



# ROVER AND ALVIS NEWS

Vol. 7 No. 10.

June, 1968



## TOP DEALER AWARD



J. Bruce McWilliams, Executive Vice-President in charge of Sales for the Leyland Motor Corporation of North America, importers of Rover automobiles, recently presented Martin Schlanger, President of Martin Motor Sales in New York City, with an award for "Best Overseas Delivery Dealer for 1966-67". The award was made at a dinner for members of Martin's staff at the Harvard Club in New York City.

## ROVER DESIGNER STEPS UP TO CHIEF ENGINEER

**I**N the first appointments to be announced since the formation of the British Leyland Motor Corporation Limited, Rover's Chief Design Engineer, Mr. Spencer King has been appointed Chief Engineer of Standard-Triumph.

### Honour for Sir Donald



Sir Donald Stokes has been appointed one of Her Majesty's Deputy Lieutenants for the County Palatine of Lancaster.

Mr. King, who is 43, joined the Company at Coventry on 1st January, 1945. In his new post Mr. King succeeds Mr. Harry Webster who has been appointed Director and Chief Engineer of the Volume Car and Light Commercial Vehicle Division of the British Leyland Motor Corporation, and also appointed a Director of BMC.

Another appointment recently announced is that of Mr. T. F. Lenton as Sales and Service Manager of the Aero Division of Alvis, and also Sales and Service Manager of Rover Gas Turbines. This appointment follows the retirement of Major R. E. Nicoll. (See page 2)

Mr. Lenton joined Alvis in 1938 and was closely associated with the installation of Leonides engines in prototype aircraft. He was appointed Service Manager of the Aero Division in 1959 and later took over responsibility for the servicing of Alvis military vehicles. In his new position Mr. Lenton will still be responsible for Military Vehicle servicing.



MR. SPENCER KING



MR. T. F. LENTON

## BRITISH DIPLOMATS CHOOSE ROVER CARS

**T**HE Governor General of Malta, Sir Maurice Dorman, G.C.M.G., G.C.V.O., visited the Solihull factory recently to take delivery of his new Rover 2000 S.C. He was presented with the keys to the car by Sales Director Mr. John Carpenter.

In the first four months of 1968 more than 50 Diplomats have taken delivery of Rover cars and these have included British Ambassadors in Tokyo, Khartoum and Paris, as well as High Commissioners from Brunei and Georgetown.

Certainly members of the British Diplomatic Corps seem to regard both the Rover 2000 and 3.5 litre ranges as the cars to represent Great Britain overseas.

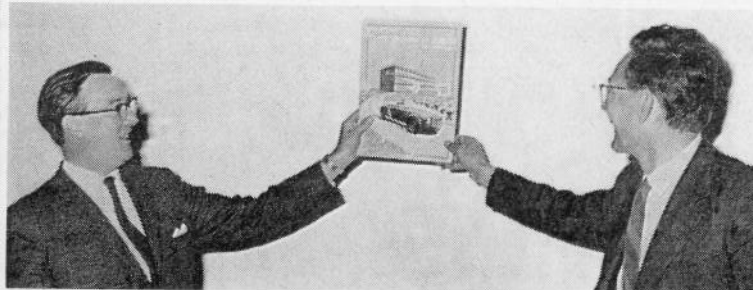
Mr. Carpenter says: "We attach great importance to our sales to the Diplomatic Corps, not only as a boost to our sales export but also the very great prestige of having this



country's representatives seen in Rover products. We also like to think that our vehicles help to wave the Union Jack a little overseas."

**TAILPIECE** The Russian Embassy have just bought a 3.5 litre Saloon for official use in England.

## 'From all the King's men and women'



Before Mr. Spencer King moved office from Solihull to Standard-Triumph headquarters at Coventry, a farewell presentation ceremony took place at Solihull on 14th May. Mr. Peter Wilks (Director) presented Mr. King with a cheque on behalf of colleagues and friends—and with a touch of humour the staff also prepared a composite picture showing the New Engineering block at Solihull with the world's first gas turbine car JET 1 in the foreground. The wording in bold type "FROM ALL THE KING'S MEN AND WOMEN" seemed very appropriate.

Mr. King's interest in the Company's Gas Turbine Project over many years was not forgotten by his former colleagues now with Leyland Gas Turbines Ltd. Mr. Noel Penny (Director and General Manager of Leyland Gas Turbines Limited) at an informal gathering presented Mr. King with a travelling clock in appreciation of his excellent services on Rover Gas Turbine projects.

## Special Trade Newspaper



At the recent British Toy Fair in Brighton this Rover 2000 TC attracted a lot of attention when its crew began distributing a special Trade newspaper. They were dressed as Heralds to tie in with the title of the Paper (Helix Herald). The promotion was organised by one of the country's leading manufacturers of educational equipment.



### AMENDMENT TO SPECIAL EDITION 14th MAY, 1968

A last minute amendment to the message from SIR DONALD STOKES was unfortunately received too late for inclusion in our special edition.

Will you please note that in column two, the paragraph which outlines future planning of Divisions within the British Leyland Motor Corporation the **PRESSED STEEL FISHER DIVISION** should be included.

**SIXTY-THREE YEARS AGO**—on 21st November, 1905, the Registrar of Joint Stock Companies issued a certificate for the change of the name of the company from "The Rover Cycle Company Limited" to "The Rover Company Limited" as it is today.

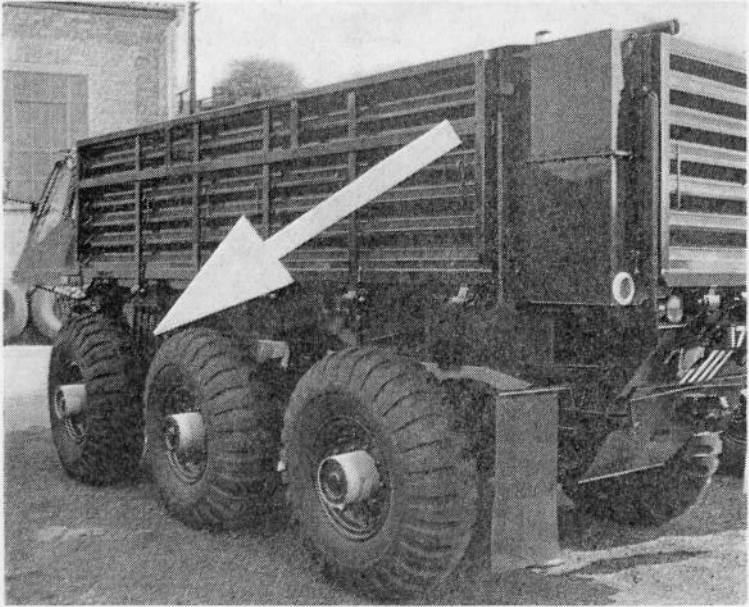
## 'Saracen' off to Peru



An Alvis Saracen leaves the works at Holyhead Road for a demonstration tour and trials in Peru. Mr. A. C. Olney accompanied the vehicle on its journey and Major W. D. P. Sullivan flew out to attend the trials.



## BLACKBIRD FINDS NEW HOME



Due for hand-over to Army drivers on 29th April, one of Alvis five-ton amphibious load-carriers—a new 'Stalwart'—was found on pre-delivery inspection to have been taken over by 'squatters.'

Mr. Frank Hall, Alvis's senior foreman, found a blackbird's nest fully established on the front suspension against the shock absorbers, as shown in the close-up picture taken by *Coventry Evening Telegraph*. This presented a problem but following a conference of Alvis bird lovers a decision was made to carefully move the nest to a similar position on a less urgently required 'Stalwart' and to move the vehicle to the same parking place.

Unfortunately this little act of kind thought did not satisfy mother blackbird and she refused to return to the nest.

Needless to say, this diversion created a lot of interest at Alvis—not to mention the good natured leg-pulling which it encouraged. Anyway, the Army had their 'Stalwart' and all credit is due to the Alvis men concerned for their interest in the bird's welfare.

## ROUND THE WORLD



ON 1st January, 1968, from London, two young Britishers started an 18-month 'Round the World' journey in a Land-Rover. One of the adventurers, David Hogg, aged 25, is a former salesman in the London Office of Pitney-Bowes Ltd., and the other is a team-mate from the Totteridge Cricket Club, Julian Goatcher, also aged 25.

They plan to encompass the coastal regions of the United States, a run through Central and South America, a boat trip to Japan, and a final leg over the roads of Asia and Europe.

Working on a very limited budget they hope to get jobs along the way whenever funds run low—and they will stay with friends, or friends of friends, or sleep in the Land-Rover. Several manufacturers have given them supplies and the two adventurers are full of optimism. They have undertaken the trip to 'see the world' while they are still young and single—and it is a challenge they are looking forward to.

On 16th January, the two young men made a special point of stopping in Stamford, Connecticut, on their way from the 35-below temperatures in Montreal. They visited the Pitney-Bowes headquarters building on Walnut Street and our photograph shows the travellers being greeted by P.-B. President, John O. Nicklis (centre), International Vice-President Fred Bowes, Jr. (left) and his assistant Dudley Johnson, who took them on a tour of the plant.

'Junket' is the name on the vehicle, which also displays the more formal name for the trip: 'Overland Expedition'.

## THE PROBLEM OF RETIREMENT

BY  
H. B. LIGHT

HAVE you considered the dazzling expectation of retired ease, freedom and happiness?

If you are in your sixties you most likely have and you must also have thought about the good wishes, mutual relief and the mixed feelings of the long farewell from your daily work routine.

With the statutory age for retirement being 65 for men and 60 for women, and the fact that many firms in industry are encouraging retirement for the 60's and over, this forthcoming period in a man's life calls for serious consideration. There's much more in this retirement business than the 'downing of tools' and the anticipation of 'ease and freedom'. Much more!

In this day and age it is becoming rare for a man to be precipitated out of his working life into immediate and complete old age. Old age does not start when you reach the statutory retirement age—it follows naturally and supervenes sometime after—and the period between is really a 'no-man's-land' in life. The sensible man prepares for it!

This 'in between' period can be relatively short or it can be a long one full of interest but it is realised that domestic circumstances and the health of a man and his wife can have considerable influence on the 'retired' future of both. There is however no doubt that it is the man in the home who has got to do the adjusting if he is to enjoy the ease, freedom and happiness referred to in the opening paragraph.

It is perhaps pleasant for a man, when he retires from his work, to enjoy the farewell ceremony and the

presentation of gifts from his friends and colleagues. Very pleasant! But there is no such ceremony for the woman at home who awaits to see the gift clock and to learn of the wonderful send-off they gave at the works. She has no retirement ceremony—she doesn't have a gathering of friends, neighbours and children to send her into retirement, and there's no presentation ceremony for mother. No, she just carries on normally and is prepared to do so, as she has done since the day she married. For this reason the woman is fortunate since there is little necessity for her to worry about her daily routine or to consider changes in her outlook. She could, of course, be disturbed at the intrusion of her man, having him at home every day, interfering when the neighbours call, always around with more time on his hands than is good for him. Quite apart from the necessity to adjust one's standard of living when the major source of income is withdrawn from the budget account, there are many emotional and psychological problems to contend with.

The point here is to stress that for a man he must do some planning and consider his individual ability to apply a regular part of his leisure time on inexpensive but worthwhile interests, particularly those offering a new outlook or challenge. By determining these requirements in advance and by joining with others similarly interested he can ensure a more rewarding retirement, regardless of age.

In the retirement years, self help, versatility and experience of life become an increasingly integral part

of the development of man's ability to think for himself right through his life. By using some part of leisure time in ways beneficial to mind and body it is possible to delay the onset of true old age and perhaps shorten the period of extreme senescence. The subject is worthy of serious thought.

It was considered that twelve months advance thinking was ample time for any older person to think about possible needs before he or she went forward into retirement. Now, the approach period to a close consideration of eventual retirement is reckoned to be nearer five years than one.

In the Annual Report for 1967 issued by The Birmingham Retirement Council it states that within the City's million inhabitants there are 175,000 'old people' beyond the statutory age for retirement. Of these, 100,000 are between the retirement age and 75. This vast area of society, lying between the cessation of employment and incapacitating old age, is the largest remaining section of the community to which co-ordinated enquiry and study has yet to be given. The B.R.C. asks—is age not capable, without any loss to the freedom of the individual, of contributing new real wealth to the nation?

With an ageing population providing much food for thought at the highest levels, this 'new world' of full leisure is creating a real national problem.

Whatever your age now, it follows as night the day, that in due time 'retirement' will be your own personal problem. THINK ABOUT IT.

## OFF ON A GREAT ADVENTURE

A great adventure by three former apprentices of Alvis Ltd., started in April when STUART GOULD, aged 23, PHILIP NOLLETT, 22, and JOHN SAJE, 24, left this country with a specially equipped Land-Rover for their long overland haul to Australia.

The trip is planned to take about three years and they will travel through Europe, Turkey, Afghanistan and India before shipping to Australia where they hope to spend two years touring the country.

The Land-Rover, shown in the picture with Philip Nollett, John Saje and Stuart Gould in that order from the left, was bought for £250 and they spent £300 on fitting it out with the new style fibre glass body top, a winch, fitted cupboards, etc. The three friends are qualified engineers and apart from doing the general preparation of the vehicle themselves they also fabricated the special fibre glass body as shown.

The trip is a kind of 'last fling' for the three young bachelors. They are intent on seeing as much of the world as they can before 'settling down'—and who can blame them?

## Managing Director at 37

Joining R. H. Collier & Co. Ltd as a Trainee Salesman in 1955, Mr. A. C. Clark, A.M.I.M.I., A.M.B.I.M., is now appointed Managing Director and Chief Executive of the Company and its subsidiaries.

Mr. Clark is 37 and is married with two children and lives at Dorridge, Solihull.

Appointed Wholesale Manager at 27, he became Sales Director at 29, and Director and General Manager at 35. From 1964 Mr. Clark has been primarily responsible for carrying out Group expansion and re-development plans and has built up a young and lively management team whose average age is under 40.

Mr. Clark succeeds Mr. C. P. Hamilton-Adams who remains as chairman and who will continue to take an active role in the Group's affairs.

R. H. Collier & Co. Ltd. are Rover and Land-Rover Distributors for Greater Birmingham.



Mr. A. C. CLARK

## Alvis Sales Chief Retires



MAJOR R. E. NICOLL, Sales Manager of the Alvis Aero Division, retired on the 30th April, 1968. Widely known in British Aviation circles, Major Nicoll first flew with the R.N.A.S. in the First World War. After the war he joined the British Aerial Transport Company as Operations Manager, and when that company was closed down in 1920 he rejoined the R.A.F. serving in Iraq and Egypt until 1925, when he left the services and went to Canada. He joined the Ontario Provincial Air Service, Department of Lands and Forests as a pilot, subsequently becoming Superintendent of the Western Division. In 1931 he joined Handley Page Limited and looked after their Canadian and United States interests until 1938 when he returned to England and held the post of Sales Manager for the Company until 1953. He then transferred to Westminster Airways Servicing Ltd., and held the post of Commercial Director until 1959 when he joined Alvis Ltd. At a farewell luncheon given by his colleagues from Alvis and the Ministry of Technology, Mr. Lewis Beesly, Director General of Aircraft Production, and Mr. J. J. Parkes, Chairman and Managing Director of Alvis, both spoke in praise of Major Nicoll's achievements and wished him a long and happy retirement.

## 'GOOD HOUSEKEEPING' PAYS OFF!



At Percy Road the Q & R 'Good Housekeeping' Competition was late finishing and it was not until March that a decision was reached. The two successful groups were 'F' and 'B'. In the picture GEORGE TOMLINSON representing Group 'F' is seen receiving the first prize of £100 and MR. TOM PICKLES representing Group 'B' is seen receiving the second prize of £50. MR. M. T. WITTS who made the presentation used his left hand to give George Tomlinson the prize for Group 'F', and his right hand to give Tom Pickles the prize for Group 'B'. The Presentation took place in the Board Room at Percy Road, on Wednesday, 13th March, 1968.



# LONG SERVICE AWARDS

At Solihull

Presented by  
**Mr. A. B. Smith**  
(DIRECTOR AND GENERAL MANAGER)  
Tuesday, 9th April, 1968.

At Acocks Green



Left to right: Mr. H. R. Adams, Specifications Dept., Mr. H. T. Matthews, Time Study Engineer; Miss B. A. O. Field, Stationery Buyer; Mr. A. B. Smith; Mrs. E. V. Janes, Cost Dept.; Mr. A. E. Whitehouse, Project Engineer (Land-Rover Engines); Mr. J. R. Brown, Chassis Designer (New Vehicle Projects).



Left to right: Mr. F. W. Pledger, Grinder, Percy Road; Mr. F. Smith, Chargehand/Millwright A/G; Mr. A. B. Smith, Mrs. G. Potts, Stores Dept. A/G; Mr. B. T. Pearce, Foreman, Machine Shop A/G; Mr. R. Holmes, Toolmaker A/G; Mr. R. R. Hillen and Mr. E. Scott are standing at the rear of the recipients.

## TEN THOUSAND YEARS OF ROVER SERVICE AT SOLIHULL FUNCTION

THE 5TH ANNUAL DINNER AND CONCERT IN HONOUR OF RETIRED EMPLOYEES WAS HELD AT METEOR WORKS, SOLIHULL, ON FRIDAY, 17th MAY, 1968.

This was a highly successful function and it was certainly the most exciting in the series of Rover Retired Employees annual gatherings.

Nearly 50% of the invitations sent out were accepted and from far and near well over 500 retired employees turned up to eat, drink and be merry with their friends. Forty-one retired ladies joined the 500 or more males who sat down to dinner in the main canteen and the whole banqueting atmosphere was one of conviviality, chatter and laughter to which everyone present contributed.

Three days after the announcement that the Rover Company was now part of the gigantic British Leyland Motor Corporation, it seemed singularly significant and appropriate that so many retired employees should gather together to symbolise and to personify the great name of Rover. OVER TEN THOUSAND YEARS OF LOYAL SERVICE TO THE COMPANY was shared by the guests—each one of whom, in their individual autobiographies, could reveal the valuable part they played in building up Rover tradition—a tradition which will inevitably prove to have a guiding influence in the future success of the British Leyland Motor Corporation.

In proposing the toast 'The retired members of the Rover Company', Mr. A. B. Smith, Director and General Manager, said that the successful gathering of retired employees was a living album covering the greatest period in Rover history and all those present had helped to make the Company the great one it is today.

Mr. W. J. Robinson Executive, Director, Production, proposed the toast to the retired ladies present and Mr. A. J. Worster, a former Production Director, proposed the toast to the Rover Company.

In response to Mr. Worster's speech, Mr. B. G. L. Jackman, Director and Deputy General Manager, thanked retired employees for their contributions towards the Company's success and emphasised that despite the modern trend towards take-overs and mergers, Rover will stay Rover and in accord with the Company's fine tradition will continue to Back Britain to the full by playing an important role within the British Leyland empire.

An excellent meal and good wine was followed by lively entertainment provided by Dick Lawler, Miriam Horse and the Maxdella duettists with Billy Danter at the piano.

In organising the event and in catering for so many, all those concerned with the arrangements are to be congratulated upon the success of their efforts—it was a happy occasion which we hope will be long remembered by all Rover retired employees.



MR. A. J. WORSTER MR. B. G. L. JACKMAN MR. W. J. ROBINSON  
MR. A. B. SMITH MR. C. J. PEYTON MR. R. W. BROMLEY  
A composite picture showing a few Rover retired employees who attended the Dinner at Solihull together with Rover hosts seen seated at the front.

### Mr. R. D. HARINGTON

Mr. R. D. (Dick) Harington, who for the past 18 months had been P6 Production Controller at Solihull, left the Company at the end of April to take up the position of Director-General of the Business Equipment Trade Association.

In 1958, when he joined the Com-

pany, Mr. Harington was made Personal Assistant to Sir George Farmer, a position he held for two years. He then became Executive Assistant to Mr. Martin-Hurst for a further two years followed by a period of three years as the Company's Programme Controller.

Prior to joining the Rover Company Mr. Harington was with the British Motor Trade Association for eleven years and for most of the time was assistant Secretary.

He had a distinguished military career and after eight years in the Army retired with the rank of Major.



A happy group of well-wishers at Mr. R. D. Harington's farewell party held at Solihull. Mr. Harington is seated in the front row.

### Cardiff 'Globe Trotter'

Setting out from her home town, Glanamman, Carmarthenshire, in March, 1965, to join her brother in Melbourne, Australia, Miss Isabel Williams served for 2½ years as a secretary for Trans-Australia Airlines.

During her employment with the Airline, Isabel travelled to Fiji, Honolulu, Los Angeles, London, Rome, Karachi, Bombay, Calcutta, Tehran, Singapore, Istanbul, Hong Kong, New Delhi, San Francisco and New York.

Now settled once more in Wales, Isabel is employed as secretary to Mr. Blackmore, Personnel Department, Pengam, and although she thoroughly enjoys her work she certainly finds it a little quiet after her period of 'globe trotting'.

### Appointed Member of Council

Richard M. Oxley, B.Sc. Eng., C.Eng., F.I.Mech.E., Rover Company's Chief Engineer (Cars) has been appointed a Member of Council of The Birmingham Association of Mechanical Engineers.

The Association's aim is to encourage good sound engineering, and to promote a spirit of goodwill between all members in the industry.

Applications for membership of the B.A.M.E. are invited and anyone interested can submit their enquiry to the editor.

### Cardiff Wedding



A happy picture of Mr. J. Thomas and Miss Christine Watchorn at their wedding on 24th February last. Christine is a comptometer operator at Pengam.



# BRITISH LEYLAND MOTOR CORPORATION LIMITED

## employee new car purchase scheme



The Company wishes to encourage employees to use the products that they help to build. Employee users who show pride and indicate confidence in our products are good ambassadors. Rover and Triumph produce a fine range of family, sports, luxury and multi-purpose vehicles—there's a very wide choice.



### IF THE SCHEME ATTRACTS YOU HERE ARE ANSWERS TO SOME OF THE QUESTIONS YOU MAY ASK

#### Can I get the favourable terms offered?

If you are over 21 and are employed in the United Kingdom by the Rover Company or Alvis Ltd., or if you are a retired employee, then you are eligible.

#### How much can I save?

This will depend on the recommended retail price of the car you wish to buy. See detailed Price List on this page.

#### What are the conditions of sale?

The two most important conditions are:

- You must have been employed by Rover/Alvis for not less than SIX MONTHS before you can order a new car under the terms of the scheme.
- At the point of delivery you sign an undertaking not to sell or otherwise dispose of it for 12 months from the date of delivery. This agreement also contains a declaration that the new car is purchased for your own private and personal use.

#### How many cars can I buy?

Only one of any make within any single twelve month period. Cars for employees are built to order, in strict rotation, against a separate allocation made available by the Sales Divisions of Rover and Triumph, for delivery to you by the nominated Distributor. (The Distributor is in business on his own account and has the responsibility to meet the increased demands of the general public, he is therefore under no obligation to supply your car on preferential terms from his showroom stock.)

#### Can I buy any car in the range?

Yes, any Rover, Land-Rover, Triumph or either of the two Triumph-based Bond 4 seater GT Saloons. (The Bond Car Organisation is not a member of the British Leyland Motor Corporation, but because of a close association with Triumph, make available a purchase concession to our employees.)

#### Do the preferential terms apply should I want any of the optional equipment items?

Provided any such item is quoted in the Manufacturers Price List and is fitted during production of the car, you will get it at the preferential price.

#### What about my old car?

You have to arrange disposal of that yourself. It is not practicable to include a part-exchange in the deal. If it assists you in selling your existing car, Hire Purchase can be arranged for the purchaser irrespective of whether or not he is an employee. Mr. G. C. LUKER, *Secretarial Department, Solihull*, will be pleased to help you in this connection.

#### Do I have to pay cash?

A Finance House offers vehicle finance at special low rates—with a tax-saving plan too.

#### How about Insurance?

You can arrange your Insurance privately or on favourable terms through the Company's special scheme—see insert. (Further copies are available from Mr. G. C. LUKER or Mr. J. J. LINFORTH, *Secretarial Department, Solihull*.)

#### Do I receive the normal guarantee?

Manufacturer's condition of sale, service and repair under warranty are exactly the same as for any car purchased at normal retail price.

#### How do I set about purchasing a car?

You will find on this page a list of Factory Sales Contacts. Each factory unit has a 'Factory Contact' who has all the information—H.P. Terms, prices, spares and accessories, insurance, etc. Alongside the name of the Factory Contact you will find the names and addresses of the appropriate Rover and STI Distributors. Your Factory Contact will arrange with you the Completion of the Purchase Authorisation slip. This is a certificate of your eligibility as an employee, to the preferential terms. In the case of all Rover employees this form must be finally vetted and signed by Solihull Secretarial Department—recognised signatures being those of Mr. G. C. LUKER and Mr. J. J. LINFORTH. At ALVIS Ltd., Coventry, these forms are signed by Mr. W. DAY, the company secretary, or Mrs. MORRIS, his secretary.

You then take the completed form to the Distributor concerned, place your order and pay a deposit (minimum £10) which is non-refundable, this is deductible on the final invoicing of the car at the time of delivery to you. The Distributor will notify you at your home when the car is ready for you to collect and he will release it to you when:

- All moneys, whether cash, cheque or Finance terms have been paid or guaranteed.
- You produce a valid insurance cover note.

#### What are delivery prospects?

MR. PETER CAHILL, Controller of the scheme for the British Leyland Motor Corporation, advises that demand has been extremely heavy during the 1967/68 year and has shown little sign of falling off since the budget. Delivery times are therefore extended over the normal—and are currently ranging from 8 to 13 weeks from receipt of order at the factory, depending on the model selected.

#### How do I buy a Triumph-based Bond?

The sale of two Bond models is dealt with on a more personal basis. You should write direct to Mr. Peter Cahill, Controller, New Car Purchase Scheme at Standard Triumph Sales Ltd., for full details and instructions.

#### What about Parts, Accessories and After-sale service?

Favourable terms are available for purchasing manufacturers recognised parts and accessories 'over the counter' from a Distributor, but he is under no obligation to fit them. The concession on parts and accessories also applies to those employees owning secondhand Land-Rover, Rover, Triumph-Standard or Bond cars. You obtain a separate authorisation certificate for parts/accessory purchase from your factory contact, whose signature on the form is sufficient authority. If your factory contact is not available your personnel manager has authority to sign the form.

The parts form is valid for three months from date of issue. When you take it to the Distributor you have to produce your vehicle Log Book too—the Distributor has to check that your signature as owner of the vehicle is the same as that on the authorisation as an employee. This procedure is necessary in order to avoid and eliminate abuse of privileges connected with the scheme. The whole arrangement is for the personal and private benefit of employees and therefore Rover and STI must at the same time protect their Distributor/Dealer's interests.

The Distributor is under no obligation to give preferential terms for the fitting of any parts or accessories.

**SPECIAL NOTE FOR ROVER-OWNER EMPLOYEES.** Please note that the Cash Sales Counters at Solihull and Cardiff will continue as at present and the authorisation slip mentioned above will not be required. Employees must however present their log books as proof of ownership if they wish to obtain discount.

### EMPLOYEE CAR PURCHASE PRICE LIST

	Model	Employee Price (includes P. Tax) £ s. d.	Current minimum Deposit for Hire Purchase	
ROVER CARS	2000	SC 1270 5 7 TC 1325 8 4 Automatic 1352 19 9	424 442 451	
	3.5 litre V8	Saloon 1876 16 1 Coupe 1959 10 3	626 654	
	Regular 88" 4-cyl.	petrol 618 15 0 diesel 709 10 0	207 237	
LAND-ROVERS	109" WB Long	Basic 4-cyl. petrol 709 10 0 Basic 6-cyl. petrol 763 2 6 Basic 4-cyl. diesel 800 5 0 De Luxe 4-cyl. petrol 730 2 6 De Luxe 6-cyl. petrol 783 15 0 De Luxe 4-cyl. diesel 820 17 6	237 255 267 244 262 274	
		Station Wagons	Regular 88" 4-cyl. 7 seat petrol 1005 12 3 diesel 1126 18 4	336 376
			109" WB Long 10 seater	4-cyl. petrol 1171 0 7 6-cyl. petrol 1242 14 2 4-cyl. diesel 1292 6 8
		109" WB 12 seater	4-cyl. petrol 882 15 0 6-cyl. petrol 936 7 6 4-cyl. diesel 973 10 0	295 313 325
			Herald	1200 Saloon 563 7 11
	Herald 13/60		Saloon 628 9 3 Convertible 678 1 9 Estate Car 694 12 7	210 227 232
	TRIUMPH CARS	1300	Saloon 749 15 4 TC Saloon 785 1 1	250 262
		2-litre Vitesse	Saloon 753 1 6 Convertible 792 15 6	252 265
		2000	Saloon 1075 1 9 Estate Car 1306 13 5	359 436
		Spitfire Mk III	Soft Top 643 18 0 Hard Top 674 15 7	215 225
G.T.6		884 6 1	295	
TR 5 P1		Soft Top 1088 6 5 Hard Top 1126 18 4	363 376	
Bond		Equipe 1300 GT 4S 798 5 9	267	
		Equipe 2 litre GT 983 11 1	328	

These concessional prices represent savings ranging from £89 to £310 over standard retail prices

*The Future* Your Factory Contacts will be kept up-to-date with the latest information and *Rover and Alvis News* will publish developments as they arise to keep you well informed.

### CONTACTS AND DISTRIBUTORS

Rover/Alvis Company	Factory Contact	Rover Distributor	Triumph Distributor
Solihull Group of Factories	Mr. G. C. Luker Mr. J. J. Linforth (Secretarial Dept.)	R. H. Collier & Co. Ltd., Coventry Rd., South Yardley, Birmingham 25.	Archers (Shirley) Ltd., 639, Stratford Rd., Shirley, Solihull.
Tyburn Road Works	Mr. F. Faller	Ditto	P. J. Evans Ltd., 81, John Bright St., Birmingham, 1.
Garrison Street	Mr. F. Alexandre	Ditto	Ditto
Springfield Works	Mr. G. B. Robinson	Ditto	Ditto
Tyseley Works	Mr. W. H. Mason	Ditto	Ditto
Percy Road Works	Mr. R. Haskey	Ditto	Ditto
Perry Barr Works	Mr. H. W. Hayer	Ditto	Ditto
Acocks Green	Mr. R. Holdsworth	Ditto	Ditto
Cardiff, Pengam and St. Mellon's	Mr. P. Blackmore	Morsmith Motors (Cardiff) Ltd., Steels House, Penarth Rd., Cardiff.	Morsmith Motors (Cardiff) Ltd., Steels House, Penarth Rd., Cardiff.
Seagrave Road, Fulham	Mr. E. G. Moyes	Henly's Limited, Henly House, (Gt. Portland St. Station), 385 Euston Rd., London, NW.11	Berkeley Square Garages Ltd., Berkeley Square, London, W.1
Clay Lane, Coventry	Mr. J. Lawrence via Mr. J. Pritchett	Mortons Garage Ltd., Binley Rd., Coventry.	S. H. Newsome & Co. Ltd., Highway Garage, Kenpas Highway, Coventry.
Alvis Limited, Coventry	Mr. W. Day Mrs. Morris	Ditto	Ditto

#### PLEASE NOTE:

It has been made possible by agreement with certain midland distributors, for employees to purchase under the employee new car purchase scheme, vehicles in other main residential areas. This additional facility has been created to increase the convenience of purchase for employees living in these areas. We trust that by making the facility available, it will help those people engaged on night work in the various factories and resident in these areas, to take advantage of purchase and service arrangements.

For full details contact PETER CAHILL, Controller Employee New Car Purchase Scheme, Coventry 75511, extension 706.



# NEWS AND PICTURES ABOUT PEOPLE

## RETIREMENT PRESENTATIONS



**MISS ANN FURNEY**

After 17 years service with the Company, Miss Ann Furney, 'A' Deck Receiving Office, retired on 12th April, 1968. At the farewell ceremony, Mr. G. V. Wagstaff, Stores Superintendent, presented Miss Furney with gifts from her many friends and colleagues. The picture taken after the presentation, shows Miss Furney standing on the right of Mr. J. Mullen, Receiving Deck Foreman, surrounded by well-wishers.



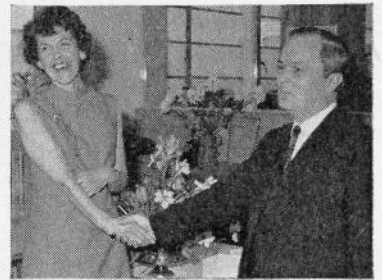
**MR. W. EGGLESTON**

After 27 years' service with the Rover Company, Mr. Walter Eggleston (Land-Rover ferry driver, Solihull) retired in April. Our picture shows Mr. Eggleston being presented with a barometer by Mr. J. King, Manager, Vehicle Control, on behalf of fellow drivers. Walter is a keen flower grower and is hoping to move to Blackpool to continue his interest by the sea.



**MR. H. C. DAVIS**

After serving the Company for a total of 39 years, Henry Charles Davis retired on 31st March, 1968. Mr. Davis was assistant foreman on the gearbox assembly line at Percy Road works. Our picture shows the presentation of a cheque to Mr. Davis by Mr. R. Haskey, Works Superintendent, being the proceeds of a collection among his many friends at Percy Road.



**MISS MARGARET WALKER**

After 27 years' service with the Company, Miss Margaret Walker retired on 26th April. Miss Walker was employed as Data Processing Punch Supervisor. At the presentation ceremony Mr. John Jephcott (Computer Operations Manager) presented Miss Walker with a sewing cabinet, the gift of her many friends and colleagues.



**MR. W. TWIGG**

On Friday, 29th March, Mr. W. Twigg, Progress Assistant, Acocks Green, retired after 27 years' service with the company. He joined the Company at Solihull in November, 1940, and was transferred to Acocks Green at the end of the war. Our picture, taken at the presentation ceremony, shows Mr. Twigg with friends and colleagues. A gift of cash was presented by Mr. E. Gilbert, Foreman, Progress Department, Acocks Green.



**MR. N. E. JONES**

A presentation ceremony at Solihull on Thursday, 28th March, marked the retirement of Mr. N. E. Jones—a well known figure in the Secretarial Department. Mr. Jones was Insurance Manager, and during his 27 years' service with the Company was responsible for dealing with all insurance matters on

the company's behalf. Our picture shows Mr. C. J. Peyton, Director and Secretary, with Mr. Jones at the presentation ceremony. From his colleagues and friends Mr. Jones received a silver gallery tray and silver salver, and a bouquet of flowers for Mrs. Jones.



**MRS. L. E. CASTLE**

Mrs. Leah Elsie Castle retired on Thursday, 18th April, after serving the Company for 13 years as a machinist on Group 29, Tyseley works.

Mr. F. Hill, Machine Shop Superintendent, presented a bouquet and cash to Mrs. Castle on behalf of her many friends at Tyseley. Our picture shows (left to right), Mrs. Price, Mrs. Broadhurst, Mr. F. Hill, Mrs. Castle, Mr. E. Ford, Mr. J. Philips, Mrs. Pearson.



**MR. BERT RICHARDS—MR. W. McINTYRE**

At Tyseley Works on 29th March, 1968 a double presentation took place to mark the retirement of Mr. Bert Richards after 29 years' service and Mr. W. McIntyre after 16 years' service. Both were members of the Time Study Staff—Mr. Richards, Senior Time Study Engineer and Consumable Controller, and Mr. McIntyre, Time Study Engineer. On behalf of friends and colleagues in the Tyseley Group, Mr. E. Lyons (Chief Time Study Engineer) presented Mr. Richards with a greenhouse and bouquet of flowers, and Mr. McIntyre with a transistor radio. Our picture shows Mr. Lyons shaking the hand of Mr. Richards, with Mr. McIntyre on his left.



**MR. HERBERT HOUGHAM**

After 32 years' service with the Company, Mr. Herbert Hougham, Tool Room Superintendent, Tyseley Works, retired on 29th March. In the picture, Mr. Hougham is seen surrounded by friends and colleagues, with Mr. Brindley, Works Superintendent, who made the presentation of a lawn mower, the gift from associates in the Tyseley group.



**MR. G. A. TATE**

Taking an early retirement due to ill health, Mr. G. A. Tate made his farewell to the Company on Friday, 19th April. Mr. Tate joined the Rover Company in 1960 as Chief Inspection Engineer (Bodies) under Mr. E. G. Bacon Executive Director (Quality and Reliability). He played an important part in ensuring a satisfactory flow of bodies for the 3-litre model from the Linwood factory of the Pressed Steel Company, and in 1963 he visited South Africa to cover the initial build of the 3-litre Saloon. Our picture shows Mr. Tate receiving a gift from Mr. E. G. Bacon on behalf of his many friends and colleagues.

### DEATHS

**WELLESBURY**—Mr. Arthur Henry Wellesbury on March 24; he was an inspector at Tyburn Road (17 years' service).  
**SUMMERS**—Mr. Henry Summers on April 22; he was a toolsetter at Tyburn Road (7 years' service).  
**MASCALL**—Mr. Ernest Leonard Mascall on April 7; he was a machine operator at Tyburn Road (18 years' service).  
**BRAGG**—Mr. Thomas James Bragg on April 4; he was employed in the Tool Room, Solihull (20 years' service).  
**CUMMINS**—Mr. William Henry Cummins on March 30; he was a finisher, P6 (18 years' service).  
**DAY**—Mr. Harold Henry Day on April 1; he was employed on Group 90, Tyseley (15 years' service).  
**THOMAS**—Mr. Albert Thomas on April 1; he was a fitter/welder, Tyseley (18 years' service).  
**HALL**—Mr. Raymond Hall on February 24; he was a machine operator at Tyseley (35 years' service).  
**ADAMS**—Mr. Ernest Adams on February 20; he was employed in Inspection Department, Solihull (18 years' service).  
**MONTGOMERY**—Mr. S. W. Montgomery in April. A retired Alvis employee (30 years' service.)

### MARRIAGES

**ROSE-MANCELL**—On March 30 at St. Mary's Church, Acocks Green, Mr. Carl Anthony Rose (Security Officer, Solihull) to Miss Maureen Mancell.  
**WALK-BROWN**—On 23rd March, 1968, Mr. Robert Walk (Capstan Operator, Alvis) to Miss Christine M. A. Brown

### BIRTHS

**BLOORE**—To Mr. and Mrs. W. E. Bloore a daughter (Allison Jane), on 30th March, 1968 at Walsgrave Maternity Hospital. Mr. Bloore is Senior Foreman, Alvis Section 4 and 5, also Gas Turbine.  
**CUTLER**—To Mr. and Mrs. T. F. Cutler, a son (Adam David) on 11th April, 1968 at Walsgrave Maternity Hospital. Mr. Cutler is Personal Assistant to Senior Superintendent at Alvis.

### SILVER WEDDING

**PRITCHARD**—Mr. and Mrs. C. Pritchard on 24th April, 1968. Celebrated at Blackdown Hotel, Leamington. Mr. Pritchard is a Charge Hand, Gas Turbine, Alvis.

### OBITUARY

**MR. T. L. NEWMAN**  
 We regret to record the death of Thomas Leslie Newman, who died in April, aged 53.  
 Mr. Newman joined the company at Coventry in 1939, and early in 1940 he moved to Calf Hall factory, near Barnoldswick, where he was engaged in material control work on the various aero engines produced by the company.  
 He returned to the Midlands at the beginning of 1945 and joined M.C.D. at Solihull, where he was for many years the section leader responsible for supplies to Service Department.

### FAREWELL

## ROVER MAN LEAVES FOR THE U.S.A.

**MR. FRANK PUGH**

After serving the Company for 20 years, Frank Pugh made his farewell to friends and colleagues at Solihull on 29th March. Frank is taking up a more responsible position in the United States, and he leaves with our best wishes.

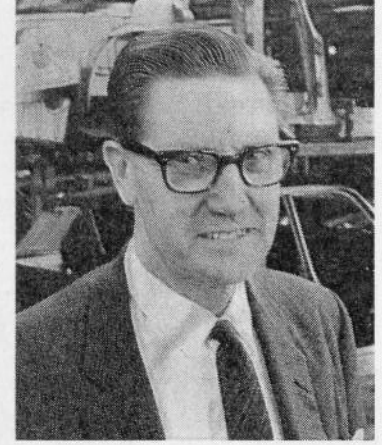
Starting his employment as an Inspector in the Service Department where he remained for ten years, he was transferred to inaugurate the Overseas Quality Control under Mr. Ron Harvey. He spent twelve months with M.S.A. Spain as resident inspector to advise on all quality matters and when he returned to Solihull he joined Overseas Operations Department as liaison engineer to advise on Land-Rover and P6 CKD assembly. In this latter position he travelled to New Zealand, Iran, Turkey, Spain, Belgium, Malta and Eire.  
 Frank says that he has enjoyed his years of employment with the Company and is sorry to leave behind his many friends.

### NEW APPOINTMENTS



**MR. A. E. WEBSTER**

Following Mr. J. H. Whitby's resignation as General Parts Manager in December last, a new appointment to this position has been made. MR. A. E. WEBSTER has been appointed with effect from 17th April, 1968.  
 Mr. Webster hails from Hutton, Essex, and joins us from the Ford Motor Company with whom he has been employed during the past fourteen years. To acquaint himself with the Company's structure, procedures and policies, Mr. Webster has already spent some of his time at Solihull but he will be resident and on full-time duty at Cardiff.  
 Mr. Webster is married and has an eight year old son.



**MR. W. G. MASON**

To succeed Mr. R. D. Harington who left the Company at the end of April MR. W. G. MASON has been appointed P6 Production Controller (North Block). Mr. Mason has been with the Company at Solihull for 15 years, attached to M.C.D.

The next issue of *Rover and Alvis News* is due for publication early in August. The Editor requests that contributions should be in his hands not later than Friday, 5th July.





Published for all employees and retired workers of both Companies.

This newspaper is posted free to all homes and if you are not receiving a copy or if you know of any errors in our mailing lists, please inform either the Rover Editorial Office at Solihull or Alvis Publicity Department.

Items for inclusion in the newspaper are welcome. We are interested in news about people and we are particularly interested in YOU. Let us know about your leisure pursuits, your hobbies, unusual activities, successes and experiences. Remember, all people are interesting and all people are interested in people—SO, do please keep in touch with us.

You can submit your contribution direct to the Editor, through the various works correspondents or via factory Personnel Departments.

## BIG GAME! BUT 'SITTING DUCKS' ARE 'EASY MEAT'



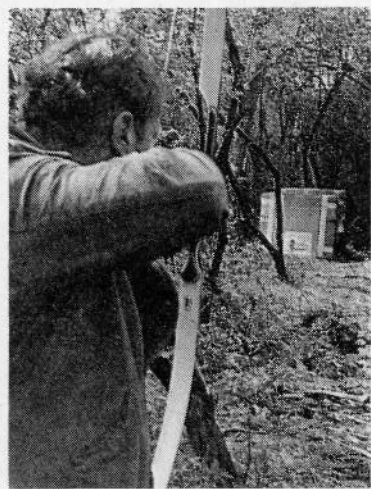
Mr. Neville Bedford, secretary of Rover's Archery Section, which is a member of the British Field Archery Association, reports that the Big Game Round held at Solihull on Sunday, 21st April, attracted 83 people. The entry was much smaller than anticipated but was no doubt caused by the torrential rain over the weekend which flooded one or two

areas of the Rover sports ground, where the shoot took place. Also by an unfortunate coincidence the event clashed with a similar one held at Stourbridge on the same day.

This fourteenth annual shoot, organised by the Rover bowmen, did however attract archers from all parts of the Midlands from Derby to Nottingham and there was

considerable friendly competition with youngsters of seven and eight doing as well as their parents.

On the course there were 28 'animal' targets—made of cardboard—and all the 'animals' in turn were 'killed' as the archers with their longbows crept stealthily across the glade towards their 'sitting targets'. It was good fun.



In the 'under 15' section D. Russell of Rover scored 262 and—was placed first, and in the 'under 10' section, Neville Bedford's son Mark (aged 8) was placed 2nd.

Our pictures show some of the archers in practice and a 'sitting duck' awaiting the 'kill'. This is one of the few pastimes where scoring a 'duck' is the bowman's aim.

## FEAT OF ENDURANCE



ONLY 24 MILES FURTHER TO GO!

ON Sunday, 24th March, in the most appalling weather conditions—torrential rain and cold winds—a team of 14 boys, members of the Training School and Tyburn Road Works, entered the Birmingham Outer Circle Walk which was sponsored to raise funds for the Royal Commonwealth Society for the Blind.

The walk, a distance of some 25 miles, was the Birmingham City Outer Circle Bus route, with five

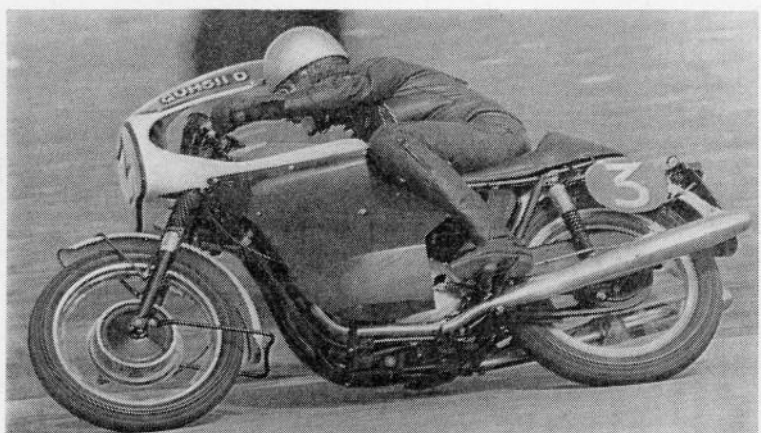
check points, and all the boys did remarkably well. They raised a sum of £75 15s. between them and were each presented with a certificate as well as winning the team award—a silver cup to be permanently displayed at the Education and Training Centre.

The presentations were made at the Cadbury Concert Hall, Bournville, where it was learned that a grand total of over £3,500 had been realised for the walk.



THIRTEEN OF THE FOURTEEN HEROES

## A 'fast one' at Cardiff



From Cardiff we hear of an enthusiastic racing motor cyclist. Here he is seen 'flat out' on his machine and his name is CLIVE BISHOP a 22 years old Planning Engineer. He rides a 650 cc Triumph Bonneville machine and at the Bantam Racing Club meeting at Llandough circuit on Saturday, 20th April, he came 1st out of 20 entries in one production machine race, open class—2nd out of 20 entries in another. On 12th May, as a competitor in the 500 mile Endurance Race at Brands Hatch, he unfortunately met with engine trouble after a few laps and had to withdraw. Although disappointed Clive is not by any means despondent and is looking forward to better luck and success in the future.

## NEWS IN BRIEF

A mixed 'Business and Pleasure' evening was thoroughly enjoyed by 48 ALVIS employees on Friday, 26th April, 1968. They were invited by SANDVIK U.K. Ltd., of Halesowen to visit their works and to witness the milling and ejector drill demonstrations arranged for them.

Taken by special coach from Holyhead Road, the party found much of interest at Sandvik which included a tour of the works, a film show and a general talk on Sandvik tools.

Food and refreshment were provided to round off the evening which was voted a great success.

ALVIS GOLFERS enjoyed a weekend at Bovington on 30/31st March. The team representing Alvis played a series of friendly matches against a team representing D. & M. School, Bovington. Alvis were represented by Messrs. R. F. Skidmore, W. Pereira, W. H. Mangham, J. Godwin, A. C. Olney, R. Leedham, E. Rathbone, W. Rawson, H. Pearce, F. Hall, A. Sargent and J. Crozier. Travelling down on Saturday, they played golf in the afternoon and after a night's stay continued play on Sunday morning. The event was thoroughly enjoyed and a return fixture is being looked forward to.

TWENTY YEARS AGO—on 30th April, 1948—the Land-Rover was introduced to the world at the Amsterdam Motor Show and quantity production commenced at Solihull in July of that year. In the first year we produced 8,000 Land-Rovers and last year 45,000 came off the production lines. Since 1948 more than 600,000 have been produced for over 170 markets throughout the world.

MR. R. NEWBOLD, captain of Rover Solihull 'A' Snooker team, won the distinction of becoming the INDIVIDUAL CHAMPION in the Efficiency League Snooker Championship Competition for season 1968. At the H.G. Club, Hall Green, he beat Dennis Wheelwright, the Kings Heath Corks player by 3 frames to 2.

## Acocks Green shooting report

RICHARD HOARE, secretary of the Acocks Green shooting section, gives the section results in the N.S.R.A. Industrial League, 1967-68.

'A' team in division 10  
Won 6, lost 4, tied 1, placed 4th.

'B' team in division 13  
Won 5, lost 5, tied 1, placed 6th.

The Handicap run in conjunction with the team shoot was won by Leroy Pegler, runner-up was Robin Oldland. Both received the N.S.R.A. neck-tie.

Leading aggregates: Vic Eeles, 1038; Dave Holmes, 1021.

## Letter to the Editor

Sir,  
Having read Mr. C. A. Ward's article on 'Q & R' in the April issue, with much interest, one thing, more than anything else 'sticks' in my mind—the name of J. K. STARLEY, founder and Director of Rover in 1896.

How could this gentleman have known, over seventy years ago, that one day his name would symbolically stand for the

STANDARD  
TRIUMPH  
ALVIS  
ROVER  
LEYLAND ORGANISATION.

P. COWLEY,  
Stock Audit Dept.,  
Penguin.

## FROGGATT WINS THE ASLIN TROPHY



MR. E. FROGGATT (*Experimental Shop*), already winner of the Christmas Snooker Handicap (see 'News' February issue) was again finalist in the Aslin Trophy Competition held at Solihull on Friday, 26th April. The Other finalist was MR. D. COLLINS (*Land-Rover Vehicle Progress*).

Mr. Froggatt ran out as winner of the Trophy, taking all three frames in spite of a great effort by his opponent.

The losing semi-finalists, who played well throughout the competition, were MR. M. KNIGHT (*Tool Room, Works Engineers*) and MR. J. FRASER (*Jig Shop*).

Prize for the highest break went to MR. R. NEWBOLD (*Vehicle Progress*) with a break of 27 to his credit.

To round off the event, the Cup and prizes were presented to the players by Mr. H. B. Light (*Editor, Rover and Alvis News*). Our picture taken at the presentation shows Mr. Light with Mr. Froggatt, winner of the handicap competition, holding the Aslin Trophy.

## Well Done! P6 Footballers



EMPLOYEES on the P6 Assembly Line at Solihull knowing that the child of one of their colleagues was suffering from Cystic Fibrosis decided spontaneously to organise a football match in order to raise funds for the Cystic Fibrosis Research Foundation Trust. Cystic Fibrosis is an inherited disease seriously affecting the lives of many thousands of children in this country from birth onwards. The aim of the Trust is a complete cure—and in the meantime to improve current methods of treatment.

The football match was played on the Rover Sports Ground at Solihull, on Sunday, 28th April between teams representing P6 supervision and P6 assembly lines and in spite of poor weather, both teams turned out in fine fettle and raiment before a good crowd.

Mr. C. B. Powell, P6 Superintendent, kicked off for the match which was in the charge of referee Mr. S. Robinson (*Inspection*), and ably supported by linesmen Mr. R.

Lynes and Mr. R. Oretan. The spectators witnessed some good football in the first half but in the second half the teams proceeded to entertain the crowd with irregularities and at one time the Supervisors had 13 men on the field—and the Assembly Lines XI kindly scored three goals for their opponents. All good fun! As the teams staggered off the field they deserved the crowd's applause. The final score did not matter very much but for the record it was Supervisors 7—Assembly Line 10.

After the match a barrel of beer was presented to the winning team on behalf of the P6 Supervisors by Mr. R. Phillips, Production Manager, who also complimented both teams on a good and entertaining game. Thanking everyone who had helped to organise the event, he was pleased to announce that the sum of £130 9s. 4d. had been raised for the Trust.

Well done!



After presenting a barrel of beer to the match-winning team, Mr. R. Phillips is seen drawing the lucky ticket in the 'Whisky' Raffle.

## Acocks Green Football Report

ROVER, Acocks Green, playing their first season in premier league works football, after gaining promotion last season, have had an enjoyable season, finishing midway in the league table.

In Cup competitions the team played extremely well to reach two Quarter Finals, only to be beaten after extra time in each match.

Two excellent league games against 'Rover Solihull' ended with one win each and on both occasions by the odd goal. The game at Solihull ground was said to have been one of the finest works games ever seen on the ground.

A Section visit to the GKN Social Club at Cardiff was arranged during the season. The team played a match against GKN and after an excellent game ran out winners by five goals to one.

The season finished with an invitation final against Rover Solihull for the Moss Gear Shield. This game provided some excellent football and after a fairly even first-half, the Acocks Green boys ran out winners by four goals to one.

The club was again captained by ALAN REES and the leading goal scorers during the season were: F. WHYLEY 19; L. COTTON 12; G. LINDSEY 11; R. WHYLEY 9.

Secretary to the Acocks Green Football Section is MR. A. GEO-BEY, Planning Department.

## SOLIHULL WEDDING



FORD—BROWN

At Solihull Parish Church on 23rd March, 1968, the marriage took place between Mr. RICHARD FORD and Miss ADELE M. BROWN, a telephoneist at Solihull.

Adele is the only daughter of Mr. and Mrs. C. K. Brown who have a long history of employment with the Company at Solihull. Mr. Brown is employed in Financial Accounts Dept., and Mrs. Brown is secretary to Mr. R. Nash.