

# ROVER NEWS



Vol. 4 No. 10

OCTOBER, 1964

Price 2d.

## TWIN ROVER DEVELOPMENTS TO MEET FUTURE NEEDS

### Second computer soon —an electronic 'brain' for Pengam Parts Dept.

**T**HE Rover Company is to introduce a second electronic computer into its commercial operations. It already has one operating at Solihull and another is to be installed in the Parts Division at Pengam to increase the capacity of the Data Processing Department.

It is scheduled to begin the first stage of its operations in May 1965, and a Pengam team, in conjunction with O. & M. Dept., Solihull, and I.B.M., is now preparing the way for the computer's installation.

For some time now the increasing range of, and demand for, spare parts has been putting a heavy load on Data Processing.

Installation of the computer will increase departmental capacity and maintain the efficient and speedy service to home and overseas distributors.

#### MOST SUITABLE

After a survey had been carried out on the various computers available, it was decided that the computer most suitable to meet the requirements of the Parts Department was the I.B.M. 1440 System.

This computer has a memory capacity of 8,000 characters which will be used to carry out all the calculations and decisions necessary to produce, not only the day-to-day documentation of the Parts Department but also to provide valuable information which will enable Management to make more rapid and effective decisions.

In addition, a large file of backing information will be held on disc packs. Three of these packs holding 2,000,000 characters each, will contain information on both parts and distributors currently held on over 750,000 punched cards.

The information is held in magnetic form on the surface of the discs and is available practically instantaneously into the memory and control unit.

#### PROJECT TEAM

The card reader—punch unit of the computer—will accept information on punched cards at a rate of up to 400 cards per minute and printing will be done a line at a time at a speed of 150 lines per minute.

The team working on the project is headed by Mr. F. Lea, the Data Processing Manager who has been with the Parts Department since 1951, and who has been connected with data processing for 25 years.

Assisting him are Mr. B. Taylor, recently transferred from the Computer Department at Solihull, who is responsible for the analysis and programming of the various applications, and Mrs. N. Lomas, who has been with the Company 22 years, 20 of which were spent in the Hollerith Department at Solihull. She will head the operating staff.

There are two programmers, Mr. R. Evans (formerly in Provisioning) and Mr. F. Cole (ex-Interpretation). Mr. W. Thorn (ex-Stores Administration) is systems analyst.

The computer will take over its scheduled functions in three stages.

**Stage one**—with the introduction of the project in May, 1965, it will take in all functions currently performed by the present Data Processing system—i.e. automatic production of invoices and associated documentation and production of statistics and analyses.

**Stage two**—to commence in November, 1965, covers the partial automation of inventory control by taking into the computer a modified version of the manual stock availability record and integrating it with invoice production.

**Stage three**—to commence in November, 1966, covers the complete automation of

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### New 'lab' takes shape at Acocks Green

**F**IRST STAGE OF A FIVE-YEAR £70,000 DEVELOPMENT PROGRAMME FOR A NEW MATERIALS LABORATORY AT ACOCKS GREEN HAS BEEN COMPLETED.

The Metallic Materials Division has moved into its new "home," which occupies a floor area of 8,500 sq. ft. An area for rig-testing increases the total area to approximately 9,000 sq. ft.

Cost of this first stage was around £25,000. During the next few years, the laboratory will be so developed and equipped that on completion it will be one of the most modern laboratories for examining materials in the country.

The Metallic Materials Division is responsible for the chemical analysis, mechanical testing, microscopical examination and metallurgical approval of all metallic materials for

internal production and B.O.F. assemblies used by the Company.

The materials laboratories have technical responsibility for all materials used in the construction of cars, Land-Rovers and gas turbine engines, etc. With the establishment of this new laboratory at Acocks Green the Solihull laboratory becomes the Non-Metallic Materials Division, dealing principally with rubbers, textiles, plastics, ceramics, corrosion problems, environmental testing, protective finishes, adhesives and similar materials. These two main laboratories are supported by process laboratories dealing with day-to-day problems at Tyseley, Percy Road, Perry Barr, Ryland Road and Pengam.

#### Torsion tester

The materials laboratories are technically responsible for heat treatment and other metallurgical processes, the provision of an advisory and practical service to all departments in relation to materials and processes, and a service to overseas organisations in the approval of materials, technical advice and visits for discussions and help in manufacture.

A feature of the materials laboratory's new rig shop is the installation of a high capacity Avery torsion testing machine, capable of exerting a twisting force up to 120,000 pounds inches. This new machine is being used in the evaluation of existing assemblies such as differential units, gearboxes and shafts, etc., and will be employed in the examination of new materials and assemblies. The other machines used in this shop include an Amsler rotating fatigue machine and a spring testing machine.

Head of the Materials Laboratories is Mr. S. Heslop (Chief Metallurgist and Chemist). His deputy, Mr. S. R. Chew (Assistant Chief Metallurgist and Chemist) is based at Acocks Green.

Some 25 people work in the new laboratory, the day-to-day running of which is under the supervision of Messrs. K. H. Taylor and H. W. Roberts.

A section of the new laboratory showing the light, airy working conditions for employees. A suspended ceiling helps to provide uniform even lighting: the floor is terrazzo and behind the benches are fume chambers and cooling sinks, the door and glass panels of which are finger-touch controlled.



### Four 2000s in R.A.C. Rally: Experienced crews chosen

**F**our Rover 2000s are entered in the R.A.C.'s 13th International Rally in Britain next month.

The selected crews are all experienced in this particular event. Four service cars, each crewed by two fitters, will meet the needs of the Rover cars during their 2,500-mile drive through England, Wales and Scotland.

Last year, Rover had a 100 per cent finish in the R.A.C. Rally with five 3-litre cars, and won the Lombank Shield for third place in the Manufacturers' Team Award.

Crews for the 2000s competing this year are the veteran Rover rally pair Ken James and Mike Hughes; Roger Clarke, winner of the Scottish rally in May, and his regular co-driver A. J. Porter; the Scottish pair Logan Morrison and Johnston Syer; Mrs. Anne Hall and Miss Pat Spencer.

Newcomers to the Rover outfit are Mr. A. J. Porter and Miss Spencer. The latter was co-driver to

The nine-stage rally begins in London on November 8, when competitors head for Bristol and then go north through Wales and the Lake District into Scotland. After an 18-hour rest for crews at Perth, the cars will do a circuit of North Scotland before heading back, via the north east of England and the eastern counties, to the finish in London on November 12.

Manning the four Rover service cars will be Messrs. Tony Cox (Competition Section foreman) and fitters Louis Chaffey, Graham King, Jim Pike, Barry Craven, John Tidmarsh, Graham Jones and one other to be chosen. Competition Manager Ralph Nash will be in charge of operations.

The rally organisers have concentrated on fitting in more special stages than ever in this year's event. Many of these are through forests not previously used.

Entered once again for next month's London to Brighton road run for veteran cars is the 1903 Phoenix-Minerva tri-car owned by Mr. B. G. L. Jackman (Executive Director, Production). He and a co-driver friend will drive the vehicle in turn. Mr. Jackman has entered the run regularly for several years and the adjacent photograph contrasting vehicles 60 years apart was taken near Brighton in 1961. Mr. Jackman is in the fore car and his co-driver on this occasion was Mr. D. W. Allen, of Kenilworth.



### His hobby now a full-time job ...

**M**rs. H. B. Light, Warranty Supervisor, Technical Service Department, Solihull, for nearly 20 years has been appointed official Company Historian and Librarian with effect from October 1.

Hitherto, Mr. Light has carried out the duties of unofficial Company historian as a hobby in his own time. But in recent years, the Rover story has taken on a new importance and our subsidiary companies and distributors overseas are appreciating more and more the need to publicise the traditional history of Rover.

In this country, too, there is a growing demand for information from the trade, schools, museums, writers, publishers and enthusiastic owners. These factors influenced the appointment of Mr. Light who will provide a new and valuable service within the Company's Publicity Department.

As well as being a natural historian by inclination, Mr. Light has been an author in his own right for many years. In 1947 he published a history of his regiment, copies of which were accepted by Sir Winston Churchill and the late King George VI.

He became well known to Rover employees through his series on "The Rover Story," which appeared in ROVER NEWS over a two-year period, and Mr. Light also provided the Montagu Veteran Car Museum at Beaulieu with the Rover section of its library.

Mr. Light is a member of the Veteran Car Club of Great Britain.



# 'Products backed by first-class Parts

## service' — assurance to distributors



Visiting distributors listen carefully as an order processing operation is explained to them during their tour of the Pengam Parts Division.

**THE "PARAMOUNT IMPORTANCE" OF A FIRST CLASS PARTS ORGANISATION TO BACK THE COMPANY'S PRODUCTS WAS STRESSED BY MR. R. W. BROMLEY (EXECUTIVE DIRECTOR, SERVICE) IN WELCOMING DISTRIBUTORS TO A PARTS DEPARTMENT "AT HOME" AT PENGAM.**

SOME 150 DISTRIBUTORS FROM BRITAIN, AND REPRESENTATIVES OF CONFIRMING HOUSES IN LONDON, ATTENDED THE FUNCTION ON SEPTEMBER 15 AND 16.

Welcoming them on behalf of the Company, Mr. Bromley conveyed the sincere greetings of Mr. W. Martin-Hurst, the Managing Director, who was unable to be present, as well as those of Mr. D. N. Steed (General Manager and Executive Director, Cardiff) and all members of the Parts organisation.

Mr. Bromley said the object of the

"At Home" was to enable distributors to see and know something of the new Rover Parts organisation at Pengam, now fully and effectively operational.

"We believe that having seen it and learned something about it, it will be for you a very solid background of assurance of the Company's policy of continuing to back its products with a first class Parts organisation," said Mr. Bromley. "This is of paramount importance."

He explained that the office and storage space of the Parts Department occupied 250,000 sq. ft. and revealed that over 45,000 tons of parts and some 2,000 tons of equipment were transferred from Solihull.

An entirely new administration had been set up. Only 15 or 16 people moved with the department from Solihull, and around them had been trained and built up a staff now numbering 428 employees.

The visitors were split into four parties each day for a programme which included tours to see Parts operations and storage methods and a visit round the Production block. Future plans were outlined by Mr. J. H. Whitby (Manager, Parts Dept.) who made special reference to the forthcoming introduction of an I.B.M. computer for the purpose of increasing overall efficiency.

During their tour, the distributors were told that the Department holds 25,000 Parts numbers, supplies 1,000,000 line items a year, exports annually 11,000 freight tons to 140 countries, and orders on 450 sources of supply.

Mr. G. Lloyd Dixon has been appointed Executive Assistant to the Managing Director. He will assist

the Managing Director in all matters other than those of a technical nature which are the responsibility of Mr. V. W. G. Rogers, Technical Assistant to the Managing Director. Mr. Lloyd Dixon has served in a consultative capacity since relinquishing the position of Sales Director two years ago.

Land acquired by the Company near its Coventry premises in Stoke Row has been utilised to provide parking space for employees' cars. More than 40 vehicles can be accommodated.

At the end of the war, he transferred to Receiving Inspection and in 1956 was appointed Supt., Bought Out Supplies, Tyseley Division. Recently he assumed responsibility for inspection engineering within the Tyseley and Acocks Green group.

### Appointed and Promoted

More appointments to strengthen sales coverage in the United States have been announced from New York by Rover North America.

Mr. L. W. Wheeler, until recently the Rover General Manager in Canada, has been transferred to the south eastern United States to develop Rover's growing market in that area.



Mr. Wheeler



Mr. Clemens

Though imported automobile sales in Canada had shown a downward trend generally during the past year, Rover sales were up 11 per cent under Mr. Wheeler's management.

Rover North America has set up a new region covering Florida, the Carolinas, Georgia, Alabama, Mississippi, Tennessee, Arkansas and Louisiana. Headquarters is at Fort Lauderdale.

Mr. Radley E. Clemens, formerly with SAAB, has been appointed a field sales manager for the north eastern region. His area will embrace the western-most reaches of the Rover north-east region of the United States. He will work from Omaha, Nebraska.

Rover North America now has three U.S. regional offices—in New York, San Francisco and Fort Lauderdale—and two in Canada at Toronto and Vancouver. There is a parts and service depot at Newark.

Mr. Vincent McGough has been appointed Quality Engineer for the Acocks Green and Tyseley Group of Factories and is directly responsible to Mr. E. G. Bacon (Executive Director, Quality Control).

Under his revised terms of reference, Mr. McGough is responsible for all inspection engineering functions, and is also in charge of sample inspection of bought out and made in material and the gauge and standards rooms.

He will continue to be responsible for the service to Engineering for the inspection and examination of experimental and prototype components and assemblies and the service to Planning in respect of the approval of new machine tools.

Mr. McGough joined the Company in 1940 as a gauge and tool inspector. From 1941-43 he was inspector in charge of the machine shop at our Barnoldswick shadow factory.

At the end of the war, he transferred to Receiving Inspection and in 1956 was appointed Supt., Bought Out Supplies, Tyseley Division. Recently he assumed responsibility for inspection engineering within the Tyseley and Acocks Green group.

## MOBILE SCHOOL TAKES KNOWLEDGE TO THE OUTBACK

A mobile Rover service school travels the length and breadth of the Australian continent, into the towns and far into the outback, keeping distributors and dealers' staffs up-to-date with Rover servicing techniques.

Based on a Long Land-Rover, the mobile school is under the control of the Rover Australia Technical Service Manager, Mr. Ray Hancock, who recently spent a month at Solihull studying Rover 2000 production methods and servicing, in preparation for when the car is marketed in Australia.



Mr. Ray Hancock

Two 2000s completed a 7,000-mile proving test in Australia, under Mr. Hancock's supervision. The route began at Perth and went across the continent, taking in Adelaide and Melbourne, before turning north to finish at Innisfail. Two thirds of the territory covered was typical outback territory.

"The cars came through with flying colours," says Mr. Hancock. "We are very impressed with it. The only mishap was when one of the cars, doing 60 m.p.h., collided head on with a kangaroo, doing about 30 m.p.h. A fair impact and the kangaroo was killed!" he adds.

Mr. Hancock worked at Rover Solihull for 9 years before going to

Rover Australia permanently as service engineer in 1958. The service side has since expanded and he now has a staff of two service engineers working under his managership.

At Solihull, he was a lecturer in the Service School before going "on the road" as a service engineer.

His first experience of Australia was in 1953 when he accompanied special review Land-Rovers sent to Australia for the Royal Tour. His duties: to maintain and service the vehicles. Since joining Rover Australia, he has married an Australian girl and they have a small son.

Of his mobile school, he says: "We set it up anywhere there is a call for it. Because of the vast distances involved we can't expect

dealers' service men to come to us—so we take instruction to them." The Land-Rover carries all the instruction equipment—only chairs, desks and space have to be provided when the hand-brake is applied to the mobile school.



A group of pupils gather round the Rover Australia mobile service school for a practical lesson from Mr. Ray Hancock.

POSTSCRIPT: Mr. Hancock was actively concerned with Donald Campbell's world land speed record success. The two Land-Rovers which serviced Bluebird came under his eye for their own maintenance.



An unusual welcome awaited distributors to the Pengam Parts Department "At Home" in this placard photographed by some 400 employees of the department.

## Land-Rovers help lepers

Land-Rovers are playing a leading and vital part in the battle against leprosy in Ethiopia.

Now back in the country to direct a vast survey in the constant war on the scourge of leprosy is a Solihull surgeon, Dr. E. W. Price.

Before returning after six weeks' leave, Dr. Price, leprosy advisor to the Ethiopian Ministry of Health, said: "The task ahead of us is to try to pinpoint the bad areas. In this huge, difficult terrain, to which only aircraft and Land-Rovers can give us access, large pockets of leprosy may exist."

The battle is hampered by the fact that many Ethiopian villagers cannot read, thus nullifying any pamphlet campaign.

Wanted by Mrs. D. L. Arnold (Oncost, Solihull, internal tel 524): old spectacles and cases for people with poor eyesight learning to read in underdeveloped countries. Mrs. Arnold can collect.

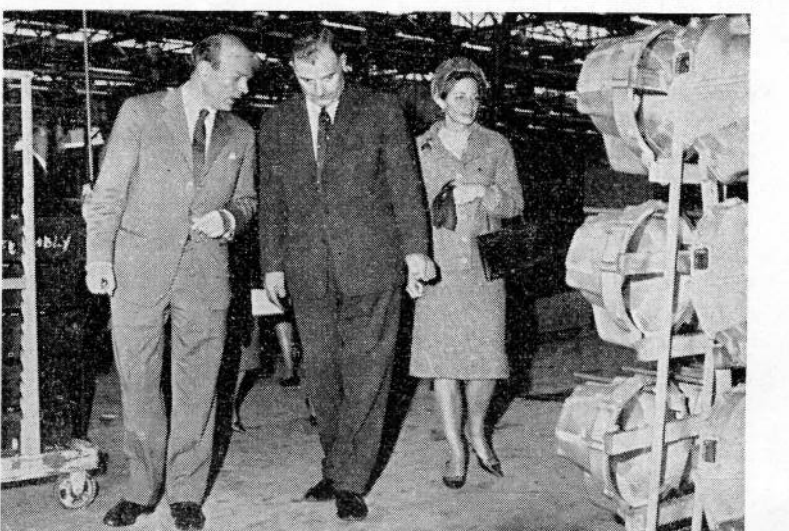
Mr. Christopher John Scott, son of Mr. E. Scott (General Works Manager, Tyseley Group of Factories), was 21 on September 17. He is employed in the Main Buying Office at Solihull and has been with the Company for four years.

The National Blood Transfusion Unit will be paying its annual visit to the Solihull works from November 9-13. Employees are urged to donate blood and so help to save lives in all kinds of circumstances. Forms will be sent out to employees in wage and salary packets and individual appointments made after their completion and return to the Welfare Dept.



A group of French M.P.s pictured on the P6 Line at Solihull during a tour of the Lode Lane works. They were led by M. Maurice Lemaire (U.N.R. Vosges), Director General of the French Railways, who is fourth from left in the photograph. Other members of the party were M. Andre Lathiere (U.N.R. Gironde), M.

Constant Lepourby (U.N.R. Manche), M. Jean Le Lann (Centre Democratique, Ile-et-Vilaine), Mme. Jeanne Brin (Communiste, Nord), M. Edmond Desouches (Rassemblement Democratique, Eure-et-Leiret) and M. Jean Paul Vizentini, member of the secretariat. The M.P.s were members of the French National Assembly's Commission on Production and Exchange.

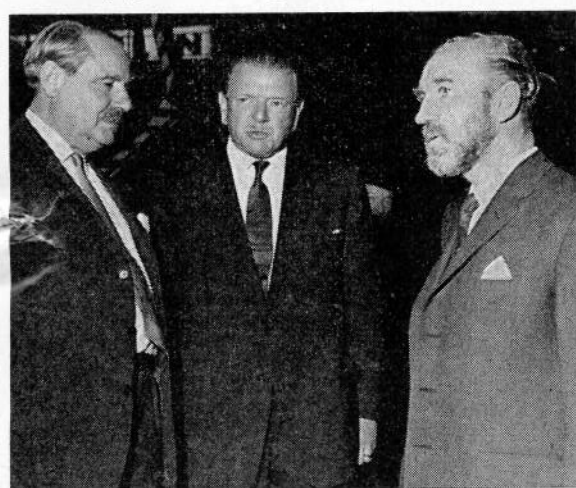


Mr. Erling Kristiansen (left), Danish Ambassador to Britain, has a question for Mr. D. N. Steed (Executive Director, Production—Cardiff, and General Manager) during a visit made by the ambassador and his wife (right) to the Rover Pengam factory. This "Western Mail and Echo" photograph was taken on the gearbox line. The ambassador and his party, which included Cardiff civic representatives, were received at the factory by Mr. and Mrs. Steed and had tea after touring the premises.

# AS THE PUBLIC SAW US At Earls Court...

The Rover stand was in a commanding, central position at this year's Commercial Motor Show at Earls Court, London. Trade visitors seeking it out had no difficulty in locating it and members of the public wandering from stand to stand invariably came across it because of its good position.

Versatility was the theme of the stand and eye-catching among the Land-Rovers displayed were a Long diesel chassis fitted with power take off equipment and revolving on a plinth; a Regular diesel and trailer, both angled for effective display; and a Long pick-up diesel fitted with a hydraulic platform. This provided a bird's-eye view of the show for photographers and was an eye-catcher from a distance.



A bearded Mr. Ernest Marples, Minister of Transport, paused at the Rover stand for a few words with Mr. B. H. Liggins (Home Sales Manager), centre, and Mr. J. H. Baldwin (Publicity Manager). Mr. Marples opened the Commercial Motor Show.

do not know how to put locally available food to the best use. Ignorance of the elementary principles of a sound diet is particularly prevalent in the developing countries of Africa. In Korea, however, the problem is food scarcity.

## ... IN KOREA



Mothers and children in a Korean village listen intently to the voice broadcasting from a Land-Rover working for the Save the Children Fund. One of the Fund's long-term aims in its overseas work in 16 countries is to improve knowledge of child care among mothers who often

do not know how to put locally available food to the best use. Ignorance of the elementary principles of a sound diet is particularly prevalent in the developing countries of Africa. In Korea, however, the problem is food scarcity.

## RETIREMENTS

Mr. G. Wilding on August 28; he was employed at Seagrave Road, Fulham (13 years' service). Mr. J. Ochiltree on September 11; he was employed in the Test Shop, Seagrave Road (15 years). Mr. Arthur Charles Watkins on September 7; he was employed as a trucker, Land-Rover Department (9 years). Mr. Albert Brookes on September 18; he was employed as a labourer on Coventry Production (7½ years). Mr. W. A. Clarke on August 28; he was employed as a Shotblaster, Heat Treatment Department, Tyseley (15 years). Mr. S. P. Williams on September 25; he was employed as a labourer on the Land-Rover Final Line (10 years). Mr. Horace Vigus on September 22; he was employed as a sweeper in the Paint Shop (5 years). Mr. E. Hobbs on September 18; he was Chief Timekeeper, Acocks Green (11 years). Mr. P. Sanders on September 19; he was employed as a skilled grinder at Acocks Green (26 years). Mr. Arthur Wood on September 30; he was employed in Experimental Department (23 years). Mr. William Nicholas Elkington on October 2; he was employed as a Leading Hand Inspector, Gas Turbines (total of 23 years).

(Mr. W. McQueen, whose retirement was reported last month, served the Company for 19 years and not 6 as stated).

## ... AND AT FARNBOROUGH

# Thousands see Land-Rovers flown through the air with the greatest of ease

### LAND-ROVERS PLAYED A SPECTACULAR ROLE IN THIS YEAR'S FARNBOROUGH AIR DISPLAY AND EXHIBITION.

The thousands of visitors from home and overseas who flocked to this showplace of Britain's aerial developments saw Land-Rovers "dropped" from helicopters and others unloaded with men of the R.A.F. Regiment from Argosy transport aircraft during an exercise designed to show how a combined Services operation is mounted to seize a landing strip in enemy territory.



An operator demonstrates the gyro-controlled navigation system installed in a Land-Rover and exhibited at Farnborough.



A bird's-eye view of the Rover stand as seen by the ROVER NEWS photographer taken aloft on the hydraulic platform fitted to a Southern Electricity Board Land-Rover.

## Through the 'Jungle' she went—barefoot!

Invited to drive a Land-Rover during a visit to the Solihull factory, Madame Anne-Maria Acat, from Paris, kicked off her shoes—and then drove the vehicle barefoot round the Jungle Course!

She removed her shoes because their high heels would have affected her pedal work on the Regular petrol vehicle.

Mme. Acat is the wife of M. Claude Acat, a sales executive of our French distributors, Franco Britannic Autos Ltd., and son of the organiser of the 24-hour Le Mans race. He attended a course at the Solihull Service School and his wife joined him in Britain for a week's holiday. She is a bank secretary in Paris.

PICTURED BELOW—the barefoot Parisienne taking the Land-Rover through a watery stretch. But no wet feet!



Rover gardeners have done well in several local shows this season. Bill Tinney, T. C. Perrins, S. Jay and members of the Whitehouse family collected 34 awards between them at Birmingham Show; A. Thacker took 15 at Sheldon; John Whitehouse, P. Toon, H. K. Brown, B. Bradshaw and J. Morris (cup) collected 17 at Coventry; and J. Whitehouse took six awards and a silver medal at Castle Bromwich. The Rover Horticultural Society also gained first place in the inter-societies competition.

Mr. J. J. S. (Johnnie) Drew, (machine operator, section 347 Stub Axles, Perry Barr), skipper of Perry Barr F.C., has received a "long and valued service" plaque from the Birmingham and District Works Amateur Football Association "as a token of esteem, and in appreciation of endeavours over the years on behalf of the association and its member clubs."

Christmas billiards and snooker handicap results: J. Cooke 83, M. Hume 27; W. Greening 52, E. Denham 47; M. Knight 77, M. Harrison 65; D. Hyman 30, C. Walker 47; T. Munro 61, B. Batty 55; T. Stiling 52, C. Lewis 32.

After the area had been "softened up" by rocket-carrying R.A.F. jets, helicopters landed commandos. These were reinforced by Land-Rovers and pieces of light artillery carried through the air by helicopters and released from their hawsers only a few feet above the ground. The area having been thus "seized," R.A.F. transports unloaded more Land-Rovers and men of the R.A.F. Regiment.

In addition to playing a central role in this exercise, Land-Rovers were very much in evidence elsewhere at the display. They were used by show officials, police, Army and R.A.F. personnel, the show fire brigade, and exhibitors, and in the equipment park a gyro-controlled navigation system engineered by Hawker Siddeley in association with the Bendix Corporation was demonstrated in a Regular Land-Rover.

The practicability of mounting comprehensive automatic test equipment on a standard ½-ton vehicle was demonstrated by Hawker Siddeley dynamics personnel on a Long Land-Rover lent by the Rover Company.

The Rover Gas Turbine Ltd. stand in the main exhibition hall was a hive of activity during the period of the show, visitors and enquirers arriving in a steady stream from home and overseas. Mr. John Griffiths (General Sales Manager) and Mr. George Cowan (Technical Sales Manager) were on



On the Rover Gas Turbines Ltd. stand at Farnborough.

hand for special consultation. Manning the stand itself were three former Rover apprentices—Messrs. Warwick Bloor (Sales Liaison Engineer), Arthur Oliver and Jerry Waight (Service Engineers). Mr. John Moore (Technical Sales Office) was manager of the Rover luncheon enclosure—a first-time venture much appreciated by guests.

On exhibition were eight production 90 h.p. single shaft gas turbine engines as well as sectioned engines and the rotating parts from the 150 h.p. free power turbine—the first time the rotating parts of the twin shaft had been shown in public.

## GOLD AWARD FOR ROVER APPRENTICE

ROVER APPRENTICE ALAN COOPER, AGED 19, OF TYSELEY FACTORY, HAS GAINED THE DUKE OF EDINBURGH GOLD AWARD.



He is one of six senior scouts of the 190th Birmingham Scout Group to receive the award. Scoutmaster of the group is Mr. H. Butler (Supplies Manager, Solihull).

The boys are, in their turn, to receive their awards in London, possibly from the Duke himself. This ceremony follows a local one at which the County Scout Commissioner gave his congratulations.

The award, taking the form of a cloth badge and scroll, is the highest that can be gained under the Duke of Edinburgh's scheme. It is the culmination of years of training in the Scout Movement. This has included service to the community through voluntary organisations and a four-day expedition, planned, organised and executed by the boys themselves, on which they looked after themselves and carried out field researches on subjects of their own choosing. Initiative was the basis of this aspect of training.

Mr. Butler is grateful to Mr. S. R. Merchant (Fire and Safety Officer, Acocks Green) and his colleagues in the St. John Ambulance Brigade at Acocks Green for the first aid and fire fighting training they gave to the boys.

A cigarette lighter, case and wallet were presented to Mr. Michael Ryan when he left the Company after nine years' service on September 18 to return to Ireland. He was a shop steward in Car Despatch and previously worked in Service stores.

Mr. George Ernest Batson, who had been with the Company for just over 15 years, died suddenly on September 8, aged 62. He was employed in the Schedule Dept. at Solihull under Mr. N. F. Wright and was responsible for non-standard work, which necessitated co-ordination between Production, Material Control and Special Products.

## NEWS AND PICTURES ABOUT ROVER PEOPLE

# His special fertilizer makes dahlias 'bloom' with health

**S**eventy-two year old Mr. Harold Percy Smith (P.5 line cleaner) has a peculiar fertilizer for his huge dahlias—beer and Epsom Salts!

He believes that the mixture acts as a tonic and gives a fuller colour to the blooms. Proof of the pudding (or rather mixture): saucer-size blooms in his back garden at 24, Grove Avenue, Solihull.

Mr. Smith, who has been with Rover for 6 years, was once a full-time gardener, and a shield he won in 1908 indicates an interest in horticulture very early in life. He was still winning prizes for dahlias 20 years ago.

Although Mr. Smith no longer exhibits his flowers because of the expense, he had about eight dozen beautifully coloured and enormous dahlias growing in the garden when a ROVER NEWS reporter visited him.

"About a month ago they were bigger and better and really a sight to see. It's then all the hard work seems worth while," he says. Hard work it may be, but for a man who loves his hobby it is work willingly done.

(P.S. THE DAHLIAS DON'T GET ALL THE BEER MR. SMITH BRINGS HOME, ONLY THE DROP THAT GOES FLAT IN THE BOTTOM OF THE BOTTLE!)



● Mr. H. P. Smith with one of his dahlias. But he emphasises that this is not how the flowers usually have their "drink."

A cake raffled at the Rover Horticultural Society Show in August was given to the children of Tudor Grange School for the Handicapped, Solihull, after being unclaimed by the winner. Letters of thanks have been received.

## SENIOR POST FOR FORMER ROVER MAN

**A** former Rover employee has been appointed General Manager, Production, for The Valor Co. Ltd., of Birmingham, manufacturers of domestic heating appliances. He is Mr. Leslie Charles Tyler, who was employed in Time Study, Acocks Green, until he left in early 1959 after 10 years' service.

From Rover, Mr. Tyler went to Joseph Fray Ltd., Birmingham, as works manager. In September, 1963, he joined Valor as Production Superintendent and subsequently became Works Manager.

The Valor group employs some 4,000 employees in factories in various parts of the country.

## APPRENTICESHIPS COMPLETED

Apprenticeships completed at Solihull: David Berry (Quality Control), David Bate (Technical Service) and Paul Cotterell (Gas Turbine Tech. Office). Congratulations and best wishes to them all.

## BIRTHS

We offer our congratulations to...

**FARMER**—To Mr. and Mrs. J. A. Farmer, a son (Stephen Michael John) on July 26. Mr. Farmer is a clerk in Export Sales.

**BAXTER**—To Mr. and Mrs. Denis Baxter a daughter (Katherine Louise) on August 28. Mr. Baxter is Chief Planning Engineer, Cardiff.

**MUSGRAVE**—To Mr. and Mrs. J. Musgrave, a son (Simon Paul) on September 10. Mr. Musgrave is employed in Wages Department, Pengam.

**SMITH**—To Mr. and Mrs. A. Smith, a son (Arthur George) on September 7. Mr. Smith is a Commissioner, Admin. Block, Pengam.

**BOWEN**—To Mr. and Mrs. Clive Bowen, a daughter (Julie Caroline) on August 25. Mr. Bowen is Sales Budget Controller.

**PARSONAGE**—To Mr. and Mrs. Leslie Parsonage a daughter (Lynn) on August 15. Mr. Parsonage is employed in the Inspection Department, Ryland Road.

**EVANS**—To Mr. and Mrs. H. Evans a son (John Richard) on September 14. Mrs. Pat Evans formerly worked in Purchase Department, Acocks Green.

**BALLER**—To Mr. and Mrs. Baller, a son (Nigel John) on September 5. Mr. Baller works in the Machine Shop, Acocks Green.

## MARRIAGES

We offer our congratulations and best wishes to...

**SMITH-NEWMAN**—On September 12 at Olton Friary, Mr. A. Smith (P5 Tyre Fitting, Solihull) to Miss P. E. Newman (Plastics Development, Solihull).

**RODERICK-TODD**—On September 5 at St. Saviour's Church, Splott, Cardiff, Mr. Robin Roderick to Miss Ann Todd (Service Buying, Pengam).

**HOVEY-COLE**—On August 29 at St. Nicholas' Church, Elmdon, Mrs. Margaret Louise Cole to Mr. Roland James Hovey. Mrs. Cole is secretary to Mr. R. Dixon, Welfare Manager.

**SMITH-VINCENT**—On September 5 at Astbury Parish Church, Cheshire, Mr. J. T. Smith (Jig Shop, Solihull) to Miss J. E. Vincent.

**WARR-PEACEY**—On September 5 at The Church of the Holy Trinity, Stratford-on-Avon, Mr. Stanley John Warr to Miss Diana Frances Peacey. Mr. Warr is a designer in the New Vehicle Projects Drawing Office, Engineering Department.

**MEEK-HAZELBY**—On August 22 at St. Peter's Church, Dinas Powis, Mr. Alan J. Meek (Service Buying, Pengam) to Miss Katherine Hazelby.

**GRIFFITHS-PREECE**—On August 1 at St. Mellons Church, Cardiff, Mr. G. Griffiths to Miss Shiela Preece (Clerk, Order Control Parts Department, Cardiff).

**AUSTIN-MARSTON**—On August 29 at Holy Cross Church, Billesley, Mr. Christopher Austin to Miss Dianne Marston (Land-Rover Trim).

**DERRICK-JACKSON**—On August 22 at St. Mark's Church, Washwood Heath, Mr. Robert Derrick to Miss Madeleine Jackson (Land-Rover Trim).

**BARNES-PATTY**—On September 12 at St. Alphege's Church, Solihull, Mr. Walter Barnes to Miss Jane Patty (Land-Rover Trim).

**HUTCHINSON-ASTON**—On September 12 at St. James' Church, Shirley, Mr. David Hutchinson (Stores, Acocks Green) to Miss Mary Ann Aston.

**WEBB-HOUSTON**—On September 5 at Hall Green Church, Mr. Graham Webb (Planning, Acocks Green) to Miss Dawn Houston.

**REID-ADAMS**—On September 12 at St. Mark's Church, Kingstanding, Mr. James Reid to Miss Barbara Adams. Miss Adams is a typist on Mr. J. Jackson's office, Perry Barr.

**TAYLOR-O'ROURKE**—On September 12 at The Capuchin Franciscan Church of the Holy Ghost and Mary Immaculate, Olton, Mr. John Taylor (Machine Shop, Perry Barr) to Miss Mary O'Rourke.

## SILVER WEDDINGS

We offer our congratulations and best wishes to...

**SANFORD**—Mr. and Mrs. J. Sanford celebrated their silver wedding on September 28. Mr. Sanford is a driver mechanic, Test Houses, Solihull.

**DENNIS**—Mr. and Mrs. L. Dennis celebrated their silver wedding on September 23. Mr. Dennis works in P5 Trim Shop.

**HERBERT**—Mr. and Mrs. Albert Herbert celebrated their silver wedding on September 16. Mr. Herbert is employed in the Repair Shop Stores, Solihull.

**WRIGHTON**—Mr. and Mrs. R. A. Wrighton celebrated their silver wedding on September 2. Mr. Wrighton is Works Architect in the Works Engineers Department.

**SOUTHAM**—Mr. and Mrs. Harry Southam celebrated their silver wedding on September 16. Mr. Southam works in the Machine Shop, Acocks Green.

## RUBY WEDDING

We offer our congratulations and best wishes to...

**LASCELLES-LONG**—Mr. and Mrs. William Lascelles-Long celebrated their ruby wedding on September 10. Mr. Long is employed in the Postal Department, Acocks Green.

## DEATHS

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

**WISEMAN**—Mr. William Alfred Wiseman died on September 2, aged 55. Mr. Wiseman was a Lister Truck driver in the Stores, and had been with the Company for 7 months.

**TURNER**—Mr. Derrick Godfrey Turner died on August 17, aged 28. Mr. Turner was employed as a trucker in the Paint Shop, and had been with the Company nearly a year.

**HEATH**—Mr. Charles Howard Heath died on August 28, aged 73. Mr. Heath was a chargehand in the Finished Stores, Tyseley, and had been with the Company for 26 years.

**HOPKINS**—Mr. Harold Ronald Hopkins died on August 27, aged 60. Mr. Hopkins was employed as a labourer at Tyseley, and had been with the Company for 2 years.

**NASH**—Mr. Charles Nash died on August 29 aged 54. Mr. Nash was employed as a toolsetter at Tyseley, and had been with the Company for 34 years.

**RIDLEY**—Mr. Harold Frederick Ridley died on August 29, aged 56. Mr. Ridley was employed as a turner and viewser at Perry Barr, and had been with the Company for 9 years.

**TOMKINS**—Mr. George Tomkins died on September 2, aged 59. Mr. Tomkins was employed as a skilled grinder at Ryland Road for 2 years; prior to that he was employed at Acocks Green.

## Perry Barr men on works visit

**A** visit to the Universal Grinding Wheel factory at Stafford was made by a party from Perry Barr works. A conducted tour of the works proved quite interesting as the Rover party included several grinding operators and machine setters whose work is connected with grinding wheels.

Upon returning to the reception area in the magnificent canteen, the party was provided with sandwiches and other refreshment and the members were also able to mingle with a similar party from Rolls Royce. As can be imagined, the evening ran smoothly.

The journey home was equally enjoyable, singing being led by the supervisory group. This rounded off a most successful evening.



Mr. E. J. Radford (Assistant Works Engineer, Solihull) presented Mr. W. Lane (Works Engineers building section) with a silver tankard and money on behalf of workmates when he retired aged 76 and after 24 years' Rover service. He was also guest at a social evening held at the Red Lion, Knowle.

## 25 years wed . . . Australia-bound



Congratulations to Mr. and Mrs. Reginald Higgs, who celebrated their 25th wedding anniversary on July 24. Mrs. Mary Higgs, who works on Selection in the Parts Department at Pengam, was presented with a bouquet of flowers from colleagues. Pictured presenting it LEFT is Selection Supervisor Mrs. Rene Simkins (left of bouquet), and just getting his head into the picture is Mr. Ted Newns, Selection Foreman, who was transferred from Solihull to Cardiff two years ago. RIGHT: Have cases, will travel! When Mrs. Mary Bull retired from the Tyseley Wages Office after 10 years' service to emigrate to live with her daughter near Perth, Western Australia, she was presented with two travelling cases by Mr. Barry Evans (Chief Wages Clerk), on behalf of colleagues and friends at Rover. With the cases went all good wishes for Mrs. Bull's new life "down under."



Mrs. Margaret Louise Cole (Welfare Manager's Office, Solihull) and Mr. Roland James Hovey after their wedding at St. Nicholas Church, Elmdon.

## X-RAY: ROVER RESPONSE 'VERY, VERY GOOD'

**T**here was an 80 per cent response from Solihull employees when the mass radiography unit visited the Lode Lane factory.

During the 17 days the unit was stationed in the works adjacent to the Main Canteen, 5,200 employees were X-rayed out of a potential 6,500. About 6,000 appointment cards were issued and, as the attendance figure indicates, the overwhelming majority of these were taken up. Only a comparatively few employees declined to use the service.

At other Rover factories in the Birmingham area, too, the response was very good indeed. Figures were: Tyseley and Springfield—1,396 X-rayed out of an approximate 2,000 potential, representing 70 per cent; Percy Road—544 out of 640 (85 per cent); Perry Barr—420 out of 540 (77 per cent); Acocks Green—798 out of 1,100 (73 per cent).

A Welfare Dept. spokesman told ROVER NEWS: "The authorities concerned with arranging the unit's visit to Rover consider our employees' response to be very, very good." The unit comes to the factories every three years.

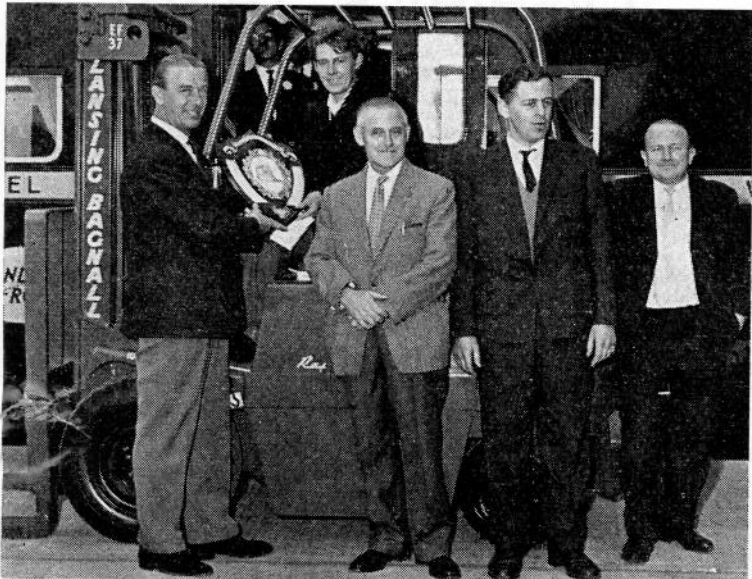


When Mr. Thomas Perry retired after 28 years as a turner in the Perry Barr Toolroom, he was presented with money, subscribed for by his workmates, by Mr. H. Hayer (Works Supt.). In the picture with Mr. Perry and Mr. Hayer (third from left) are, left to right, Messrs. Joe Smith (chargehand, cutter grinding), Tom Warner (chargehand, Machine Toolroom), Tom Lloyd (Toolroom turner) and Bob Ollivier (universal miller).

Rover apprentices held a successful jazz barbecue in mid-September and their next function of note is the annual dinner arranged for November 12.

# FORK TRUCK 'DRIVER OF THE YEAR'

## P6 employee wins from 47 entries in first Rover contest



Mr. E. S. Richards (left) presents the Rover Company shield to the 1964 Fork Truck Driver of the Year, Mr. Barry Ford (P6, Solihull). On hand to add their congratulations are Messrs. F. Stanley (runner-up), B. Williams (3rd) and G. Beale (4th).

ROVER Fork Truck Driver of the Year is 27-year-old Mr. Barry Ford (P6, Solihull). He won the title, the shield newly-presented by the Company and £40, when the first Rover Company fork lift truck 'Driver of the Year' competition was staged at Solihull on September 20.

Second place and £20 also went to a Solihull man—Mr. F. Stanley—who was a mere 20½ points behind the winner. He was doing extremely well on the tests until he reversed the wrong way after picking up a pallet. Mr. B. Williams, of Acocks Green, gained third place and £10, and fourth place and £5 went to Mr. G. Beale, of Perry Barr.

In presenting the prizes, Mr. E. S. Richards (Executive Director, Industrial Relations and Welfare) said he had seen a lot of skill in fork lift truck driving during the competition.

The first national competition was held in 1963, and it was the Company's intention, said Mr. Richards, to consider next year's winners of the Rover Company competition—to be held in the spring—for the national event.

Referring to the fact that competitors from six Rover factories had come to Solihull for the eliminating heats during the morning, Mr. Richards said future response may make it necessary to "run off" heats in individual factories, and for the final to take place at the various works in turn.

Nearly 50 fork lift truck drivers took part in the competition—representing about half the total employed by the Company. The organisers, among whom Mr. R. F.

Percy Road competitor, Mr. S. Jones, negotiates his way in reverse through a gap between two drums. The girder on his forks is wider than the gap.

Dovey (Planning, Solihull) was a leading figure, considered the response to be very good considering it was the first competition.

Of those competing, 20 were from Solihull, eight from Tyseley, five each from Pengam, Acocks Green and Perry Barr, and four from Percy Road.

A coach load of supporters came with the Pengam competitors and they took the opportunity to tour the P6 line while at Solihull.

Object of the competition was to promote a high standard of materials handling and driving skill in an endeavour to reduce accidents and damage to materials and equipment.

The competition consisted of three driving and manoeuvring tests designed to judge the skill, accuracy and safety of competitors. Penalty points were incurred for failures to carry out tests correctly—such as for knocking down an obstruction, failing to maintain continuity of movement, dropping or dislodging a pallet or load, incorrect stacking, etc.

An oral test comprised questions concerning the normal operation of fork lift trucks. Penalties depended on the degree of accuracy of the answers.

Winners of the five classes in the eliminating heats took part in the final. Class winners were: A (2,000 lb. cap. diesel counterbalance trucks): G. Beale (Perry Barr)—236 pts. B (4,500 lb. cap. electric reach trucks): R. Murphy (Pengam)—328½ pts. C (4,500 lb. cap. electric counterbalance trucks): B. Williams (Acocks Green)—233 pts. D (6,000 lb. cap. diesel counterbalance trucks): F. Stanley (Solihull)—73 pts. E (6,000 lb. cap. electric counterbalance trucks): B. R. Ford (Solihull)—214½ pts.

Finals: 1, B. Ford (180½); 2, F. Stanley (201); 3, B. Williams (405); 4, G. Beale (444); 5, R. Murphy (697½).

Extensive use of Land-Rovers is made by the Amsterdam gardening and pleasure-grounds services for various purposes. Plagued by hordes of caterpillars in their trees recently, the Amsterdam City Services rushed special pumping material on their Land-Rovers to the most menaced spots. Hundreds of pedestrians watched as trees were "dusted" with a special spray (pictured below). "It was a fast job and a good job, thanks to the Land-Rover" said a surveyor afterwards.

(Exclusive photograph by Benelux-Press, Amsterdam, for ROVER NEWS.)



(Cartoon by Mr. F. Ward, Planning D.O.)

(Tests in the finals were carried out twice—once on the truck of the finalist's choice and also on one selected by the organisers).

Competition officials were: Chief Marshal, Mr. F. W. Rigby (Deputy Stores Manager). Marshals, Messrs. M. Hume, R. Hedgecox (Supplies Liaison), B. Morrison, L. Unwin, J. B. A. Green (Planning), F. Pullen (Internal transport) and M. Cavanagh (Internal transport). Competitors Marshals, Messrs. R. Holloway (Works Engineers, Solihull) and J. Howells (Transport, Acocks Green). Recorders, Mr. H. Platt (Stores) and Mrs. B. Morrison.

Judges: Messrs. A. H. Johnson, P. Painter (British Industrial Truck Association), R. E. Hayman (Institute of Materials Handling), R. F. Dovey, K. Greaves, G. J. Hinds (Planning), R. Goode (Parts Department, Pengam), A. Thomas, J. Plumb (Method Study, Solihull), H. Jones, L. Emberton and N. Coleman (Factory Planning, Acocks Green), D. Harbach (Percy Rd).

## TALL IN THE BRANCHES

(or... an even bigger hollyhock)

Remember Mr. L. N. Callaby's giant 9ft. 6in. hollyhock, featured in ROVER NEWS last month? Well, Mr. R. Phillips (Chief Inspector) has grown one that's bigger than big!

A seed dropped over the fence from a neighbour's plant produced an 11ft. high hollyhock in Mr. Phillips' garden in Church Hill Road, Solihull. It grew through apple tree branches in its groping towards the light of day.

It would seem that conditions have been perfect for the hollyhock this year, for several of Mr. Phillips' neighbours have had freak plants rising 9 and 10ft. Quite a few 'Jacks' with sizeable 'beanstalks,' it would appear!

Meanwhile, any advance on Mr. Phillips' 11-footer...?

"You can't beat a Rover so I stick with a winner," Johnnie Morris, the well-known travelling television personality, would seem to be saying as he takes delivery of his new Rover 2000—the third Rover car he has bought from Windmill and Lewis Ltd., our Bristol distributors. With Mr. Morris—he really is as amusing and entertaining in real life as he is on the small screen—is Mr. P. Robinson, Managing Director of our distributor firm.



## STAFFS. WINS ROVER C.D. TROPHY

The Rover Company Trophy—presented in 1961 to the Midland Region Civil Defence Corps for annual competitions among authorities in the area—was won this year by Staffordshire.

Thirty-six crews from 13 authorities competed at Stoke-on-Trent. Some 144 Civil Defence personnel took part in what was the fourth year of the competition. Objects of this annual contest are the promotion of a good standard of navigation and driving; development of powers of observation and improving the standard of reconnaissance; and a revision of standard training.

## Postbag from the Past—No. 4

(Another cartoon in the series quoting letters from satisfied Rover cycle customers written in the 1880s.)

"I have had one of your F.S. 'Meteor' Tricycles for the past 18 months (purchased from Goy,

where I happened to see it), and have ridden thousands of miles altogether on it, and have had it to pieces lots of

times to clean and have found the workmanship perfect in every detail, having had to do nothing to it beyond a few leather washers to stop light rattles in steering-rod, caused by wear. It speaks well for your machine when I tell you that, running at about ten miles an hour, a cart caught me coming round a corner and turned me a somersault (fortunately, I was not hurt), and on picking myself up and looking at my old friend the "Meteor," I found that the small wheel, instead of being in front, was behind, and the saddle upside down, so that the machine must have done a somersault as well, and to my astonishment I found absolutely nothing given way, and rode off again, instead of (as I expected) having to wheel a "wreck" home. I would not exchange my "Meteor" for any other make on any consideration, and I have ridden a good many different machines belonging to friends at odd times."



# SPORTS REPORTS FROM HERE AND THERE...

## KARTING

### New practice track for 1965 season

Rover Kart Club has discontinued practice sessions on the Rover test track and accepted the kind offer of the Lucas Kart Club to use its circuit on Fradley Airfield, near Lichfield.

The Lucas representative was present at a meeting and outlined the possibilities for the future. Details of a programme extending well into 1965 appear on notice boards.

Chris Johnson has found it difficult to fulfil his commitments as the Kart Club secretary due to changed circumstances and his son Barry (Car Test Rectification, Solihull) has taken on the job. Other club representatives who should be contacted by prospective members are Messrs. V. J. Fox (Gas Turbine), H. J. Goodyear (Gauge Inspection, Solihull) or J. Watts (Engine Build, Tyseley), or Len Johnson (Receiving Inspection, Acocks Green).

The track for Class 4 at Rissington on September 6 was modified to 1,100 yds. with a 100 yds. straight. This proved too much for some of the high-revving karts, and many competitors fell by the wayside with blown engines.

On this straight Brian Afford misjudged the bottom bend and had a fair amount of work to do to put his kart back in commission.

Jack Watts, whilst lying fourth, had a tangle with another competitor who damaged his rear axle, putting him out of the race. Jack did manage to get going for the 25-lap event and had a second team placing with Brian Afford and Len Johnson. This was Len's first race meeting at which he has raced with the 200 c.c. heavies.

Barry Johnson found he had a cracked chassis on arriving at the circuit, and had a mad dash round the local garages to get some welding done so that he could compete. Back in the fray, he reaped the results of his effort, coming in to take second place on the day's event Class I Specials. Barry has now had nine placings with nine awards out of 11 race meetings. Dave Wells broke his run of wins by blowing his engine and had to retire.

Rover karters had three entries for the Shennington '100' on September 20 with a total of nine drivers. The three teams comprised Barry Johnson, Dave Wells and Len Johnson driving the Rover Dale kart with a tuned Villiers 200 c.c. engine; Jock Grieves, Ray Breakwell and George Fullwell driving an M.B. Wasp, also with a 200 c.c. Villiers; and Brian Afford, Stan Thomas and Vic Short with a Dale kart 200 c.c. Villiers. All had four-speed gearboxes.

With the help of numerous mechanics and a mobile workshop, a gearbox was rebuilt, a carburettor stub replaced, a steering system rebuilt, and a king pin arm brazed while the race was in progress. The Rover teams finished minus one kart, the steering of which was beyond repair after about 40 laps.

A place in the awards list was lost by five laps by Brian Afford's team which pulled out all stops to keep mobile. The race was run under perfect conditions and the Shennington 100-miler will be something all Class 4 karters will be looking forward to next year.

## SHOOTING

### CRACK SHOT

Two years after taking up pistol shooting having been introduced to the sport by a colleague in the Acocks Green Laboratory, Mr. Brian Girling has been invited to shoot for the Warwickshire County "A" team.

Brian has climbed steadily from success to success since taking up shooting at the instigation of Mr. H. W. Roberts.

A "natural" shot, Brian did well in the national, Midland and War-

From Page One

## Pengam computer

inventory control by taking in the calculation of proposed order and schedule quantities.

At the distributors "At Home" recently (see page 2) Mr. J. H. Whitby (Manager, Parts Department) spoke of the departments future plans and included an introduction to the computer.

He explained the reasons for introducing the computer and detailed the benefits accruing from it to the Company and distributors alike.

The distributors examined a model of the I.B.M. 1440, and various flow charts of the proposed system on the I.B.M. display stand, and also listened to a short talk given by Mr. P. Hatt, the I.B.M. systems engineer responsible for the Pengam project, on the make up and capabilities of the machine.

## TENNIS

### DOUR SINGLES FINAL

Highlight of the Acocks Green tennis championships was the men's singles. After a 60-minute dour battle, John Avery (Time & Motion Study, Percy Road) just failed to clinch the title by losing the third and final set 4-6 to D. Newbold (outside member).

Mr. Avery, however, made amends in the men's doubles. He and his singles opponent had little difficulty in beating R. Keeble and G. Coton in two straight sets.

Miss Rita Jenkins (Production Control M.O.S.) retained her ladies' singles title for the second year running when she beat Mrs. M. Vokins (outside member) two sets to one.

A fine afternoon's entertainment ended with awards being presented by Mr. E. Scott (General Works Manager, Tyseley Group) and Mrs. Scott, and an excellent sit down tea in the pavilion.

Match details: Ladies singles, Miss R. Jenkins beat Mrs. M. Vokins. Men's singles, Mr. D. Newbold beat Mr. J. Avery. Ladies doubles, Miss D. Johnson and Mrs. E. Lees beat Miss R. Jenkins and Mrs. E. Wyatt. Men's doubles, Messrs. J. Avery and D. Newbold beat Messrs. R. Keeble and G. Coton. Mixed doubles, Mrs. M. Vokins and Mr. P. Masters beat Miss H. Hobbs and Mr. J. Baker.

After two very exciting and closely fought tennis matches, which produced some of the best tennis seen at Solihull this year, Ken Greaves (Planning Department) and his wife Pam (Land-Rover Engineering) finally ran out winners of their respective singles tournaments.

The beaten, but certainly not disgraced, finalists of these well-matched players were Ron Rimmington (Works Engineers) and Mrs. Agnes Clifton, wife of the tennis section treasurer.

## ANGLING

### Springfield 'new boy' beats the veterans

Tyseley anglers' annual contest fished at Bredon provided a most enjoyable outing with hot sunny weather and a tolerable volume of boat traffic.

Springfield works angler Roy Baker, a comparative newcomer to the sport, weighed in an impressive catch of over nine pounds, mainly quality roach, to win by nearly two pounds over such seasoned campaigners as Charlie Dickenson, secretary G. Taylor, and Lou Stokes, all national championship matchmen.

Results: 1, R. Baker (9 lb. 12 oz. 2 dr.); 2, C. Dickenson (7 lb. 15 oz. 0 dr.); 3, G. Taylor (7 lb. 2 oz. 0 dr.); 4, L. Stokes (6 lb. 7 oz. 12 dr.).

Secretary Taylor reminds all Tyseley Group anglers that the Christmas fare match is being held this year at Attenborough on November 14, and is open to all Tyseley Social Club members.

Charlie Dickenson, fourth in last year's national angling championship, visits Italy this month as a member of the England team competing in the world championship. All Rover friends, anglers and others wish him every success, plus the luck

## CRICKET

### Tyseley's team spirit triumphs

Tyseley cricketers won 20, drew three and lost eight matches in a very successful season.

A fine team spirit under the captaincy of Sam Johnson, backed by all round strength, provided the basis for success. Cliff Dyke performed excellently with both bat and ball, scoring over 400 runs and taking 99 wickets.

In the last match the whole team tried valiantly to give him his 100th victim but he missed a difficult caught-and-bowled chance himself! Five batsmen topped the 250 mark and the skipper took over 50 wickets.

Results since the last issue: beat Tanworth-in-Arden (Evans 44, Dyke 5 for 44); beat Lapworth (K. Lovell 57, Dyke 7 for 30); beat Stirling (Evans 65, Dyke 7 for 13); lost to Kings Norton (Goode 26, Johnson 5 for 39); beat Hay Mills (Dyke 5 for 9); beat Selly Oak Hospital (Bagnall 24); beat All Saints Hospital (Dyke 5 for 15); beat Reynolds (A. Bannister 35); lost to Inland Revenue (V. Lovell 63, Suttons 24 n.o.); beat Inkberrow (Wooley 17 n.o., Johnson 4 for 16); beat Emdon & Bickenhill (Dyke 5 for 38, Johnson 5 for 23); beat Kalamazoo (Collins 15 n.o., Johnson 29 n.o., Green 6 for 24).

The committee expresses its thanks to all the ladies who helped with teas and scoring duties, and also to groundsman Charlie Hastings whose wickets at Greenleigh Road were a joy to play on.

Final averages—Batting:			
	Inns.	Runs	Average
A. Bannister	17	289	52
C. Dyke	26	404	59
B. Evans	17	252	65
K. Lovell	22	325	57
V. Lovell	23	321	63
S. Johnson	15	160	29
W. Suttons	18	187	33
Bowling:			
	Overs	Runs	Wkts.
C. Dyke	350	727	99
S. Johnson	207	633	61
K. Lovell	176	419	39

Final of an inter-departmental six-a-side cricket knockout competition for Production Personnel at Cardiff was won by Planning—only one run in the last over! The Planning team captained by Mr. D. Howard defeated a combined Wages and Personnel side, skippered by Mr. L. C. Payne (Personnel Officer, Cardiff). Mr. J. Fisher Evans, Assistant to the General Manager, presented prizes. A trophy donated by Works Study Dept. will be presented to Planning, and will be for annual competition.

## SOCCER

Rover Solihull first and second soccer teams are this season known by the respective designations of "A" and "B". Early results: "A": Sept. 5, beat Hamstead Colliery 2-1 at home; Sept. 12, lost to B.S.A. Tools 3-1 away; Sept. 19, drew with Wilmot Breeden, B'ham Shield match, 4-4 (after extra time); Sept. 26, lost replay 4-3. Apprentices: Sept. 5, lost to Dunlop Colts 4-1 away; Sept. 12, beat Dunlop Colts 4-1 at home; Sept. 19, lost 5-2 to Docker Bros. (Docker Bros. Cup); Sept. 26, beat Girling Sports 4-1 at home.

## DRAUGHTS



Pondering over the draughts board during the lunch break in the Sawmill, Solihull, are Mr. W. Kitts (left) and Mr. M. Whittle. Not unusual perhaps, except that they made the draughts set themselves (the pieces from an old broom handle) two years ago. Since then they have played nearly every lunch break, and often during the tea break too. "We never play for money, or even keep count of who wins," Mr. Whittle told ROVER NEWS. "We just play because we like to do."

## BADMINTON

### A SURGE IN MEMBERSHIP

A notable increase in membership of Rover Badminton Club has resulted in more Rover teams being entered in competitive league play.

Two teams are to be entered in the Birmingham District League (last year there was one—a men's side), a men's doubles team in Division III as in previous years, and for the first time a mixed team in Division VI. The club will also run its annual singles tournament for the F. R. S. Seale and G. Dix trophies.

Officers elected at the club's annual meeting on September 17: Chairman, Mr. S. Jones (Land-Rover Assembly Shop, Internal phone 284); Secretary, Mr. K. Greaves (Project Brochures, 355); Ladies Match Secretary, Miss J. Squires (Managing Director's Office, 636); Treasurer, Mr. H. Dovey (Jig Shop, 316); Other officer, Miss C. Cartwright (Gas Turbine, 201).

Club subscriptions are: 10/- for a full member aged 21 or over, and 5/- for a full member under 21. This also covers insurance against injuries. A paid up member may bring one visitor for 1/- per evening.

The courts are sited in the Main Canteen. Shuttlers and racquets are provided. Club nights are Tuesdays and Thursdays at 7 p.m., and the club invites all interested to try a game which keeps one fit, healthy and slim.

## BILLIARDS

### Missed a six —lost a title

Could last year's winner of the Solihull billiards trophy retain the championship for a second year? This was the question in the minds of spectators before this year's final began. One thing was certain—it would be a keenly fought match between the holder, Mr. N. Bell (Works Engineers) and Mr. G. Bentley (Car Trim Specification D.O.).

Onlookers were not disappointed. The early stages of the game were in favour of G. Bentley who held on to the lead by 111 points to 78. In the second period, N. Bell fought back to take the lead by two points. But this advantage was short-lived and each player led alternately.

The crucial stage in the game was when N. Bell looked as though he would again run out winner, following a double figure break. But he missed a six shot and Bentley took the game and the trophy for 1964.

The cup was presented by the secretary of the billiards and snooker section, Mr. R. S. Taylor (Land-Rover Design). Losing semi-finalists were Mr. R. A. Butcher (Land-Rover Chassis) and Mr. H. Reilly (Land-Rover Weld). Mr. L. C. Gibson won the prize for the highest break.

## SNOOKER

### Good potting plus strategy tell

Mr. R. Dixon (Welfare Manager, Solihull) and his deputy, Mr. A. S. Manley, pulled off the honours in the Snooker Foursomes Final at Solihull against Mr. S. Oliver (P5 foreman) and Mr. L. C. Gibson (Gas Turbine).

The odds seemed set against them from the start since Messrs. Oliver and Gibson had made short work of all opponents until this game. Good potting by Mr. Dixon and the strategic play of Mr. Manley proved too much on this occasion for the shaky start and mistakes of Messrs. Oliver and Gibson who lost 72 pts. to 21.

## DARTS

The P6 team just had the edge over C.D. Cars in the inter-departmental darts final at Solihull and won by three games to two. It was evident from the start that the game could go either way because of the good throwing of the respective players.

In the P6 team were Messrs. W. Gorst, J. Monks, S. Binyan, J. Perks and E. Fellows. C.D. Cars comprised Messrs. A. O'Keefe, F. Green, F. Sheldon, E. Denham and S. Turner.

## OLD NAVY MAN 'SIGNS OFF'

Mr. Percy Williams (Land-Rover Final Line) was presented (pictured left) with a watch and flowers for his wife by Mr. D. Cross (Supt., Land-Rover Final Line), on behalf of workmates, when he retired from the Company on September 25 after 11 years.

Now 75, Mr. Williams is an old Navy man, having enlisted in 1910 and served through the first world war until 1922 when he was demobilised under Fleet reduction. He twice travelled round the world and was aboard H.M.S. Birmingham when it claimed the distinction of firing the first naval shell in the 1914-18 war. He was torpedoed in 1916, while serving on H.M.S. Terror but later shared in capturing U.39.

