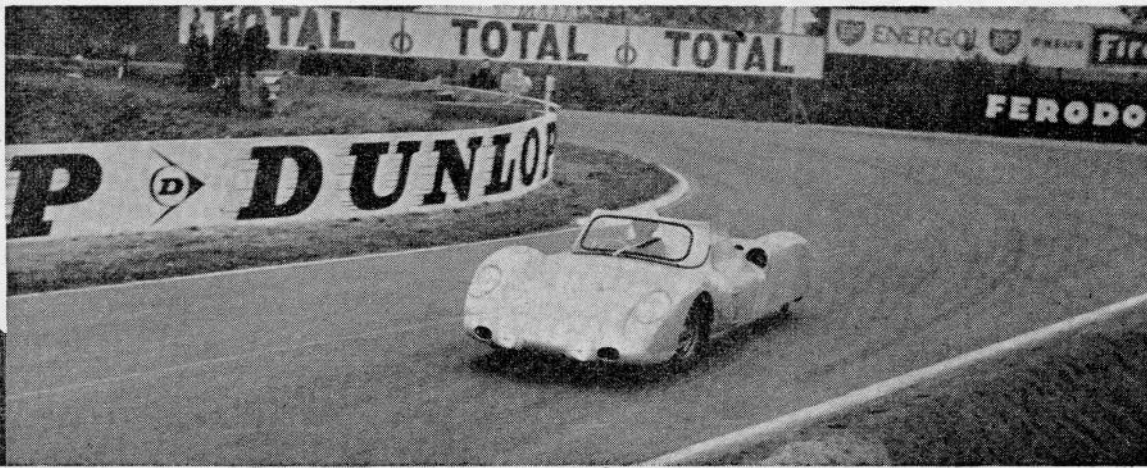




AS LE MANS SPECTATORS WILL SEE IT



3-litres again in the 'Liege'

Rover cars will once again compete in the gruelling 3,000-mile Liege-Sofia-Liege Rally which takes place at the end of August.

Four new pine green 3-litres have been allocated off the line to the Rover Competitions Section for entry in the event. The four engines for the vehicles have been run in for 50 hours each at Tyseley under the supervision of Mr. E. Scott, General Works Manager, Tyseley Group.

The standard product vehicles incorporate the same standard extras as the four 3-litres used successfully in last year's Liege-Sofia-Liege and R.A.C. events, and the recent East African Safari.

Last year, only 18 cars finished out of the 100 starters in the Liege rally. Two of the 18 were 3-litres which were placed 1st and 3rd in their class and 6th and 18th overall.

(FOOTNOTE: Rally driver Johnny Cuff, who has driven in Rover teams several times, is so convinced of the superiority of the Rover car that he has bought a 3-litre manual for personal use.)

Sick Benefit Society's 90% membership: New group at Cardiff

Membership of Rover Sick Benefit Society continues to creep upwards towards the target of 100 per cent enrolment. The proportion of eligible employees who have joined the Society rose from 88 to 90 per cent last year.

This was revealed in the eighth annual report of the management committee presented to the annual meeting of the Society at Solihull on April 25.

During 1962 a total of 985 new members were admitted, 782 left the Company and 54 members died. Membership at the end of the year stood at 7,434—a slight increase on the previous year.

A new group was formed at the Cardiff factories and membership there is nearly 100 per cent.

The report stated that 9,928 sickness benefit cheques were issued during the year totalling £29,535, an increase of £781 over the previous year. In the main this was due to rather heavy demands in the earlier months and a recovery was noticeable towards the end of the year.

Death claim payments totalled £918, an increase of £276.

"Some 165 visits were made during the year and many members have expressed their appreciation of the interest which has been taken in them whilst they are ill", said the report.

Members' contributions totalled £15,207 to which Management added a similar amount. This was an increase of £228 over the previous year. Payments for sickness and death benefits exceeded income from members' contributions, plus the Company's corresponding contributions, by £39.

The Rover-B.R.M. gas turbine powered sports car as the Le Mans crowds will see it in a fortnight's time when the vehicle will compete for the special prize offered for the first gas turbine car to complete the 24-hour event at a minimum speed of 150 k.p.h. The car is not in the race itself; it competes only against the clock. Inset are its drivers, world champion Graham Hill (right) and B.R.M. team mate, Richie Ginther (left).

All three of the above photographs were taken when the car appeared in public for the first time for practice runs over the Le Mans circuit. Since then the car has been painted dark green and contour changes have been made for better streamlining.

SHOP STEWARDS ON COLLEGE COURSE: OTHERS MAY GO

Six Rover shop stewards are attending an eight-week course being held at Solihull College of Further Education.

Full backing to the course has been given by the trade unions to which the six shop stewards belong. It is considered that Unions and Management will benefit mutually from this course which incorporates lectures on the structure and organisation of the British

trade union movement; trade unions and the law, automation, wages and management.

The six shop stewards on the course are Messrs. F. J. Cook (P.5 Stores), J. R. Sharpe (Land-Rover Test) and Mrs. E. M. Lawrence (Press Shop)—Transport and General Workers' Union; Messrs. S. D. Stone (Test Rectification, Cars) and F. Baron (Toolroom)—Amalgamated Engineering Union; and Mr. P. H. Hartin (Press Shop)—General and Municipal Workers Union.

The course is regarded as a pilot one and if considered a success by the stewards, it is hoped to reserve places on future courses to enable other groups of Shop stewards employed within the Company to attend the lectures.

Three employees elected councillors

Three Rover employees won council seats in the municipal elections this month. Mr. Raymond Hone (fitter, Detail Fitting Shop, Experimental, Solihull) won a Lyndon Ward seat for Labour on Solihull Borough Council. He polled 1,501 votes and had a majority of 318.



Coun. HONE Coun. McCALL

Another Labour victor was Mr. George McCall (Paint Shop), a member of Solihull J.P.C.A., who captured a Fox Hollies Ward seat on Birmingham City Council with 4,103 votes and a 1,404 majority.



Coun. SMALLEY

Mr. E. J. Smalley (Planning Engineer, Percy Road) returned to the Redditch urban district council chamber by winning a West St. Luke's Ward seat by a majority of 143. Mr. Smalley, a Conservative, represented Greenlands Ward for two years until defeated last year.

Four other Rover employees who were local election candidates were unsuccessful. In the Elmdon Ward of Solihull, Mr. D. Wilson (Lib.), Editor of ROVER NEWS was second in a three-cornered contest. He polled 1,294 votes and lost by 312. In third place was Mr. W. J. Taylor (draughtsman, Press Tool Design, Solihull) who polled 1,260 as a Conservative.

In the Harborne Ward of Birmingham, Mr. J. T. Thompson (Lib.), a draughtsman of Land-Rover Design, polled 962 votes and in Olton Ward, Solihull, Mr. E. J. Bowen (Lab.), M.C.D. Solihull, was third with 394 votes.

Gentlemen of the road

Rover representative Mr. G. C. Ridout and Mr. Bill Daems, of Sieberg's, our Dutch distributors, were nearing the end of a round trip of 320 miles over the excellent Dutch motorway system and their fast-moving 3-litre car had not been overtaken. Then, to their surprise, there was a flashing of lights behind them and their own speeding vehicle was passed by... another 3-litre! "You can imagine our pleasure and surprise", Mr. Ridout says.



With the "King", "Alice" and the "Queen" on the Rover stand are, left to right, Mr. J. B. McWilliams, Mr. W. J. R. Warren and Mr. W. Martin-Hurst.

'Alice in Roverland' theme scores big hit at N. York show

An original Rover stand with an imaginative appeal attracted considerable interest from the thousands of Americans who visited New York's international automobile show in April. On display were the 3-litre sedan and Coupe and Land-Rovers.

The theme of "Alice in Roverland" was emphasised by drawings and parodies on the stand backcloth, and the centrepiece was a vintage Rover car and its attendant characters of "Alice", the "King and Queen" and "Rabbit".

Hundreds of customer inquiry cards

prepared by Rover North America were completed, and local dealers are being advised of this interest for follow-ups.

Several dealers who contacted Rover officials on the stand are being considered with a view to franchise and a consequent further expansion of American sales, which were a record in March and April this year.

The stand was the brainchild of Mrs. G. I. McWilliams, the Publicity Executive, with the enthusiastic backing of

Mr. J. B. McWilliams, President of Rover North America, and Mr. J. L. Potter, General Sales Manager.

Models on the stand were all Rover employees who gave up their own time to work up to 11 o'clock on show nights. Service Dept. staff at Newark also worked long hours—up to 17 or 18 a day—preparing the vehicles before the show opened. Appreciation of this enthusiasm was expressed to employees by Mr. W. Martin-Hurst, the Managing Director, who attended the show with Mr. W. J. R. Warren, Export Sales Manager.

Mali visitors at Solihull

Distinguished visitors to Solihull last month included a party led by M. Gourdo Sow, the Republic of Mali Ambassador in London. The visitors toured the Land-Rover assembly and finishing lines and went round the famous Jungle Course. They lunched with Messrs. L. G. T. Farmer (Executive Vice-Chairman), A. B. Smith (Director and General Manager), and A. J. Worster (Director and Production Consultant).

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: June 28.

SPOTLIGHT . . . On the Rover success in the East African Safari

Mud and still more mud occasioned by unexpected storms turned the 11th East African Safari into the toughest event on record. Only seven of the 84 starters finished the 3,200-mile nightmare ride; among them was the Rover 3-litre driven by Messrs. Bill Bengry and Gordon Goby.

The other three Rovers became casualties to the appalling conditions which materialised only hours after "reccé" Land-Rovers had reported clear skies and fair conditions.

A newspaper report described the finishing 3-litre's progress as "a matter of steady, calm motoring in a hurly-burly of a Safari - yet it came home with an engine purring like a well-fed cat". This car was the only big car to finish and won the class for vehicles over 2,500 c.c.

In a newspaper article Bill Bengry described the Safari as the roughest, toughest - and by far the most enjoyable - rally event in which he had competed. He was full of praise for his 3-litre car - the same one in which he finished in last year's Liege-Sofia-Liege and R.A.C. rallies. It had been shown, he said, that the Rover 3-litre was a fast, incredibly tough, go-anywhere-under-any-conditions car.

The car carried no special equipment other than Dunlop Weathermaster tyres and a couple of 4 ft. planks. It didn't even carry chains. "We never needed our service vans once for mechanical reasons", said Mr. Bengry. "They simply checked petrol and oil. Our only mechanical fault was a hand-brake which jammed on when mud clogged the linkage but we soon cleared that.

"And when we reached the finish, the Rover was going better than at the start when the engine had only done 1,200 miles. All the whole Safari had done was to make our car even faster!"



The 3-litre driven by Bill Bengry and Gordon Goby negotiates a sticky bend on Mount Elgon during the East African Safari. LEFT: Handshake of triumph between Bengry (left) and Goby after finishing in Nairobi.

The muddy rally that

became a 'lottery'

By Ralph Nash
Competitions Liaison Manager

The wettest and toughest of them all - that's my verdict on the East African Safari. Without the use of an extra rest control which allowed an extension of 240 minutes, no-one would have finished this rally - or, as it was named afterwards, the "lottery".

Many cars went out of the rally having exceeded their maximum time because of baulking by the cars bogged down ahead of them. This occurrence must be reduced in future Safaris and the only way to do it is to seed drivers relative to their past performances.

Magnificent effort

The Safari is looked upon as a local drivers' rally and Bill Bengry and Gordon Goby must be complimented on a magnificent effort in being the only finishers in their class. Our two fastest crews - Ken James and Mike Hughes,

John Cuff and Mel Brooks - proved to be too fast for this type of rally and both left the road with unfortunate results.

Here is the progress chart of the four Rover cars.

No. 78 - James, Hughes - Delayed on the northern leg due to being baulked by cars stuck in the mud. Retired early in the second leg when the car hit a bank at speed and caused the fan blades to cut into the radiator. It is also suspected that the engine moved forward on the chassis.

No. 79 - Cuff, Brooks - Forced off the road by a bus and got stuck in the mud with all four wheels off the road. It took four hours to get the vehicle on

the road again and the team was consequently too late entering Nairobi at the end of the first leg.

No. 80 - Goby, Bengry - Seventh in overall position at Mombasa, maintaining this position at the finish.

No. 83 - Brockner, Gill - Went off the road down a 60 ft. drop in the early stages of the first leg, but was recovered after losing one hour. Retired half-way through the second leg in Tanganyika with reported engine trouble.

We are taking note of the lessons learnt in the rally and although we have had a certain amount of success to date this in no way satisfies us. I can assure you that the Rover rally team will not sit back until they can produce an outright win in a famous international rally, such as the Liege-Sofia-Liege which we now have before us.

Sky opened

Some people say that a Competition Manager these days is something of a Jack-of-all-trades; he must be a tactician, lawyer and a clairvoyant. If we do the East African Safari again I shall certainly take my crystal ball, bearing in mind that up to one day before the Safari the weather prophets forecast that it would be dry. But once again, as the big Rovers at the back went over the starting line, the sky opened and it simply poured and poured and poured!

3 plays planned

Rover Theatre Club will stage three plays next season, one less than in the season just ended. The first will be in October. Each offering will be a two-evening production.

These decisions were taken at the annual meeting of the club on April 24.

HEAVE HO! . . . AND YOU CAN SOON 'PICK UP' A HERNIA OR A STRAINED BACK

About a quarter of all reportable accidents every year come under the category of goods handling. The biggest 'manhour thieves' are back strains and hernias.

Material handling accidents have caused headaches in industry for many years, though a very high proportion of them are primarily the result of unsafe

Lifting relies to a great extent on the skilful use of the correct muscles and not sheer brute force. The latter will obviously lead to needless fatigue and cumulative strain by employing muscles inefficiently and result in causing sprained backs, slipped discs, hernias, etc.

Physical differences make it impractical to set up safe lifting limits for all workpeople. Height and weight do not necessarily indicate one's ability to lift, as some small wiry men can handle heavier loads than tall, heavily-built men. So the heaviness of a load depends on the individual's skill and condition.

Our lower limbs are naturally better adapted for load carrying than our back and arms and here are a few tips for lifting and carrying an object from one place to another.

- Correct balance is essential; set your feet solidly in a comfortable position about 12 inches apart.
- Bend your knees and get into the crouch position; keep your back straight and get as close as possible to the object or load.
- Take a firm grip on the object, making certain your grip can be maintained. On the initial lift the weight should be taken by the leg and thigh muscles, so straighten the legs slowly until you are in the correct

upright position. Jerking, shoving and twisting the body to lift a heavy weight is likely to strain muscles, so remember that if the load is too heavy get assistance from a colleague.

- Where possible always make full use of mechanical devices.

Points to remember:

Do not persist in trying to lift a load if it causes a feeling of strain.

Do not change your grip while carrying: always 'rest' the load on some firm support, then change.

Carrying a load under one arm and supporting it by the hip causes local strain. Never carry a load 'blindly' - make sure you are always able to see over the load. It may be easy to carry a load on one shoulder, but if it is heavy get someone to help you put it there.

Be cautious when putting down a load; make sure your hands are free before dropping it!

SAFETY CORNER

By W. G. Kane

habits indulged in by individuals, such as lifting loads improperly, carrying too heavy a load, unsafe manner of gripping the load, etc., etc.

Despite the technical advances made in mechanical handling during recent years, much manual lifting and carrying will always be required, perhaps because the human body is probably the most versatile of all equipment since it can successfully and economically perform so many varied handling operations. Naturally one must accept limitations and the effect of fatigue is more likely to become pronounced as the working day proceeds.

SALES NEWS

Land-Rovers impress in German mud

Land-Rovers demonstrated their prowess in quagmire conditions in Westphalia, Germany, last month to German Civil Defence officials who are interested in 4 x 4 vehicles for deployment with bridge building platoons.

Rover personnel present at the demonstration were Messrs. R. Richter (Regional Manager), P. Pender-Cudlip (Manager, Fleet Section), H. Hageney (Sales Manager, German Rover Company), A. Joyce (Demonstration Manager) and E. Wishlade (Assistant to Demonstration Manager).

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Four vehicles were used—a Long petrol pickup with truck cab and hydraulic winch and a short wheelbase Regular petrol with W.D. specification (supplied from Solihull), and a Long petrol Forward Control and Long petrol station wagon (supplied by Deutsche Rover).

The demonstration was a complete success and the fully-laden Land-Rovers negotiated quagmire terrain normally

used for testing the cross-country ability of much more powerful vehicles, mostly of the crawler type.

Vehicles ordered 28 short wheelbase petrols for UNICEF use in Iraq; 12 Regulars and 10 short wheelbase station wagons (petrol) for the Ghana Supply Commission; 12 Regular station wagons, six Long station wagons; two Long pickups and a Pilcher ambulance for use by Wimpey contractors in Peru; and 35 Forward Controls, 56 Long units and 13 station wagons for use by Caltex Oil Company personnel in Indonesia and six Long pickups and four short station wagons for company use in Libya.

★ ★ ★

Prince Subha Swasdi, O.B.E., of Thailand has taken delivery of a right-hand drive white 3-litre manual, and Mr. J. V. Pickering, president of the Esso Petroleum Company, has ordered a 3-litre manual Coupe.

SUMMER SNAPS

Your Candid Camera can win cash

You can snap up some cash with your camera again this year. The annual ROVER NEWS Snapshots Competition is putting the camera eye on . . . children. Youngsters make excellent subjects for snapshots: they can be caught off-guard more often than adults, and some real gem snaps come out of cameras held by doting relatives.

First prize in the competition will again be five guineas, second three guineas and third two guineas. And

10s. 6d. will be paid for any other pictures selected for publication.

Send your snapshots (black and white only) with name, address and department to "Summer Snapshots", ROVER NEWS, Meteor Works, Solihull. Closing date for entries will be August 31 and the judging panel's decision will be final. A selection of entries may be published during the competition period. So get clicking, Dads!

Second in 1962 - now this year's dance champions

Once again the Rover Ballroom at Solihull was the scene of a glittering and successful occasion on May 3 when nearly 50 couples competed for the All England One Time Dance Championship.

Some 900 old time dance enthusiasts saw the competitors' ranks thinned out in three rounds and a semi-final until, from six pairs, last year's runners-up, Mr. Lawrence Norton and Miss C. Wightman (Runcorn) were declared All-England Champions of 1963.

Second place went to Mr. Leonard Wood and Miss P. Gosling (London), who were third last year. Third this year were Mr. Neville Boswell and Miss A. Parkinson (Blackpool).

Adjudicators were Jim Williams (Llandudno), Albert Billingham (Oldham), Netta Brook (New Milton), Jean Johnson (Birmingham) and Colin Skidmore (London). Scrutineer was Barry Bush, championship compere was Miss Joyce Pearman and MC's were Mr. J. V. Preece and Mrs. Elsie Hurry.

Mr. Jim Williams, President of the Dance Teachers Association (Great Britain), presented the championship

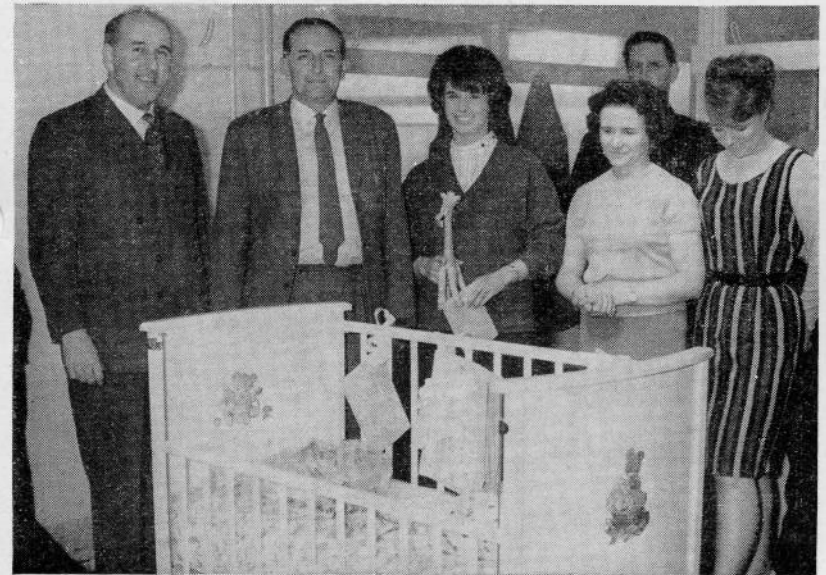
trophy to the winners, and Mrs. W. Martin-Hurst, wife of the Managing Director, presented the runners-up with their award.

(Editor's note: Because of pressure on space, photographs of the event have had to be held over until the next issue.)



● Mrs. Sheila Jarrett (centre below) with gifts presented to her by colleagues when she left the Company just after Easter. She was given the gifts by Mr. P. R. Jones (Chief Layout Engineer, Solihull - second from left) and the group also includes Mr. R. F. Dovey (Materials Handling Engineer - left).

Mrs. Jarrett had been a tracer in the Plant Layout Dept. since leaving school seven years ago. She has been a keen member of Rover Solihull Badminton Club, being the 1962 losing ladies singles finalist, and was a prizewinner at the 1961 Rover sports.



More gold watches handed out: 26 recipients

Twenty-six more employees, each with 25 years' service to the Company, have been presented with gold watches by Mr. A. J. Worster at ceremonies at Solihull, Tyseley, Acocks Green and Seagrave Road, London. Since March 1962, a total of 145 watches have been presented, representing



3,625 years' service to the Company. And there are more presentations ahead!

Latest recipients were:

Solihull: (above) Messrs. G. S. Davies (Stores planning engineer), A. C. Payne (Clerk, project cost and value analysis), J. E. Drinkwater (Engine designer), A. L. Franks (Inspection, Gas Turbines).

Tyseley: (left) Messrs. W. H. Mason (Asst. personnel officer), F. Vickers (Chargehand, Service Station), J. J. Helbert (Transport), A. C. Miller (driller), A. S. Hayward (Universal grinder), W. T. Haywood (skilled grinder), F. I. Smith (Chargehand-inspector).

Acocks Green: (below) Messrs. H. M. Orme (Planning engineer), S. Brooks (Senior foreman, inspection), J. S. J. Cave (Asst. inspection engineer, Production Spares Control), T. Copson (Print room operator), E. A. Gilbert (Progress foreman), Mrs. L. Newton (Office cleaners' supervisor), Miss H. A. Bosworth (Accounting machine operator, Costs



Apprenticeships completed

Two apprenticeships completed last month were those of Richard Frazier (Shop Floor Planning Dept., Acocks Green, but stationed at Perry Barr), and Robert Wood (Test Plant D.O., Solihull).

The Apprentices Association held its annual dance at the Greswolde Hotel, Knowle, on May 4.

Two public schoolboys spent a short course with the Company in April as an introduction to industry. This was arranged at the request of the Public Schools Appointments Bureau and is an annual arrangement.

A party of Jaguar apprentices visited the factory on April 10 and on April 25 Rover apprentices returned the compliment.

End of the 'Line'

Recent retirements: Mr. John J. Maloney from the Final Polish Line, Solihull, after nearly 30 years with the Company, and Mr. Walter Bradley from the Jig Shop. Mr. Maloney was at Tyseley intermittently for six years from 1921 and rejoined Rover at Acocks Green in 1940. He moved to Solihull in 1946.

Mr. Chris Stanton, left (Millwrights, Solihull), who is emigrating to New Zealand, is presented with a travelling clock and signed autograph book by Mr. D. H. Simkiss, on behalf of workmates, at a Works Engineers Dept. social function. Good luck for the future, Chris!



Retirement 'parts' father and son

A man who worked on the same section as his son at Ryland Road retired on May 17 aged 70 after 41 years' service with the Company.

He was Mr. J. W. Whitehouse, a skilled fitter, who began his Rover employment at Tyseley in 1922 and moved to Ryland Road in 1951. The son who worked with him is Mr. Jim Whitehouse and a second son, Mr. Tom Whitehouse, is at Perry Barr.

Dept.), Messrs. A. Robson (Heat treatment operator), R. F. Smith (Machine Shop operator), W. J. Danter (toolroom turner), B. Kendall (Progress chaser), F. W. Roff (Machine Shop operator).

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Three Seagrave Road employees received long service gold watches at the annual dinner for London foremen and staff held at Putney on April 3.

Forty people present saw Mr. A. J. Worster give watches to Messrs. A. C. A. Dolton (Reception test), F. R. Payne (foreman fitter), and E. G. Nunn (Chief stores clerk).

The three men are pictured (on the left) with Mr. Worster and Mr. W. C. Mason, depot manager.

Anglers arrange a film show

Solihull Angling Section has arranged a film show for Thursday, June 13 at 8.30 p.m. in the projection room. Screened will be "Zambezi", "The Intrepid Angler" and "A New World".

Though all the films are of general interest, the second one will be of particular benefit to anglers as it features several fine fishermen, including Dick Walker and Fred J. Taylor.

Tickets are free from Mr. F. Haywood, Angling section secretary (Chassis Weld), or Mr. S. Adams (Planning).



GOOD DRIVING IN TOUGH CONDITIONS

Several hundred spectators had a fascinating time at the two-day eighth annual national rally of the Land-Rover Owners Club last month.

Driving tests, a clay pigeon shoot and a muzzle-loading demonstration in

which competitors used a variety of antique weapons, were the order of the first day at Stratford-on-Avon racecourse. Rain did not deter from the enjoyment of the events.

A cross-country trial and hill climb tests at Rectory Farm, Fenny Compton,

on the second day called for, and achieved, a very high standard of competitive driving in heavy going. Once again the spectators were not disappointed and a strong wind and some rain were considered well worth braving by those who watched.

Ideas pay at Solihull and Percy Road

A further £153 has been distributed at Solihull for ideas approved by the Suggestion Scheme Committee. The largest single award was £75 to Mr. H. Hinet (Toolroom) for an idea which saved material on the Land-Rover radiator baffle plate.

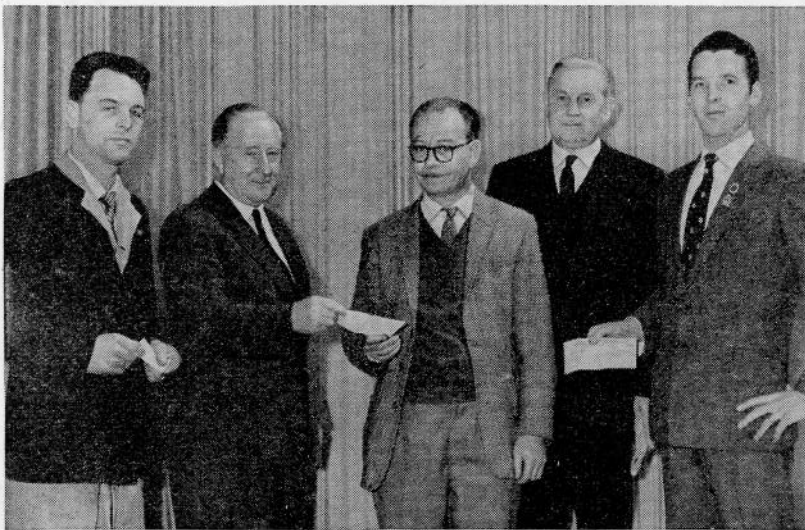
He received his cheque from Mr. A. J. Worster in the Solihull Main Canteen on April 19. At the same time, Mr. D. J. Hadley (Land-Rover Final Line) received £25 for saving washers in the Land-Rover seat frames, and Mr. B. T. Whitehouse (Press Shop) was awarded £20 for economising material by changing the position of a location peg.

Other recipients in the latest batch of awards were: Messrs. R. G. Jay (Land-Rover tyre fitting)—£15 for an improved method of fitting tyres; L. Brain (Works Engineers)—£10 for removing a damage-prone pin on the Britac truck; B. M. Smith (Test Rectification)—£3 for a tool for temporary use on the P5 gear lever, and C. A. Jones (Test Rectification)—£1 for eliminating harness clips from the Land-Rover rear dynamo belt.

In addition to his £25 award, Mr. Hadley has been given £4 for saving washers on truck cab drain channels.

Cash recipients were Messrs. E. Coombes (£20—Gearbox Assembly, Percy Road), R. Peacock (£5—Jig Inspection, Perry Barr) and K. G. Cure (£2—Universal miller, Springfield).

The committee noted with pleasure the interest being taken within the Group in the £25 May Award Scheme. Employees with ideas they consider to be useful should complete the appropriate forms and drop them into the suggestion box. Every suggestion will receive careful thought and consideration.



Mr. H. Hinet (centre) receives his £75 cheque from Mr. A. J. Worster. Also in the group are Mr. D. J. Hadley (left), Mr. B. T. Whitehouse (right) and Mr. W. Ethell, Solihull Suggestion Scheme Secretary.

LEFT: Mr. E. Scott, General Works Manager, Tyseley Group, hands Mr. Coombes the £20 awarded under the Suggestion Scheme. Also in the picture are right to left, Mr. S. Barby (Gearbox Assembly Shop Superintendent, Percy Road), Mr. A. MacKellar (Works Supt.) and Mr. R. Knowles (Personnel Officer, Tyseley Group).



Miss Barbara Jean Penny and Mr. Lyn Hill (Parts Dept. Stores, Pengam) after their wedding at St. John the Baptist Church, Sully.

8gns. for research

Export Dept. staff at Solihull collected £8. 8s. 0d. last month for the Imperial Cancer Research Fund. The organisers thank all contributors.

FAMILIAR FACES AT REUNION CONCERT



Some of the Rover veterans who attended the first dinner and concert organised by the Company for retired employees on April 5. It is hoped to make the reunion an annual event.

Golf season opens

The Rover Golf Society season opened with a bogey competition at Shirley Park Golf Club where a good attendance of some 40 members enjoyed the morning's golf.

Results: K. Lewis (Springfield—1 down), C. Scott (Solihull—2 down), K. Temple (Perry Barr—3 down), W. Jasper (Acocks Green—4 down), W. Hamilton (Ryland Rd.—5 down), B. Hughes (Solihull—6 down).

Supervisors' outing

Arrangements have been finalised for the annual Tyseley Supervisors Discussion Group outing on June 15. Some 165 members participating will be going on a tour of colleges at Cambridge. Lunch will be taken at Cambridge and dinner at Banbury during the journey home.

20,000 MILES IN A FORTNIGHT

Twenty thousand miles in 14 days. Such was the travelling marathon achieved by Mrs. Jacqueline Treppass (Planning Dept., Tyseley) during a holiday trip which took Mrs. Treppass and her husband—he is employed with Scandinavian Airlines System—to Japan and Hong Kong via the North Pole.

This was not Mrs. Treppass's first flight to the Far East; last year she visited Thailand, Malaya and Indonesia, and other holidays have taken her to Finland, Greece, Rumania, Yugoslavia and Andorra. She is pictured before boarding a jet airliner at Hong Kong en route for Bangkok, Scandinavia and home.



Some 150 Rover personnel took temporary possession of the Moseley Cricket Club premises in Streetsbrook Road, Solihull, on April 24 to say farewell to two senior Engineering Dept. colleagues.

The pair departing were Messrs. T. L. Gawronski (Project Engineer), who has taken a three-year post as deputy chief engineer of Hindustan Motors Ltd., Calcutta, India, and E. C. Turner (design research engineer) who has gone to Borg-Warner.

Mr. Gawronski is pictured (above right) receiving from Mr. P. M. Wilks (Executive Director, Technical) on April 26 a wrist watch subscribed for by colleagues in Engineering Dept. and elsewhere, and a pair of gold cuff links bearing his initials from section colleagues.

Mr. Gawronski had been with the Company for nearly six years and Mr. Turner for seven years. The latter was presented with two pewter tankards and a leather wallet by colleagues.

PERSONAL NEWS FROM FACTORIES

BIRTHS

We offer our congratulations to . . .

GANNER—To Mr. and Mrs. D. Ganner, a daughter (Carol Susan) on March 14. Mrs. Ganner was formerly employed on Service Progress at Tyseley.

LLEWELYN—To Mr. and Mrs. Brian Llewelyn, a daughter (Tracy Dorothy) on April 18. Mr. Llewelyn works in Publicity Dept.

NEALE—To Mr. and Mrs. Douglas Neale, a daughter (Denise Marie) on April 30. Mr. Neale works on Land-Rover Rectification and Mrs. Hazel Neale was formerly on the P5 Final Line.

PORTER—To Mr. and Mrs. Porter, a daughter (Julie) on April 24. Mrs. Porter formerly worked in the Land-Rover Trim Shop.

RICHARDS—To Mr. and Mrs. Les Richards, a daughter (Karen Lesley) on April 1. Mr. Richards works on Experimental Engineering, Engine Section, Solihull.

MARRIAGES

We offer our congratulations and best wishes to . . .

CREAMER-LESTER—On April 27 at St. Mary's Church, Bearwood Road, Mr. John N. Creamer to Miss Jean A. Lester. Mr. Creamer works in the Electricians Dept., Perry Barr.

DAVIES-McEVANSONEYA—On April 15 at St. Sabina's Church, Woolacombe, Mr. Godfrey John Davies to Miss Roberta M. McEvansoneya. Mr. Davies works in Experimental Dept., Solihull.

GOODALL-SENDER—On March 30 at Elmton Church, Mr. J. Goodall (P5) to Mrs. E. Senter (Press & Welding Office).

HILL-PENNY—On March 23 at St. John the Baptist Church, Sully, Mr. Lyn Hill to Miss Barbara Jean Penny. Mr. Hill works in Parts Department Stores, Pengam.

JOYNER-FINCH—On April 15 at St. Mary's Church, Higher Brixham, S. Devon, Mr. A. Joyner to Miss Anne Finch (Inspection Office, Percy Road).

LONGMAN-WILLIAMS—On March 30 at St. John's Church, Cardiff, Mr. W. Longman to Miss Valerie A. Williams (Checker/Data Processing, Parts Division Dept., Pengam).

MARSHALL-WINWOOD—On March 30 at Erdington Parish Church, Mr. Neville W. Marshall to Miss Anne B. Winwood. Mr. Marshall works in the Toolroom, Acocks Green.

SILVER WEDDING

We offer our congratulations and best wishes to . . .

CLUTTERBUCK—Mr. and Mrs. Jack Clutterbuck celebrated their silver wedding anniversary on April 18. Mr. Clutterbuck works in the Works Engineers Dept., and his wife is in the Capping Shop.

WATKINS—Mr. and Mrs. E. G. Watkins celebrated their silver wedding anniversary on April 23. Mr. Watkins works on the Cylinder Block Section, Tyseley.

RUBY WEDDING

We offer our congratulations and best wishes to . . .

EDMONDSON—Mr. and Mrs. F. Edmondson celebrated their ruby wedding anniversary on May 5. Mr. Edmondson works in Diesel Paint Dept., and his wife is in the Land-Rover Trim Shop.

DEATHS

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

BROWN—Mr. Alfred Brown died on April 5, aged 61. Mr. Brown was employed as a machinist at Tyseley and had been with the Company for 14 years.

GRIFFITHS—Mr. Cyril Reuben Griffiths died on April 30, aged 42. Mr. Griffiths was a machinist at Tyseley, and had been with the Company for 3 years.

JONES—Mr. John J. Jones died on April 2, aged 63. Mr. Jones had been with the Company for 9 years, and was employed as a stores assistant at Perry Barr.

MORRIS—Mr. Howard Aubrey Morris died on April 11, aged 62. Mr. Morris was employed on Land-Rover track inspection, and had been with the Company since 1959.

SINGH—Mr. Bikar Singh died on April 27, aged 46. Mr. Singh was a labourer at Tyseley, and had been with the Company for 2 years.

TURKINGTON—Mrs. May Elizabeth Turkington died on April 29, aged 63. Mrs. Turkington was employed as a viewer at Percy Road and had been with the Company for 15 years.

Overseas distributors need

SUITABLE DESIGNS + **QUALITY IN PRODUCTION** + **QUICKER DELIVERIES**

One of the greatest problems facing a conscientious distributor today is the training of staff. This training must cover not merely service, sales and office personnel, but higher management also.

In my territory, rightly, we are being pressed by government in many ways to use local talent in place of European. Unfortunately, experienced hard-working local men

By

R. E. BUTCHER

Deputy Chairman, Champion Motors Ltd., Singapore

and Export Sales Manager of The Rover Company at Solihull for eight years before going to the Far East. Mr. Butcher has written the adjoining article at the invitation of the ROVER NEWS Editor. His brief was to outline the work of a Rover distributor overseas and detail some of the difficulties and problems he faces.



Mr. BUTCHER

willing to make decisions are difficult to find. In our company, we are blessed with a number and we are watching other young up-and-coming employees who, we hope, will one day be capable of taking over management problems.

Finance is another problem facing all distributors, to which should be coupled "premises". Vehicles cannot be bought and stocked and several months credit given to dealers and the public, nor can premises be bought or built, without finance.

Our annual purchases of vehicles and spares exceed £2,000,000. Today it is just not sufficient to persuade a vehicle manufacturer to give you his franchise—you must offer strong finances and an organisation with premises before he will hand over the business of upholding his good name in the territory.

In some territories—indeed, in parts of ours—to even obtain land at a reasonable price is well nigh impossible. Building costs are rising and together with rising wages and salaries and fierce competition, making a profit takes all our time. Even when a profit has been made, the Government steps in and grabs 40 per cent.

I have mentioned competition. It surprised me immensely when I first came to this country some nine years ago, having already travelled much of the world, to see a British Commonwealth country where there were no importing or financial restrictions of any sort.

The result was, and still is, that almost any make of car, be it from Britain, Germany, France, Italy, America, Australia or Japan, is available—usually off the showroom floor.

When such trading conditions exist you can be sure that competition is fierce. It is only when distributors are cossetted with importing restrictions, which make supplies short, that they can charge high prices and not give the service and attention that we have to give.

With competition so fierce it is imperative that a distributor's delivery promises to a customer are maintained. This is where the factories have to realise that their distributors are, in fact, their customers and should be treated as such.

A good overseas distributor orders vehicles for stock. He is, therefore, the factory's customer. You should give him a fair price and you, like him, should make a fair profit. You should back him up with as much technical and sales literature and technical advice as you can (and indeed you do) and, of great importance, you should make the vehicles well and ship them on time.

It is in regard to the last point that over the last few years many British factories have failed. Deliveries delayed for all sorts of reasons have caused overseas distributors loss of business and loss of customer confidence. This finds its way back to the factory with fewer orders, less work and less pay to take home.

Our system during the first few days of each month is to calculate the number



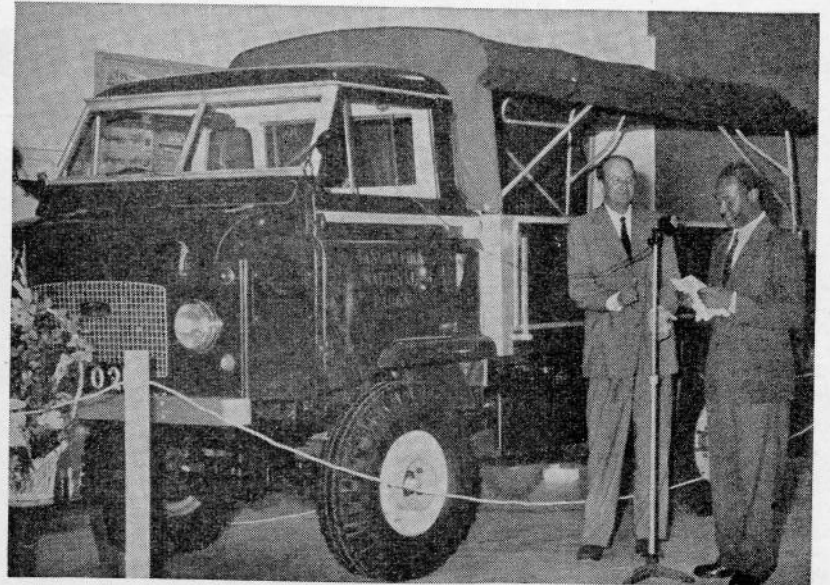
of vehicles of various types we will need six months hence. It is indeed difficult to decide just what we will sell six months ahead, but we try. Consequently, between the placing of the order and the anticipated arrival of the vehicles there are many delivery estimates given to buyers.

It is quite likely that they will make many related arrangements believing that their new vehicles will be delivered as promised. Imagine, therefore, the frustration to us and to the customer, and the repercussions, when you fail to deliver. In the long run our buyers who, bluntly, have no loyalty to Britain, turn their attention to Germany or Japan where delivery promises are reliably maintained.

Another problem facing an organisation such as ours is that of securing dealers. Politically it is wise to make use of small local firms in the small townships. But usually their ideas of workshop services and sales are primitive. It takes years to train them in our ways and then, like some of the mechanics we train, they decide to move elsewhere.

Our mechanics sometimes leave to set up "back-street" workshops in competition to us and we have had dealers who, because a competitive vehicle happens to be selling well for a year or two, will throw up everything with us and move to them.

So—design your vehicles to be suitable for overseas customers, make them well, reduce your delivery periods and ship on time. Then your distributors will obtain more business, to your advantage as well as theirs.



Chief Adam Sapi, chairman of the National Parks Board of Trustees, thanks Mr. E. C. Boucher, chairman of the Cooper Motor Corporation, after the presentation of the Land-Rover. LEFT: A close-up of the inscribed plaque affixed to the Land-Rover.

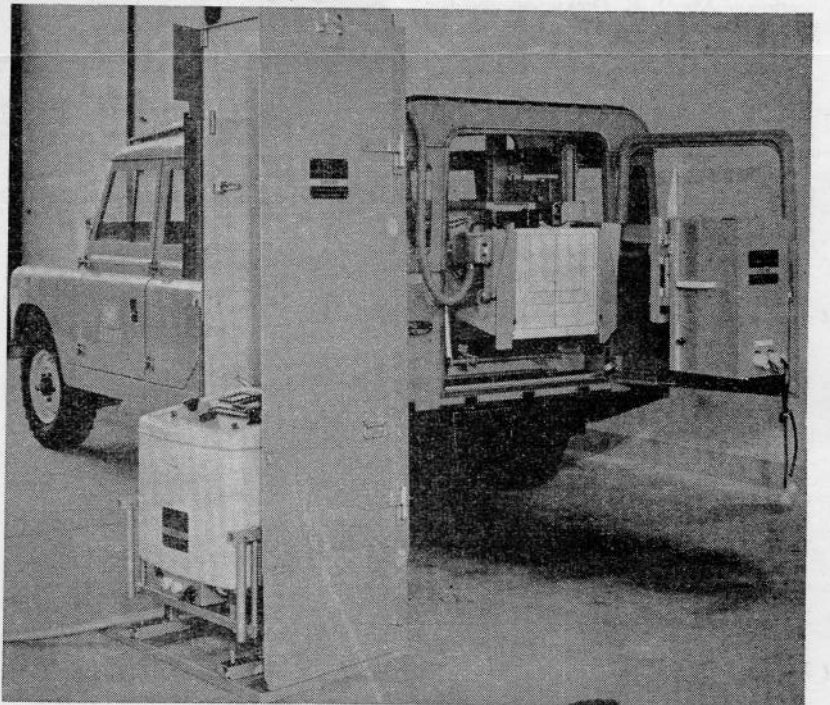
Four-wheel grandstand

Visitors to Lake Manyara National Park, Tanganyika—and particularly schoolchildren—can now watch game from the comfort and safety of a Forward Control Land-Rover, the gift of The Rover Company to the Tanganyika National Parks. The vehicle was handed over in Dar-es-Salaam by Mr. E. C. Boucher, Chairman of the Cooper Motor Corporation (our East African distributors) on behalf of the Company. At a special ceremony he gave the keys of the vehicle to Chief Adam Sapi, Chairman of the National Parks board of trustees.

Chief Adam praised the part Land-Rovers had played in the development of Tanganyika and said he was sure the new "big brother" would be equally useful.

Guests at the ceremony, who were shown a film on Manyara, included the Minister for Lands, Forest and Wildlife, Mr. Tewa; the Mayor of Dar-es-

Salaam, Coun. M. Mfaume; and the Director of the National Parks, Mr. John Owen.



Land-Rovers are figuring prominently in the World Health Organisation and UNICEF fight against tuberculosis. Teams of vehicles have been converted by Siemens of Germany as mobile mass X-ray units for use in normally inaccessible places in many parts of the world.

The James Land-Rover on the Equator in Kenya during its trip across Africa. It was actually cold at this spot on the Nakuru-Eldoret road. Altitude: 9,109 ft.

Sum total of trouble, apart from the gear box? Two punctures and a battery top up needed because of desert heat. Even the transfer from extreme heat to the extreme cold of the recent British winter did not "upset" the Land-Rover mechanically.

Here is Mrs. James' ode to "a wonderful car—the best".

Oh, for a Land-Rover,
Wonderful thing,
Ascending, descending,
Like a bird on the wing.
Drunk as a lord,
On spirits within,
Bright as a spark,
When a new day begins.
Willing and able,
To carry her load,
Couldn't care less,
For the state of the road.

Each mobile team comprises two Long station wagons converted to carry the Siemens mass chest unit. Much of the equipment is housed in one vehicle; the second one has the control table and the A.C. generator set so necessary in areas with insufficient power supply.

During examination the patient stands outside the vehicle. The vertical adjustment of camera and X-ray generator is synchronised by a button-operated electromotor drive. The control table is situated behind a radiation protection wall and the operator behind this observes the patient through a lead glass window

Pictured above is a camera vehicle set up for operation.

Tail and trek from Tanganyika

Tributes to the Land-Rover are frequent, but every now and again the unusual crops up. It has done so again in the form of a "Poem of Praise"!

Mr. and Mrs. W. A. James, of London, recently completed a safari across Africa and Europe in a Land-Rover which, before they acquired it, had already done some tough work with two mining companies. These used the vehicle for carrying stores in the African bush, but it was still as sound as a bell when bought by Mr. and Mrs. James.

The couple's safari started from Tanganyika. Going was reasonable on good roads in Kenya and Uganda, but the roadless southern Sudan led to the Land-Rover making an 8-day Nile steamer trip from Juba to Kosti.

"Then we crossed country which local people said could not be crossed because of swamps and cotton fields", said Mr. James. "We made it, but it was a wonder that the vehicle got through the last 120 miles, for we limped into Khartoum with a smashed gear box after going through the worst country I have ever driven in."

SLEPT IN THE VEHICLE

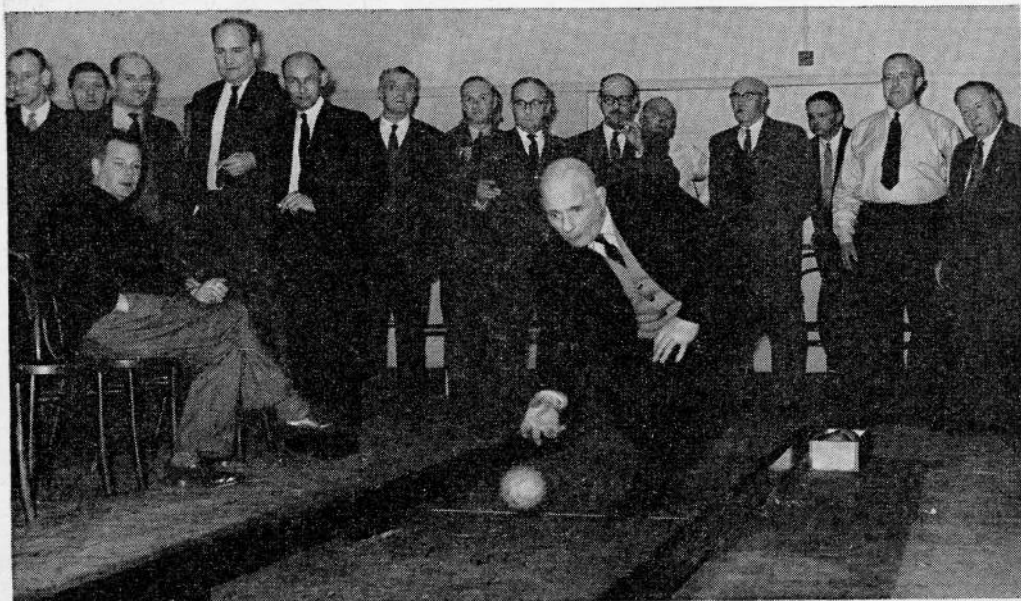
"Mud, cotton fields, sand, crossing the Nile by small boats and climbing steep banks—I am sure there is no other car built that could have made this trip through the Sudan".

From the Sudan, Mr. and Mrs. James drove through the desert into Egypt from where the Land-Rover was shipped



to Italy with its owners sleeping in the vehicle on the vessel's deck! From Italy, they travelled to Britain via Austria, Germany and France.

Pengam venue for Rover England v Rover Wales karting



Mr. R. Pearson (Chairman, Solihull bowls section) sends down a shot during the Management v Solihull bowling section skittles match held at Acocks Green on April 24. Management won by the narrow margin of seven shots but, as the photograph shows, they had to take off their coats to win!

Karting highlight for June is the Rover England and Rover Wales meeting at Pengam on the 9th. A coach has been booked for competitors and their wives leaving Solihull at 8 a.m. The karts are going by other transport.

Karting enthusiasts at Pengam have arranged to lay out a competitive circuit; the organisers are gratified with the enthusiasm that this event has created and sincerely hope for a good day's racing and plenty of fun. It is hoped that the event will be the forerunner of many more. Racing should commence at 2 p.m. In view of the Pengam meeting the practice session on the Solihull Test Track arranged for June 9 is cancelled.

Members of the Rover Kart Club had a perfect day for racing when they competed with many other clubs at Chasewater on April 7. Class I special final was fastest race of the day when the track record was broken by a Quick kart with a Homelite engine driven by one of the non-Rover competitors.

All who finished this 20-lap final were congratulated by the R.A.C. steward on their superb racing. He described it as one of the finest Class I races he had seen.

Simon Ostler and Brian Livesey had a first-class dice which Livesey won by a length to gain fourth place.

In the overall of the day's racing, Brian Livesey, his mother, Mrs. Lucy Livesey, and Brian Afford came fourth in their respective heat finals and Simon Ostler was fifth. Vic Short also had a good day's racing without being placed.

The club had one of the biggest entries of any of the invited clubs at Central Flying School, Little Rissington, on April 14. Racing in Class 4 (200 c.c. with gearbox) was Ray Breakwell and Stan Thomas and, from Tyseley, Jack Watts, Brian Afford and Ted Nash. Many competitors were spinning off the circuit alarmingly in the sharp shower during practice but fortunately the rain cleared before racing started. Class I and I Special included Mrs. Livesey and son Brian, June Johnson, Vic Short and 'Pop' Johnson.

Brian Livesey drove brilliantly throughout the day, his J.L.O. engine really singing. He had some forceful opposition on his first lap, second heat, but cleared this to come in a clear first in his four races. Jack Watts and his Villiers-powered Dale Kart mastered the twisting drivers circuit after his first race and had a clear win in his fourth race.

Awards were given on a points-throughout-the-day system and Rover winners were Brian Livesey (Silver Tankard, 1st) and June Johnson (Mounted Medallion, 2nd).

In view of the increasing popularity of the Solihull Test Track practice sessions some restrictions may have to be imposed.

The winner —by 8 secs!

A puncture very nearly robbed Harry Reynolds (Design Research Drawing Office, Solihull) of victory in the final stage of the 4-day Bournemouth cycle road race held at Easter in wild weather.

On the first day Harry was placed fifth in a first-class field. On Easter Saturday he won the stage by eight seconds and led in the general classification. He was placed second on the third stage and his position then seemed secure, barring an accident. Then he punctured and this was the signal for an all-out effort by rivals. Team-mate John Chance gave Harry a wheel and after a desperate chase he gained the shelter of, and finished in, the bunch.

On final classification he was race winner by eight seconds. It was his third win in this event.

SOLIHULL 1st XI STARTS SEASON WITH 3 WINS

Solihull cricketers opened their season in fine style early this month with three wins over Tyseley colleagues. Teams from Lucas Foreman's Road and Meriden Cricket Club.

A mixed team beat Tyseley at Solihull by the close margin of one wicket after the Solihull side had tied with Tyseley's score of 47 with six wickets in hand. The last five wickets fell without a run being added before the winning stroke was made.

On May 4 the 1st XI was at home to Lucas and the Rover men won their first match in the Midland Works and Business Houses League by five wickets. The visitors batted first and reached 67, L. Burnett taking three wickets for five runs. Rover replied and passed the visitors' score with five wickets in hand.

The following day the 1st XI "swamped" Meriden at Lode Lane. Batting first, the home side lost three wickets for 20 runs before C. Payne (103 not) and L. Burnett (76 not) proceeded to hammer the Meriden bowling in an undefeated partnership which produced 170 runs. In reply, the Meriden batsmen suffered at the hands of D. Sollis (6 for 13) and J. King (3 for 7) and were all out for 22.

Tennis 'friendlies' with other clubs

Tournaments within the section and friendly games with other clubs are to be arranged by the Solihull Tennis Section committee. Vacancies exist for anyone interested in joining the section. The fee of 10s. a year includes the provision of balls.

Officers elected at the section's annual meeting on May 1 were: Chairman, Mr. E. Walden (Internal phone 768) Engineering Dept.; secretary, Miss A. Oliver (663), Organisation & Methods; treasurer, Mr. R. Clifton (613) Inspection, Land-Rover Assembly. Committee: Mr. R. Plenderleith (412), Mrs. I. Plenderleith, Mr. R. Rimington (717), Miss Dingley (Land-Rover Trim Shop).

Inter-works bowls series begins

Solihull, Acocks Green and Tyseley teams are bowling in the 1963 inter-works Worcester Cup bowls competition.

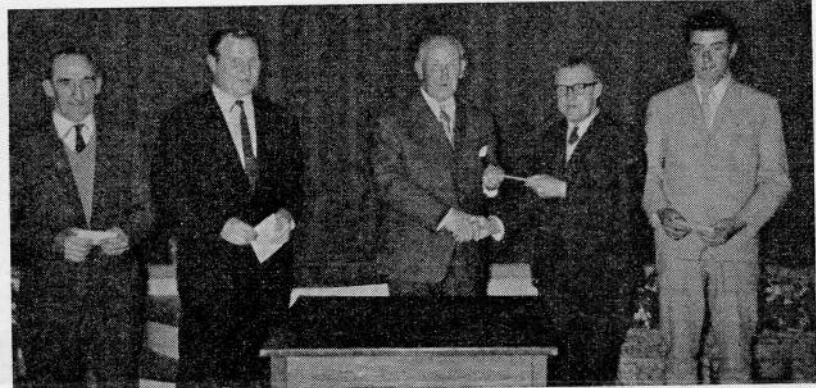
Chairman of the inter-works bowling section is Mr. J. B. Dickinson and the committee comprises Messrs. K. Bayliss and R. Pearson (Solihull), G. Plater and A. Bowden (Tyseley) and C. Powell (Acocks Green).

Play in the series began on May 23 with a game at The Greet Inn between Tyseley and Solihull and last night Solihull played Acocks Green at The Olton Hall. Remainder of the programme is: June 4. Acocks Green v Tyseley, The Dolphin Hotel; June 13. Solihull v Tyseley, The Olton Hall; June 18. Acocks Green v Solihull, The Dolphin Hotel, and June 27. Tyseley v Acocks Green, The Greet Inn.

An individual championship award is also being offered. The five best players from each club, plus the next best from any section, will comprise the 16 bowlers for the play off. The green will be nominated later.

★ ★ ★

At the section's open night at Acocks Green on April 24, a Management team beat the Solihull Bowling Section by a margin of seven shots . . . at skittles! The Management team, which had a successful evening, losing only one game, comprised Messrs. A. J. Worster, W. J. Robinson, T. Brindley, H. Hayer, P. Wright, E. Scott, E. Penney and J. B. Dickinson.



Mr. Ray Plenderleith (second from right), chairman of the Solihull Works Engineers entertainment committee and a member of the team which won the departmental knockout snooker competition, receives his gift voucher prize from Mr. E. J. Radford, Assistant Works Engineer (Building). Also pictured are other members of the team who also received vouchers, left to right: Messrs. A. Davies, T. Duddy (captain) and G. Hicks.

BELOW: Gordon Moorman, captain of the department's champion darts team, Fitters 'A', receives cuff links, a dart board and a set of miniature darts from Mr. Radford on behalf of his team.



Archer (14) proves her skill

A big game round of 28 targets laid out through woods and open field were shot by 82 competitors in the spring field shoot organised by Rover Bowmen on April 21.

Weather conditions in the morning ranged from bright sunshine to hail, and snow was the only absentee. Though the outlook brightened in the afternoon the wind persisted all day.

The numerous trophies were presented by the Lady Paramount, Mrs. M. Mathews. These included two given by herself for the highest unrewarded gent's and lady's score.

A cup presented by Mr. D. Harkness for the highest score by a youngster under 15 was won by a Rover Bowmen's daughter, 14-year-old Mavis Bedford with 328 pts.—as many as the fourth place gent! This remarkable score was well ahead of the next highest mark gained by Master J. Howell (Rover).

Rover placings in the day's shoot were: Ladies: 4th, Mrs. M. Howell (230 pts.—1st, 2nd, 3rd placings secured 312, 302, 272 pts. respectively); Gents, 4th, Mr. D. Harkness (328 pts.—1st, 2nd, 3rd placings secured 414, 338, 336 pts. respectively). Juniors under 15: 1st, Miss M. Bedford (328); 2nd, Master J. Howell (244). Rover members' only events. Ladies, 1st, Mrs. M. Howell (230 pts.); 2nd, Mrs. I. Herbison (104). Gents, 1st, Mr. A. Howell (302); 2nd, Mr. G. Armstrong (294); 3rd, Mr. F. Stewart (268). Team award Sagattarians 1st, D. Russell Under 10: (104 pts.).

Mr. G. Rae (59 Stores, Solihull) won the A. B. Smith Archer of the Year Trophy and received his award from Mrs. Mathews.

Next Rover field shoot will be the B.F.A.A. West Midlands Championship on October 13.

3 Rover soccer teams top of their divisions

A double championship honour has been won by the two Rover Solihull football teams.

The Seniors have topped Division II of the Birmingham Works League to win promotion to the first division for the first time, while Reserves have won Division 6 on goal average over City Transport.

Recent results: May 2. Res. beat Hamstead Colliery away 8-1 (scorers: Cox (2), Whitehouse (3), Moseley (3)). May 6. Res. beat Wolseley Ath. 3-0 (Allen 2, Moseley). Res. have gained 33 pts. from 21 games with 95 goals scored for and 31 against.

In a three-way Rover soccer match on April 27, Solihull Seniors beat Seagrave Road 5-1 and Solihull Reserves defeated Cardiff 2-1. Two enjoyable games were followed by a dance in the evening.

Tyseley Seniors are now top of Div. 5A of the Birmingham Works League and the 'A' team failed by one point to win Div. 15.

Match details—Seniors. April 6, beat Triplex 2-0; April 13, beat Bulpitts 4-1;

April 20, beat Lucas G.K.S. 4-2; April 27, beat Laings 10-1.

P.	W.	L.	D.	For	Agst.	Pts.
19	17	0	2	111	20	36

Match details—'A' team. April 6, beat Reynolds Tube 3-1; April 13, beat Delta 5-1; April 20, beat Lucas C. St. 3-1; April 27, drew with Bromford 3-3.

P.	W.	L.	D.	For	Agst.	Pts.
19	14	1	4	80	24	32

Perry Barr results have been up and down owing to players being injured, but the team put up a great show on April 23 when it defeated the hitherto unbeaten Div. 13 leaders, Arcadians, 3-2 in a thrilling match.

Perry Barr was at the bottom of the table until this match, and the team's victory was only its second this season.

Comment by Arcadians after the match: "A good hard game, with Perry Barr worthy winners".

Wolseley Cup victory

Mr. Frank Parkes, a member of the Rover Car and Motor Cycle Club, was outstandingly successful in the Wolseley April Rally, winning the cup in face of strong opposition from 23 entries.

He began rallying only two years ago, being introduced to it by a member of the R.C. & M.C. committee, and proved to be a very keen supporter. He was a pupil at Mr. Phil Gardiner's navigation course held last year for club members.

The 'Family Jamboree', a popular event with members in previous years, is to be held again this year on June 16. Watch for posters giving full details.

Aslin Trophy frames all ended on black

In a closely-contested final Mr. S. Oliver (P4 Staff) beat Mr. F. Harris (P5 Line) by two frames to one to win the Aslin Snooker Trophy. The three games all finished on the black and spectators had the privilege of witnessing one of the best finals for a long time.

The two losing semi-finalists were Mr. H. Ryan (Land-Rover Weld) and Mr. E. Froggatt (Exp. Machine Shop) with Mr. J. King (Programme & Schedule) the highest break winner.

Mr. R. Dixon (Social Club General Secretary) presented the prizes and cup. Mr. Froggatt received his award for outstanding snooker in the Efficiency League. He won all his games except the one with Rootes Social when he lost on the black.



Mr. Dixon presents the Aslin Trophy to Mr. Oliver.