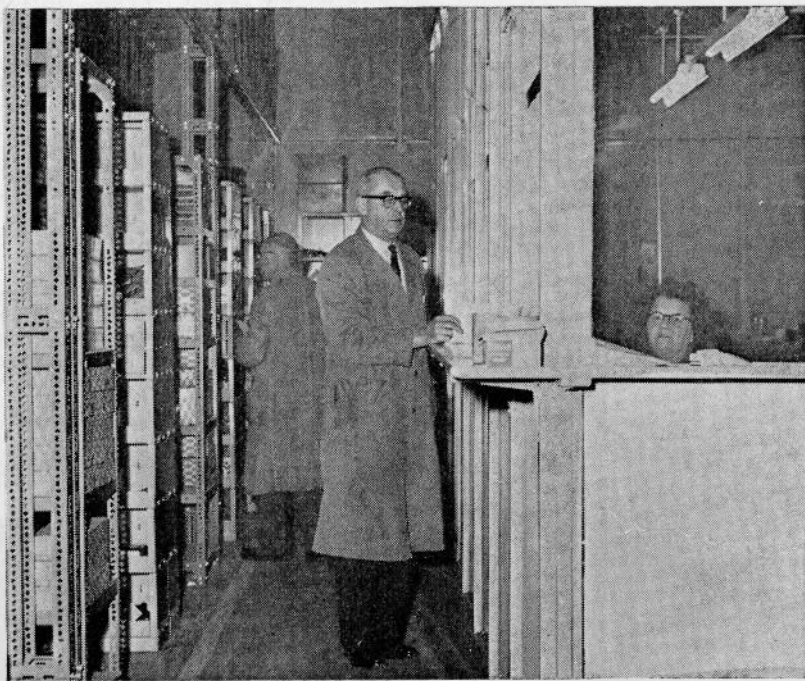
be shown a fully operational parts store, the working set-up of which will be recommended to all distributors who seek our advice about parts store layout and operation.

The new store, which is under the working control of Mr. Studholme, occupies 6,000 sq.ft., in which are an adequate receiving section, oil store (in 500 gallon bulk storage tanks), tool store, accounting and superintendent's offices. Some 8,000 items are in stock and these are expected to increase to between 10,000 and 12,000.

Maximum use of space is made in the concentrated area of the store. Whereas storage was wasteful in the old area—some 4,000 to 5,000 items and inadequate receiving and accounting areas occupied about 5,000 sq. ft.—adjustable bins, Dexion slotted angle racks and open shelving make for maximum storage efficiency in the new store.

The Rover two-card stock control system used is recommended to all enquiring distributors.

Visitors to the store are immediately struck by the Meccano-like appearance of the slotted angle used. Many advantages are to be gained from its amazing versatility and adaptability. Single or multi-purpose storage facilities are available at will, and shelves can be added or repositioned quickly and without tools.



In the new parts store, with issues on the left and stock control on the right. Mr. T. Liggins (foreman, Service repair shop stores) receives a requisition booked off by Mrs. M. Fawcett (stock control clerk).

Private entry 3-litre in Monte Carlo Rally

A private-entry Rover 3-litre will be among the 105 British competitors in next month's Monte Carlo Rally.

The competing car, a veteran of the Liege-Sofia-Liege and R.A.C. rallies, will start its 907-mile drive from Glasgow with ATV producer Raymond Joss at the wheel. He will be accompanied by co-driver Dennis Pratt, four times a driver in the 'Monte', and also by an ATV reporter.

During the R.A.C. Rally this particular car was driven by BBC motoring correspondent Raymond Baxter.

Servicing on the route to Monte Carlo will be carried out by Mr. Ralph Nash (Competition Liaison Manager), and Mr. Tony Cox (Competition Section foreman), who regard the event as a means of gaining information which would be invaluable should Rover works teams be entered in a future Monte Carlo Rally.

Accidents kill 700 a year

Some 700 people a year were killed accidentally in factories and on building sites, said Mr. R. W. Hearn, Director of Birmingham and District Industrial Safety Group, at a Solihull J.P.C.A. safety sub-committee dinner on December 6.

He told 41 safety representative and members of Management that 200,000 people a year were injured sufficiently seriously to be away from work for more than three days. "You can multiply that figure 50 times if you count minor injuries", he added.

Mr. Hearn said: "If you add up all the time lost by strikes and multiply it by seven you still won't equate production time lost by accidents at work". Wages lost each year totalled £30,000,000.

Stressing that it was everyone's job to prevent accidents, Mr. Hearn said many accidents were due to lack of discipline and to people being careless.

Mr. A. J. Worster told representatives that the Company appreciated that they were doing extremely valuable work. By striving to prevent accidents they were saving their fellow-workers from suffering and helping production.

Staff Pension Fund continues to expand

Continued expansion was the theme of the report of the committee presented to the 18th annual meeting of The Rover Staff Contributory Pension Fund held at Solihull on December 13.

A net increase of 141 in membership—from 1,630 to 1,771—was reported. A total of 289 new members were admitted during the year; 117 left the Company's service and 16 withdrew for other reasons. Five retired and received lump sums in commutation of small pensions and seven members died while still in the Company's employ. There were also three deaths among pensioners.

Ordinary contributions continued to increase, the year's total being £121,154 against £101,508 in the previous year. More members took advantage of the opportunity to pay additional voluntary contributions and the total under this heading increased from £5,266 to £6,159. The number of members

continuing to pay contributions after reaching normal retiring age increased from 39 to 48 with a corresponding increase in the total of such contributions from £1,450 to £1,998.

The number of pensioners has been increased by the retirement of several old servants and on August 6 there were 96 in receipt of pensions which will total £16,243 in a full year.

A total of £7,579 was paid to the dependants of the seven members who died while still in the Company's service. The total of the Fund account has risen by £145,016—nearly 14 per cent increase on last year's figure and an indication of the continuing strength of the Fund.

130 Land-Rover owners see engine assembly and vehicle demonstration

Solihull and Tyseley factories were visited by about 130 members of the Land-Rover Owners' Club on November 9. The club's "open day" began at Tyseley where the visitors were split into groups of a dozen to see almost every process in the machining of engine parts and the system of inspection.

After lunch, the owners watched a demonstration by various experimental Land-Rovers provided by Engineering Department. Some of the vehicles were already obsolete and others were mobile test beds on which many current production features could be seen.

The Forward Control Long Land-Rover was much in evidence and various vehicles were tested on a draw bar pull gauge anchored to a tree.

A surprise item was a look at the gas turbine prototype car, T4.

YOU CAN'T GO WRONG...



A GOOD IDEA AT

THE ROVER

Don't wait for that idea to occur to someone else—try and "sell" it yourself! Efficiency suggestions are welcomed and forms are obtainable from suggestion boxes, works offices or Personnel Department.

£45,000 New Zealand order

A New Zealand Government order worth £45,000 has been placed for 80 Land-Rovers. Of the total, 54 are C.K.D. and the remainder built-up. Some of the latter vehicles are for supply to the Niue and Cook Islands.

Business is brisker in South Africa, to which country 168 3-litre cars are going C.K.D. during this month, January and February.

Twenty-seven short wheelbase diesel hardtops have been ordered for the Mozambique police in Portuguese East Africa.

First ten Land-Rovers ordered by Nato contractors for hire by Nato personnel in Greece, Turkey and Spain have gone forward. Another 10 are on order.

Land-Rovers ordered by the West German Government for use by German military attaches in four foreign capitals have been delivered. The German Govt. has also ordered four Land-Rover Dormobile medical units for its aid scheme to underdeveloped countries.

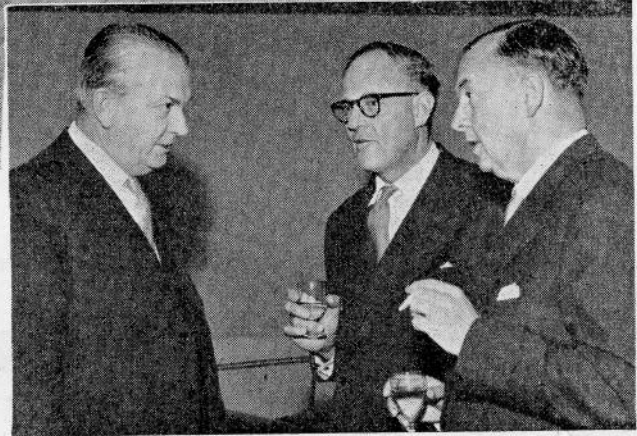
The 21 Land-Rovers ordered by the Danish Army have been despatched. The order was the first from this source.

£30,000 extensions for a B'ham distributor



Inside the new showroom, showing Rover cars and a Land-Rover on display.

RIGHT: Mr. P. Hamilton-Adams, Managing Director of Collier's, chats with Mr. W. Martin-Hurst and Mr. L. G. T. Farmer, Managing Director and Executive Vice-chairman respectively of The Rover Company. (Photos by "The Birmingham Post" Studios).



Extensions costing £30,000 have provided R. H. Collier and Co. Ltd.—one of the largest distributors of Rover cars in Britain—with a magnificent modern showroom at the "Swan Corner" on Coventry Road, Yardley, Birmingham.

The extensions—comprising the showroom converted from a former repair shop and a new and larger repair shop to replace the one thus lost—were opened on November 6 by Mr. L. G. T. Farmer, President of the Society of Motor Traders and Manufacturers, and Executive Vice-Chairman of The Rover Company.

Many members of the Rover board of directors were among the guests at the opening ceremony at which Mr. Farmer was introduced by Mr. P. Hamilton-Adams, Managing Director of Collier and Co. Ltd.

With a 72 ft. frontage to Coventry Road, the new showroom is well-placed for future road conditions at the "Swan Corner". A fully-automatic oil-fired central heating system provides for piping under the floor and special type of radiator to keep the showroom windows free from condensation.

Collier's has one of the most up-to-date and comprehensive Rover parts service in the country. Parts are available for all vehicles built within the last 10 years and there is a considerable range of pre-war parts in stock.

A special page in "The Birmingham Post" on November 6 was devoted to the new Collier development and the firm's close links with Rover were emphasised in editorial articles dealing with the concern's growth.

Pensioners' dinner in New Year

A dinner and concert exclusively for retired Company employees is being arranged for early in the New Year. Further details will be published later, but in the meantime pensioners should write to Mr. R. Dixon, Social Club secretary, giving age, approximate years of employment with the Company and date of retirement, in order that a register can be compiled.

HOLIDAY FILMS

Slides and cine-films taken during the Land-Rover Trim Shop party's holiday in Italy earlier this year were shown at a social evening on December 7.

POPPY DAY

Acocks Green employees collected £11 0s. 3d. in a Remembrance Day poppy collection.

RECENT SOLIHULL VISITORS:- Col. H. Wirjodiprodjo, Indonesian Army Ordnance Chief, and Col. N. R. Dharsono, Military Attache in London.

FACTORY

'FUN' THAT IS NOT A JOKE

Life isn't much fun if you can't have a laugh now and then, but a factory isn't the place for a 'lark'. Practical jokes have a habit of going sour, and the laugh may very well be on you. Pushing, shoving and sparring are healthy activities if carried out in the right places, such as the sports field or boxing ring, but the results can be anything but healthy if these practices are carried into the factory or workshop.

In industry, this type of behaviour is classified as 'horseplay' and what starts as an innocent shove or slap to a workmate can end up as a bad accident; something, in fact, which was never intended.

Practical joking must also be deplored because the humorous outcome is seldom worth the initial effort. The victim is either deeply embarrassed or thoroughly ridiculed; he then reacts accordingly and is often not responsible for his actions.

Worse still is the thrown missile, be it a ball of paper, 'skated' cardboard or perhaps a rubber band catapult.

Here are a few tragic facts which resulted from 'horseplay' in industry. You are urged to think about them and resolve that you and your mates will keep safe.

● A man lost the sight of one eye as a result of being struck by a piece of cardboard 'skated' across the shop by a workmate.

● A worker threw a ball of paper (bound with masking tape) at the head of a machine operator; the sudden shock caused the machine operator to put his hand into the machine—and he lost three fingers.

SAFETY CORNER

● Just for 'fun', grease was smeared on the controls of a machine; this caused the operator to slip when he started the machine and his right hand was severed.

There are hundreds of similar occurrences—many of you know about them—but don't let any of them happen to you and your workmates.

Despite many warnings, compressed air lines are popular with practical jokers, but however innocently it begins 'fun' with the air hose can have a tragic ending. The pressure from our compressed air supply is often between 70 and 100 lb. to a square inch and a man surprised by a sudden, unexpected

blast of compressed air can receive serious injury. In fact, compressed air lines are highly dangerous when applied to the body, whether accidentally or deliberately.

Compressed air is a valuable aid to production and perfectly safe when used for the correct purpose, but any misuse immediately changes this useful force into a dangerous enemy. So play it safe and don't get your laughs through horseplay or practical jokes at the expense of your workmates.

W. G. KANE

YOUR ROVER NEWS

ROVER NEWS is posted free each month to all employees. It is normally published on the last Friday in each month. Date of our next issue: January 25.

R.A.C. RALLY



These action shots taken during the R.A.C. Rally show the sort of tough terrain negotiated by the four Rover 3-litres which entered—and finished—the 2,200-mile marathon. LEFT: A

Rover entry at a special stage check point; note the Land-Rover on the right. ABOVE LEFT: Rear wheels leave the ground as a 3-litre crosses a bridge at speed. ABOVE RIGHT:

Rough going indeed, judging by the surface of this length of the route. Yet the Rover maintenance bill for replacement parts on four cars was only £3. 17. 9d.!

THE COMMON MARKET AND OUR MOTOR INDUSTRY

Many people are confused by the term "Common Market". But it is really very simple to understand if one takes it slowly.

What is the Common Market? How will it affect us politically? And what will be its effect on British trade, especially the motor industry? I will take each of these in turn.

The Common Market is the popular name for a grouping of six European nations—France, West Germany, Italy, Holland, Belgium and Luxemburg. Its proper name is the European Community.

These nations have seen Europe suffer from the savage rivalries of different nations, not only in war but in the slumps between wars.

So they determined to create a united Europe, and particularly to tie up tightly with them Germany, which had been such a pest for so long.

The Western Alliance in the post-war era has consisted of a single dominant power—the United States—and several smaller, weaker allies.

But now we may see an equal partnership between two great power groupings, the United States and the European Community.

For in ten or 20 years time the new European Community may be as powerful as the United States or Soviet Russia.

This being the case, it is surely both our duty and in our best interests to be in this block which is upon our very doorstep.

If we are part of it, we can share in its leadership and maintain our position of influence in the world.

If, on the other hand, we do not go in we shall cease to be able to influence anybody, and our world status will decline to something like that of Denmark or Austria.

MAJOR OBJECT

So much for the political considerations. Now for the economics.

A major object of the European Community is to have a Common Market. That is to say a free trade area between members, just as we have free trade between England, Scotland and Wales.

This means that if you live in one of the Common Market countries you will soon be able to buy, say, a car made in any other country in the Common Market at its cost price—because no tariff or duty will be paid on sending it across a frontier.

But a car made in an outside country—in Britain, for example, if we don't join—will have to pay what is known as the Common External Tariff on entering any Common Market country. This is a tariff ring against all imports from external countries; i.e. those which do not join the Common Market.

This means that cars and all other goods from countries which do not join will be very much harder to sell in Europe because they will be so much more expensive with the price loaded by this tariff.

This Common External Tariff is the chief economic reason why we must join.

Our exports to the Commonwealth have been declining for years, while our exports to Europe have been going up. Last year we sold five per cent more in Europe than we did in all the Commonwealth.

Police inspector here on course

One apprenticeship was completed in November—that of F. C. Bannister (Machine Tool Repair Section, Tyseley).

Werner Maes, of the German Rover Company, has left Solihull on completion of his six-month training course. He will be taking charge of the Parts Department in Germany.

Inspector Harding, from the Sierra Leone Police, has begun a training course on Land-Rovers. He is in charge of the police mechanical branch in Freetown. Other arrivals include two fitters from Gambia for a similar training course.

An article specially written for ROVER NEWS by
SIR MARTIN LINDSAY
M.P. for Solihull

We dare not risk being cut off from this expanding new European market.

The object of this free trade area is to give Europe the benefit of a mass market. The population of the Common Market is already 170,000,000; it will be 220,000,000 if we join and about 250,000,000 if most of the rest of the countries in Europe join.



SIR MARTIN LINDSAY

Compare this with the populations of the U.S.S.R. (216,000,000) and the U.S.A. (185,000,000).

A mass market means much cheaper manufactured articles, because companies can tool up for long runs of production.

If we do not join we shall be the only major manufacturing and exporting country in the world without a large home-based mass market. And if Britain is denied the benefit of long production runs, the other Common Market countries will be able to undersell us in third markets of the world—in the Commonwealth, the U.S.A. or South America, for example.

SEVERE COMPETITION

This would mean a disastrous fall in our standard of living. Every other mouthful of food we eat comes from abroad and, like the raw materials for our factories, has to be paid for by our exports.

Joining the Common Market will not guarantee an increase in British exports. But at least it will give us a chance.

The six Common Market countries have prospered exceedingly in four years; there is every reason to believe that Britain can do as well, or better.

But competition in the Common Market will be severe, and not least in Britain.

So far as the motor industry is concerned, the immediate effect will be that, from the day we join, the Mercedes-Benz and Volkswagens will have their 30 per cent import duty on entry into Britain cut by half. They will be that much cheaper in competition with British cars.

On the other hand it will mean corresponding tariff reductions for British cars shipped to Europe. Soon these tariffs will disappear completely; then British industry will have the whole Common Market as its home

market—a home market four or five times its present size.

The leaders of the British motor industry do not doubt its ability to compete successfully on equal terms with their competitors in the Common Market.

It was to assist the industry that the Government last month reduced purchase tax from 45 to 25 per cent. This should greatly stimulate the home sales of cars, and the increased volume of business will help to keep our export prices competitive.

There are, of course, other angles to the Common Market, some of which are worrying people—the Commonwealth position, for example, the question of sovereignty, the price of food, labour relations, and so on.

Unhappily I have no space to deal with them now, but I don't believe that any of them will cause insuperable difficulties.

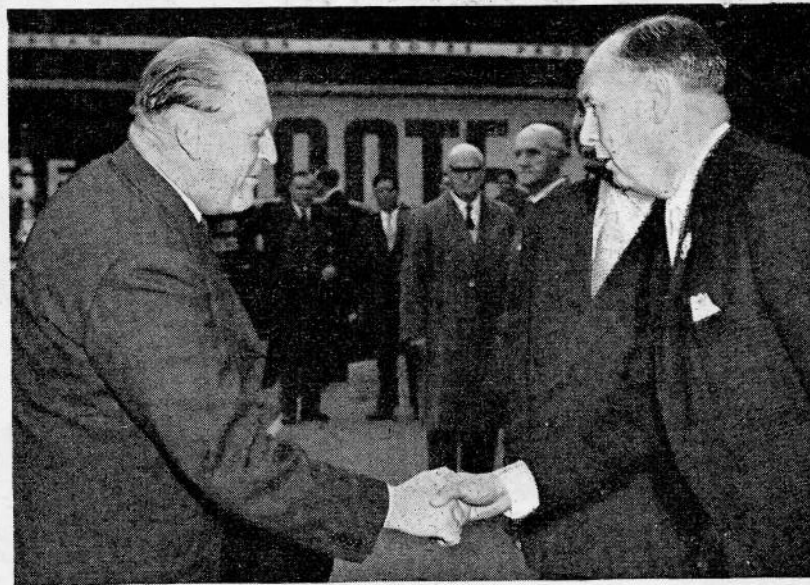
Let me conclude by quoting Mr. L. G. T. Farmer, Executive Vice-Chairman of the Rover Company and this year's President of the Society of Motor Manufacturers and Traders:—

To my mind the new spirit of competition in Europe offers one of the most exciting opportunities in history.

If we and our Continental partners are wholeheartedly prepared to play our part in the building of a new and prosperous economic unit, the result will be of incalculable benefit.

That is my view also.

A ROYAL OCCASION



Mr. L. G. T. Farmer, President of the Society of Motor Manufacturers and Traders, and Executive Vice-Chairman of The Rover Company, greets King Olaf of Norway at the Earls Court Motor Show. (This photograph was received too late for inclusion in last month's ROVER NEWS.)

Material Control and Buying Office changes announced

Changes in departmental responsibilities have been announced consequent upon the appointment of Mr. A. B. Smith, formerly Supplies Director, as General Manager.

Mr. H. Butler, formerly Material Control Stores Manager, is now Supplies Manager. He will still maintain the overall responsibility of supplies service to production and also cover liaison and integration of computer operations, programme control and other major procedure changes.

Mr. L. N. Callaby, formerly deputy to Mr. H. Butler, is now Material Control and Stores Manager for the group and proportionately assumes Mr. Butler's previous responsibilities.

Mr. W. G. Mason has been appointed Material Control Manager (Solihull) and will be assisted by Mr. G. F. Holbeche who will continue to be

responsible for the Scheduling and Consolidated records sections, and Mr. D. A. Weston, who has recently been transferred from M.C.D., Tyseley, to supervise the Chasing Section.

Mr. F. T. Keight, previously Material Control Manager, Tyseley, is now Material Control and Stores Manager (Tyseley) and his former assistant, Mr. E. E. Penny, has taken over as Material Control Manager, Tyseley.

Mr. F. W. Rigby, formerly in charge of the M.C.D. Scheduling Section, Solihull, has assumed responsibility of all liaison activities in respect of computer introduction for Material Control and Stores Departments, together with overall control of Addressograph Department.

In the Buying Office, Mr. G. E. Taylor, formerly in charge of the Chassis Section, has been designated Deputy to the Assistant Chief Buyer—a new appointment.

January production by Rover actors

Encouraged by the success of their last production, members of Rover Theatre Club are now busy rehearsing for their next dramatic offering—the two-act "Night Without Tears" by Michael Pertwee—on January 12, 18 and 19.

Once again the play will be given on the Tyseley stage. The cast of seven includes John Bradney (Cashiers), Audrey Taylor (Main Buying), Liz Osborne, Chris Greatorex (Stock Audit), John Wallbank (O & M), and Alec Finney (Turbine Buying). John Sharpe (Land-Rover Test) produces.

The Rover Theatre Club is now affiliated to the British Drama League.

ANNUAL DINNER-DANCE

Solihull cricketers will be holding their annual dinner-dance and prize presentation on Friday, February 8.



Ex-President Chamoun of the Lebanon pictured during his visit to Solihull when he toured the assembly line. Left to right are Mr. A. B. Smith (Director and General Manager), Ex-President Chamoun, Mr. A. J. Worster (Director), Col. A. P. Le Blanc, Rover's Middle East representative, Mr. W. Martin-Hurst (Managing Director), Mr. E. Armitage (Regional Manager) and Mr. A. G. S. Herbert (Executive Director, Sales).

VETERAN FITTER WORKED ON 8 h.p. CARS

Mr. William Bellinger, who retired from Perry Barr on November 23 after 42 years with the Company, had worked as a fitter during all his service, except for the war years.

He began at Tyseley in December, 1920, and worked originally on chassis

build in the days when the 8 h.p. car was being produced. He was also among the first men to be employed on the assembly of differential units at Tyseley.

Mr. Bellinger, a quiet, highly-respected man, was transferred to Perry Barr when axle assembly moved there in 1955

and he remained there until his retirement.

Another retirement was that of Mrs. Gladys Alexandra Woods, who left on December 14 after 7 years' service. She worked in the Toolroom Office at Tyseley.



Rows of tables offering lemonade, jellies, ice-cream and fancy cakes greeted more than 600 children of employees who crowded the Solihull main canteen for the annual children's Christmas party on December 8. Carol-singing and a concert preceded the demolition of the good things to eat and drink and then the assistants of Father Christmas appeared with a present for every boy and girl in the hall.

A seven-year-old summed up his view of the party with a one-word comment—*"Fabulous"*!

Pictured above—some of the children watching the concert. RIGHT: Even a Father Christmas behind her chair did not distract this young lady from the job in hand—ice-cream!

★ 600 bottles of 'pop' ★



PERSONAL NEWS FROM FACTORIES

BIRTHS

We offer our congratulations to . . .

HILTON—To Mr. and Mrs. Trevor Hilton, a daughter (Lorraine) on November 7. Mrs. Hilton was formerly in the Accounts Dept., Solihull.

HUGHES—To Mr. and Mrs. B. Hughes, a daughter (Jane) on November 18. Mrs. Hughes formerly worked in Land-Rover Trim Shop.

JONES—To Mr. and Mrs. Norman Jones, a daughter (Carole Ann) on November 10. Mr. Jones is a chauffeur, Transport Dept., and Mrs. Jones was formerly in the Service Dept.

WARD—To Mr. and Mrs. H. D. Ward, a son (Keith Frederick) on November 12. Mr. Ward works on Inspection, Land-Rover Test/Rectification.

MARRIAGES

We offer our congratulations and best wishes to . . .

FARMER-LEAKE—On November 23 at Solihull Register Office, Mr. Albert Farmer to Miss Marion Leake (P.D.E.D. Springfield Works).

HARDING-GOSSAGE—On December 10 at Birmingham Register Office, Mr. Alec Harding to Miss June Gossage (Bulk Spot Weld Dept.).

O'SULLIVAN-DYKE—On November 17 at Solihull Register Office, Mr. John O'Sullivan to Miss Julia Dyke (Land-Rover Trim Shop).

SILVER WEDDINGS

Conratulations and best wishes to . . .

ALLSOPP—Mr. and Mrs. Joseph Allsopp celebrated their silver wedding anniversary on December 4. Both are employed at Tyseley works, Mr. Allsopp in Transport Dept., and wife in No. 6 Machine Shop.

GIBSON—Mr. and Mrs. F. Gibson celebrated their silver wedding anniversary on November 20. Mr. Gibson works on Inspection, Car Final Line, and his wife in Land-Rover Trim Shop, Solihull.

ROGERS—Mr. and Mrs. E. Rogers celebrated their silver wedding anniversary on November 6. Mrs. Gibson works in On Cost Dept., Solihull.

GOLDEN WEDDING

We offer our congratulations and best wishes to . . .

DUNN—Mr. and Mrs. L. Dunn celebrated their golden wedding anniversary on November 16. Mrs. Dunn works on Inspection, B.O.F. Percy Road.

DEATHS

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

ALLWOOD—Mr. George Allwood died on November 22, aged 71. Mr. Allwood was a stores assistant at Tyseley, and had been with the Company for 42 years.

HURFORD—Mr. Edwin David Hurford died on November 28, aged 58. Mr. Hurford was employed in the Progress Dept., Acocks Green, and had been with the Company for 27 years.

KELLY—Mr. James Kelly died on November 11, aged 51. Mr. Kelly was employed as Leading Hand, Progress Dept., Acocks Green, and had been with the Company since 1950.

NUTT—Mr. T. Nutt died on December 2, aged 56. Mr. Nutt was employed in the Engine Section, Engineering Dept., Solihull, and at Acocks Green, and had been with the Company for 22 years.

PAINTIN—Mr. Leslie Paintin died on October 24, aged 59. Mr. Paintin was a fitter at Seagrave Road, and had been with the Company for 13 years.

SLATER—Mr. Arthur Slater died on November 5, aged 61. Mr. Slater was a machinist at Tyseley, and had been with the Company for 21 years.

WAKEMAN—Mrs. Lilian Wakeman died on November 17, aged 59. Mrs. Wakeman was in Purchase Invoice Dept., Solihull, for some years, and left in February 1961 for health reasons.

WESTON—Mr. Walter Weston died on November 11, aged 73. Mr. Weston was employed in Inspection Dept., Tyseley, and retired in 1957 after 10 years' service.

'HE'S GOT RHYTHM'

Spare-time hobby of Mr. Ted Brown (Gauge Inspection, Perry Barr) is managing a musical rhythm group called The Renegades, who comprise four boys aged 16 and 17. Since being auditioned some nine months ago, the quartet has made steady progress under Mr. Brown's management and now plays regularly at such venues as the Plaza Ballroom, the Ritz Ballroom and the West End.

Mr. Brown also helps to run Greet Youth Club in Percy Road.

13 drivers faced fog

Thirteen cars faced the starter on November 25 when Tyseley Car Club held its Sunday Special Rally in damp, cold, foggy conditions.

The event proved to be a real test of navigating skill and the fact that ten cars finished is a tribute to the drivers and navigators taking part.

Winner of the rally was Mr. O'Leary, a visitor, with Messrs. Barton, Parkes and Rhead all finishing within 10 points of each other.

BIGGER AND BETTER SHOW PLANNED

Next year's Rover (Solihull) Horticultural Society show will be held at approximately the same date in August as the 1962 event. Weather permitting, the 1963 show will be even bigger and better than this year's successful event.

ROVING REPORTS

26-year-old Rover 'find' (with only 15,000 miles on the clock) comes out of retirement

Mr. A. C. Langley, of 3 Lyndhurst Road, Meols, Cheshire, feels he has virtually a new car in a 1936 Rover 12 he recently acquired. And understandably so, for the vehicle has only done about 15,000 miles in its 26 years of "life" and is in magnificent condition.

The car had been virtually laid up in a private garage since 1938 and had been on blocks which raised the vehicle about three feet off the ground. Thus, all the tyres are in good condition.

Originally the car was owned by an elderly couple who licensed and insured it regularly but rarely used it.

Mr. Langley bought a new battery for

his "find" but he was unable to turn the engine over by hand because it was tight. His first impression was that the engine had seized, but on the spur of the moment he connected the battery and cleaned the plugs. Then he switched on the engine, pressed the starter button and, hey presto! the motor jumped to life first time of asking.

The car was running on petrol left in since 1956 when the Rover was last run into its garage.

Mr. Langley, a Mersey Tunnel police

patrolman, who says he is just getting used to a new Land-Rover at work, told ROVER NEWS: "I now have the Rover car on the road and believe me it runs just like a new car. It also stands out above anything else as the colour is two tone blue and the chrome still magnificent. The whole car and engine are just great. All the garages I've been to are amazed at its condition".

Springfield secretary promoted to Tyseley

Miss Ruth Gosling, secretary for the last 10 years to Mr. G. B. Robinson, Works Supt. at Springfield, was presented with an inscribed gold wrist watch from staff and employees when she left Springfield on November 30 upon promotion and transfer to Tyseley as secretary to Mr. E. Scott, General Works Manager, Tyseley Group.

Individual gifts were also made to Miss Gosling by Mr. Robinson and members of the works and office staff. At Tyseley, she has taken over from Mrs. Enid Lang, who is leaving this weekend.

TALENT COMPETITION

Preliminary audition for the 1963 Rover Talent Competition, for which prizes will total £25, will be held in the Solihull Main Canteen on January 10. Employees of any Rover factory are eligible to enter and forms can be obtained from social club committee members or Mr. R. Dixon, social club secretary.

Entry forms should be returned by January 4. Each act must not exceed five minutes and entrants must provide their own music. An accompanist will be supplied.

£750 for Perry Barr man

Lady Luck works at Perry Barr. For the second time this year an employee there has won a handsome prize in "The Birmingham Mail" Place the Ball Competition.

Mr. Harold Knight, a fitter on rear axle assembly, Section 352, has won £750 in the competition. His success follows the £500 win by Mr. Geoffrey Bowley (Inspection) earlier this year. Both men work in the same shop.



Unusual visitors to the Solihull factory recently were these Gurkha soldiers. The party comprised 20 officers and some 40 other ranks—all signallers—from a Gurkha unit stationed in England. The men were very impressed with all they saw on the production lines—and by trips over the renowned Jungle Course.



● Mr. Stanley Bramley receives the Apprentice Motorist of the Year Cup from Mr. A.J. Worster at the Rover Apprentices' Association dinner at the Regency Club, Shirley.

Playing squash for Britain

A place in the British squash rackets team to meet the United States in the 1963 Wolfe Noel Cup competition has been gained by Mrs. Jenifer Crane (Works Supt.'s office, Perry Barr).

The 10½-week tour began today when the British team of eight sailed from Southampton.

Mrs. Crane's place in a team to play in an international series is the culmination of years of success in squash rackets. She has been Warwickshire County Champion, British Junior Champion (1955, 1956 and 1957), Scottish Champion (1956), Welsh Champion (1960), Midland Champion (1957), and East of England Champion (1957). Earlier this year she gained a place in the last eight of the British Women's open championship, but was defeated in a quarter final.

The Wolfe Noel Cup tour will take Mrs. Crane and her fellow British team members to many American cities for matches against men's teams before the actual cup match is played at the Philadelphia Country Club on February 16. The series was initiated in 1933 and the score stands at 9-5 in Britain's favour. Last year the British won the trophy by five matches to none in England.

Two minds with one thought . . . the Land-Rover

As mentioned in the previous episode of The Rover Story the continued production of luxury cars was not proving a success. Restrictions imposed in most overseas territories due to post-war economic conditions were not helping us with exports and as the Government's allocation of steel to industry depended almost entirely upon the value of exports, the Company began to face a steel shortage problem.

Idea born on remote stretch of Welsh coastline

no time was lost in calling together executives of Design and Planning Departments, and draughtsmen became busy preparing drawings for the building of prototype Land-Rovers.

Enthusiasm was high amongst those who were called upon to work on this new and exciting project which promised so much for the Rover Company. There are many present-day employees who can look back with pride on the part they played in those days of 1947 when an all-out effort was needed to enable the Company to introduce the Land-Rover to the world with the least possible delay.

This new project was a closely-kept production secret and early development was not viewed or inspected by any Government department.

SUITABLE MATERIAL

Mr. O. Poppe, Chief Planning Engineer at the time, was given the task of organising production immediately the original designs came off the drawing boards. One of Mr. Poppe's early problems centred around the steel supply difficulty and it was necessary to examine the possibility of using an aluminium alloy for the body. Thought had to be given to the importance of finding a suitable non-corrosion material, bearing in mind the conditions under which the Land-Rover was expected to operate as a "go-anywhere" vehicle for farmers and contractors, etc.

Body parts were designed for ease of manufacture with minimum tooling requirements and the Company finally decided to use Birmabright—a decision influenced by the acknowledged imperviousness of the material to corrosion. At Quinton, Birmingham, there was on show a lifeboat built of Birmabright which had been submerged in the sea for more than three years—without sign of corrosion.

Having decided on the type of material the next problem was to examine and develop a method of welding Birmabright for assembly of the body. After much hard work Mr.



Early Land-Rover prototypes which were seen at Solihull in the early stages of development.

Poppe succeeded in planning assembly by the resistance spot welding method and, with the co-operation of the welding machine suppliers, a suitable and simplified machine was developed for this purpose.

Producing the first prototype chassis frame was a matter of urgency and fitters and welders of the chassis frame experimental welding shop worked day and night shifts, seven days a week on this work.

The first chassis frame was completed by hand methods in six weeks. Chassis No. 2 also took six weeks to complete. After this a main assembly jig was made up by hand methods and the workers called this the "Christmas Tree" with its hand-made brackets, channel iron and bits and pieces welded on to the heavy R.S.J. base.

With this jig output of two chassis frames a week was followed by a gradual increase to five a week. Later, when more improved jigs and fixtures were available and broken down into sub-assemblies, production increased to 25 chassis per week. From these original hand-made jigs the 40/50 men engaged on the work completed hundreds of the early assemblies.

PRACTICAL TESTING

Normal production at Tyseley works was not affected very much at this stage since the engine to be used for the Land-Rover was to be the standard 4-cylinder '60' model as currently used in the P.3 series of cars (mentioned last month).

Mr. F. R. S. Seale, Chief Designer, soon had drawings available for production of the transmission details, including the new transfer box arrangement and four-wheel drive.

We made approximately 25 pre-production Land-Rovers, one of which had the steering in the centre as shown in the illustrations, but alterations were made in quick succession following months of practical testing carried out on a farm adjacent to the factory land at Solihull. This was an ideal "Test Bench" for the Land-Rover.

Production of prototypes continued for several months until the Land-Rover really became a settled design and began to establish itself as a Rover example of engineering perfection. Preparation of suitable publicity matter and a quiet introduction of the vehicle to the National Farmers' Union and other important bodies and individuals enabled the Company to announce the first public appearance of the Land-Rover at the Amsterdam Motor Show on April 30, 1948.

The first public appearance in Britain was at two leading agricultural shows simultaneously—the Bath and West Show at Cardiff and the Royal Ulster Show at Belfast from May 26 to 29, 1948. The first "English" appearance was at the Royal Show, York from July 6 to 9, 1948.

During later stages in the development of the Land-Rover Mr. S. B. Wilks approached the Government through Sir Stafford Cripps (President of the Board of Trade) on the all-important question of Purchase Tax. The Company stressed the value and importance of the vehicle for use in agriculture, and its tremendous sales potential in over-

BIRD QUEST MEN USE DORMOBILE LAND-ROVERS

Converted Land-Rovers are playing a vital part in a major quest for new and up-to-date information about Australian bird life.

A five-year expedition now in Australia under the auspices of the British Museum to search for bird specimens to improve the Dept. of Ornithology's research collections is equipped with Dormobile Land-Rovers.

Expedition planning has revolved very considerably around finding a vehicle capable of operating off the beaten track and yet one which could readily be used to work and sleep in, if necessary. The Long Land-Rover and Dormobile conversion provided the ideal combination.

One of the three vehicles selected is a station wagon fitted with tropical roof and Dormatic seat conversion. It will be used for reconnaissance and field work away from base camps, or alternatively as an office or dining room, or "bedroom" for two.

Field Laboratory

The other two vehicles are hardtops with Dormobile roof conversions and high level bunks. One will function basically as a miniature field laboratory. With the roof erected the bench-fitted interior will be a comfortable place for two people to perform the routine connected with specimen preservation. The third vehicle will function mainly as a kitchen.

Six people will centre their existence and work round the three modified Land-Rovers designed for maximum efficiency and comfort. The plan is to travel over most of Australia in five consecutive expeditions each of about 6 to 9 months' duration. Field work proper is expected to start in the outback of Victoria and New South Wales about March. This will follow preparatory discussions at Melbourne, Canberra, Sydney and Brisbane. There will be close co-operation with Australian ornithologists, two of whom will make up the party of six forming the basic field unit.

seas markets, and as a result of this approach by the Management the Government agreed that the Land-Rover would not be subject to Purchase Tax. This gave the Company tremendous encouragement.

One Press report said that the Land-Rover, designed and built by the Rover Company, was a guarantee of quality which would be instantly accepted by any British motorist.

Following the successful launching of the Land-Rover, and the world-wide interest shown in the vehicle, the Company planned for quantity production at Solihull to commence early in July 1948.

Gas turbine talk

Speaker at the November meeting of Solihull Supervisors' Discussion Group was Mr. R. N. Penny (Chief Engineer, Gas Turbines). His subject was the "Rover Case History of Small Gas Turbine Engines" and the talk represented a shortened version of the paper he will present in Detroit, U.S.A., next month.

DOUBLE PUZZLE - PIC FROM A PERSONAL PAST

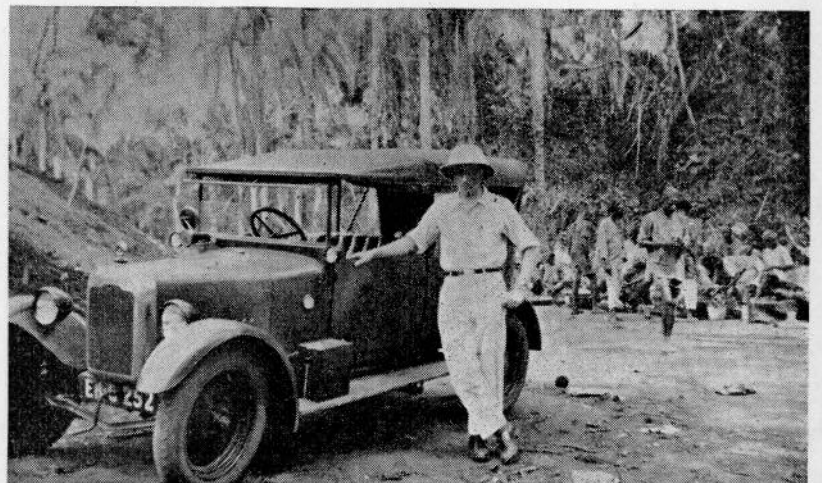
The photograph below is a double puzzle picture. The setting is deep in Nigeria, but who is the man and what is his make of vehicle?

As the picture was taken 35 years ago readers are forgiven if they do not recognise Mr. F. W. Allen, former manager of M.C.D. and now Personal Assistant to Mr. A. B. Smith. The car is a 1927 9 h.p. Rover which Mr. Allen owned for two years while in Africa.

Although he has been a Rover man for 32 years, and is well-known at Coventry and Tyseley as well as Solihull, Mr. Allen was not with the Company when this picture was taken at Ijebu Ode, Western Nigeria. From 1925-30 he was in the motor trade in Africa for another concern and this particular picture from Mr. Allen's youth was taken during a private trip up country.

Veteran Rover car passes 10-year test

A 55-year-old Rover car passed its "ten-year test" with flying colours on November 10. A 1907 Rover 8 h.p. vehicle was driven to the garage of Charles L. Hull, Stratford Rd., Hockley Heath, by Mr. Elliott Wishlade (Publicity), and it was duly granted a Ministry of Transport certificate of roadworthiness. The vehicle is remaining on exhibition at the garage for the time being.



THE ROVER STORY

continued by H. B. LIGHT

Something had to be done. The Company had to find something which would have a world appeal—something outside the luxury class, "a maid of all work" type of vehicle which would attract buyers from agricultural and industrial markets throughout the world. It had to be a vehicle capable of lending itself for production within the existing organisation; be most suitable for the plant at Solihull and Tyseley and utilise as far as possible the components already being produced for Rover cars.

Mr. S. B. Wilks and Mr. M. C. Wilks' ideas. Many alternatives were considered carefully but their predominant thoughts centred around the land and the needs of the farming community.

Mr. M. C. Wilks' ideas were being influenced by the fact that on the Isle of Anglesey he had for some time been using a small vehicle over rough country and sandhills, and he could visualise a vehicle being designed for use both on roads and trackless terrain.

Mr. S. B. Wilks' ideas were running in the same channels as those of his brother but it was agreed that each would give independent thought to the urgent problem in hand and carefully consider all the ideas which came to their minds.

Going their separate ways the two brothers did this and in a short time they met to give a common answer to their deliberations. This was that the "go-ahead" should be given to produce a small 4-wheel drive vehicle—a "go-anywhere" vehicle—for farmers, contractors, etc.

This final decision was actually made on the Anglesey coast one weekend early in 1947 when Mr. S. B. Wilks went there to meet his brother to pool ideas. At this meeting the now famous "Land-Rover" was born.

Having decided to develop the idea,

Snow? Just blow it away!



Just the thing for certain parts of the world at this time of the year. It is a Land-Rover snow blower—"Snow-Rover" for short. The unit comprises a McKee 500 Sno-Lander made by McKee Bros. Ltd., of Canada, and a Regular short wheelbase Land-Rover.

Developed to meet Canada's severe winter conditions, the unit is available all over the United States as well as Canada. The Snow-Rover has a cutting width of 6½ ft., a cutting height of 2½ ft., and a snow-casting distance of

40 ft. Its 26 in. rotor operates at 350 r.p.m. and auger at 180 r.p.m.

The unit can be connected by a single operator in about a minute. Alternatively, a snow plough, dozer blade or bumper board can also be snapped into position in about the same time. The Land-Rover itself has a 77 b.h.p. four-cylinder gasoline engine and a transfer gear box providing eight forward and two reverse speeds. Just the job for clearing a quick path through several feet of New World snow!

Hard-pressed Rover karter (16) won on a burst tyre

Rover Kart Club had an event-packed November starting with the Chasewater meeting on the 4th. A very good entry attended from Rover and the total entry from clubs throughout the country numbered 118.

In the Class I Special final, 16-year-old Simon Ostler had the crowd on its toes in the last five laps when he was pressed very hard by two other drivers. He won after a most exciting race, his last half lap being completed on a burst tyre.

Other awards in this event were won by Barry Johnson (1st Class I Standard) and Harry Goodyear (3rd Class IV).

Several of our members competed at Shennington on November 11, and Chris Johnson scored a win in the Class I Standards to receive a silver tankard.

The club's first annual dinner on November 16 was a great success and

Management guests included Mr. A. B. Smith (Director and General Manager) and Mrs. Smith. Also present were Messrs. P. B. Boddycombe (Chasewater K.C.), S. Coultas (Bromsgrove K.C.), and D. A. Lane (Shennington K.C.) accompanied by their wives. After the dinner Mrs. Smith presented the 26 awards won by club members during the season.

The dance which followed the dinner was attended by about 320 people.

To round off the month the annual meeting was held on November 29 when the committee was elected for 1963 and

plans formulated for the new season.

Awards for season April to November.

Class I Standard. 98 c.c. Up to 5 b.h.p.
Mrs. June Johnson (Little Rissington, June); Mrs. Lucille Livesey (2nd. Little Rissington, September); Barry Johnson (1st. Little Rissington, August); 1st. Chasewater, November; Chris Johnson (1st. Shennington, November).

Class I Specials. 98 c.c. Up to 11 b.h.p.

Brian Livesey (3rd. Honeybourne, Class IV, March); 2nd. Honeybourne, Class I Special, May; 3rd. Chasewater, Class I Special, August; 1st. Church Lawford, Rover team v Coventry, June); Dave Wells (3rd. Little Rissington, Special, May); 1st. Little Rissington, Standard, September); Vic Short (Silver Medal, 2nd. Chasewater, v. ATV, April); Silver Plaque, 2nd. Gaydon (in aid of Coventry Cathedral), May; Silver Tankard, 2nd. Chasewater, June; Gold Medal, 1st. Chasewater, Rover team v Rye House team, July); Simon Ostler (1st. Chasewater, October); 2nd. Chasewater, October; 1st. Chasewater, November).

Class IV. 200 c.c. with Gearbox. Up to 22 b.h.p.

Johnny Jones (2nd. Chasewater Le Mans, June); 2nd. Shennington 'A' Final, July; 3rd. Chasewater 'A' Final, August. He was awarded the John S. Woods Cup for the fastest time of the day at Gaydon air base and the gold medallion for 1st in Class 'A' final in May); Harry Goodyear (3rd. Gaydon, May); 3rd. Chasewater, November).

FOOTBALLERS' WINNING RUN

Solihull footballers are having a good season. By November 24, the first team was in second place in Division II of the Birmingham Works League and the Reserves were third in Division IV. Each had lost only one game.

The senior team had also reached the semi-final of the Birmingham City Shield competition and further progress was delayed by drawing 1-1 with Birfield Hardy Spicer after extra time. It is 14 years since Rover won this shield. Reserves are to meet City Transport in the final of the Central Challenge Cup after defeating Butler Sports 3-1.

Details :-

	P	W	D	L	F	A	Pts.
1st team	8	6	1	1	43	6	13
Cup games	3	2	1	0	9	5	
Reserves	9	5	3	1	45	17	13
Cup games	3	3	0	0	16	4	

Best scorers—First team: Cramer (19) and Moseley (14). Reserves: Womwell (17), Bevington (9) and Whitehouse (9).

Centre forward's 15-goal debut

Mick Davies, son of Mr. Noel Davies (Group 303, Perry Barr), made his debut with Stanley Star football team by netting 15 goals—a scoring record for the club and the Birmingham Boys' League.

Stanley Star defeated King's Hill 27-0—quite a victory! The score was a mere 6-0 at the interval, after which centre-forward Davies and two other goal-hungry Star players really got started.

Officers elected at the annual meeting of Rover Golf Society on November 16 were: G. Hexter (chairman and captain); R. Butterton (secretary); A. Shrimpton (internal competition secretary); R. Pearson (treasurer); W. Pope (match secretary).

Mr. L. G. T. Farmer has agreed to continue as President.

The annual dinner will be held at The Barley Mow, Solihull on January 18.

FISHERMEN NET THE XMAS SPIRIT!

Solihull and Tyseley anglers "hooked" birds and other Christmas fare in fur and feather contests at Tewkesbury and Hampton Ferry, Evesham, respectively.

The weather was mild for the Solihull fishermen and this brought the fish back on the feed a little more though there had been only a slight rise in water

80 works bowlers meet—off the green

About 80 people enjoyed the annual dinner and concert of the Inter-Factories Bowling Sections on Nov. 28.

Mr. A. J. Worster, who has accepted an invitation to be the section's first president, was chairman and he proposed the toast to the sections. Mr. B. Dickinson (Tyseley) replied. Mr. F. E. Seymour, secretary, welcomed the guests and Mr. E. Scott (General Works Manager, Tyseley Group) replied.

The Worster Cup was presented to Mr. Dickinson, captain of the winning Tyseley section. Runner-up was Solihull section, members of which also received awards.

RIGHT: The winning Tyseley bowls team. L. to R. (back row): Messrs. G. Plater, A. Boden, D. Griffiths, L. Whithouse, J. Baker, (Centre): A. Harding, W. Myton, F. Smith, W. Edwards, C. Carpenter, H. Mason, (Seated): T. Brindley, E. Scott, A. J. Worster, B. Dickinson (Capt.).

temperature. Five prize-winners received turkeys and 23 others wines, spirits and other Christmas fare.

Mr. A. Batty was first with 2 lb. 14 oz., followed closely by Mr. A. Allebon with 2 lb. 12 oz. 14 dr., Mr. J. Lines (2 lb. 12 oz.), Mr. F. Cox (2 lb. 5 oz. 8 dr.) and Mr. J. Hodgetts (2 lb. 4 oz. 4 dr.).

For Mr. A. Allebon (foreman, Saw Mill) it was a fine example of the pupil beating his tutors. A newcomer to angling, he borrowed a rod, reel and other tackle, took sound advice from three other members in his department—and won second prize. Two of his three advisers were at the end of the prize list; the other did not even gain a place.

More than 100 tickets—and 10 turkeys—were snapped up by Tyseley group anglers. The venue was an ideal choice and almost everyone weighed in, despite a cold wind.

C. Dickenson repeated last year's win with an impressive catch of 8 lb. plus.

Details:—(First six): C. Dickenson (8 lb. 5 oz. 8 dr.); A. Moloney (6 lb. 7 oz. 8 dr.); L. Stokes (6 lb. 0 oz. 2 dr.); J. Taylor (4 lb. 2 oz. 8 dr.); E. Henderson (3 lb. 15 oz. 8 dr.); G. Taylor (3 lb. 15 oz. 3 dr.).

An Acocks Green fishing contest held at Highley resulted in the following winners: Mr. F. Leedham, 3 lb. 6 oz. (25 points); Mr. T. Benton, 2 lb. 15 oz. (24 pts.); Mr. E. Hayes, 2 lb. 2 oz. (23 pts.).

SOLIHULL ANGLERS 'HOOK' INTER-WORKS TROPHY

Solihull anglers packed a dinner, concert, dance and prize presentation into one social evening on November 10. Some 130 members, wives and guests attended the dinner—the Angling Section's third—and more than 600 people were at the concert, prize presentation and dance.

Among Rover Management dinner guests were Mr. W. J. Robinson, Mr. W. Winters, Mr. J. Lawrence, Mr. P. Hall and Mr. L. Barrows. Birmingham Anglers' Association was represented by Mr. W. Coyne (Secretary), Mr. J. Miller (Treasurer) and Mr. W. Ward (Vice-President).

Trophies presented included the inter-works cup, ownership of which has been keenly contested every year since the end of the war by teams from Solihull, Tyseley and Acocks Green.

Solihull team won this year by a margin of 1 lb. 5 ozs. 14 dr., and the individual winner was K.

Collis (4 lb. 1 oz. 3 dr.). After the presentation of the trophies Messrs. C. Dickenson and J. Berridge, the Tyseley and Acocks Green captains, drank from the victor's cup.

Left to right in the photograph below are members of the Solihull team with trophy and plaques, together with members of Rover Management: Messrs. J. Lawrence (Land-Rover Production Manager), G. Hodgetts (Land-Rover Weld), J. Smallwood (Land-Rover Weld), K. Collis (Gas Turbine), D. Haywood (Planning D.O.), H. Smith (Land-Rover Weld), C. King (Captain, Inspection), R. Burden (P5 Trim Line), W. J. Robinson, L. Hare (Angling Section Chairman), E. Griffin (Car Body Build), A. Morgan (P5 Assembly Line), F. Haywood (Hon. Secretary, Angling Section), A. Browne (Experimental), K. Barton (Experimental), F. Cox (P4 Trim Line), G. Lines (Car Body Build).



Mrs. A. B. Smith presents Johnny Jones with his award—the John S. Woods Cup for the fastest time of the day set up at Gaydon air base in May in a Class IV Dale Kart.

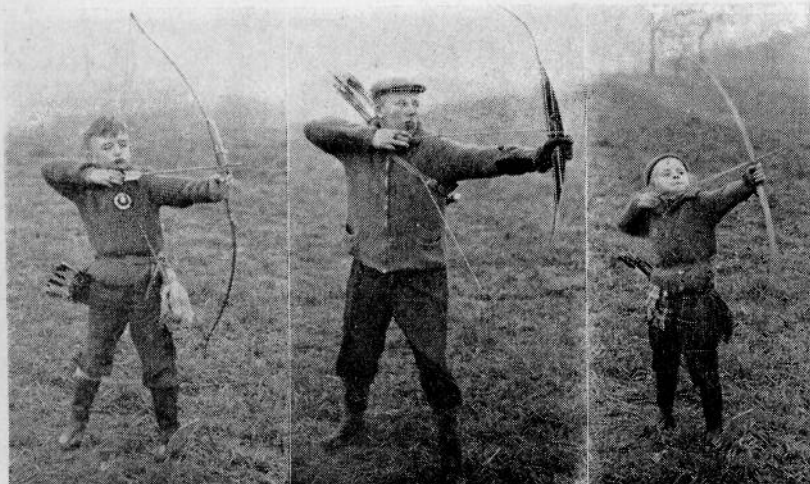
Archery contest drew 80 bowmen

Fog did not deter 80 enthusiasts from various parts of England who took part in the British Field Archery Association combined regional championship shoot on November 25. Rover bowmen staged the event on the Rover sports ground and adjoining land.

A big-game round consisting of 28 animal targets laid out in different positions proved popular with competitors and only fading light dissuaded many from going round a second time!

Not surprisingly, the championship trophy went to Mr. P. Pardoe (Severn Valley Field Archers), whose shooting was most polished. The Ulysses Trophy was won by Mr. A. B. Cambridge (Worcester C.O.F.A.).

BELOW: Archery as a family game. Mr. D. Russell (Forward Control Land-Rovers) and his children, Derek (9) and Barbara (8) in action. Derek won the "Under 10's" prize.



Tyseley angler in national championship

Tyseley angler Louis Stokes (Inspection Department) has won a coveted place in the 12-man team to represent Birmingham Anglers' Association in next year's national championship.

Because he is disabled in both legs, Mr. Stokes has to be carried to his place on a river or canal bank by two friends. So far this year he has won five trophies and dozens of awards since starting serious fishing in 1949.

Mr. Stokes, a self-confessed all-weather angler, makes all his own floats and with his two friends introduced the popular "skewer" float to the Midlands. He has worked at Rover for 12 years.

Mr. LOUIS STOKES

("Sunday Mercury" photograph)