



TURBINE CAR BID AT LE MANS

... with World Champion Hill behind the wheel

World-wide interest was created by the recent announcement that a Rover/B.R.M. gas turbine sports car will be competing in the 24-hour Le Mans race in June. Drivers will be current world champion Graham Hill and his B.R.M. team mate, Richie Ginther.

Application to enter the car into the Le Mans race—and its acceptance—followed talks, reported in last month's ROVER NEWS, between the Rover Company and the Owen Organisation, which includes the B.R.M. establishment.

A special prize awaits the first gas turbine car to complete the Le Mans course at a minimum speed of 150 k.p.h.

The engine development facility of the Owen Organisation is building a two-seater prototype sports car body on a chassis developed from the B.R.M. Grand Prix car. The Rover gas turbine power unit is a development of the 140 b.h.p. twin shaft engine which powers the prototype T4 car.

Rover has no production plans for gas turbine cars at this stage and the sole object of the Le Mans bid is to enhance British car prestige with the first gas turbine car to run in an international road race.



The next time these six men are together will be at London Airport en route for Nairobi and the start of the East African Safari. Pictured with Messrs. Ralph Nash (third from left, Competitions Liaison Manager) and Tony Cox (right, section foreman) are, left to right, Johnny Cuff, Bill Bengry, Ken James and Mike Hughes, four of the eight-man team which will drive the four Rover 3-litres in the rally at Easter. The quartet were at Solihull on March 5 for discussions. Their cars have arrived safely in East Africa, having been sent by sea.

Computer installation: Climax to a 7-year project

An important stage in the project to introduce an electronic computer into the Company will be reached next month when an IBM 1401 Ramac Data Processing System (described in ROVER NEWS of November 1961) is due for installation in the new building being erected adjacent to the West Paint Shop at Solihull.

Mr. Howard Jones (Organisation and Methods Manager), who has overall responsibility for the computer project, considers that the arrival of the computer will be a milestone in the development of the Company and that it will open the way to a new era in the commercial side of the Company's business.



Mr. Jones

It is seven years since the Company started looking into the potentialities of computers for commercial work and Mr. Jones acknowledges the co-operation received from all departments concerned and the help and understanding of top management in reaching the present position.

The job of planning the computer system and of programming the machine to perform its complex sequences of

instructions has been carried out by a small but expert team of systems analysts and programmers, led by Mr. Bryan Claydon, who will be Manager of the Computer Department and responsible to Mr. Jones.

"This has been an immense task", says Mr. Jones, "of detailed investigation into existing procedures, deciding our objectives, attempting to solve long-standing problems, planning the system best suited to both the departments and the machine, and at the same time taking account of constantly changing circumstances and future requirements".

The first applications will be built up over several months and will concentrate mainly on stock records and material scheduling. During the early months much of the time will be spent testing programmes, setting up the basic records, training personnel and establishing operating relationships with the various departments. These initial applications have been planned in such a way as to be capable of extension into the fields of stock control, costing and production control.

The planned procedures are being set down in diagrammatic form for education purposes and arrangements will be made for everyone directly concerned with the work affected by the computer,

and also as many other people as possible, to attend a series of appreciation courses. Backing up the systems charts will be explanatory talks and booklets, and demonstration runs on the computer itself will be given to all those who have attended the appreciation courses.

Mr. Claydon, who joined the Company 6½ years ago to undertake this work, comments: "We believe that the computer we have chosen and the system we have designed gives us a unique opportunity to make a tremendous contribution towards overcoming many of the Company's data processing problems. It should be emphasised, however, that the computer will be only as effective as the information fed to it allows. It is essential, therefore, that the highest standards of prompt and accurate recording of data for the computer are maintained by everyone concerned throughout the Company".



Mr. Claydon

Service School takes over its new premises

Rover Sales and Service School, which is operated primarily for the benefit of the sales and service staffs of Rover distributors and dealers, has been moved from North Block, Solihull, into new, purpose-built premises behind the No. 2 gate police building.

The new premises now occupied by Mr. S. Johnson (Chief Instructor) and his four colleagues comprise a light, airy, single-storey building occupying 8,000 sq. ft. and having a barrel-vault roof. Ground elevation on the north side has been utilised for the erection of eight garages under the building to accommodate school vehicles.

Test house

Inside the building are offices for Mr. Johnson and his staff, a reception room, buffet bar and other facilities for students, four classrooms, a one-room Parts instructional school (under the control of Mr. H. V. London, Fields Parts Manager) and a large exhibition area.

Use of the latter is divided between an exhibition hall in which ex-show engine and chassis units are displayed and a model vehicle showroom used for demonstration purposes during sales courses.

At the rear is a small test house for practical work on Borg-Warner gear boxes and for running diesel and petrol engines. The whole school is independently centrally heated by an oil-fired boiler.

Better service

The school staff lost no time in getting down to instruction in the new building. Indeed, a Borg-Warner course started on moving-in day!

"We have gone around a number of service schools in the Midlands and there is nothing to better this one", Mr. M. Brewer, Technical Editor and administrative head of the school, told ROVER NEWS. And Mr. Johnson added: "We can give a much better service to the trade with our greatly improved facilities which include new equipment". Among the latter is an electronic tuning up unit.

(A pictorial feature on the new Service School will appear in a future issue of ROVER NEWS).

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: April 26.

Cover Extended

An extension of cover without additional premiums has been agreed by the Crusader Insurance Co. Ltd. for Rover employees who are members of the Group Accident Insurance Scheme.

In future, a payment of 100 per cent of the sum insured will be made in the event of total and permanent disablement from any cause following an accident.

Previously, the total capital sum was payable only in the event of either a fatal accident or the loss of two limbs or sight of both eyes.

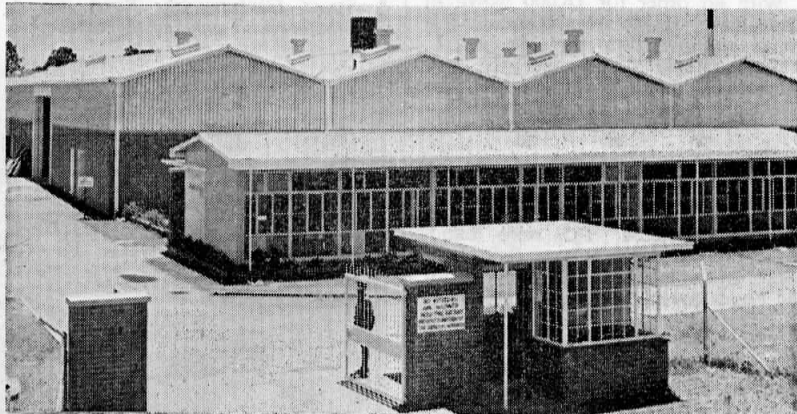
Backing for NPY

National Productivity Year, with its aim of increased productivity through increased efficiency, is of major importance to us all.

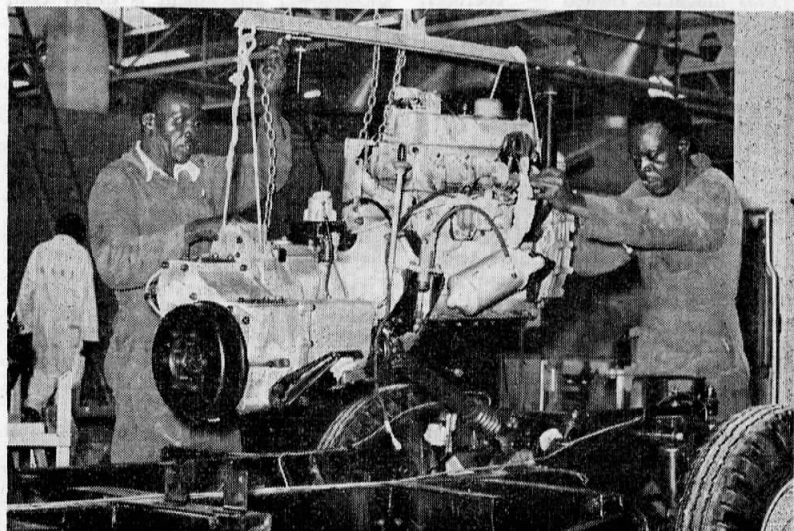
The Rover Company, in common with all other employers and trade unions, wishes to encourage ALL employees to submit as many suggestions as possible to satisfy this aim.

Suggestions under this scheme will be considered by the Solihull Suggestions Scheme Committee under Mr. W. J. Robinson. This Committee is delighted to deal with suggestions by the sackful in this special year and, what is more, the more you send the more you are likely to receive as cash awards for accepted ideas.

Leaflets and posters are displayed to all employees in the Rover factories. Please read this N.P.Y. publicity and play a personal part by submitting suggestions to step up the pace of efficiency and production so that the standard of living we enjoy can be improved further.



First pictures from the newly-opened five-acre Rover Rhodesia plant at Salisbury. Above: A general view showing the offices in the foreground and the assembly area at the rear. Right: Inside the plant two African fitters guide an engine being lowered into place on a Land-Rover chassis. Africans will progressively take over more and more of the skilled work done at the plant.



Achievement trophy for a dealer on isle of 1,000 Land-Rovers

An award to dealers for outstanding service and excellent achievement has been introduced by the Rover Motor Company of North America Ltd. The first one was presented by Mr. J. B. McWilliams, President of the Company, to Mr. C. T. Thompson, of Adelaide Motors, St. John's, Newfoundland—largest Land-Rover dealers in North America—during a presidential visit to the island recently.

There are 1,000 Land-Rovers in and around St. John's (pop. 100,000) and Mr. McWilliams says this is due to Cid Thompson. "He has made the Land-Rover a veritable institution in Newfoundland", says Mr. McWilliams. "Units are being used by the national government, police and fire departments, health services, fish processing companies, businessmen, doctors, filling stations and many others.

"Even the Hon. Joseph Smallwood, Premier of Newfoundland, is an enthusiastic owner, having been the first man in history to cross Newfoundland by car—in a Land-Rover, of course!"

Basic goodness

Cid Thompson, says Mr. McWilliams, believes in the basic goodness of the Land-Rover. He drives one himself with great gusto and makes a point of putting it to use wherever he goes. "Twice, as we drove around St. John's he stopped to help people in trouble—a stalled car and a stuck truck. He likes people and seems to know everyone in St. John's. His word is respected without question. His dealership provides good service. All of which adds up to a portrait of a successful dealer. . . ."

The Rover Award presented to Mr. Thompson is a standing figure of a Viking and is a reproduction in nickel-silver of the ornament on the radiator cap of early Rover cars. Similar awards will be presented from time to time to other worthy recipients.



●BELOW: Mr. McWilliams (left) presents the Rover Award to Mr. Cid Thompson. LEFT: A close-up view of the trophy which stands on an inscribed plinth.



Into battle . . . against snow



Top of the list of essential equipment during the recent hard winter was . . . the snowplough. And a unit which took its place in the forefront of the battle to open roads closed by piles of drifting snow was the recently introduced Rolba-Land-Rover rotary snowplough.

Two machines owned by Aberdeen and Northumberland County Councils were in action; so was another unit exported to Sweden by Rolba Ltd., and a fourth which went to Switzerland is pictured above working in the Bernese Oberland. Numerous enquiries have been received by Rolba Ltd. during the winter from all parts of Britain and the firm confidently expects more in action next winter.

"Heavy snowfalls in the U.K. have made many authorities more snow conscious", a Rolba spokesman said. "They are beginning to realise that it is better to possess the snow-clearing equipment and not use it in mild winters, than not have the equipment and urgently need it during winters like the recent one."

A great advantage of the Rolba-Land-Rover unit is that it is dual-purpose; the vehicle portion can be used for other purposes if not required for snow clearance.

The snowblower attachment forms a trailer, with two detachable pneumatically-tired wheels on its sides. Thus, the snowblower can be towed to the working site at high speed, and a separate trailer for transporting the equipment is not required.

On arrival at the working site, the snowblower attachment is firmly connected to the back of the vehicle by means of stabilizer bars, and the plough wheels are removed. The steering wheel is joined to a duplicate steering wheel on the back of the swivelling passenger seat and the latter reversed. The operator then takes this seat and starts ploughing in the direction of the snowblower attachment at the rear of the Land-Rover. The plough therefore does not have to be shunted from its position at the back of the vehicle to the front.

Other relevant facts include:

- Snow clearing width 6 ft. 7 ins. and capacity up to 400 tons an hour;
- Hydrostatic transmission, if selected, for infinitely variable creep speed during ploughing;
- One engine for forward drive and plough drive;
- Universal application in any type of snow as a result of a scientifically-designed milling centrifuge system.

Another Swiss Army contract

A contract worth £171,000 to the Rover Company has been signed for the supply of 250 Regular petrol Land-Rovers to the Swiss Army.

The Company has done considerable business in the past with the Swiss military authorities and this repeat order is a vote of confidence in the Land-Rover.

SALES NEWS

Also on order . . . eighty Regular station wagons for Syrian Government use . . . seventeen 3-litre Coupés for a newly-appointed dealer in Turin . . . and three Land-Rovers for the Haiti police.

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The Bavarian state-owned coal mines are awaiting delivery of a fifth Land-Rover. The vehicle is ideal for the arduous work involved.

With an order for £6,000 worth of Land-Rover spares from Rumania has come an invitation for Mr. R. L. Richter (Regional Manager) to visit Bucharest. Land-Rover enquiries are also being received from Bulgaria.

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Land-Rovers were predominant among the 4x4 vehicles imported into Costa Rica last year. Of the 421 4x4 vehicles registered, 165 were Land-Rovers representing 39.2 per cent of the total. In the last four years demand for the Land-Rover has increased steadily.

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A 3-litre car is on order for Sir Frank Roberts, British Ambassador in Bonn.

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Recent visitors to Solihull: Herr J. Deppert, of the German Rover Company, and Frau Deppert; M. Badan, from Switzerland, and M. Boustany, from Syria.

IN CASE OF FIRE . . . DO YOU KNOW WHAT TO DO?

Fires cost Britain more than £1,000,000 a week last year. This figure represents only material damage to buildings, machinery, stocks of manufactured goods and raw material—it does not include millions of pounds lost by disruption of business and loss of orders.

This is National Productivity Year, the aim of which is to raise the level of industrial productivity through increased efficiency. It is therefore a tragedy that at the same time so much is being wasted as a result of fire damage.

Fire is no respecter of either persons or property. It is an enemy against which everyone must constantly be on guard. The risk of loss of life, of personal injury and of the destruction of much valuable property can be substantially reduced if precautions are taken first to prevent a fire starting, and then spreading once it has started.

fire-fighting equipment? Your nearest escape route? If not, FIND OUT NOW through your chargehand, foreman or departmental chief.

In the event of a fire do not panic. Warn those nearby, raise the alarm by breaking the glass and pressing the alarm system at the nearest fire point. While awaiting the firemen's arrival, try to identify and tackle the fire by using the correct fire-fighting equipment located in the area. Operating instructions are on the equipment.

WARNING—Water and foam type extinguishers are clearly marked and must NOT be used on burning electrical apparatus.

The help of everyone in industry is needed to reduce the appalling £100-a-minute drain on the nation's assets through fire. It is in everyone's interest to be fire conscious.

Safety Corner by W. G. Kane

The major factor contributing to fire is carelessness; therefore I urge you all to be fire conscious and ask you to remember that fires do not just happen—they are caused.

WHAT YOU CAN DO

Obeys the "No Smoking" instructions clearly exhibited throughout your factory, particularly in the vicinity of paint spray booths, engine testing departments and petrol pumps;

Always extinguish matches, cigarette ends and pipe ash before discarding;

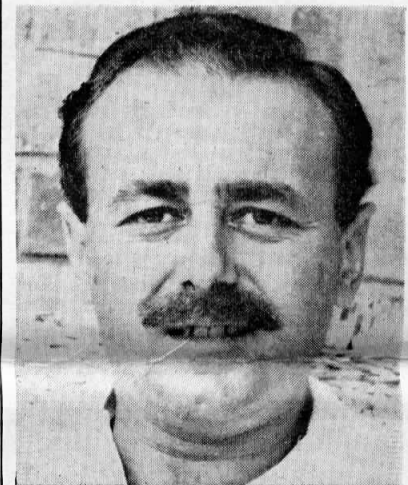
Some materials generate heat in certain circumstances and then burst into flame. Oily rags and cotton waste come into this category, so please don't just throw them into a corner or out of sight—put them into a proper receptacle which can be emptied properly.

Don't drape clothing over heaters or hot pipes. Apart from making the workshop look like a Chinese laundry, the heat builds up under the clothing and may start a fire;

Never replace used fire extinguishers. Report the fact to your supervisor so that he can arrange to have the appliance refilled.

If the worst happens, make sure you are prepared for it. DO YOU KNOW . . . How to give the fire alarm? The sound of your fire alarm? Location of the nearest fire point? How to use the

"What a beauty!" exclaimed stage and screen star Sidney James as he and his wife alighted from a taxi outside the premises of S. H. Newsome and Co. Ltd., motor engineers of Corporation Street, Coventry, on February 21 to take possession of their new Rover 3-litre Coupé. In the photograph Mr. James is seen receiving the car keys from Managing Director Mr. Newsome, who is also the proprietor of The Coventry Theatre where Mr. James was then appearing in the pantomime "Puss in Boots". On the left is Mr. L. H. Allen, Director of Philip Rickards (Midlands) Ltd., Union Street, Coventry, the Rover distributors who supplied the vehicle.



A Rover employee received the M.B.E. from the Queen Mother at a Buckingham Palace investiture on February 19 for service with a government department in Malaya prior to joining the Company. He is Mr. V. A. Wright (Quality Control, Defects Investigation Dept.), who joined the Company last August after 16 years with the Telecommunications Dept., Malayan Govt. As Controller, Mechanical Telecoms Workshops, Mr. Wright was responsible for the installation and maintenance of more than 100 stationary power plants at mountain top V.H.F., microwave radio sites and elsewhere. Many of the installations were of the no-break regenerative power plant type. In addition, Mr. Wright was responsible for the Dept's mechanical workshop at Kuala Lumpur and of its re-equipping on a modern basis with a considerable quantity of machine tools. Associated with the workshop was the vehicle repair and assembly section which maintained some 350 departmental vehicles, including 85 Land-Rovers, and other Government vehicles. Mr. Wright's period of service in Malaya included the months of the emergency.



1874 cycle and 1907 champion Rover racer are

'found' in a garage

By The Editor



Mr. Johnson holds his late brother's 1907 Rover racing cycle while Mr. Don Joyce (Publicity) proves the good condition of the 1874 machine by sitting on the saddle for a close-up look with an expert eye.

We found it in an Erdington garage alongside a "companion" many years older. "It" was a 1907 Rover racing bicycle, victor of some 40 events in the Edwardian year of 1908. Its companion, a solid tyre machine of much older vintage, was said to be an 1874 Starley, though Mr. Don Joyce, Publicity Dept. expert on veteran machines, cannot confirm this diagnosis.

Owner of the older machine is 70-year-old Mr. Tommy Johnson, proprietor of T. E. Johnson Ltd., of Tyburn Road, Erdington. He found it some 10 years ago in a Gosta Green motor dealer's yard.

The 1907 cycle has a more sentimental attachment for Mr. Johnson, because his elder brother, the late Mr. Victor Louis Johnson, created world records with it. He held the world amateur records for the standing start quarter mile, the one mile (2 mins. 23/5 sec.) and one kilometre standing start, and also won the one kilo bicycle race in the 1908 London Olympic Games.

Mr. Johnson maintains that his brother's standing start quarter mile record achieved in 1909 with a time of 28 seconds still stands. It has only been

bettered by a professional, Reg. Harris, who rode under different conditions.

At his garage, Mr. Johnson displays a certificate from the Birmingham Centre, National Cyclists' Union, presented to his brother at a banquet given in his honour in August, 1908. It acknowledges his brother's feat on his Rover racer and conveys the gratitude of the Birmingham Centre for the honour bestowed on it by his membership.

Mr. Tommy Johnson also has another framed picture . . . of five Johnson brothers, himself included, lined up for a family cycle race in 1910. All are sat on Rover cycles!

Mr. Johnson himself has a personal Rover link. He worked in the Company's Victoria Square, Birmingham, service depot as an apprentice from 1908 until 1915. Before he left, the depot was sold by the Company and so passed out of the Rover sphere. He started his own garage business after the first world war.

Surprise gifts for Mr. Pogmore

A well-kept secret proved to be a pleasant surprise for Mr. J. H. Pogmore on February 27—the day before he left the Company to take up another appointment with Girling, Birmingham.

At a reception in the Senior Staff Dining Room, Mr. Pogmore, who was Executive Director, Chief Executive Engineer, was presented with a walnut reproduction 8-day clock and an 18-piece set of English crystal tumblers and claret and sherry glasses by Mr. W. Martin-Hurst, Managing Director, on behalf of main board directors, executives and other personnel.

Mr. Martin-Hurst told the gathering of about 90 people that Mr. Pogmore had done an immense amount of work for the Land-Rover. "I am very appreciative of what he has done and am sorry to see him go".

Replying, Mr. Pogmore recalled that he had been with the Company for five years and came from the Regular Army. He believed he was the first service officer to be given a relatively senior appointment in the Company.

With Rover he had met only kindness and co-operation from everyone and he was leaving with mixed feelings. Mr. Pogmore said the Land-Rover with which he had been so closely concerned would undoubtedly continue to flourish when other vehicles had been forgotten and he would watch its future progress with much interest.

Photographers seek portrait models

Ladies! Would you like to be "shot at" by the camera? Rover Photographic Section members are anxious to find pretty-faced Rover girls to model at portrait sessions.

Any girl willing to model can contact the section either through the Works

Liaison Office (Internal 535) or direct to the section secretary (N. J. Butchers, 317) or any committee member.

The icy, cold weather kept members away from the competition at Wilmot Breedon's premises on February 6 but enough members were able to attend to applaud Hugh Owen (Plant & Brochures) when he was awarded a personal trophy for the second best print.

While Rover photographers gained only third place in the overall print and slides competition they certainly gained experience in this type of event.

More members were in attendance at the annual meeting on February 20 when the chairman, Mr. J. Hone, said that only moderate success had been attained during the past season. Success in the future would only be achieved by the efforts of all members.

New members are welcome, particularly from among employees in the North Block development.

A date for a visit to Kew Gardens has still to be fixed.

Rover Talent Competition: May 10 final

Final of this year's Rover Talent Competition for employees has been arranged for Friday, May 10 in the Solihull Main Canteen.

Nine competitors went "on stage" for the preliminary audition on February 21 and four singers selected as semi-finalists were Miss Audrey Donnelly (Kardex Dept., Solihull), Mr. Ivor Hodges (Trim Shop, Solihull), Mr. Cyril Vaughan (Coventry) and Mr. Brian Victor Humphreys (Machine Shop, Acocks Green).

Messrs. Vaughan and Humphreys competed in one semi-final held on March 1 and the winner, Mr. Humphreys, will compete in the final with the winner of the semi-final involving Miss Donnelly and Mr. Hodges, which will be held on April 5.

RETIRING? THEN READ ABOUT IT

Employees approaching retirement may find one or more of the undermentioned books of interest. All the books named are stocked at the Birmingham Public Libraries and the Editor of ROVER NEWS has a limited number of book lists giving titles and brief descriptions of each work mentioned. These will be supplied to individuals on request.

How to Retire and Start Living (Eleanor Brockett); The L.S.D. of Retirement (Cecil Christolm); Facing Retirement: A Guide to the Middle-aged and Elderly (by a Country Doctor); The Blessings of Old Age: An Anthology (Marjorie E. Maxwell, editor); Age is Opportunity (National Old People's Welfare Council); Fifty: A Symposium of Essays for those Approaching Middle-Age (Sir H. Ogilvie, editor); Retire and Enjoy it (Penguin Handbook); Middle Age (Leslie J. Tizard and Henry J. S. Guntrip); How to Retire Successfully (Carlton Wallace); A New Life in Old Age (Heinz Wolterreck).



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● Teenage rhythm note. Mr. Hank Marvin, of The Shadows instrumental group, takes possession of his new Rover 3-litre car from the Henlys Corner branch of Henlys Limited, London.
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Mr. Martin-Hurst presents Mr. Pogmore with the 18-piece set of English crystal glassware.

Sales Aids: New 'shopping' times for employees

New arrangements to enable Rover employees to purchase sales aid items at advantageous prices have been made by Mr. Frank Smith (Sales Aids Supervisor), whose department is now situated in Hut 6 adjoining Service petrol pumps, Solihull.

The monthly "shop" held in the Main Canteen has been abolished and employees can now purchase their requirements direct from Hut 6 at lunchtime on Mondays, and between 9 and 10 a.m. on Tuesdays and Thursdays. Mr. Smith feels that these times will suit both works and office personnel.

He will continue to "set up shop" at other factories in the Rover group, as warranted by demand.

SUGGESTIONS WIN CASH AT TYSELEY

Sixteen suggestions by employees were before the 78th monthly meeting of Tyseley Suggestion Scheme Committee in February and awards of £5 and £4 were made in respect of two.

Six others were left over until the March meeting for further consideration by the departments concerned.

The committee noted with pleasure the high standard of suggestions now being made and it hopes that Tyseley group employees will keep up the interest being shown.

Solihull retirement

Mr. Frank Westwood, a popular member of the Body Shop, Solihull, retired on February 28, after 12 years service. He is 67.

NEW KARTERS SHOW PACES

The weather badly interfered with the Rover winter karting programme. Meetings were cancelled at most of the local circuits and probably the only track fit for some karting was the Rover one where karts have been bought, sold, tested and tuned in preparation for the coming season.

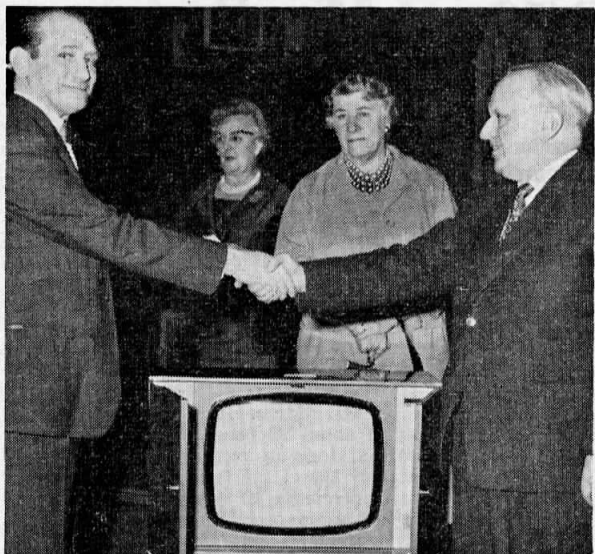
Several new drivers have been showing their paces and the coming season should see Rover karters dicing with the best of opposing drivers.

Because several meetings were cancelled, extra ones may be run on Midland tracks. Potential competitors should keep in touch with the competition secretary, Mr. Chris Johnson (Gas Turbine Weld).

Course completed

Inspector Harding, of the Sierra Leone Police Force, left Solihull on February 28 after completing a 3-month training course on Land-Rovers.

★ **RETIREMENT PRESENTATIONS: CENTURY OF SERVICE BY THREE EMPLOYEES**



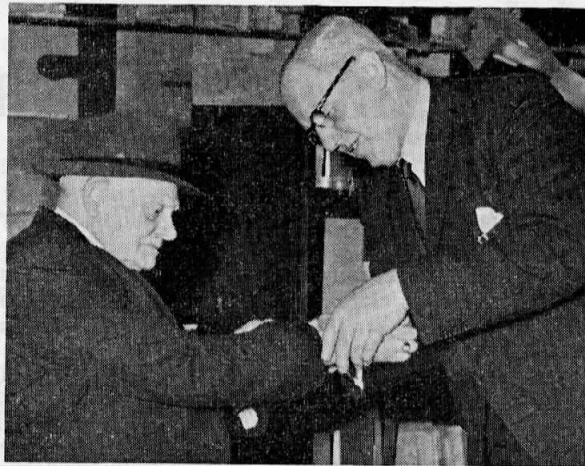
Mr. Payne (left) receives the television set and a handshake from Mr. Walton. Ladies in the centre are Mrs. E. Scott (left), wife of the Tyseley Group General Works Manager, and Mrs. C. Payne.

240 at Chris Payne farewell dinner

A dinner attendance of 240 . . . such was the measure of friendship and respect built up among colleagues during the 32 years that Mr. Chris Payne was employed by the Rover Company. Mr. Payne retired at the end of last year as Chief Ratefixer, Tyseley Group, and the official farewell dinner was held at Solihull on February 1.

A toast to Mr. Payne was proposed by Mr. A. J. Worster, who paid tribute to the former's loyal service. Mr. Payne ably replied and he was then presented with a television set by Mr. J. W. E. Walton (Executive Director, Production—Tyseley) on behalf of colleagues. Mrs. J. Williams, wife of a time study engineer at Tyseley and herself a Rover employee in the Booking Office, Percy Road, presented Mr. Payne with a box of cigars and Mrs. Payne with a bouquet.

The meal and presentation ceremony were followed by a concert and Mr. and Mrs. Payne left at the close of an enjoyable evening with sincere wishes for a long and happy retirement.



Mr. John Thomas Aish, whose retirement after more than 40 years with the Company was reported in ROVER NEWS last November, returned to his old place of employment in the Sawmill, Solihull, on February 15 to receive an inscribed gold watch from Mr. W. J. Robinson (Executive Director, Production, Solihull) who presented it on behalf of Mr. Aish's former workmates.



Mr. A. B. Taylor receives his transistor radio from Mr. A. B. Smith (Director and General Manager) at the ceremony in the Junior Staff Dining Room on February 28

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ROVING REPORTS

Music while he works beside the North Wales seaside . . .

Music while he works beside the seaside would seem to be in prospect for Mr. A. B. Taylor, Personal Assistant to Mr. H. R. Hill (Cost Accountant) who has retired after 25 years with the Company.

Mr. Taylor has gone to live at Rhyll, North Wales, taking with him a home workshop kit and transistor radio presented to him on February 28 by Mr. A. B. Smith (Director and General Manager) on behalf of colleagues, many of whom attended the ceremony in the Junior Staff Dining Room.

In November, 1937, Mr. Taylor joined the Acocks Green 'shadow staff' and the following year became head of the Cost Department under the late Mr. F. Marshall. He moved to the newly-built shadow factory in Lode Lane in a similar capacity in 1940.

In 1948 Mr. Taylor took charge of

the Company's Cost Department under Mr. G. R. Gibbs, a position he held until 1957 when he became Personal Assistant to the Cost Accountant.

FIRST MEETING IN 37 YEARS

A woman on a crowded platform at St. Pancras Station, London . . . that was the first glimpse a Rover employee had on March 3 of the sister he was seeing for the first time in 37 years.

And Mrs. Phoebe Gasch brought from Australia a souvenir of her 3-month visit to England for her brother, Mr. John F. Minarik (Toolroom, Acocks Green). It was an aborigine boomerang from the Tennant's Creek

district of the Northern territory of Australia.

Mrs. Gasch, who is spending her holiday with her brother at his Sparkhill, Birmingham, home, arrived at Tilbury in the liner *Oronsay*.

Mr. Minarik, a Rover employee at Acocks Green for 8 years, was himself in Queensland, Australia, from 1923 to 1926—the year he last saw his sister.

Last laugh

Rover Theatre Club ends its highly successful season by offering "The White Sheep of the Family" on the Tyseley stage tomorrow evening and on April 5 and 6. The presentation is a comedy by L. du Garde Peach and Ian Hay and has a cast of nine. Tickets: 2/6 each.

Gardening time: Talks planned

Lectures to help members of Solihull Horticultural Society to acquire even greener fingers are planned for the next few months. The results will be plain for all to see on August 17 when the society holds its third annual show.

The society welcomes new members. Annual subscription is 2/6 and 4/- for the joint membership of man and wife. Those wishing to enrol—and existing members who want to pay their subscriptions—should go to the hut behind the main gate between 12.45 and 1.15 daily.

Some 35 people sat down to the society's annual dinner on March 1 and, after the speeches, adjourned to the concert in the main canteen.

Mr. H. R. Brown, section chairman, presided and toast speakers were Messrs. T. Perrins (show secretary), J. Trentham, a visitor who has helped the society in the past, P. Toon (committee member), A. S. Manley (Works Liaison), A. Wilkins (judge at the last two shows) and A. C. R. Greenwood (committee member).

Car club joins an 'Octagon'

After the long spell of enforced garaging members of Rover Car Club are stirring themselves into activity with plans for future outdoor events.

The club has joined with seven other car clubs in forming the Octagon Motor Club, which is putting on three events during the year. The eight member clubs are expected to support all three events.

These are an evening rally early in May organised by Birmingham Fire and Ambulance Car Club, a day event on June 9 arranged by the G.K.N. club, and a tough day rally on October 27 organised by the Rover group.

Forthcoming events on the Rover club's own calendar include: a half-day event on April 7, a family jamboree on June 16, a night rally on August 31-September 1, and a half-day event on November 24.

Retirement from Perry Barr BOF

It was with happy memories and sad feelings that Perry Barr colleagues of Miss Ida Sargent wished her farewell and good luck upon her retirement on February 1 after nine years in Bought Out Finished Dept., Perry Barr.

She is pictured left after receiving from Mr. C. Mack (foreman, BOF Inspection) a dressing gown, slippers and flowers subscribed for by her workmates. Miss Sargent is 61.

★ **PERSONAL NEWS FROM THE FACTORIES** ★

BIRTHS

We offer our congratulations to . . .

BARKER—To Mr. and Mrs. A. Barker, a son (Stephen) on February 7. Mrs. Barker formerly worked in Land-Rover Trim Shop.

DRAPER—To Mr. and Mrs. A. Draper, a daughter (Lesley Karen) on January 24. Mr. Draper is a member of the works Fire Brigade at Solihull, and his wife was formerly in the Machine Shop at Tyseley.

ROBERTS—To Mr. and Mrs. Ray Roberts, a daughter (Beverley Susan) on January 11. Mr. Roberts works in Time Study Dept., Solihull.

WALSH—To Mr. and Mrs. Desmond Walsh, a son (Damian) on February 6. Mr. Walsh works in the Parts Stores, Pengam.

WEBB—To Mr. and Mrs. K. F. Webb, a son (Andrew David) on January 29. Mr. Webb is a spotwelder in the Hardtop Roof Section, Coventry.

MARRIAGES

We offer our congratulations and best wishes to . . .

FOULGER-HAWKINS—On February 9, at North Baddesley Parish Church, Nr. Romsey, Hants, Mr. Arthur M. Foulger to Miss Margaret A. Hawkins. Mr. Foulger works in the Cost Dept., Solihull.

MACKELLAR-HESSION—On March 21 at Birmingham Register Office, Mr. A. MacKellar to Mrs. P. Hession. Mr. MacKellar is Works Superintendent at Percy Road.

RAY-BRANSTONE—On February 2 at Solihull Register Office, Mr. Walter Ray (P5 track) to Miss Pauline Branstone (Land-Rover Trim Shop).

RUBY WEDDING

We offer our congratulations and best wishes to . . .

SMITH—Mr. and Mrs. D. Smith celebrated their ruby wedding anniversary on January 27. Mrs. Smith works in the Inspection Dept., Tyseley.

SILVER WEDDING

We offer our congratulations and best wishes to . . .

THOMAS—Mr. and Mrs. J. H. Thomas celebrated their silver wedding anniversary on March 26. Mr. Thomas works as an operator in the West Block Paint Shop, Solihull.

DIAMOND WEDDING

We offer our congratulations and best wishes to . . .

JONES—Mr. and Mrs. W. Jones celebrated their diamond wedding anniversary on March 7. Mr. Jones, who is 82 years old, worked in Purchase Department, Solihull, and retired in 1957 after 35 years service.

DEATHS

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

BRENNAND—Mr. Herbert Brennand died on February 17, aged 59. Mr. Brennand was a cleaner at Acocks Green and had been with the Company for 7 years.

FITTON—Mr. Ernest Fitton died on February 13, aged 72. Mr. Fitton was employed as chargehand on the Grinding Section, Tyseley, and had been with the Company for 25 years, until his retirement in 1955.

HARRIS—Mr. G. Harris died on March 1 aged 74. Mr. Harris was a shop labourer at Solihull and had been with the Company since 1954.

KILSBY—Mr. Frederick Kilsby died on February 12, aged 66. Mr. Kilsby had been with the Company for 41 years, and was employed as a chargehand storekeeper at Ryland Road.

LYON—Mr. Thomas Edward Lyon died on February 4, aged 52. Mr. Lyon was employed in the Machine Shop, Acocks Green, and had been with the Company since 1957.

ROBERTS—Mr. Levi Roberts died on February 4, aged 69. Mr. Roberts was employed as a grinder at Percy Road, and retired in June 1961 after 31 years service.

WALTERS—Mr. G. Walters died on February 1, aged 51. Mr. Walters was employed as a viewer and had been with the Company since 1958.

WILKINSON—Mr. R. Wilkinson died on February 7, aged 45. Mr. Wilkinson was employed as a bodymaker and had been with the Company for 3 years.



Miss Sargent (wearing spectacles) pictured with several Perry Barr B.O.F. colleagues. On the table are the gifts with which she was presented.

CONCLUDING . . .
THE ROVER STORY

Company with world-wide interests

poised for surge forward

FROM 1877 TO 1963

It has been difficult to highlight the Company's fluctuating fortunes over the past 85 years and to keep within the Editor's allocation of space which has allowed approximately 24,000 words for 26 monthly episodes. There has been so much to write about: The Rover Story is not just a cold, uninteresting account of the growth of an ordinary commercial undertaking; it is a romantic story—a narrative about astonishing personalities, about advanced ideas, pride in craftsmanship and above all, a story of those employees who, through the years, have strived with loyalty to maintain the very high tradition symbolised in the name "ROVER".

From bush country to office desk

Back at a Rover desk after four months in Nigeria helping to initiate the Flying Doctor Service of Africa is Miss Lesley Pollard. She rejoined the Company on January 21 as secretary to Mr. R. D. Harington (Programme Controller). And working in the adjoining Production Director's office is Miss Susan Bixby, another member of the Flying Doctor party, who is a newcomer to the Company's employ.

Readers of ROVER NEWS will recall that Miss Pollard, formerly secretary to Mr. C. J. Goode (Chief Development Engineer), was one of three girls and 12 youths selected from some 20 youth club members in the Birmingham area for voluntary work with the Flying Doctor Service of Africa.



Miss Pollard (seated) and Miss Bixby.

Their four-month tour of duty ended early in January when the party returned to a bitterly cold Britain from a Nigerian daytime temperature of over 90 degrees F. During their stay they encountered all the seasons—they arrived at the end of the rainy season and then worked through the "little hot" season (130 degrees F.) and the Harmatam—the dry, dusty season. This was the most welcome of all, despite the constant dust brought by the wind from the Sahara Desert.

There were few Europeans in the area of Gusau, the base of operations for the Midland youngsters, but Miss Pollard and Miss Bixby found the Africans friendly and natural. Some rode bicycles permanently covered with paper to preserve the vehicles' brand new appearance!

The girls' work involved secretarial duties for the Field Director, Dr. Neil Duncan; cooking for 20 people and such unfeminine activities as helping to put in window frames and painting! They bought meat, vegetables and fruit from the local markets. Potatoes were expensive so yams were often used instead. When fresh vegetables were scarce they did what many Midland housewives have been doing during the recent frozen spell—they opened tinned food from the European store.

Airstrips were laid by the youngsters by flattening the ground and pulling out trees mechanically. A bush fire started near one airstrip burnt everything but the section required!

Both girls, who are aged 20, returned to England reluctantly and hope to go abroad again one day.

Since the first episode published in February, 1961, a train of events has been unfolded embracing the Penny Farthing bicycle, the Rover tricycle, the Rover bicycle of 1885 which 'set the fashion to the world', the first Rover motor-cycle in 1902, and the first Rover car in 1904. The story has gone onwards through the years when the Company produced quality cars of outstanding merit — onwards through the war period making engines for tanks and aircraft and developing the Whittle jet engine, and in more recent years producing the Land-Rover, the elegant P.4 and P.5 cars and the prototype T.4 gas turbine car.

Having recounted last month the launching of Jet 1 and how it won for the Company the Dewar Trophy, I now feel that I have stepped from the years of history into the present day. Events which have taken place between 1951 and 1963 are fresh in our memory and 1951 is therefore an appropriate year at which I can lay down my pen.

One day in the future the Rover Company will publish its proud story in detail and it will be an inspiration to all who have had association with Rovers. From 1951 onwards, the Rover Company has made progress. Expansion in all fields of the Company's activities has taken place steadily with definite purpose. Additional capital was raised to meet this expansion in our output of vehicles. The Company bought other factories and factory space, and at Solihull extensive buildings have risen on land adjacent to the main factory.

The new Rover test track was completed in 1954 for testing all vehicles before delivery. In 1951 a speed record of over 150 miles per hour established by the Rover gas turbine car in Belgium was recognised as the first world record for cars driven by this type of engine.

In February, 1953, the death was announced of Sir Geoffrey Savage who had been with the Company since 1930, for the greater part of the time as Works Director. Mr. L. G. T. Farmer, Secretary of the Company, was elected to the Board as Commercial Director in 1953, and in the same year Mr. Frank Ward retired from the Board after 64 years' service.

Mr. E. Ransom Harrison, Chairman of the Company for 22 years, resigned in 1954 due to continued ill-health. In 1957 the Board suffered another loss

By **H. B. LIGHT**

through the death of Mr. H. Howe Graham who joined the Board 23 years previously when the car industry was passing through a difficult time.

Models introduced during this period included the '75', '90', '60', '105S', '105R' (with fully automatic transmission), the diesel Land-Rover and the Series II Land-Rovers with new body styling. In September, 1958, the 3-litre Rover car was introduced and in 1959 our car range included the '80' & the '100'.

The years 1958 and 1959 covered a period when the Board had discussions with Willys Motors Inc. with a view to ascertaining whether any advantages would ensue from an association between the two companies in certain fields of production and distribution of four-wheel-drive vehicles.

Discussions also took place with the directors of The Standard Motor Company Ltd. to see whether a basis existed for a merger with their company following the sale of its tractor assets. Neither of these negotiations came to fruition and appropriate Press statements were issued. The Company had every confidence in its ability to maintain its position in the industry and to expand as necessary within its own organisation.

MANAGING DIRECTORS

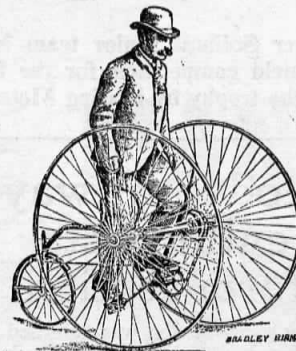
1896 and 1963



Mr. Starley



Mr. Martin-Hurst



THE POPULAR MACHINE FOR 1884.

● Two products which signify the rapid growth of the Rover Company. LEFT: The first "Rover" tricycle of 1884. BELOW: The T.4 gas turbine car.



The year 1962 brought several Management changes. In January Mr. S. B. Wilks decided that the time had come for him to give up the chairmanship. Mr. Maurice C. Wilks was appointed to succeed his brother and Mr. W. Martin-Hurst was appointed Managing Director. Mr. A. B. Smith, who had been with the Company for 37 years, was appointed General Manager. Mr. A. J. Worster retired from his position as Production Director and Mr. W. Winters took over his duties and was appointed Executive Director (Production). Mr. G. Lloyd Dixon resigned from the Board and from the office of Sales Director but continues to serve the Company in an advisory capacity. Mr. A. G. S. Herbert, Executive Director (Sales), took over Mr. Lloyd Dixon's executive duties.

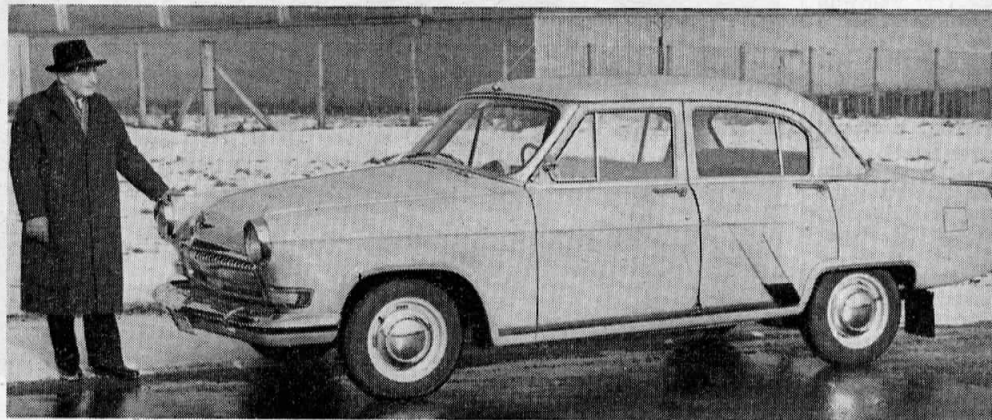
Last year saw the introduction of new car models—the '95', '110', 3-litre and coupe, and for the first time since the war Rovers took part in international rallies, the famous East African Safari and the Liege-Sofia-Liege Rally—two of the most gruelling in the world. Ordinary production cars were entered and the successes achieved supported the Company's claim that the Rover is one of the best engineered cars in the world. At the Commercial Vehicle Show we announced an entirely new model to the now famous range of Land-Rovers—the Forward Control version with a 30-cwt. carrying capacity. The 12-seater Land-Rover was also introduced in 1962.

For the financial year ending August

4, 1962, the Company's profit available for distribution amounted to £1,380,542. Apart from headquarters at Solihull, Rover activities are catered for at works at Tyseley, Acocks Green, Percy Road, Perry Barr, Ryland Road, Springfield, Coventry and London, and the new factory at Pengam, Cardiff. Subsidiary companies include Rover Gas Turbines Ltd., Rover Trustees Ltd., Rover Wood Estates Ltd., Rover Australia Pty. Ltd., Rover New Zealand Ltd., The Rover Motor Company of North America Ltd., Rover Rhodesia (Private) Ltd., Rover South Africa Manufacturing (Pty) Ltd., Rover South Africa (Pty) Ltd., Deutsche Rover G.M.B.H. The Company also had arrangements for the assembly of our vehicles, with varying degrees of local manufacture, in 20 countries.

With a total payroll of 11,600 employees, the Company is all set for a surge forward into the future and in concluding these brief glimpses into Rover history it can be forecast that 1963 may prove to be "the year of Rover's greatest achievement".

(EDITOR'S NOTE: The Rover Story will be wound up next month with a full-page pictorial souvenir containing photographs of products manufactured by the Company over the years. I am sure I speak for countless readers when I thank Mr. Light for contributing such a fascinating serial and I record my personal thanks for the co-operation and assistance he has given me in the presentation of the monthly 'History page').



● Mr. John N. Cassar, managing director of John N. Cassar and Sons Ltd., Pieta, Malta, our distributors on the island, with a Soviet-built Volga car containing a 2½-litre Rover diesel engine. Mr. Cassar brought the vehicle from Belgium for inspection at Solihull and then took it back with him to Malta where he hopes to stimulate buyer interest. As reported last month, a contract has been signed for the supply of 1,488 diesel engines for fitting into Volga cars in Belgium.



Coventry Service Dept. may be the smallest self-contained unit within the Rover Company, but its dozen or so employees have a service record that is far out of proportion to departmental size.

Some 300 years' service to the Company are enclosed every working day in the Stoke Row premises. The celebrated Rover Service is a dedicated craft for a handful of men who deal with some 30 to 50 vehicles a week, according to "season".

Ten men have 290 years between them. Nine of them pictured above are, left to right, Messrs. Brian McCaffrey (10 years), Joe Sargeant (41 years), Ronald Gill (15 years),

C. J. Thompson (45 years), A. B. Jackson (42 years), R. C. Gill (32 years), G. Shakespeare (23 years), G. A. Hall (16 years) and R. C. Sargeant (25 years). Tenth veteran (not on the photograph) is Mr. H. Gardner, the depot manager, who has 42 years' service.

The above group includes a father and son (the Sargeants) and two brothers (the Gills). Departmental apprentice Roy Spurgeon is the son of Mr. W. (Bill) Spurgeon (Mechanical foreman, Repair Shop, Solihull) and grandson of Mr. W. Spurgeon, former foreman, Production Test, who was 45 years with the Company before retiring.

Fireman's friend . . .

Worth of the Land-Rover in a fire-fighting role was proved during a spate of fires in the Mount Macedon bush area of Victoria, Australia.

In a report of the fires "The Romsey Examiner" recorded that . . . "the new Land-Rover, in its multiple capacity of fire-fighting vehicle, reconnaissance and mobile communications centre did sterling work, and members of the Mount brigade are beginning to wonder how fires were ever fought without it!

"All that is wanted now is some benefactor to present an additional Land-Rover to the brigade, where it could be most gainfully employed", states the Australian newspaper report.

Solihull XI in City Shield final after 13 years

Squash team retains trophy

Britain retained the Wolfe Noel squash rackets cup in Philadelphia in February by beating the United States 4-1. Thus, the series now stands at 10-5 in Britain's favour.

As was reported in the December issue of ROVER NEWS, the British team which undertook the 10½-week competition tour included Mrs. Jenifer Crane (Works Supt's office, Perry Barr), though she was not selected for the British team which played in the actual cup match.

"For practice at the American game, we played friendly matches against men's teams in which we were given handicaps to make the matches as even as possible. We won most of these, and I won about 70 per cent of my games", Mrs. Crane told ROVER NEWS. "In every case we gave the men a nasty shock as to how fast we were on our feet."

"There were very few good American ladies and only one proved unbeatable until the Wolfe Noel match—Margaret Varner, of tennis Wightman Cup and badminton Uber Cup fame. Our No. 1, Mrs. Sheila Macintosh, played her three times, first losing 3-0, then losing 3-1 and finally winning her Wolfe Noel match 3-2".

Mrs. Crane's personal fortunes in various championships in which the British team played were: Mass. State—in last 8; New Jersey State—in last 8; Penn. State—lost to U.S. No. 3, Mrs. Ann Wetzel, in last 8; National Singles—lost in first round to Mrs. Wetzel after having three match points at 2-1 and 14-11, but subsequently won the Consolations; National Doubles—lost in last 8.

Solihull certain of table tennis championship

With two matches to go before the end of the season, Rover Solihull table tennis section's first team was already certain of being top of Division II of the league.

Its nearest rival was Moseley Carnegie 7 points behind.

The team consists of Eric Childs (Buying Office), who leads the individual

Rover Solihull senior team is in the final of the Birmingham City Shield competition for the first time since season 1950-51 when it won the trophy by beating Metropolitan Works 3-1.

Model railway enthusiasts form section

A new social section was launched on February 14 when model railway enthusiasts met for the inaugural meeting of the Rover Railway Society. Application is being made for incorporation in the Company sports and social club.

Aims of the society were laid down as being "to promote interest in railways generally and the construction of a club layout". A provisional committee was instructed to organise a programme of fortnightly meetings. The first of these on February 26 took the form of a film show followed by a general discussion.

A small lunchtime exhibition of members' model work was also planned for the main canteen and future events will include illustrated lectures, discussions on railway topics, works visits and "track nights" when the experience of the practical modeller will be at the disposal of novices.

The society will welcome new members and those interested should contact one of the following: G. Hinds (Plant Layout, Internal 228), J. Hillier (Land-Rover Body D/O, 466), G. Morley (Land-Rover Chassis D/O, 635).

By defeating Birfield Hardy Spicer 3-0 in a replayed semi-final on March 9, the team qualified to meet B.S.A. Tools at St. Andrews. Rover scorers were Cox (2) and Cramer. The win follows the disputed semi-final draw of 1-1 on November 24.

Reserves meet City Transport tomorrow on the Lucas ground in the final of the Central Challenge Cup. As holders of the Jubilee Shield, they will play an opposing team nominated by the Birmingham Works League at a place and date to be decided.

The league season has been extended from April 27 to May 18, and from April 1 the Rover teams will play off the backlog of league games in evening matches. Early rounds of trophy competitions not so far played have been abandoned and opponents will be nominated to play current trophy holders in finals, unless competitions had reached advanced stages before the winter weather set in.

Other results: March 2, 1st XI beat Lucas 8-1 (Cramer 3, Moseley 3, Cox and Brown); March 9, Reserves lost 2-0 at home to M. & B. after having 95 per cent of the game. Rover Tyseley beat P.O. Stores 8-0.

Both Rover Solihull teams are top of Divs. II and VI respectively of the League.

★ ★ ★

Soccer also made its long-awaited return for Perry Barr players on March 2 after being frozen in since before Christmas. Rover footballers played their first fixture since December 22 and did well to hold a strong W. J. Wild's XI to a 4-4 draw.

The Rover players were 3-1 down with only 10 minutes left to play. Then three quick goals put them ahead 4-3. Wild's were not to be beaten, however, and broke through almost on the whistle to make it 4-4. Perry Barr goals were scored by D. Allbutt, B. Ford, K. Smith, J. Coldicott.

Both Tyseley teams were without games on March 2 because of bad pitch conditions.

MANAGEMENT v LADIES DARTS



A narrow 6-5 win rewarded the efforts of a Management team which played its annual match against a ladies darts team on March 5.

Games were very close and much enjoyed by all taking part.

Results: Mr. A. J. Worster lost to Mrs. M. Brook; Mr. W. Winters beat Mrs. J. Wood; Mr. W. J. Robinson beat Mrs. F. Edwards; Mr. R. G. Harris lost to Mrs. E. Ricetti; Mr. E. S. Richards lost to Miss S. Dyke; Mr. R. H. Phillips beat Miss J. Phillips; Mr. J. S. Lawrence beat Mrs. O. Randle; Mr. P. W. Hall lost to Miss M. Watkins; Mr. W. Dugmore beat Mrs. S. Skip; Mr. R. Dixon beat Mrs. J. Rowland; Mr. G. Barnett lost to Miss P. Dingley.

Competitors are pictured above during an interval in the match.

DINNER DATE

The dinner and concert for retired Company employees—publicised in previous editions of ROVER NEWS—has been fixed for Friday, April 5. Some 150 old servants of the firm are expected to be present.

RETIREMENT

Mr. E. Henman, a skilled jig maker, has retired from the Jig Shop, Solihull, after six years' service.

BOWMEN AT WORCESTER IN STRENGTH

First field shoot to be organised since the onset of the frozen conditions of the winter saw Rover Bowmen out in force. It was held at Worcester by the Severn Valley Field Archers and attracted a large entry from all over the country.

Lack of match practice could have been the excuse for the ladies' and gents' senior sections' poor scores, though the first and second trophies in the under-15 class were won by Rover juniors Miss M. Bedford and Master C. Jones. Thus, the youngsters showed their Dads that it could be done!

Officials returned to office at the section's annual meeting were Mr. L. Acott, president; Mr. N. Bedford, secretary; Miss Irene Herbisson, treasurer; Mr. A. Howell, records officer and PRO; and Mr. G. Rae, coach.

The club has been competing in an indoor postal shoot held in the canteen on the first Tuesday of every month during the winter. Each match played has been won by a considerable margin. With one match to shoot, the club led the league. A friendly match was shot against a local club in the canteen on March 5.

The next Rover field shoot will be held at the sports ground in April. It will be a big game round and spectators are welcome.

Target archery on the sports field starts again on the first Tuesday in April. Club days will be on a Tuesday and Thursday evenings and Sunday afternoons. The club will be shooting matches in the Birmingham District League on a Saturday and in the Warwickshire League on a Sunday afternoon. These matches, coupled with the friendlies which will be arranged and the championships, add up to a full fixture list for the coming year.

In October the club will again be host for the B.F.F.A. West Midlands Championships. No other club has previously been asked to run it twice.

Hopes dashed

After starting the New Year well with two successive wins of four games to one against Chas H. Pugh and Yardley Unionists, the Rover Solihull Efficiency League snooker team was beaten in the Minor Cup.

Opposition from Wolseley B proved too strong and only one Rover player won his frame. He was E. Froggatt who thus maintained his record of being unbeaten since joining the Solihull team. The score was Wolseley B 324, Rover Solihull 213.

The Aslin Trophy competition for lunchtime snooker enthusiasts is again presenting some good matches but no major upsets in result were reported by mid-March. B. Ware, R. Dixon, L. C. Gibson—all previous cup winners—were still in the competition.

Pengam skittlers hold their own

A skittles team organised by employees of the Parts Department stores at Pengam is playing in the Whitchurch and District League under the title of Rover Vikings. So far the team has won nine games, lost nine and drawn one.

The players are: Messrs. F. Seymour (captain), A. Power (secretary), D. Bryant, R. Baldwin, E. Hicks, R. Hicks, J. Cullinane, W. Carde, R. Dow, D. Green, J. Went, F. Barrett, G. Cutts, L. B. Davies, L. J. Davies, T. Tandy, M. Jones, C. Lane, C. Fry, B. Day, R. Emmott and J. Hellings.

BOWLERS SET SIGHTS ON TROPHY

Solihull Bowls Section held its annual meeting on February 21 when the following officers were elected: chairman, Mr. R. Pearson; secretary, Mr. K. Bayliss; captain, Mr. J. Whittaker; vice-captain, Mr. W. Stubbs.

More experienced bowlers are needed to help the section in its attempt to win the Interworks Bowling League Worcester Cup. Tyseley section, which has several top class bowlers, has won the cup for the past two seasons. Matches are played on Thursday evenings starting June 6. "We would be glad if experienced Solihull bowlers would contact any of the committee men", says secretary K. Bayliss. "We want to win the Worcester cup for the first time".



With Mrs. A. G. S. Herbert, wife of the Executive Director, Sales, are trophy winners (left to right) Messrs. E. Bluck (best bowler, club 2nd XI), T. Horton (groundsman), H. Nicholson-Walker (best batsman, club 2nd XI), C. Payne (batsman, club 1st XI), D. Bateman (bowler, league 2nd XI), J. King (bowler, league 1st XI), K. Ramplin (Cricketer of the Year, G. F. Searle Trophy), T. Horsley (bowler, league 2nd XI), D. Sollis (bowler, club 1st XI), K. Beeton (Land-Rover Scuttle, runners-up 2nd Div. Inter-departmental League), R. Ryder (Sales, winners, 2nd Div. Inter-departmental League), and A. Gregory (Land-Rover Assembly, winners, Div. 1, Inter-departmental League).

Cricketers open their season with some indoor match coaching

Rover Solihull cricketers have opened their 1963 "season" . . . in the main canteen on Wednesday evenings.

Players are being coached indoors by Mr. A. J. Rooke (Land-Rover Assembly), who recently passed the M.C.C. advanced coaching course. He has a very high standard to offer to the players who can thus profit by an evening's enjoyment.

The cricket section held its annual dinner and dance at Lode Lane on February 8. Some 120 members sat down to the meal and they were joined by another 300 guests for the dance.

Mr. W. J. Robinson, section president, proposed the toast to the Company and Mr. A. G. S. Herbert (Executive Director, Sales) responded.

Mr. C. A. Studholme, cricket secretary, proposed the toast to the visitors and Mr. N. Horner, Warwickshire County cricketer, responded. Mr. T. Schofield, Vice-President of the Midlands Works and Business Houses Cricket League, proposed a toast to the

Rover (Solihull) Cricket Club and congratulated the players upon their success during the past six years.

The section held its annual meeting on February 28, when the following officers were elected:—President: Mr. W. J. Robinson; Vice-Presidents: Messrs. M. C. Wilks and S. W. Wilks, L. G. T. Farmer, A. B. Smith, W. Martin-Hurst, C. J. Peyton, A. G. S. Herbert, O. Poppe, G. Lloyd Dixon, G. F. Searle, C. T. Newsome, R. Boyle, E. G. Commander, W. Dowsine, F. Underwood. Chairman: Mr. D. Kemp. Secretary and Treasurer: Mr. C. A. Studholme. Assistant secretary: Mr. P. H. Lees.

Captains: League 1st XI, J. King; 2nd XI, E. D. Jones; Club 1st XI, A. J. Rooke; 2nd XI, J. Buzzard. Vice-Captains: League 1st XI, C. A. Studholme; 2nd XI, J. Cowley; Club 1st XI, R. Robbins; 2nd XI, P. James.

Committee: Messrs. J. Cox (Experimental), J. Cowley (Inspection), A. Gregory (Land-Rover Assembly), R. Pearson (Spot Welding), R. Robbins (Land-Rover Final Line), R. Ryder (Sales). Selection Committee: Messrs. L. Burnett, A. Gregory (players), R. Ryder, C. F. Davis (non-players).

APPRENTICES' NEW CHAIRMAN

Rover apprentices elected a new chairman at the annual meeting of their association on February 11. Mr. David Baxter (Inspection) succeeded Mr. Jim Randle (Experimental), who retired from the chairmanship. New members elected for 1963 were: Messrs. M. Wooton, P. Byron, A. Sperring, R. Woodcock, D. Wilkes, J. Randle, R. Etrick, R. Wood, D. Searle, M. Grimes, P. May, C. Benger and T. Holland. A film show followed the meeting.