



? A question by the Managing Director

A strike closed the Rover 2000 line from May 6 to May 18. The cause, an inter-Union dispute in which the Company had no part, received much publicity. But nothing has been said about the result.

At the height of our selling season we lost 850 cars and gained nothing but bad will and disgruntled customers. Many families lost eight days' pay and few, if any, gained satisfaction. Certainly not the 30 trained employees who decided to work elsewhere.

The prestige of the Company which employs us suffered yet another blow, and in the eyes of our overseas buyers the reputation of Great Britain and its men for reliability and common sense fell still further.

The boom period for the sale of our products cannot last for ever. We owe our existence to our customers. Let us not invite redundancy and short time working by deliberately sticking our fingers in their eyes.

And next time a dispute arises and, in place of talks, a strike is suggested let us all ask ourselves



IS IT WORTH IT?

S.M.M.T. chairmanship for Mr. L. G. T. Farmer

Mr. L. G. T. Farmer, Chairman of The Rover Company, has been appointed to another key position within the Society of Motor Manufacturers and Traders.

Upon relinquishment of the Deputy Presidency on May 13, Mr. Farmer was appointed Chairman of the British Manufacturers' Section of the S.M.M.T., in succession to Sir William Black (Leyland Group).

From 1962 to 1964, Mr. Farmer was President of the S.M.M.T. and recently completed a year as Deputy President.

★ ★ ★

Mr. Farmer, accompanied by Mrs. Farmer, was the chief guest at the installation banquet of the new Lord Mayor of Cardiff (Alderman Mrs. Miriam Bryant, J.P.) in the City Hall, Cardiff, on May 31. There were 500 guests present.

Proposing the toast to the "City and Trade" of Cardiff, Mr. Farmer expressed doubts as to industry's ability to maintain exports, let alone improve the position, if certain of the Government's fiscal policies were pursued.

On the question of a possible new type of differential tax for motor cars, he said that in view of the motor industry's vital contribution

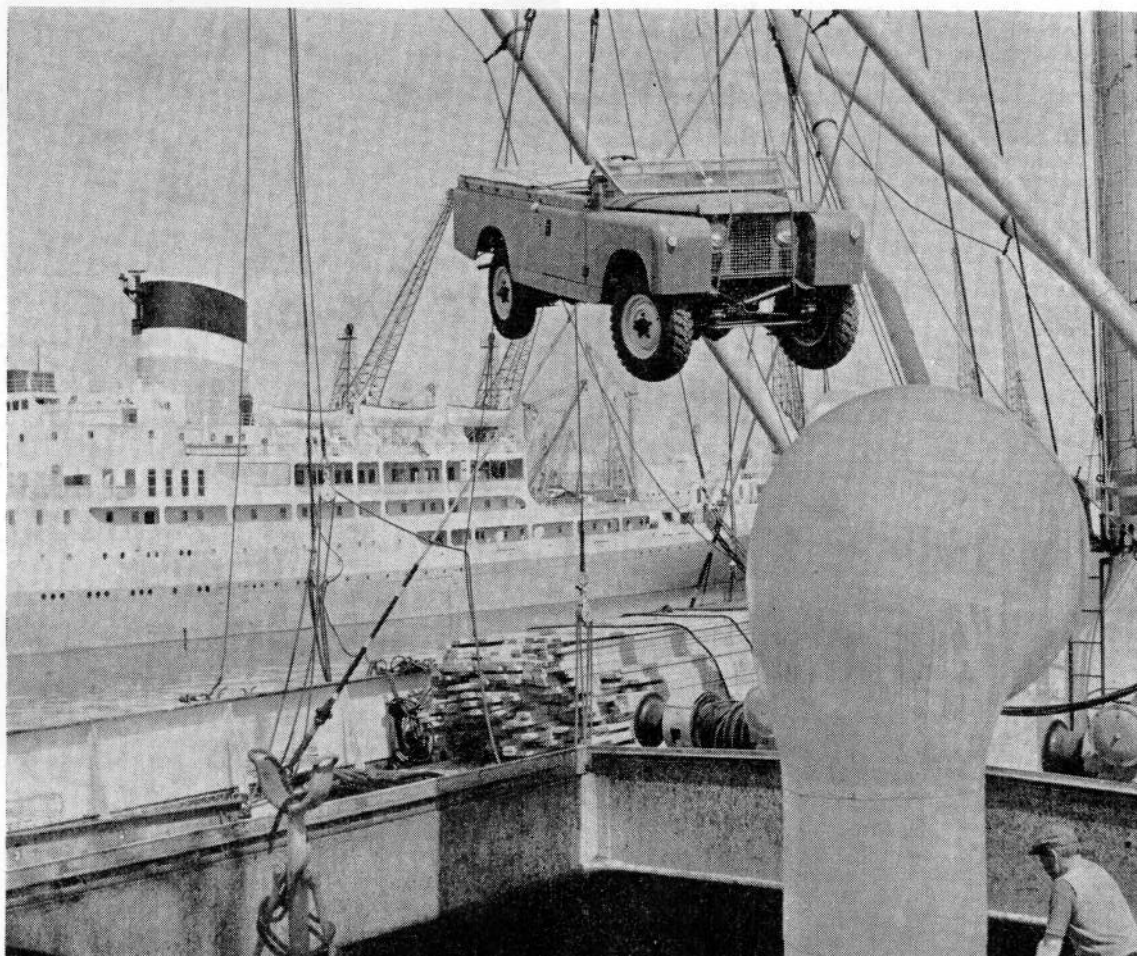


Mr. FARMER

to exports nothing should be done to inhibit manufacturers from designing cars best suited for overseas markets. This was why Mr. Callaghan's predecessor, Mr. Hugh Dalton, abolished the old horse power tax in favour of a flat rate tax.

(Photograph on page 2).

NARROWING THE U.K. TRADE GAP

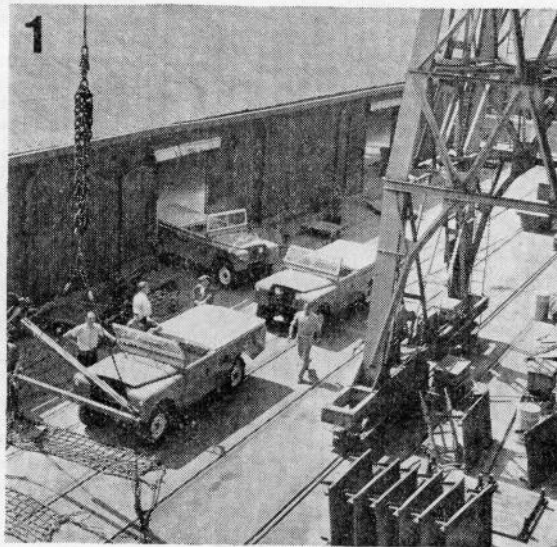


More than 450,000 Land-Rovers have been produced and the majority exported. These vehicles have made a considerable contribution to the nation's never-ending efforts to narrow the export-import trade gap. Britain must export to live and by exporting 73 per cent of all the Land-Rovers it produces, The Rover Company is in the forefront of this vital effort.

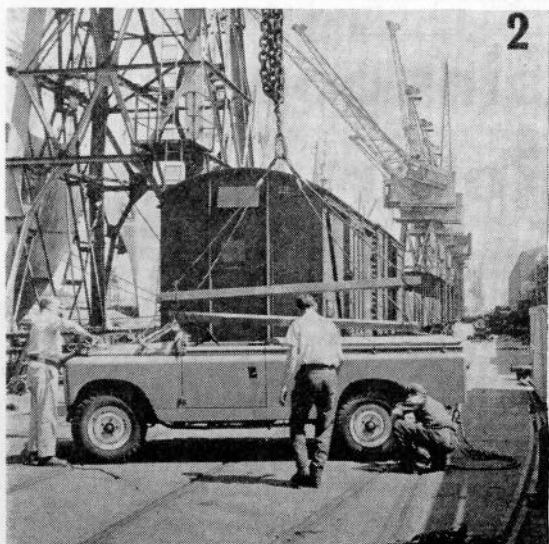
To record at first hand how Land-Rovers for export are handled for shipment, a ROVER NEWS photographer and the Editor went to the East India Docks, in London, where the 6,000-ton S.S. Nessbank was loading 149 unpacked Land-Rovers and nine packed units for New Guinea—the largest single shipment ever to go to this part of the world.

The Rover onlookers watching as each vehicle was hoisted from the dockside and lowered into the holds of the Nessbank, were impressed by the skill, care and speed exercised by the dockers.

Within hours of these pictures being taken, the Nessbank was at sea, with its load of Land-Rovers worth money to the Company and its employees—and representing an entry in the credit column of Britain's balance of trade accounts.

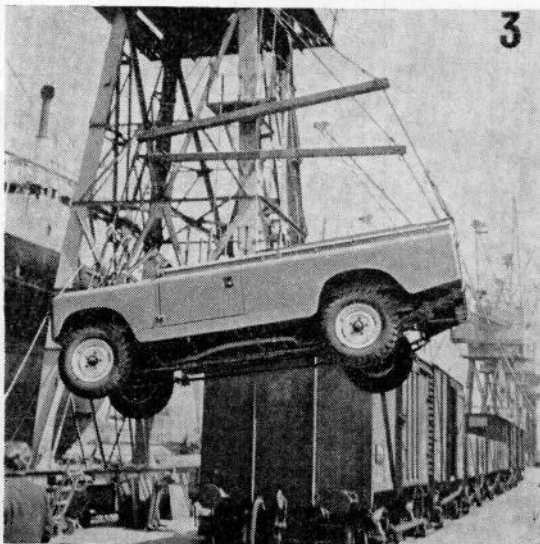


Stage one of the operation is when Land-Rovers for loading are brought from the vehicle park, through a warehouse and on to the quayside.

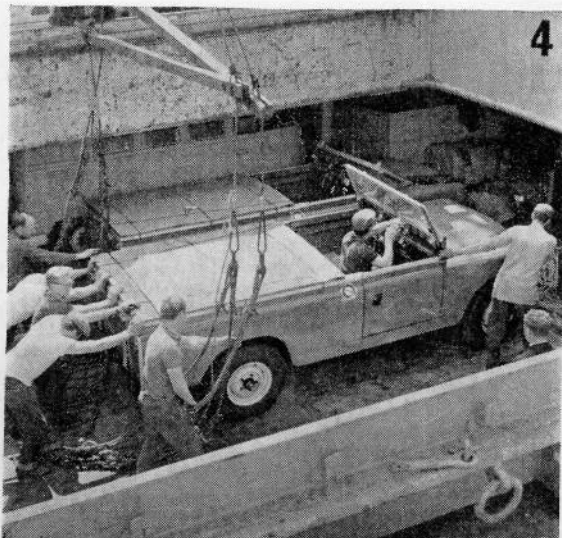


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Each vehicle, in turn, is then securely harnessed (left) in preparation for its lifting by crane and "flight" through the air. The crane driver shows his skill with his huge piece of machinery by placing each vehicle exactly where dockers working inside the vessel require it.



3



4

Harnessing completed, the steel hawsers take the strain and up goes the Land-Rover. RIGHT. Easy does it. Once inside the vessel, the hawsers are released from the vehicle and dockers manhandle it into position.

THE ACROPOLIS RALLY

Mishaps mar 2000 fortunes in tough, dusty Greek event

A series of mishaps put three of the four Rover 2000s out of the Acropolis Rally in Greece last month when mechanically they were running perfectly. The fourth and last 2000 dropped out with suspension trouble.

Only 15 of the 87 starters completed the rally. There were no British cars among the finishers. When the last 2000 dropped out after covering more than half the route, 30 cars were still running. The rally was tough—it offered each competitor rough, winding roads obscured by clouds of fine dust thrown up by the cars in front.

Rover mishap No. 1 occurred to the Roger Clark/Jim Porter car early on the second day. It hit a signpost while cornering, spun round and dropped into a seven foot deep ditch. The crew took 40 minutes to regain the road and restart, but the general damage was too great for Rover mechanics to cope with in the time available at the next control.

Mishap No. 2 involved Anne Hall/Val Domleo while leading a little further on. They took to the grass verge to avoid a road pothole full of water and ran on to a hidden boulder, which drove the fan blade into the radiator. Time spent in extricating the car off the boulder and straightening the blade put them out of the rally.

Mishap No. 3 to Logan Morrison/Johnston Syer happened when their 2000 was in the first ten and coming down the western side of Greece early on the third day. In avoiding a truck parked in a narrow stretch of a special stage, the 2000 struck a wall, spun off the road and ended upside down. The crewmen were unhurt, except for a cut hand sustained by Logan Morrison. When the fourth and last 2000 crewed by Andrew Cowan/William Syer dropped out through suspension trouble it was lying fifth overall and had completed more than half the route without incident of note.



An impressive photograph telling at a glance how dust is an additional competitor in the Greek Acropolis Rally. Billowing behind the Rover 2000 crewed by Logan Morrison and Johnston Syer as they speed along in Central Greece is a quarter-mile long dust trail. As every competing car throws up a similar dust screen it can be hazardous and unpleasant to be too close to the car in front.

New Executive Director joins the Company

A new Executive Director joined the Company this month. He is Mr. John K. S. Carpenter, aged 39, of Offchurch, near Leamington Spa. Mr. Carpenter, who will eventually take over responsibility for Sales Division, will spend the first

few months with the Company familiarising himself with matters of organisation without specific responsibilities.

Educated at Hayle Grammar School, Cornwall, and University College, London, Mr. Carpenter holds an Honours Degree in Economics from London University. He saw war service in the Royal Navy, was commissioned and served in fleet destroyers in the Mediterranean.

In 1949 he entered the motor industry as a Ford Motor Company management trainee. Six years later he joined the Standard-Triumph Sales Division and held various posts in Home and Export Sales.

FAMILY MAN

Since 1960, and until joining the Rover Company a few days ago, Mr. Carpenter had been Director and General Manager, Standard-Triumph (Sales) and he serves on the Council of Management, International Marketing Institute.

Mr. Carpenter is married with three children, two boys and a girl.

His recreations are golf, tennis, gardening and walking.



Mr. CARPENTER.

ROVER WEEK AIDS CHESHIRE HOME

Motorists from all over Lincolnshire were entertained by D. H. Bloomer Ltd., our Grimsby distributor and one of the country's oldest established motor traders, in aid of the new Cheshire Home at Barnetby, near Scunthorpe.

The cocktail party, held in conjunction with Rover Week, raised £50. Guests, who were welcomed by Mr. R. A. Stoodley, the Bloomer Managing Director, inspected five new Rover cars.

Among those present were Lt. Cmdr. G. W. Wells, Sheriff of the county and chairman of the Cheshire Homes Steering Committee, and Mrs. H. G. Stanton, Chairman of the Management Committee of the Barnetby Home.

Welsh Under Secretary looks round Pengam

Mr. Harold Finch, M.P., Parliamentary Under Secretary of State in Wales, visited the Pengam works on April 30 and toured the Production and Parts Divisions. He is pictured, centre, with Mr. D. N. Steed (Executive Director and General Manager), left, and Mr. Roger Huband (assistant to the Parts Manager), right, watching a mechanical invoice tabulator in operation. (A Western Mail and Echo photograph).



Cars engineer at Pirelli factory

Recently returned to Solihull after a four-day visit to the main premises in Milan of the Pirelli tyre manufacturing concern, is Mr. R. N. Oxley (Assistant Chief Engineer, Cars.) Pirelli tyres are fitted to the Rover 2000.

He went to see at first-hand the Pirelli design and research facilities. While there he gave a paper to the technical director and members of his staff, in which he reviewed briefly the Rover Company's history and dealt with current design development activities.



Mr. OXLEY

Mr. Bertram Hughes died in Solihull Hospital on May 3, aged 65 years, after collapsing in Lode Lane the previous day. He had been with the Company for just over 10 years, and had been in Land-Rover Stores the whole time. He was employed in Land-Rover electrical stores for a time, and was later made section leader of Section 1 Stores.

Appointment

Major General E. S. Lindsay, C.B., C.B.E., D.S.O., has been appointed Military Advisor to the Managing Director.

His main concern will be with Land-Rover sales for military and government purposes, and he will be working in conjunction with Mr. P. Pender-Cudlip (Fleet Sales Manager).



Gen. LINDSAY

General Lindsay, who retired from the Army at the end of 1964 after a 38-year military career, holds an Edinburgh University degree in electrical engineering (B.Sc.). For the last four years he has been Assistant Master General of the Ordnance (A.M.G.O.).

Result of the Rover Golf Society bogey competition held at The North Worcestershire Golf Club on May 13 was: D. Taylor (Planning, Acocks Green) 1 up, M. Hanson (Land-Rover, Solihull) all square, K. Grieves (Planning, Solihull) 1 down.



Mr. and Mrs. Farmer and the civic party at the Lord Mayor of Cardiff's installation banquet. Left to right: Mr. Farmer, the Lady Mayoress, the Lord Mayor (Ald. Mrs. M. Bryant), Mrs. Farmer, the Deputy Lady Mayoress (Mrs. Nyman) and the Deputy Lord Mayor (Coun. Nyman). ("Western Mail and Echo" photograph)

Savings scheme gains popularity with Rover workers

The Birmingham Municipal Bank Savings Scheme has climbed steadily in the popularity chart among Rover Birmingham employees since its introduction in August, 1963.

Nearly one in four of all Birmingham employees on the works payroll are in the scheme and almost one out of every five staff employees.

And applications to join the scheme, which replaced National Savings, continue to be received at a steady rate.

Employees use this particular savings method for several reasons. As well as for general saving they find it useful for putting away money

for holidays, the purchase of employee shares (when sufficient money has been accumulated) and for household accounts—i.e., rates, mortgages, electricity and gas bills, etc.

When the National Savings Scheme was discontinued in March, 1963, there were 1,098 (1½ per cent) of works payroll employees contributing and 353 (12½ per cent) of staff employees.

Some 1,173 (15 per cent) of works payroll employees joined the Municipal Bank Savings Scheme when it

was launched in August, 1963, and 311 (10 per cent) of staff.

These figures have since risen steadily until the scheme now embraces 2,175 (23½ per cent) works payroll employees and 554 (17 per cent) of staff.

Similar savings facilities exist for Cardiff and Coventry employees by arrangement with the South Wales East and Monmouthshire Trustee Savings Bank, and Coventry Trustee Savings Bank respectively. Both schemes are well supported.



Three Finnish Social Democratic Party leaders and a Birmingham College of Commerce liaison official visiting the Rover 2000 line. The Finns, left to right, Mr. Burman, international secretary of the party, Mr. Paasio, M.P., party leader, and Mr. Pitsinki, M.P., the party's general secretary, drove in a 2000 round the test track and went over the jungle course in a Land-Rover. The visit was under the auspices of Birmingham Chamber of Commerce.

FAMILY OUTING ATMOSPHERE AT LAND-ROVER 2-DAY RALLY



A reader writes of the 2000 . . .

'I can enjoy the sheer delight of driving'

This is the first time in my life that I have been prompted to write to a manufacturer and compliment him on his product! For the first time in many years, and after owning just about every sort of car, both British and foreign, I have now found a car that I can enjoy the sheer delight of driving. The car? My Rover 2000.

My wife and I have just returned from a fairly high speed journey from Guildford through France to Spain, across Spain to Portugal and returning right round the south of Spain back via Madrid and thence through to the beautiful Loire valley. Our total mileage on the trip abroad was 3,455 miles.

80 m.p.h. CRUISING

To give you some idea of daily mileages, we drove to Hurn Airport and flew the car by B.U.A. Bristol 'Superfreighter' to Cherbourg. First day we drove to La Rochelle, second to Vittorai, third right across to Coimbra in Portugal, fourth to Monte Gordo in south Portugal (Algarve) and next day to Algeciras where we stayed for a couple of weeks.

Returning, we went from Algeciras to Granada, next to Madrid, thence to San Sebastian and lastly to Cherbourg and home. Our average cruising was done at about 80 m.p.h. Suspension was something 'out of this world.' Oil consumption . . . one pint in Lisbon going outward . . . one pint in Madrid coming home. Tyres were checked twice, water was never topped up (never needed it) and petrol consumption was about 25 m.p.g. overall!

This car created an enormous amount of interest in Spain and Portugal. I was able to give the car a great deal of publicity among the people in Spain and Portugal, and in particular amongst many Americans there.

TRIAL RUN

While at Algeciras I received a telephone call in my hotel room from a man who asked me if he could try my car as he had failed

to get a demonstration in Madrid where he is living. He was looking for a car as a replacement and wanted to see how the suspension compared. I gave him a run over the sort of roads he wanted to travel on and he seemed to be more than impressed; in fact, he rather grudgingly agreed that the suspension of the Rover was, in fact, better than his present car.

I could go on for hours about the Rover, but would probably bore you all to tears. After 25 years in the motor trade it is a great joy to have a car that one enjoys driving; it is an even greater joy for this car to be British.

Finally, thank you for being intelligent enough to put kilometres on the speedo. By the way, my car did go wrong—the screw came undone at the back of the driving mirror, and it took me all of ten minutes to put right!

Arthur D. Knight, 'Brendon,' 1, Poltimore Road, Guildford, Surrey.

A Dutch entry, L. H. Bos, of Schiphol, throws up some back wash on the timed hill climb. BELOW: Grassy banks provided ideal vantage points for spectators who watched events at Fenny Compton.



Mrs. M. Adams (Comptometer Office, Solihull) raised £10 13s. from a raffle in aid of the mentally handicapped and spastic children at St. Margaret's Home, Weston-super-Mare. A large teddy bear was won by Mrs. S. M. Kitching (M.C.D.) and a big black and white spaniel dog by Mr. G. M. Harris (Cost Office).

Competitors from all over Britain gathered at the Solihull works on May 1 for the tenth annual national rally of the Land-Rover Owners' Club. With them came relatives and friends to help make the weekend a real family outing.

On the first day, 62 competitors took part in timed driving and manoeuvring tests at nearby Packington Park, and on the following day the rally moved to Fenny Compton Hill, where 90 people took part in the main events.

For competitors and spectators alike this venue was excellent. The terrain offered the perfect tests for the Land-Rover and spectators wandering over the area had a first-class view over many miles of beautiful countryside.

The first event was a cross-country trial with 12 sections over steep gradients. Conditions were not as muddy as in recent years and therefore the trial was not quite the "trial" it so often proves to be!

A series of gymkhana events followed. These included a timed hill climb, a knock-out highest up-the-hill climb, and an unmusical barrels game similar to the party game, musical chairs.

Among competitors were six Dutch enthusiasts in three Land-Rovers, one of which is used daily at Amsterdam Airport. A member of the group, Mr. E. Pereboom, won first place in his class in the timed hill climb.

Of special interest was a "long jump" course. Drivers attempted to cross a swamp and reach dry land—no easy task even for a Land-Rover as some competitors discovered.

Rover Engineering Department employee entrants did quite well in the rally. J. Tidmarsh was fourth in the trial, being only nine points behind the winner. He received a premier award. T. R. Seager was third in the knock-out hill climb, and placed equal 32nd in the trial.

Rover placings in the driving tests were T. R. Seager 15th; J. Tidmarsh 18th equal; G. M. Doggett 51st; A. F. Parkes 58th.

They pulled their 'master' to success

Dragging a home-made robot named Grot which flashed lights and repeatedly declared that it was their master, Rover apprentices again won a first prize in Solihull Carnival on May 29 for the third successive year. This year's carnival theme was "Towards 2000."

The apprentices built and painted their creation at the Solihull works. It won the junior section and gave onlookers much amusement.

Apprentices concerned with the building of Grot included Geoff Allen, Martin Costello (Reliability Dept., Acocks Green), Bill Glastonbury (Inspection, Acocks Green), Martin Clarke, Scott Seymour (Land-Rover Development), Robin Bremner-Smith (Engineering, Solihull), John Hughes (Tyseley), Nicholas Garner and Peter May (Apprentices chairman, both Gas Turbines).

Rover apprentices dragging Grot through the crowded streets of Solihull during the carnival.



Second in local election poll

A Rover Solihull employee was a candidate in last month's local elections in Birmingham.

Mr. E. H. Andrews (Jig Shop) was second in a four-cornered contest in Sparkhill Ward. He polled 2,447 votes for the Labour cause, but was not elected.

Her Ladyship arrived in style —by 1912 Rover!

Lady Montague of Beaulieu is welcomed at Solihull Civic Hall by Mr. A. T. Silvester, chairman of the Midland Antiques Fair committee, after arriving in a 1912 Rover car to open a fair organised by the committee. Lady Montague travelled from her home as far as Knowle by modern car. She then transferred to the 1912 Rover borrowed from the Beaulieu Museum collection, thus completing the last few miles of the journey in old world style.

'FANCY MEETING YOU' SITUATIONS

Journeys round the world by Land-Rover have led to two "fancy meeting you" situations.

Meeting No. 1 was when two former airline colleagues met by chance in Karachi.

One man, a BOAC pilot, had made a regulation stop while piloting an aircraft from Hong Kong to London. His friend, a former BOAC radio officer and crew colleague of the pilot, was driving his Land-Rover round the world

from Milford-on-Sea, where he was a licensee until last April.

The pair had not met for several years. The ex-licensee is taking the Land-Rover to Australia and the United States.

Meeting No. 2 occurred in Tewkesbury when a man answered a knock on his door to find his brother from Australia standing on the doorstep.

The latter had travelled overland by Land-Rover and covered 12,021 miles in 80 days as far as Dover. He emigrated to Australia nearly 40 years ago under the "Little Brother" scheme. The brothers last met in 1953.

The dominoes team in 303 Section, Perry Barr, had a surprise win over Kingstanding Ex-Servicemen on May 17. Final result was 3-2. This strong team welcomes challengers.





Members of the management committee of the Rover Sick Benefit Society at the society's annual meeting. From left to right: Mr. T. S. Hamilton (Springfield), Mr. W. T. Brown (Toolroom), Mr. R. Dixon (Welfare Manager, Solihull), Mr. J. W. E. (Executive Director, Production, Tyseley), Mr. E. D. Cox (auditor), Mr. C. (Company Secretary), Mr. W. J. Robinson (Chairman and Executive Director, Production), Mr. R. R. Hillen (Secretary), Mr. D. Kemp (Vice-Chairman, Land-Rover Assembly), Mr. R. (Personnel Manager, Tyseley), Mr. F. Barrett (Pengam), Mr. E. Scott (General Manager, Tyseley Group), Mr. W. H. Wood (Acocks Green). BELOW: Members who attended the listen attentively to the annual report.

MORE SICK CLAIMS, LONGER ILLNESSES CAUSE CONCERN

The heavy increase in sickness claims continues to concern the management committee of the Rover Sick Benefit Society. It reported to the society's annual meeting at Solihull that not only were claims increasing in number, but the duration of illnesses appeared to be on the increase.

In the management committee's report presented by the chairman, Mr. W. J. Robinson (Executive Director, Production—Solihull) it was stated that 86 members drew maximum benefit in 1964. Fourteen of these were due to accidents.

During the year 1,742 new members were admitted, 982 left the Company and 54 members died. Membership stood at 8,999 an increase of 706 on 1963.

The proportion of eligible employees who had joined the Society remained at about 90 per cent, despite all the efforts made by the committee to persuade the remaining 10

per cent to take up membership.

The Welfare Departments had made many visits, particularly in cases of hardship due to lengthy illness. A close liaison had been maintained between the Society and the Welfare Departments at the various works with regard to sick visiting.

Total payments from the fund during the year amounted to £42,176. This was made up of 13,707 sickness benefit cheques totalling £41,228, an increase of £2,785 over the previous year, and £948 paid out in respect of death claims, an increase of £30.

Overall loss

Members' contributions for the year totalled £17,522, to which the Rover Management contributed a similar amount, and the special levy on members brought in a further £5,325 making the total income £40,369.

"From these figures it will be seen that, in spite of the special levy, sickness and death claims have exceeded all contributions by £1,807," the management committee reported.

There was an overall loss on the year's working of £1,237 compared with £5,887 (without levy £6,513) in 1963. Without the levy for the current year, the loss of £1,237 would have been £6,562 and a worsening trend over the latter part of 1964 was apparent, it was reported.

The management committee, on behalf of all members, thanked the Board of Directors for its continued interest in the society, its contributions of £17,522 and for bearing the expenses of managing the fund (£2,270).

Former apprentices given their certificates

Twenty-three former Rover apprentices received their certificates of apprenticeship at an informal gathering, the first of its kind, held at Solihull on May 20 and attended by two Main Board directors.

The certificates were presented by Mr. P. M. Wilks (Technical Director) and also present were Mr. B. G. L. Jackman (Production Director) and Mr. L. S. Shaw (Apprentices Supervisor).

Mr. Wilks told the youngsters that a lot of work was going on behind the scenes regarding apprentices' training, and real progress had been made by the newly set up apprentice committee which would be of benefit to apprentices who came after those in his audience.

Over tea the former apprentices were invited to discuss with Mr. Wilks and Mr. Jackman any problems encountered during apprenticeship or suggestions they had to make to benefit future apprentices.

Shop floor thanks

At the end of the occasion, Mr. Anthony White spoke on behalf of the ex-apprentices present. He said thanks were due both to the Company and to those with whom they had worked on the shop floor over the years.

"There is no doubt that without the patience and understanding extended by them, none of us could possibly have achieved the standards we have," Mr. White said. "On behalf of the apprentices I record the thanks of each of us."

He said that during their training period they had witnessed the development of new Company products and their method of manufacture. "We are proud to have been schooled in the organisation

which is undoubtedly a progressive leader in the automobile industry," he added.

Pictured above after the presentation and before having tea with Mr. Wilks, Mr. Jackman and Mr. Shaw are the following former apprentices who received their certificates: E. Allen (Jig & Tool D/O, Solihull),



Rover party at the Palace: Gold Awards for 2 teenagers

A ROVER PARTY WENT TO BUCKINGHAM PALACE ON MAY 11 TO SEE TWO TEENAGERS RECEIVE GOLD AWARDS FROM THE DUKE OF EDINBURGH.

The pair were Alan Cooper, a 19-year-old Rover apprentice at Tyseley, and Stephen Butler, 18-year-old son of Mr. H. Butler (Supplies Manager, Solihull), who is a Yardley Grammar School pupil.

Both youths are senior scouts of the 190th Birmingham Scout Group, the Group Scoutmaster of which is Mr. Butler. In all, six scouts from the group received Gold Awards.

The party which went to London to see the ceremony in the Palace included Mr. Butler and Alan's parents, Mr. and Mrs. Cooper.

Each award takes the form of a cloth badge and scroll and is the highest to be gained under the Duke of Edinburgh's scheme.

Mr. Butler describes the occasion for ROVER NEWS as follows:

"At the gates of Buckingham Palace a friendly policeman checked our passes, directed us on past the sentries and into the centre courtyard to join the brightly dressed throng of proud mothers, fathers and other guests.

"It was red carpet all the way as we moved quietly up the long staircase, through the picture gallery hung with Royal Family portraits, and into the reception hall brilliantly lit with enormous crystal chandeliers.

"In the centre of the hall stood 400 golden chairs awaiting their gold award holders, whilst the walls were flanked with excited parents and

friends looking hither and thither at the paintings, the cream and gilt decorations, the endless variety of ladies' hats, and the dais with its two massive chairs shaped like thrones.

"From a gallery above came the sound of soft music played by scarlet coated bandmen.

"Just after 3 p.m., the great doors opened, the Duke stepped quickly on to the dais and the ceremony began.

"Led by the girls gaily dressed in a variety of colour and fashion, or immaculate uniform, the winners were presented one by one, region by region, from Northern Ireland,

from Scotland, from England and finally Wales.

"The Duke's attention never wavered, interest in each person, a quick question, an ready smile. His question to Alan Cooper forth the response "I am a Rover and obviously good publicity in the right place.

"Finally the last presentation was made, hall was full, and the Duke spoke to the whole. He expressed the hope that all the young people continue to widen their interests, and that turn, they would help to train future award winners.

"A red letter day from beginning to end, golden by the sunshine, by the wonderful setting of the Palace, and completed by the charm and presence of the Duke himself."

BELOW: The Rover group outside the Palace. From left to right—Mr. Butler, Alan Cooper, Mr. and Mrs. Cooper. INSET: Stephen Butler, who took the group photograph.



Keep those wages slips, just in case

Road accidents happen frequently, but only if we or our families or friends are involved that the resulting anxiety is home.

Readers who have suffered injury in an accident, and who have consulted a solicitor, know that included in the information required is evidence of earnings.

This can be provided either by production of pay slips supplied to every employee or by reference to the Company's wages records. The course is troublesome and takes time, but pay slips have merely to be handed to the solicitor on request.

The moral is—KEEP YOUR PAY SLIPS. YOU NEVER KNOW WHEN THEY MAY BE USEFUL.

(Home Sales, Solihull), G. J. Guest (Plant Layout D/O, Solihull), T. J. Hill (Gas Turbine, Solihull), B. D. Jarrett (Engineering Department, Solihull), R. G. Jarvis (Machine Repair, Tyseley Group), R. Masters (Jig Shop, Tyseley), R. F. Mole (Exp. Weld, Solihull), C. D. Nicholls (Machine Tool Repair, Acocks Green), M. D. Peers (Department, electronics, Solihull), D. J. Ryman (Inspection D/O, Acocks Green), I. (Standards Room, Tyseley), R. D. Spurgeon (Technical Service, Solihull), R. A. (Machine Tool Repair, Ryland Road), P. S. Webb (Research Department, vibratory Solihull), A. P. White (D/O Services, Solihull), K. F. Wood (Research Department, Solihull).

Disabled employees at Pengam meet

THE Chancellor of the Exchequer, Mr. James Callaghan, said at the Rover Pengam factory on May 14 that in taking on disabled workers the Company was doing a "magnificent job".

Chancellor of the Exchequer

Mr. Callaghan, who is M.P. for the Cardiff South East constituency in which the Rover works are situated, visited the premises to talk to some of the 40 or so workers employed there under the Disabled Persons (Employment) Act. The visit was part of a campaign to boost interest in the employment of disabled workers in industry.

Afterwards, he told ROVER NEWS: "Disabled workers are doing as good a job as their fellow workers. They are a good bargain for the employer who is ready to take the trouble, like Rover, and employment gives tremendous help to the disabled person. On all counts it is a job well worth doing."



A smiling Mrs. Callaghan signs the Visitors' Book at Pengam.

this year of the passing of the Disabled Persons (Employment) Act in 1944 under which the handicapped are trained and found suitable employment in industry.

A campaign is being mounted in Cardiff to bring to the attention of the public and employers that handicapped people are working alongside able-bodied colleagues. There will be visual displays in shops and in October an exhibition at which handicapped workers drawn from industry will be seen at their daily work.

Mr. Callaghan, accompanied by Mrs. Callaghan, was welcomed to the Pengam works by Mr. D. N. Steed (Executive Director and General Manager), Mrs. Steed, and Mr. J. Fisher-Evans (Assistant to the General Manager).

Also present were Councillor W. R. Jeffcott, J.P., Chairman of Cardiff Disablement Advisory Committee; officials of the Ministry of Labour; Mr. W. R. Davies, District



Mr. Callaghan and Mr. I. Evans bend their heads for a joint close up inspection of stub axles while Mr. Steed looks on.

Officer, A.E.U.; and Mr. S. C. Harris, Engineering Employers' Association.

During their tour of the Production and Parts Divisions, Mr. and Mrs. Callaghan stopped frequently to talk to disabled and able-bodied employees about their work.

The handicapped workers they met were: Mr. Rowland Williams (Time Clerk), Mr. Ieun Evans (Machine Shop operator), Mr. James Downey (Machine Shop operator), Mr. Lewys Ellis (Machine Shop/Inspection), Mr. John Rudge (store-keeper) and Mrs. Shirley Pleasants (copy typist).

BETTER OUTLOOK

Mr. Callaghan said that in Cardiff there were some 5,000 disabled people who had found work through the co-operation of employers and with the aid of the Ministry of Labour. The latter had training schemes and paid wages while the disabled were learning.

"Through the co-operation of the man or woman concerned, the Ministry and the employer, a better outlook has been provided for

handicapped people than ever before in their lives," Mr. Callaghan said.

There were, however, still several hundred handicapped people to be found who had not found work and Mr. Callaghan urged employers to "stretch themselves to the limit" to find them employment. The handicapped would be rewarded and they, in turn, would reward their employers.

Mr. Callaghan's visit was in connection with the 21st anniversary



Among those Mr. Callaghan met were ... Mr. Rowland Williams, above ... and Mr. Granville Jones, right, a storekeeper constituent of the Chancellor.



The Chancellor also met Mr. L. Ellis, above, and Mr. John Rudge, below.



A smile and a handshake from Mr. and Mrs. Callaghan for Mrs. Shirley Pleasants.

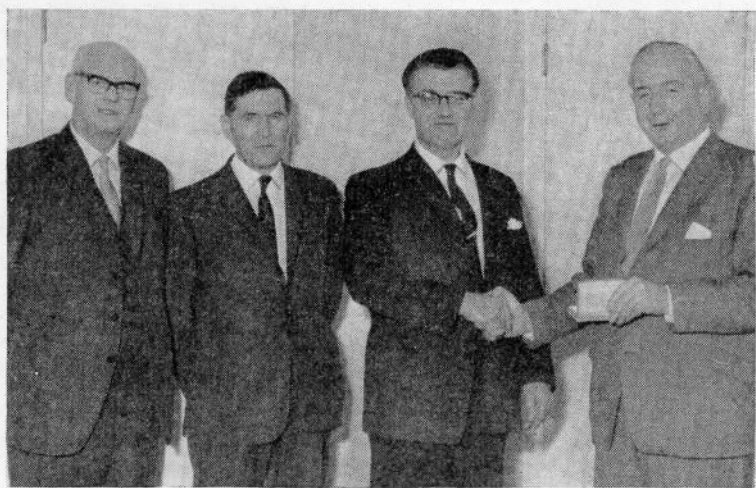
FIRST FRAME LOSER TAKES THE TROPHY



M. Caralon accepts the Aslin Trophy from Mr. N. H. Elliot after his two frames to one victory.

(See Page 8 for early round results in Aslin Trophy competition).

GOLD WATCH FOR STORES SUPT.—25 YEARS' SERVICE



Mr. G. V. Wagstaffe, the Stores Supt. at Solihull, went along to the office of Mr. A. B. Smith (Director and General Manager) on May 14 to receive a gold watch commemorating his 25 years' service to the Company.

He is pictured (second from right) with Mr. Smith, Mr. H. Butler (Supplies Manager), and Mr. R. R. Hillen (Personnel Manager) left.

P5 man wins Aslin Cup

After being soundly beaten 96-28 in the first frame, M. Caralon (P5, Solihull) recovered in spectacular style to win the next two frames and take the Aslin Trophy in this year's final with Mr. Holmes (P6). Scores in Caralon's favour were 76-48 and 65-31.

A correspondent (R.S.T.) writes: "The pattern of this final was good potting, combined with confidence and concentration. Holmes had played so consistently well all through the competition but I think

the finish was a little too much for his nerves."

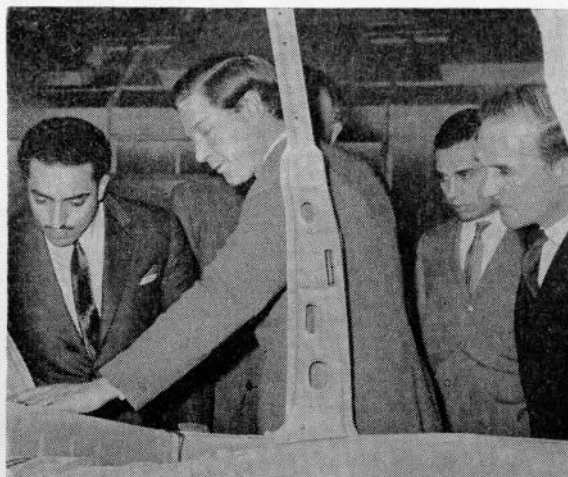
Prizes, including the cup and statuette, were presented by Mr. N. H. Elliot (Staff Manager). Mr. R. Butcher (Land-Rover) was an efficient referee and the prize winners were introduced by the secretary, Mr. R. S. Taylor, to the packed audience in the snooker games room. Losing semi-finalists were J. Spittle (P5) and J. Collier (Service) with Holmes having the highest break of 28.

Banksian medal for horticulture show

A new trophy, the A. B. Smith Challenge Cup, and a Banksian medal offered by the Royal Horticultural Society—these are among the additional awards to be won at Rover Solihull Horticultural Societys fifth annual show on August 21.

Several new classes are being introduced. The new trophy is for the competitor winning the highest number of points in the pot plant class, and the medal, a coveted award for gardeners, is for the competitor winning the highest amount of prize money (two divisions excepted).

Schedules are now available from the show secretary, Mr. P. Toon, of 158, Scott Road, Olton, Solihull (Land-Rover Assembly); the chairman, Mr. A. C. R. Greenwood (Secretarial Department, internal telephone 565); the hon. secretary, Mr. H. K. Brown (Land-Rover Final Line) or any committee member.



Royal visitors on the 2000 line at Solihull. Mr. M. S. Alford (Public Relations Officer), centre, explains a detail to Prince Faisal, left, nephew of the King of Saudi Arabia, and his cousin, Prince Fahad, second from right.

NEWS AND PICTURES ABOUT ROVER PEOPLE

Potholers go 2,000 miles —to find a hole under 40 feet of snow!

A party of British potholers travelled 2,000 miles across Europe to find and explore the 1,100 ft. deep Proventina shaft on the Greek-Albanian border. But the expedition was a glorious failure, for when the party finally located the pothole the entrance was under 40 ft. of snow!

GREEK PROPERTY OWNERS

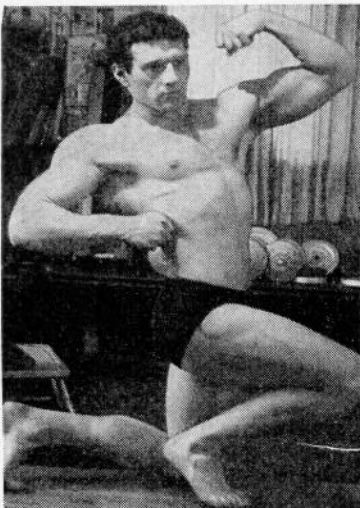
While in Greece, Frank Salt's party actually bought a house as a headquarters for their potholing operations. The cost? £6 10s., or nearly 12s. each.

It all came about when the party sought rented accommodation in a "dying" village in the wilds near the Albanian border. With so much property empty, the youngsters were persuaded by the headman to buy one, selling with it thoughts of free accommodation when they returned on their next expedition!

So the boys found themselves owners of a sizeable house, part of which was in ruins. But over the still habitable part, they raised the Union Jack every day, lowered it at night to tuneless renderings of *The Last Post* on a bugle, and inscribed on the door the bold words 'British Consulate'.



Time for a break for the two Land-Rovers and their crews on a rough road near the Greek-Albanian frontier.



Paul Blake flexes his muscles. (A Rover Pengam Photographic Society special picture for ROVER NEWS).

Kitchen sink drama success

Rover Dramatic Society went in for kitchen sink drama for its last production of the season on May 28 and 29—and made a remarkably successful job of it.

The three-act play itself, "Breakfast for One" by James Doran, had little plot but a strong dialogue. The whole action revolved round a squabbling husband and wife with a mother-in-law, and a photographer friend thrown in to make weight.

The dialogue, though strong, is rather laboured and it is to the cast's credit that they kept it moving. The net result was a commendable success.

In the cast were Audrey Taylor (Gas Turbine), John Sharpe (Land-Rover Test), Pat Hill (Solihull Surgery), Eric Sharpe (Land-Rover Body Seal) and Margaret Horton. All filled their roles well, though Pat Hill as the mother-in-law could perhaps have looked more her stage age!

Alec Finney produced. Backstage and in front of house were Annelly Goodchild, Les Coombes, and David Pouncey. D.W.

PENGAM'S MR. MUSCLES

Mr. Muscles—that's 25-year-old Paul Blake, a Machine Shop inspector at Pengam. He gained third place in the Mr. Wales 1965 competition a fortnight ago and will go forward to compete in the Mr. Universe contest in London in September. Only 2½ points separated him from the winner. There were 30 finalists.

Paul (49-inch chest, 29-inch waist, 18-inch upper arm) recently won the

Mr. South Wales title after a seven-year lay off from Mr. Muscles competitions. As a youth he held the Welsh junior title for three years.

His trainer is Mr. Don Morris, the pre-war Spurs footballer, and a former Welsh weight-lifting champion. Paul is married and has worked at Pengam for 14 months. His next target? The Mr. Bristol title.

● Mr. Jack Holden, third from left, retired on May 14 after 36 years' service at Seagrave Road. He worked in the Paint Shop. In the picture below, from left to right, are Mr. L. C. Munn (Works Superintendent), who presented Mr. Holden with a tea service and money from his work-mates, and Messrs. Cook, Reeves, Hing, and Allan, Paint Shop colleagues.



The potholers, led by Mr. Frank Salt (draughtsman, Engine Drawing Office, Solihull) had reckoned without one of the worst winters this part of Greece had had for many years. The pothole they sought was at 7,000 feet; but when they arrived in two Land-Rovers at Easter they found the snowline still down to 3,500 feet.

Here, in his own words, is Frank Salt's account of the expedition: "Using three vehicles (two diesel Land-Rovers and a small van) we took 11 people and more than a ton of equipment to Greece. At Yannina there was a delay of three days while we were 'interviewed' by the Army to get passes to the area in which we wished to cave and also while we ditched the van. Greek roads had got through three tyres and the body had started to crack.

"Pushing on with just the Land-Rovers to the mountain area around the cave we found the snow line down to 3,500 feet. The cave was at 7,000 feet.

"Our first attempt to find the cave led to three of us spending 30 hours on a mountain with the result that we got two cases of frostbite (in Greece!). While a succession of parties tried to find the cave, we looked at several other shafts and recovered the



Potholer Ken Kelly from Manchester, seated at the entrance to the shaft, down which the potholers found human remains.

remains of three bodies thrown down in the second world war and during the post-war fighting in Greece.

"Finally we made our last attempt to find our 1,100 feet shaft, this time with the help of an Army mountain guide. The result was that we pinpointed the cave—under 40 ft. of snow!

"To add a final blow, the footsteps of three of our previous parties had actually crossed the snow which covered the shaft. So near and yet so far.

"We packed our camp, left the area and began the 2,000 mile drive back home. We have been repulsed but not defeated. We will return again next summer and this time we will knock the bottom out of the Proventina." Needless to say, the Land-Rovers

were invaluable in such climatic conditions and all members of the party were full of praise for the vehicles' behaviour and versatility.

PERSONAL NEWS FROM THE FACTORIES

BIRTHS

We offer our congratulations to...

BANNOCK—To Mr. and Mrs. Graham Bannock, a son (Angus) on April 21. Mr. Bannock is Economic Advisor to the Managing Director.

BROOKS—To Mr. and Mrs. A. K. Brooks, a son (Michael Anthony) on April 23. Mr. Brooks is a staff foreman in Receiving Inspection Department, Pengam.

ROBERTS—To Mr. and Mrs. J. O. Roberts, a daughter (Wendy) on April 29. Mr. Roberts is an inspector in R.M.V. Stores, Pengam.

MUNTON—To Mr. and Mrs. J. G. Munton, a daughter (Claire Elizabeth) on April 25. Mr. Munton is a chemist in the Tyseley Laboratory.

RICHARDS—To Mr. and Mrs. Brian Richards, a daughter (Rebecca Lucy) on May 3. Mr. Richards is a leading hand in Parts Stores, Pengam.

BANKS—To Mr. and Mrs. F. Banks, a daughter on May 13. Mr. Banks is employed at Springfield and Mrs. Jackie Banks (née Davies) was formerly at Ryland Road.

MARRIAGES

We offer our congratulations and best wishes to...

WILKIE-FISHER-EVANS—On May 22 at Llandaff Cathedral, Mr. J. D. F. Wilkie to Miss Janet M. Fisher-Evans. The bride is the only daughter of Mr. J. Fisher-Evans (Assistant to the General Manager, Cardiff) and Mrs. Fisher-Evans.

BUCKNALL-PARTRIDGE—On May 29 at St. John's Church, Perry Barr, Mr. Charles Bucknall to Miss Penelope Partridge (M.C.D. Office, Perry Barr).

SILVER WEDDING

We offer our congratulations and best wishes to...

BROWN—Mr. and Mrs. Ted Brown celebrated their silver wedding on May 12. Mr. Brown works in Gauge Inspection, Perry Barr.

RETIREMENTS

Mr. William Lascelles Long on April 9; he was internal postman at Acocks Green (9 years' service). Mr. Percy Smith on May 27; he worked in P5 Car Detail Trim Shop (11 years). Mr. Timothy Joseph Brien on May 21; he was a degreaser at Percy Road (9 years). Mrs. Frances Amelia Hands on April 30; she was a viewer in Inspection Department, Tyseley (14 years). Mr. Horace Sydney Hodges on May 7; he was a machine operator at Ryland Road and Tyseley (10 years). Mr. William Vanes on May 21; he was a hardener at Tyseley (15 years). Mr. Frank George Wolverson on May 21; he was a Works Engineers labourer, Solihull (6 years).



A scene from "Breakfast for One." From left to right: Audrey Taylor, Margaret Horton, John and Eric Sharpe, Pat Hill.

Annual dinner of ladies' darts team

The annual dinner-dance of the Solihull Ladies Darts Section on May 15 was its usual success. Guest of honour was Mr. E. S. Richards, (Executive Director, Industrial Relations) who presented the prizes, and other guests included Mr. R. Dixon and Mr. W. Dugmore.

Prizes were awarded as follows: Worster Shield, Mrs. J. Rowland; runner-up, Miss P. Kingsland; highest start, Miss E. Shaw; highest score, Mrs. G. Parker; highest game shot, Miss M. Boden. Shop knock-out: 1, Mrs. M. Handy; 2, Miss M. Fox; runners-up, Miss V. Cattell and Mrs. F. Hough.

Dancing was to the rhythm of the Reg Harris dance band.

DEATHS

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

HUGHES—Mr. Bertram Hughes died on May 3, aged 56. He was a Stores assistant at Solihull, and had been with the Company for 10 years.

OWEN—Mr. Horace William Owen died on May 10, aged 48. He was a fitter on Land-Rover Assembly, Solihull, and had been with the Company for 10 years.

HORTON—Mr. Arnold Joseph Horton died on April 26, aged 40. He was a fitter in Gas Turbine, Solihull, and had been with the Company for a total of 8 years.

POLLARD—Mr. Alfred Pollard died on April 26, aged 49. Mr. Pollard was a machinist at Tyseley and Perry Barr, and had been with the Company for 16 years.

ROBINSON—Mr. Albert Robinson died on May 13, aged 60. He was a Stores assistant at Perry Barr, and had been with the Company for 7 years.

WOOD—Mr. Charles Henry Wood died on May 6, aged 64. He was a Stores assistant at Tyseley, and had been with the Company for 15 years.

SWAIN—Mr. James Daniel Swain died on May 25, aged 55. He was a driver in Experimental Department, Solihull and had been with the Company for 7 years.

BELOW: Prize winners and friends at the ladies' darts section dinner. Mrs. Rowland is in the centre of the group with the Worster Shield.



IT WAS TIME FOR OLDE TYME



The winning line-up of the first six couples in the All-England Old Time Amateur Dance Championship at Rover, Solihull. From left to right: Mr. Neville Boswell and Miss Avis Parkinson, Blackpool (1st); Mr. Glyn Watkins and Miss Anne Evans, Cardiff (2nd); Mr. Neil Ions and Miss Janet Hotchkiss, Birmingham (3rd); Mr. Tony Harley and Miss Christine Knott, Manchester (4th); Mr. Syd Southwell and Miss Rosalinde Greenwell, Sunderland (5th); Mr. Brian Alcock and Miss Carole Richards, High Lane (6th).



Mrs. Gladys Gupwell, wife of the chairman of Rover Solihull Old Time Dance Section, presents the All-England Old Time Amateur Dance Championship trophy to Mr. Boswell and Miss Parkinson. The cup is presented by the Dance Teachers' Association of Great Britain.

Nearly 1,000 Rover employees and their friends saw Neville Boswell and Miss Avis Parkinson (Blackpool) dance their way to retention of the All-England Old Time Amateur Dance Championship in the Rover Ballroom on May 7.

The couple, third in the 1963 competition, won the title last year and held off a challenge this year from 40 nationally known competing pairs.

In second place were Mr. Glyn Watkins and Miss Anne Evans (Cardiff) and third, as last year, were Birmingham's Neil Ions and Miss Janet Hotchkiss.

Many of the competitors have been seen on the Monday evening "Come Dancing" programme on television.

The adjudicators for this glittering occasion-of-the-year in the Rover Ballroom at Solihull came from all over Britain and were under the chairmanship of the local doyen of old time dancing, Mr. Albert Handel, of Handsworth, Birmingham.

Tyseley M.C.D. man retires

Mr. Lionel Edward Williams, a section leader in Tyseley M.C.D., has retired after 28 years' Rover service. He has left Birmingham to live in retirement in Scunthorpe.

After joining the Company in 1937, he went to the new Acocks Green factory where he was engaged as a chaser. He was transferred to Solihull in 1940 and after the war returned to Acocks Green as a section leader in Material Control.

During the next 24 years he held various M.C.D. posts at Acocks

Green, including duties related to Ministry contracts. When these ended in 1964, he transferred to Tyseley.

Mr. Williams is fond of football, cricket, tennis, billiards and snooker. In his time he represented Acocks Green in inter-works and inter-departmental events and played for several years in the Acocks Green snooker 'B' team.

Gas turbines again at Olympia

The world fishing exhibition at Olympia a fortnight ago included for the first time a Rover Gas Turbine stand.

On it were the same units exhibited at the International Engineering Exhibition, including the 60 and 90 h.p. engines and the gas turbine driven generator-evaporator set. This is of particular marine interest.

Manning the Rover stand were Messrs. John Griffiths (General Sales Manager), George Cowan (Technical Sales Manager) and Warwick Bloor (Liaison Engineer).

Presentation Corner

● Mrs. Patricia Benson, a clerk in Stock Audit, Solihull, for 6 years, was presented with baby clothes and bag, lamp standard and an Easter egg by Mr. L. L. Hubbard (Stock Audit Manager) on behalf of friends and colleagues when she left the Company to be a full-time housewife and mother. A very attractive "gift shop" was made up by Ray Village and Roy Hazlewood (Stock Auditors).



ABOVE: Mrs. Lega Haswell, Assistant Punch Supervisor in Hollerith, Solihull, left on May 7 after 16 years' service. Miss M. Walker (Punch Supervisor) presented her with a suitcase and baby clothes. BELOW: Mrs. Frances Hands who retired after 14 years with the Company, being presented by Mr. R. Edge (foreman, B.O.F. and Rough Stores, Tyseley) with a fireside chair and other gifts.

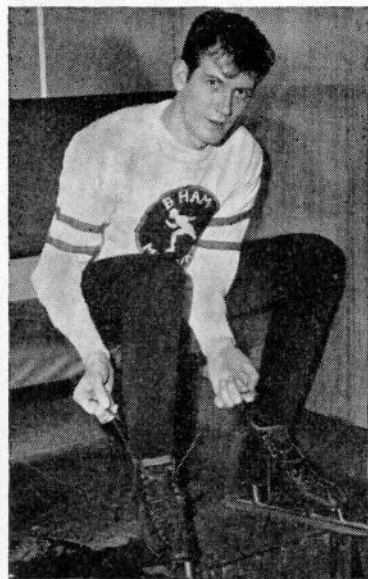


ABOVE: After more than ten years on Land-Rover Bulk Spot Welding at Solihull, Miss Patricia Violet Southey, aged 35, left on May 20. She is leaving the district to take up employment in the Southampton area. Gifts from workmates, including a coffee table, linen and cash, were presented by senior foreman J. W. Sealey and foreman George Chandler. LEFT: Mrs. Agnes Scantlebury, a stock records clerk in Pengam Parts Stores, was presented with a carry-cot and chocolates on behalf of her colleagues by Mr. Sid Meaton (Operations Superintendent) when she left the Company's employ to await the birth of her baby. RIGHT: Mrs. Pauline Gorle left to await a happy forthcoming event after 10 years with the Company, most of these having been spent as clerk to Mr. Bob Edge (foreman, B.O.F. and Rough Stores, Tyseley). She was presented with a cot and furnishings, etc., by Mr. Edge. These were subscribed for by friends at Tyseley.



SPORTS REPORTS FROM HERE AND THERE...

Solihull man a champion when he puts on his skates



Eric Grinsell puts on his skates in preparation for a training spell.

Speed skating is something we do not hear much of these days, but it has quite a large following, and a young man who must be well known in skating circles is Eric Grinsell, the British quarter and half mile champion, and "victor laudorum"—champion of champions.

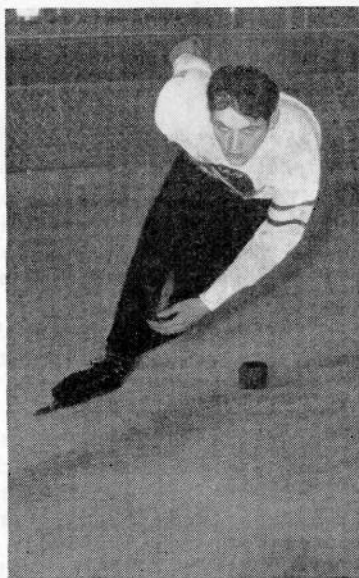
Eric, who works on the First Bill Stage, Land-Rover Assembly, Solihull, has certainly made his mark in amateur skating during the 12 years he has practised the sport.

Spurred on by his elder brother, now retired and appointed a skating judge, Eric, who is 25, hopes to take the British mile championship and ultimately be chosen for the English Olympics team. He has already skated for England in international tournaments in this country.

"Training plays an important part," Eric told ROVER NEWS during a training session at the Silver Blades ice rink in Birmingham. "As well as three nights a week skating I do cycling and weight training to keep fit."

Since 1959, he has skated with the international team and the Birmingham Mohawks. One year he was captain.

Eric is also a former member of the British three-mile relay team in which the skaters sometimes reached 30 m.p.h.—pretty fast for an ice rink!



Eric does a speed run at the Silver Blades ice rink in Birmingham—and is caught by the camera in artistic pose.



The first wood goes down the new crown bowling green on the Rover Solihull sports ground. The "woodsman"—Mr. J. B. Wilson, president of Solihull Bowls Section.

First wood rolls—and new bowls green is open for use

First wood to go across the new crown bowling green on the replanned Rover sports ground at Solihull was rolled on May 6 by Mr. J. B. Wilson, Works Engineer and president of the Solihull Bowling Section.

Mr. T. Whittaker, section chairman, invited Mr. Wilson to bowl the first wood, and Mr. R. Dixon, Social Club general secretary, thanked Management on the club's behalf for the green.

He also referred to the Ron Pearson Trophy provided by work-mates of the late Mr. Pearson for annual bowls competition, and said that Ansells Brewery had also arranged to present a cup.

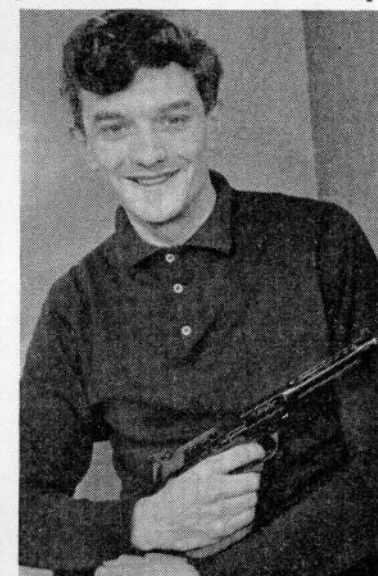
Among spectators who turned out on a drizzling evening for the event were representatives of other Rover works bowling sections (Messrs. B. Dickenson, F. Seymour, Tyseley; R. Houldsworth, Acocks Green; and T. Lewis, Percy Road) and of Management (Messrs. W. J. Robinson, E. S. Richards and H. Butler).

After the official opening of the green, there followed a match between a President's team and The Rest. The President's team won.

Despite the weather, the occasion was thoroughly enjoyed by players and spectators alike.

Potential members of the bowls section should apply to Mr. L. W. Lawrence (Land-Rover Stores), who, as secretary of this enthusiastic section, has been mainly responsible for its successful inauguration.

A MARKSMAN FOR BRITAIN



Pistol-packin' Brian Girling (Acocks Green Laboratory) who was a member of the British Pistol Club team which competed in a friendly international against a Dutch Shooting Association side in The Hague early this month. It was Brian's first international, though he shoots for the Warwickshire County 'A' team. He shot in two competitions in the "friendly"—with a .38 special and a rapid fire .22. He is pictured holding the latter weapon.

Interesting snooker in handicap

A Flying Snooker Handicap organised by the Solihull section at the close of the season produced some interesting snooker for spectators and players alike.

Twenty-five players took part and the result was a close one for the winner R. Newbould (Vehicle Progress). The runner-up was J. Pagan, also of Vehicle Progress.

Two other players who gained distinction this year were Mr. A. Bonas (Works Engineers), Rover Solihull 'A' team, and Mr. A. J. Batty (P.5 Final Line), Rover Solihull 'B' team, who gained the senior award in the merit snooker league for winning the most games throughout the season.

Mr. R. Newbould also won the highest break prize in the league with 47 to his credit.

Both the 'A' and 'B' teams finished third in their respective tables in the Efficiency League.

R.S.T.

ASLIN SNOOKER TROPHY (early rounds details)

2nd round: G. Dicks 62, C. Lewis 61; R. Dixon 25, H. Nixon 48; M. Caralon 48, H. Kitchen 32; H. Ryan 36, F. Harris 32; H. J. Harris 28, H. Baird 43; G. Bentley 47, A. Hume 60; J. Dunn 41, L. C. Gibson 29; E. Collett 46, W. Woodward 88; R. S. Taylor 75, W. McNeal 36.

3rd round: M. Caralon 56, H. Baird 41; D. Furney 56, Munro 32; J. Spittle 64, G. Dicks 41; A. J. Batty 45, J. Collier 64; W. Woodward 37, H. H. Lee 68; J. Dunn 27, J. Collier 80; A. Hume 54, R. S. Taylor 43.

The shield around the neck of Mr. Doug Bryant (leading hand, case making section, Parts Stores, Pengam) was presented to the Pengam skittles player who had three bowls at the pins without knocking any over. He then kept it until it was "won" by another player. But when Doug "won" it three nights in succession the shield was given to him—for keeps!



The Rover Vikings skittle team at Pengam has played 28 matches, winning 12, and losing 16.

FOUR TROPHIES 'BAGGED' BY THREE SOLIHULL SOCCER TEAMS

Four cups were collected in open competition by Rover Solihull footballers in the season recently ended. The 'B' XI won two and the 'A' and apprentices teams one each.

The 'A' team, which had a bad start to the season and finished half-way in Division 1 of the Birmingham Works League, ended the campaign in fine form to defeat Rover Tyseley 6-1 for the Birmingham Hospitals Challenge Cup.

An onlooker writes: "After a hard, fast, clean game Solihull ran out winners, thanks mainly to their forward line making better use of chances and a solid display by the half back line of Ken Buckley, Brian Womwell and skipper Alec McNab.

"The match was never as one sided as the score might suggest and Tyseley fought hard throughout with plenty of good attractive football. But goals by Fred Whitehouse



Members of the Solihull 'B' team with their two cups. Left to right: Back row—W. Newnes (secretary), M. Humphries (chairman), T. Atkinson, J. J. Franklin, T. Horton (groundsman), B. Cole, L. Harris, K. Moseley, J. Bowers (team manager). Front row—J. Ward, R. Cadman, R. Murphy, M. Plenderith, J. Edwards. Absent when the photograph was taken were H. Humphries (captain), who was ill, and J. Nickless.

(4) and Ernie Lindsey (2) put the issue beyond doubt. Tyseley's lone goal was well taken by Johnny Brookes."

Solihull 'B' had a most successful season. It finished runner-up in Division 3A, and won the Imperial Challenge Cup by defeating Fisher & Ludlow 8-2. Centre forward Franklin netted four of Rover's eight to add to the 35 he scored in league games during the season.

The 'B' XI also won the Knapp Cup by beating GKN 4-1.

The apprentices won the Smith Brewery Cup when they defeated L. H. Newton Reserves 4-2 after extra time, and this side also finished runners-up in Division 12.

In the annual inter-works match Solihull retained the cup by beating Seagrave Road 2-1. A dance followed and the usual good time was had by all concerned.

Cricket at Pengam—a 20-run win

The Pengam Parts and Production cricket teams clashed in the first match of the season.

Batting first in this 20-over affair, the newly formed Production side was kept in check by some excellent Parts fielding and bowling and reached a total of 69 runs (R. Cantabury 20 n.o.).

The Parts openers were soon dismissed but the tail enders resisted stubbornly to bring the Parts score up to 49.

Thus, Production, which plays under the name Penroc to avoid confusion with the Parts C.C., won by 20 runs.