



ROVER AND ALVIS NEWS



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A BRITISH LEYLAND NEWSPAPER

BRITISH LEYLAND'S PROGRESS

**Our achievements so far
—and our aims for the
future by
SIR DONALD STOKES**

THERE ARE NOW 195,000 OF US WORKING TOGETHER IN BRITISH LEYLAND AND IT IS OBVIOUSLY IMPOSSIBLE FOR ME TO WALK ROUND AND TALK TO YOU ALL PERSONALLY. I AM, THEREFORE, HOPING TO REPORT TO YOU THROUGH THE WORKS NEWSPAPERS FROM TIME TO TIME ON THE PROGRESS THAT WE ARE MAKING."

"In the short time since we have officially formed British Leyland, I have made a particular point of having informal talks with representatives of the shop stewards at the major plants and I think that these talks have done a lot to clear the air on both sides. We have had full and free discussions about our joint problems and it has been emphasized that we intend to continue using the existing negotiating machinery in connection with any formal problems that arise in the course of our day to day work.

"All the existing means of discussion in various plants will be continued and, I hope, improved, but I would like to emphasize the importance of going through the proper procedure in the event of any dispute arising. Unofficial action, no matter how tempting it may seem to be at the time can, in the end, only be of disadvantage to everybody concerned—stopping the factory by arbitrary action is in the long run only a blow to the prosperity of every individual member of the Company.

"My job as Managing Director, is to keep the firm prosperous and to keep everybody fully employed. This I intend to try my utmost to do and I think it is important that I should try to keep you all in the general picture regarding the Group's activities and aspirations.

All British

"There are seven main operating divisions in the Group now in the process of being implemented and announcements have already been made regarding the final organisational structure. From this I think you will see that we have now formed ourselves into a much more streamlined organisation which should be able to meet the tough competition that we can expect in the future from

American, German, Italian and other competition.

"I must remind you again and again that we are now the only genuine British motor manufacturer of any consequence—the other three major motor manufacturers in this country are controlled from America and dominated by Americans. They have resources outside this country which, in the event of disputes or strikes, can enable them to switch supplies to foreign customers from outside sources. We, being British, with British management, have no resources overseas of either staff, production capabilities or money to draw from, and if we stop work through any cause then we just lose our overseas customers, possibly for good.

"In the short time that we have officially been in existence since 14th May, we have had a major shake-out of our organisation and methods and I would like to take this opportunity of expressing my sincere appreciation for the way in which everybody, at every level, has rallied round and worked so hard in order to achieve the results so far obtained.

Phenomenal effort

"We have had a complete review of our whole new model policy. By working night and day, our engineering design and body designers have produced a complete range of new car models right through to the middle of the 1970's and we have authorised the expenditure for their production. This is quite a phenomenal effort which I don't think any other Company in the motor industry could have achieved.

"You will see at the Commercial Vehicle Show and at the Motor Show, details of our range of commercial vehicles and cars which, at the moment, are competitive with anything in the world. We have produced new models from both BMC and Triumph. We have produced a new Jaguar car range—we are the first in the field with a new V8 diesel engine from AEC and the new revolutionary inline engine from Leyland and, on top of all this, we are the first in this country to produce a gas turbine truck which complies completely with the Ministry of Transport regulations.



"Despite the intensive competition from other manufacturers in this country, our cars and commercial vehicles continue to hold a predominant position, but the competition is intense and ever increasing, and is now coupled with a severe onslaught from imported cars and commercial vehicles.

Security of employment

"At the present time, British Leyland has 41% of the home market car business—but even more important we, as a British Company, account for over 50% of all British car exports and we enjoy a similar position in so far as commercial vehicle exports are concerned. It is reassuring to know that, as a British Company, we are more than playing our part in maintaining the country's export drive which, in itself, must give us all greater security in our employment in this country and also contribute to the general prosperity of the United Kingdom as a whole.

"I have consistently maintained that our objective should be to give continuity of employment to as many of our employees as possible, and this is an attitude that I have maintained all my working life at Leyland. We can only do this if we can get orders at home and overseas at competitive prices.

"Since the announcement of the Leyland/BMH merger, I have twice been round the world trying to get orders, and with the enthusiastic co-operation of a very efficient sales force, we have consistently this year built up our order book for cars, trucks and buses at a faster rate than our ability to supply them.

"Our prices in competing against world competitors have been keenly balanced on the assumption that we would get full production from our factories. Unfortunately this has been far from the truth. Since the official formation of British Leyland, there has not been one single day when we have not been affected by a strike or labour dispute of some kind or another—not all

these troubles have been in our own factories—in fact our own record is rather better because out of some 116 disputes, only 17 were within our own organisation—the others were due to outside suppliers or services, but, nevertheless, they have affected our ability to supply cars or trucks to our customers.

Intolerable situation

"I am sure everybody will agree that this is an intolerable situation and that it is impossible to run any business on this basis, and certainly impossible to go out and sell in world markets if you do not know whether you are going to be able to deliver the goods you offer at the price you quote for them at the time of negotiating the deal.

"We are now faced with the prospect of a national stoppage in the engineering industry, quite apart from the endless disputes that we have suffered during the past few months.

"I would like to remind you that at the present moment, as a result of our selling efforts at home and overseas, we have provisional orders for 250,000 British Leyland cars and 80,000 lorries and buses. These are orders which were placed by customers on the understanding that they would be delivered without fail on the date promised.

"I think it is fair to say that my team and I have gained throughout the world a good reputation as salesmen for British Leyland products and we have done this by telling our customers at home and overseas the truth regarding the quality of our products and our ability to deliver.

Cancelled orders

"If we have a general engineering strike, with a complete cessation of production, I will have no option but to tell all these customers that they are not going to get the cars and lorries that I have promised them because I can no longer give them a date when they will be delivered. Under these circumstances, customers who have been persuaded to buy our products, against intensive competition from other manufacturers, will have no alternative but to cancel their orders with us and buy their cars or trucks or buses somewhere else.

Not only this but we are opening the door of our home market to our foreign competitors. Due to delays in home deliveries caused by industrial disputes, Fiat have doubled their market penetration in the UK and Mercedes, for instance, are now selling at the rate of 240 cars a month here. If we only could deliver, they would not have this golden opportunity given to them on a plate by us against our own future livelihood.

"We must face up to the fact that nobody owes us a living and nobody is going to wait indefinitely for our products. Our customers owe us no favour—the man who may have been buying Leyland buses or Morris cars

all his life in, say, Australia, will be forced to try another make and he may well decide never to come back to us.

We hope to improve

"We are now paying throughout British Leyland, wages generally above average in each area in which our plants are situated—we are, I think, good employers because as I have said before, we try to give continuity of employment, and fair and reasonable working conditions. We hope to improve on this if we can, but it stands to reason we can only do it if we sell our products FIRST.

"Devaluation has shown that by lowering our prices overseas, we can get a vast amount of additional business, particularly in the export market, but if we ruin this chance by pushing up our costs because of excessive wage increases, the only result can be loss of orders coupled with consequent unemployment and possible closure of some plants.

"If we can get a fair production run, I believe that we can build up our home and export markets even more. People overseas are just beginning to get really interested in British cars, trucks and buses, and provided they can get delivery, will buy them in preference to other foreign makes. At home we have introduced a comprehensive winter stocking plan for our distributors and by this means I believe that we can work right through the winter without the lay-offs that have been such a bad practice in the industry in the past.

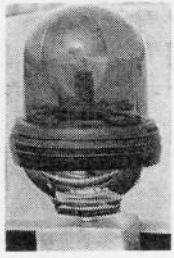
If we fail

"I sincerely hope that the strenuous efforts which have been made by the Company to maintain stable employment during the coming months, will not now be destroyed by any national dispute or by any other strikes which will deny us the opportunity to keep working.

"British Leyland today, is in a dramatic and exciting position. If we all believe in ourselves and in our ability to produce better cars and commercial vehicles than Continental or American competitors, and if we demonstrate this ability to the world by maintaining the quality of our products and the continuity of our output, then we should build up a prosperous British industry which can be to the ultimate benefit of every single employee. If we fail through poor quality or through dislocation of supplies, then we are going to do ourselves irretrievable harm and open up the market to a flood of foreign competition which will result in the strangulation of our own British car industry which will be similar, but worse, than the way in which the Lancashire cotton industry was destroyed by a flood of foreign imports.

"You may think British Leyland is a big Company, but may I remind you it is only one tenth the size of General Motors. We are David fighting Goliath, and unless we accept this fact and all fight together against the competition and not for it, then the outlook for all of us will be pretty gloomy."

BLUE LAMPS FOR ROVERS



ON METROPOLITAN POLICE DUTY

FOLLOWING a period of negotiations with the Metropolitan Police Authority the Government Sales Department report that a quantity of THREE THOUSAND FIVE cars are being supplied to the Metropolitan Police Force.

Some of the cars are being allocated to Traffic Control, some to Area Patrol and one is being used for instruction in the Police Driving School.

All the cars are fitted with Metropolitan Police equipment, including radio telephone, a large fully calibrated speedometer and special accident equipment.

Vehicles destined for these duties with the Metropolitan Police have to stand up to gruelling tests in speed, reliability and safety, working round the clock day in and day out for long periods broken only by scheduled withdrawal for maintenance and service. As the occasion demands these vehicles have always to be ready to respond immediately to the need for a sudden burst of speed or to brake hard and very high mileages are recorded on the speedometer. In addition to this valuable order further police business has been completed with the Metropolitan Police for the supply of a number of 3½ litre saloons, 2000 TC's and Land Rovers.



Note the large fully calibrated speedometer and radio telephone.



THREE THOUSAND FIVES for traffic and area patrols with the Metropolitan Police Authority.



Business brisk at Commercial Vehicle Show

(Full details of the 1 ton and ½ ton Military Land-Rover are given on page 5).

The Commercial Vehicle Show at Earls Court attracted large crowds this year. Rover executives spoke of considerable interest, especially in the new Land-Rovers on display—the 1 ton and the ½ ton military Land-Rover. A record number of overseas visitors were reported at the Company's stand.

Sales Director Mr. John Carpenter said: "The interest shown this year is most gratifying and the reception given to both of our new vehicles has been very encouraging. Already the Military Land-Rover has been ordered for the British Army, where it will become the standard 4x4 in its load class, and several other overseas armies have also expressed considerable interest. This, together with the strengthening of our range with the addition of the 1 ton Land-Rover, will increase our competitiveness, especially overseas. Sales of Land-Rovers both at home and overseas are already up by more than 24% compared with last year and I confidently predict that total Land-Rover sales for the remainder of the year will reach a new peak."

Mr. Carpenter (Left in the picture) shows the interior of the 1 ton Land-Rover to Mr. Desmond Plummer, Chairman of the Greater London Council, who officially opened the Show.

EARLS COURT—SEPTEMBER 20th-28th



Exciting new venture for Trinidad

MESSRS. H. E. ROBINSON & CO. LTD., of TRINIDAD who have been Rover Distributors for cars and Land-Rovers for many years are now partners in an exciting new venture which may well set a precedent for the building and assembly of motor vehicles in small countries around the world.

On Friday, 31st May, 1968 a unique motor vehicle assembly plant in the name of AMALGAMATED INDUSTRIES LTD., was officially opened at Tumpuna Road, Arima in Trinidad.

The birth of Amalgamated Industries Limited marked the fulfilment of probably the most novel marriage in the motoring world between three rival companies who catered for more than 51 per cent of the local market.

When Government first began to press for local vehicle assembly the three competitors were thinking of being put in a position where each

would have to set up an independent assembly plant. The competitors represented three of Britain's largest vehicle manufacturers; Charles McEneaney & Co. Ltd., representing Ford; H. E. Robinson & Co. Ltd., representing Rootes and Rover and Sandbach Trinidad Ltd., representing the British Motor Corporation.

With the problem of local vehicle assembly arising the three companies hit upon a remarkably clever idea and with the agreement and co-operation of the Manufacturing Companies decided to set up a single assembly plant that would produce their different types of cars and commercial vehicles.

In London the manufacturers set up a special committee to deal exclusively with the implementation of the scheme.

A site on the Tumpuna Road, Arima, was chosen and on 8th February, 1967, a start was made

to clear and level the site. Within two months the actual factory construction was under way. Nine months after the first brick was laid the first locally assembled car came off the assembly line of Amalgamated Industries Limited. The next two months saw 100 completed cars off the line and by June this year, the Company had assembled 400 cars for the local market.

The assembly of Land-Rovers from CKD units was started by Messrs. H. E. Robinson & Co. Ltd. at their own premises a few months prior to the opening of the new assembly plant where future assembly of Land-Rovers will take place.

Rover interest in the Trinidad market is carried a further step forward by the Company's announcement that by the end of this year CKD kits for the Rover 2000 will be on the way for assembly in Trinidad by Amalgamated Industries Limited.

British Leyland Appointments

IN September, British Leyland announced the retirement of Sir George Harriman as Chairman and a Director of the British Leyland Motor Corporation from 1st November. At the same time, he will also retire from his other directorships of companies within the Group.

The Board, in accepting with regret Sir George's decision to retire, has invited him to accept the position as President of the Corporation, which he has accepted.

Sir Donald Stokes has been appointed Chairman and Managing Director, while Sir William Lyons and Mr. Lewis Whyte have been appointed deputy Chairmen. Dr. Albert Fogg, Mr. Jack Plane and Mr. George Turnbull have been appointed as deputy Managing Directors. Mr. John Barber continues as Director of Finance and Planning, with Mr. Ronald Lucas as Treasurer.

The Corporation also announced the appointment of the management structure of the new operating divisions which will take effect from 1st November.

OPERATING DIVISIONS

AUSTIN MORRIS DIVISION	
Managing Director	G. H. TURNBULL
SPECIALIST CAR DIVISION	
Jaguar	
Chairman	SIR WILLIAM LYONS
Rover	
Chairman	SIR GEORGE FARMER
Triumph (STI)	
Director and General Manager	C. SWINDLE
TRUCK AND BUS DIVISION	
Managing Director	R. ELLIS
PRESSED STEEL FISHER DIVISION	
Managing Director	J. L. LUTYENS
FOUNDRY AND GENERAL ENGINEERING DIVISION	
Managing Director	G. A. TURNER
CONSTRUCTION EQUIPMENT DIVISION	
Chairman	H. C. RYAN
OVERSEAS DIVISION	
Managing Director	J. H. PLANE

Mr. W. H. DAVIS continues as sole Deputy Managing Director of Austin Morris Division.

Mr. FILMER PARADISE is appointed Director of Sales (Home and Overseas) of Austin Morris Division.

Mr. ARTHUR FOGG is appointed Deputy Managing Director of Truck and Bus Division.

Mr. A. T. WEBSTER continues as Director of Sales (Home and Overseas) of Truck and Bus Division.

Mr. F. CLEM is appointed Managing Director of Construction Equipment Division.

Mr. H. J. L. SUFFIELD is appointed London Sales Director of British Leyland.

Sir George Harriman in announcing the new moves said: "Considerable progress has been made since the merger between British Motor Holdings and the Leyland Motor Corporation, and the new Corporation has already shown its ability to adapt itself to the challenging conditions now current throughout the world automobile industry. Great benefits are undoubtedly going to accrue to the Corporation and to the country as a result of the merger."

"The accomplishment of the formation of a really effective British motor manufacturer has always been one of my life's ambitions, and now that I am satisfied it is off to a really good start, I feel that the time has come for me to make way for younger men."

"I wish Sir Donald and his team every possible success, and they all know they can count on me for any support and advice they may need in the future."

Sir Donald said: "I am very proud to have the opportunity of leading this new team for British Leyland which, in the short time it has been formed, is already beginning to show its effectiveness in world markets."

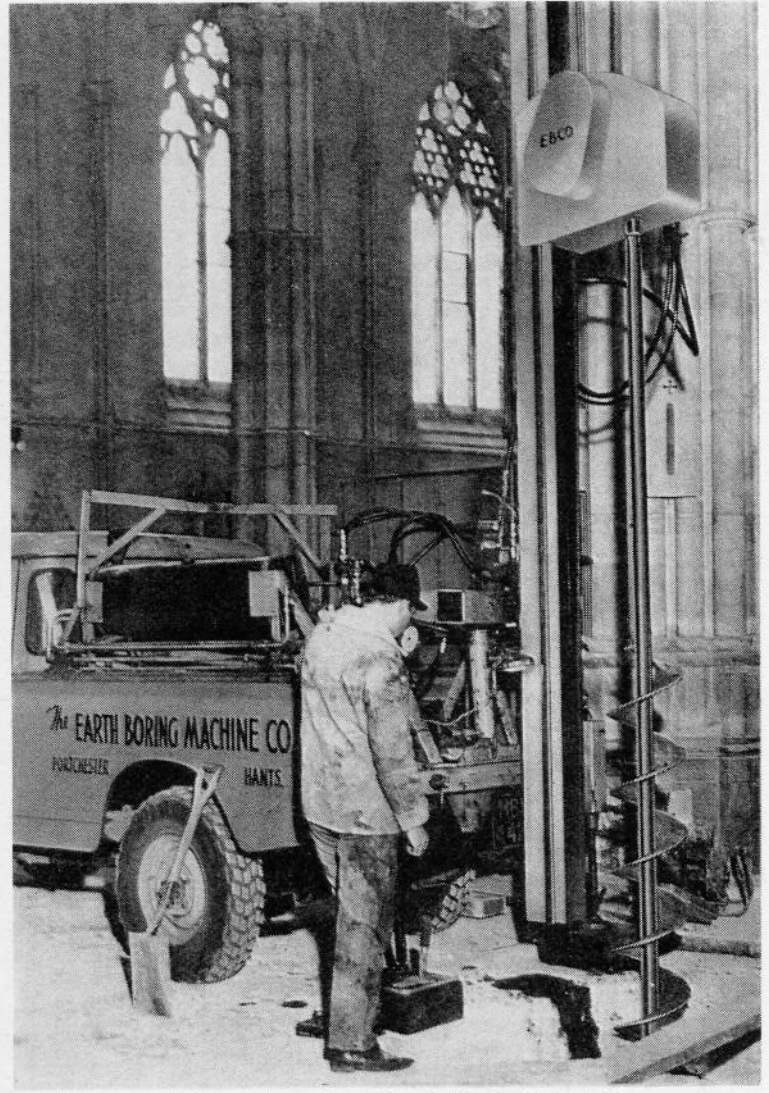
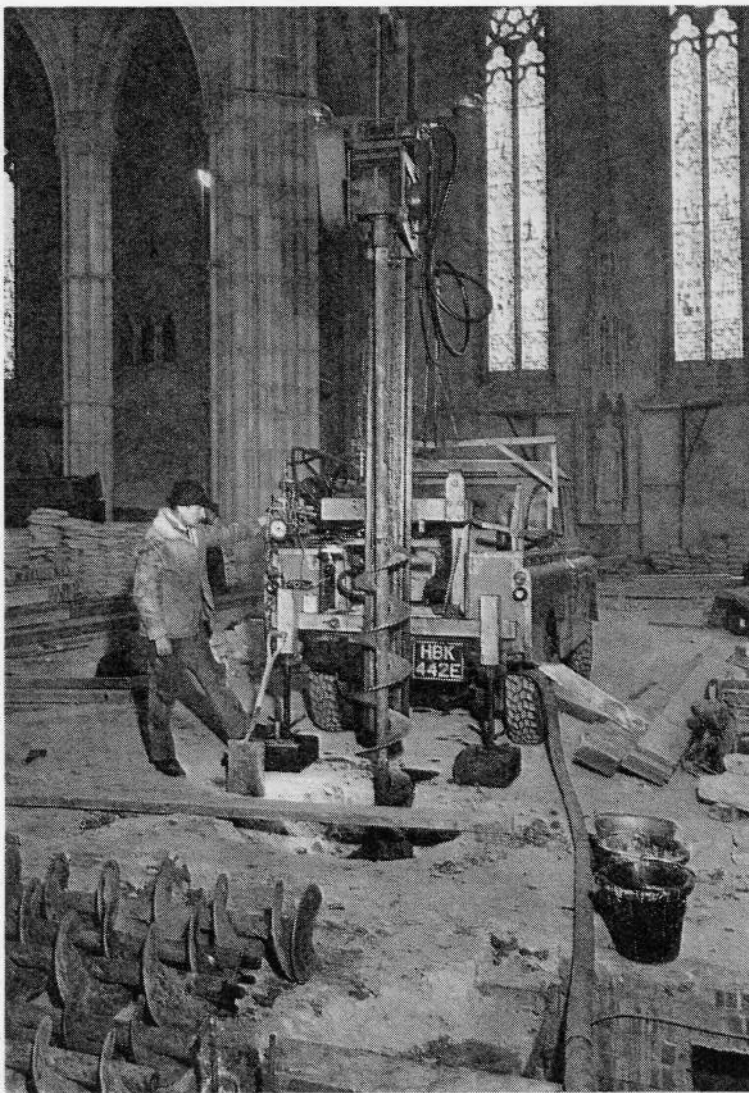
"I am particularly appreciative of the tremendous co-operation I have had from Sir George, and all the people within BMH at every stage of our negotiations and subsequent integration activities. It gives me great pleasure that Sir George has agreed to serve as our First President, which means that I will continue to be able to call upon the benefit of his vast experience and statesmanlike qualities for many years to come."

**LAND-ROVERS
CHOSEN
FOR
BORING
JOBS
UNUSUAL CONTRACT
SUCCESSFULLY EXECUTED
INSIDE CATHEDRAL**

INSIDE of the Cathedral of Our Lady and St. Philip, at Arundel, Sussex, a most interesting and unusual boring sub-contract has recently been executed by The Earth Boring Machine Company of Portchester, Hants.

To enable the floor of the Cathedral to be reconstructed in order to counteract the shrinkage of the clay sub-base, piles had to be bored to a maximum depth of 30 feet.

One bore by percussion was completed, but the risk of damage by vibration to the Church structure ruled out further attempts by this method. Ground conditions at the site were extremely bad, due to the large flints and rocks present in the old pier foundations, and a further complication was the presence of the brick arch vault construction, 6 foot high, below the floor level.



Pictures by courtesy of The Earth Boring Machine Co. showing the Land-Rover and EbcO equipment in action inside the Cathedral.

The only alternative to percussion boring was Rotary Boring, subject to the rig being light enough to travel over the arches.

The small entrance doorway of the Cathedral presented a problem as did the severe weight restriction of three tons on the floor. These limitations ruled out practically all rotary rigs.

The Earth Boring Machine Company had to overcome these difficulties and it was the Land-Rover which helped them. It was the Land-Rover which gave them the minimum weight allowed and was the only vehicle small enough to pass through the Cathedral door.

The latest EBCO LA Mk. 3—the only British all-hydraulic rig with

boring stroke 10 foot—was mounted on a Diesel Land-Rover, and to save the weight of an engine, the pumps were driven from the vehicle P.T.O. By mounting on a vehicle, transport to the site was easy and handling in the Cathedral, a simple matter compared with jacking a skid-mounted unit into position amongst the piers.

The all up weight was under three tons and as a matter of interest, the maximum capacity of the EBCO LA Boring Rig is 100 feet depth and 30 inches diameter.

The Earth Boring Machine Company report that although this particular machine is very new, they have already mounted four of them on Land-Rovers.

ROVER'S CONTRIBUTION TO SAFER MOTORING

ALTHOUGH a great many motorists may still be reluctant to admit that the inclusion of safety features in cars sways their final judgement when deciding to buy a new model, there is growing evidence that safety is being regarded far more seriously now than ever before.

With this increasing awareness among the driving public, the motor industry for its part is concentrating its energies on seeking as much new knowledge as it can on the subject and the progress that can be made will depend on the knowledge gained from research.

But in the continuing and strenuous efforts to reduce the increasing number of accidents and road casualties, how much depends on the motorist himself and how much on the car manufacturer?

"We believe we can make a very big contribution by doing everything possible to make cars safer so that in the event of an accident the driver and his passengers will stand a greater chance of escaping serious injury," says Mr. Peter Wilks, Technical Director.

"New safety features are not going to be found for cars overnight but a concentrated effort throughout the industry, and particularly within the Rover organisation, can do nothing but good in the long term. At the same time, however, the standard of human behaviour on the roads must also improve because one is complementary to the other. No amount of safety in cars can offset the actions of the foolhardy."

RESPONSIBILITY OF THE MOTORIST

In the final reckoning it is the motorist on whom responsibility must rest for his own safety and that of his passengers.

Throughout the motor industry great and costly efforts are being made to incorporate safety features into cars and to add to and improve even further those already introduced.

Motor industry experts working in close collaboration with the Ministry of Transport and various Government sponsored bodies, such as the Road Research Laboratory, are continually studying accidents to assess how to make cars as safe as humanly possible, and crash tests are carried out at regular intervals to enable the experts to study at first hand the results of severe impacts at varying speeds.

What was once perhaps the concern of only a few manufacturers is now a problem occupying the attention of car manufacturers in many parts of the world, particularly in the U.S.A.

One of the foremost leaders in this field is the Rover Company whose now famous Rover 2000, launched in 1963 and since developed into a 4-model range, has been cited as 'one of the safest cars in the world' and was awarded the Automobile Association Gold Medal in 1966 "for the high degree of inherent safety" incorporated into its design and construction. The A.A. adjudication committee described it as "a car with many built-in safety features to prevent or reduce the likelihood of injury in the event of an accident."

STILL A LOT TO LEARN

Rover engineers have carried out considerable research into the results of actual accidents in which the Rover 2000 has been involved and from the evidence collected they are satisfied that the car's safety features have not only helped in averting serious injuries but have also, in several cases, saved lives.

"But," says Peter Wilks, "we have still a lot to learn." The Rover 2000 is regarded as one of the most advanced designs of the British Motor Industry and since its inception it has gained for itself an international reputation for performance, strength and safety.

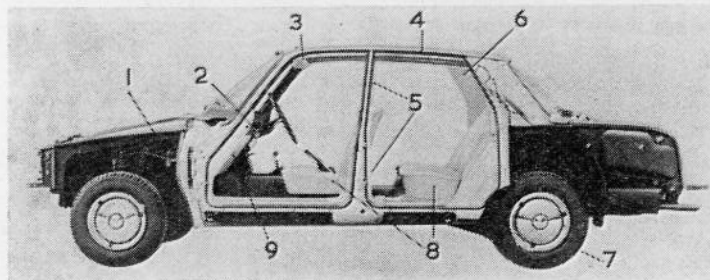
Its safety features are constantly singled out for praise and recently a prominent physician and surgeon, himself a Rover 2000 owner, commented to a group of friends, "I wish everyone could own a Rover 2000 because in this car there is far less risk of serious injury in a bad crash."

What are these safety features that have helped to make the '2000' a best seller both at home and overseas? They range from what is virtually a rigid steel cage passenger compartment designed to withstand impact and resist distortion, to crushable glove lockers that will collapse on impact so affording protection to the knees.

Main features include a bulkhead steering mounted box to avoid the steering column and wheel being pushed up into the passenger compartment in a head-on collision and a strong steel bulkhead to prevent the engine penetrating the passenger compartment.

The strong passenger compartment is designed to minimise the risk of the occupants being crushed in an accident. Front seats also have a padded roll along the top edge of the back to lessen the likelihood of head injuries to rear passengers thrown forward in a collision, while in the event of impact from the rear the seat squab will also 'give' rearwards thus minimising the risk of neck injuries to the driver and front seat passenger.

Other important features include front and rear bodywork designed to absorb impacts which would otherwise deform the passenger compartment; an angled steering column mounted in such a way as to reduce damage to the driver's chest should he be thrown against it; a full heating and ventilation system including air exchange (via rear opening vent windows) and face level fresh air to minimise fatigue and drowsiness; padded sun visors which are collapsible; roof and rear quarter panels fitted with thick resilient padding; rear door lock interior handles which cannot be operated when the sill button is depressed thus eliminating accidental opening of the door by a child; switches quickly recognisable by symbol, name, shape and movement; and seats designed to give maximum support to the driver and (passengers) even in violent cornering.



- 1 The steering box is mounted at the rear of the engine to avoid the wheel being pushed into the passenger compartment in a head-on collision. Steering column, too, is jointed and angled to "break".
- 2 Switches have flat surfaces and are mounted on a recessed panel.
- 3 Padded sun visors are collapsible and interior mirror has protective frame.
- 4 Immensely strong body cage is virtually a rigid steel box made to resist distortion and protect the occupants.
- 5 Safety harness mounting points.
- 6 Thick, resilient padding on front and rear headlining, roof and quarter panels.
- 7 Radial ply tyres and disc brakes all round, plus a unique suspension layout give exceptional road holding and handling.
- 8 Deep, contoured seating makes fatigue a thing of the past and holds you firmly in place down those winding roads.
- 9 Parcel shelves are potentially dangerous, so the Rover 2000 has special flat, padded lockers made from impact-absorbing resilient plastic.

WEARING OF SAFETY-HARNES, A MUST

Finally, to give full support to these inbuilt safety features, the Rover 2000 has servo assisted disc brakes all round to ensure maximum and efficient braking power, and a suspension system designed to suit radial tyres and to give a smooth, safe ride.

With these measures The Rover Company is making its contribution towards increasing safety on the roads.

"But," adds Technical Director Peter Wilks, "I cannot over emphasise one simple act open to motorists, which by itself, will bring more benefit than anything the motor industry can do, and that is the wearing of a safety harness.

"If universally adopted, this quite effortless precaution could reduce deaths and serious injury among car occupants by over 50%. Most cars now have safety belts. Unfortunately too few people use them."

SHOW PRIZE FOR FOXHUNTERS

Foxhunters Garage Limited, Rover Dealers at Whitley Bay, Northumberland, made such a good display on their stand at the Durham County Show 1968 that they won the First prize and the R. Dixon Trophy for the Best Stand at the Show.

A range of Land-Rovers prepared to excellent Exhibition standards, supported by a magnificent display of flowers well deserved the award. Messrs. Foxhunters made a special point of thanking Mr. R. C. Harris (Area Sales Representative for Rover) and other Rover helpers for advice and services rendered in their efforts to put on a good Rover display.

FAREWELL



MR. R. GOODE From Cardiff we have news that Mr. R. Goode recently made his farewell to colleagues in the Parts Department. Mr. Goode joined the Rover Company in 1961 and for two years was involved with Works Study connected with the Parts Department since which time he held the position of Head of Stores Services. Our picture shows Mr. Goode being presented with a gift from his friends by Mr. E. Newns, Stores Operations Superintendent.

SEAGRAVE ROAD APPRENTICES RECEIVE £130 IN AWARDS

For Educational successes in their C. and G. Examination awards totalling £130 were presented recently to the following eight apprentices at Seagrave Road, London.—Messrs F. Eunson, J. Cameron, L. Edwards, P. K. Schwartz, A. Jones, D. Long and M. Chandler. The presentations were made by Mr. R. W. Bromley (Executive Director, Service) and Mr. H. G. Cornish (General Manager, Seagrave Road) with Mr. R. Sykes (Training Officer, Seagrave Road) were also present at the ceremony.

ADVANCED TECHNIQUES IN PISTON PRODUCTION

AT ACOCKS GREEN
FACTORY



THE introduction of the new 3.5 Litre V.8. Engine to the range of power units available for Rover cars has meant an additional requirement of 8,000 Pistons per week. Consequently, Production Planning Department investigated the various sources of pistons available and decided that it was possible to machine these in the Rover Works at Acocks Green at a price more competitive than that of any supplier.

By utilising conventional automatic-cycling machine tools with automatic work loading facilities and linking them in such a manner with parts handling and storage equipment that they became fully automatic in operation, it has been possible to produce an installation which is adaptable with regard to its layout, and can be modified to meet certain component changes.

This obviously meant a great deal of co-operation between the Production Planning Department of Rover, who specified the type of machine tools required, the machine tool manufacturers who supplied the nine machine tools, and the suppliers of the mechanical handling equipment. Out of this liaison was developed an installation which in operation is capable of machining completely the die-cast aluminium alloy pistons at the rate of one every twenty-four seconds and requires only two operatives, one to operate the first lathe (see photograph) and load the semi-machined pistons into the parts handling equipment, and one to load and unload the finished machined pistons into the programme-controlled tin plating plant (see photograph) at the end of the line.

The automatic parts handling and storage equipment supplied for this installation is comprised of six elevators and associated spiral stores, gravity chuting, turn-over and orientating units, metering devices, air blow-out units etc. The spiral storage units which are placed between each machine are used to balance production between operations of unequal duration. The capacity of each unit, is, however, equivalent to a half-day shift to enable production to continue during a stoppage at any individual opera-

tion covered by either a breakdown or tool change. Pistons are picked up by a continuous chain elevator and raised to the top of the storage units. The gravity chuting, depending upon the presentation requirements of the piston, is arranged for either a rolling or sliding action and presents the pistons correctly orientated at the work loading stations.

A basic consideration in any automatic system is co-ordinated parts movement and distribution. Line switches and pneumatic controls are incorporated throughout the installation to regulate and meter flow of parts between the machines and their storage units. Pneumatic metering units before each machine loading station rationalise parts delivery and prevent jamming and congestion at the pick-up point. Similarly, line switches sense the build-up of parts at these metering units and progressively close down preceding delivery points and, ultimately, machining stations, when storage units are full.

In operation, pistons are manually loaded into the first operation, the Churchill P5. Profiling Lathe (which will be duplicated to meet maximum production requirements) and are machined on the internal skirt diameter, the crown face and centre drilled. Most subsequent locations are provided by this centre hole and crown face, the gudgeon pin bosses giving radial location. Clamping loads are taken on the crown and ring-land diameters to prevent distortion during machining. The pistons are then placed onto the gravity chute through a sheet metal mask to ensure the correct presentation to the storage unit.

Another important feature of this component in addition to its manufacture to close size tolerances is the necessity for each component to have a weight variation of not more than $\frac{1}{8}$ ounces. This has been achieved on a Snyder Fully-automatic Weight Balancing Machine. This machine weighs the component, removes the necessary metal from bosses positioned for this purpose, re-checks the weight, then passes on the accepted components or rejects the faulty ones.

To accommodate the .0003 inch

tolerance required on the size of the gudgeon pin bore it was considered necessary to have close control over the tool wear and subsequent drift from size taking place during the continuous machining of components. This is achieved on a Stuart Davis Fine Boring Machine by interlocking the gauging probes which operate during the cycle so that the machine stops automatically when a faulty component is detected. This component is then removed, the boring tool replaced or re-adjusted and the machine restarted.

The oil retention grooves through this bore are produced on a Horizontal Broaching Machine, the design and automation of which was conceived and engineered entirely by Rover personnel.

During manufacture the piston skirt diameter is controlled to match any variations required in the size of the cylinder bore production within the specified tolerance of .0015 inch. Consequently, five grades of piston are available within this tolerance, each reducing in size by increments of .0003 inch on diameter.

This close control on size is maintained automatically by an electronic size control unit fitted to the Landis Grinding Machine which performs this operation. A final check is carried out on this size after the tin plating process with a Sigma Dialair Unit and fixture. When the maximum output of the line has been reached it is anticipated that this hand operation will be replaced by a fully automatic inspection station. This will also incorporate the associated grade marking operation.

Throughout this line the most up-to-date gauging techniques have been employed at each stage in an effort to maintain a high standard of repetitive quality. This has also meant that the handling and subsequent machining of faulty components has been kept to a minimum.

Although the ultimate output requirement has still to be reached, this method of production has succeeded in achieving all the original aims of the Company, by producing a component with a high standard of quality at a competitive price.

ROVER IN TWO CENTURIES



MESSRS. R. H. COLLIER and CO. LTD., Rover and Land-Rover Distributors for Greater Birmingham, staged an attractive and impressive exhibition of vehicles at Rackhams large store in the centre of the City from 5-19th August. Tremendous public interest was aroused in the display which was

based on 'ROVER IN TWO CENTURIES' and apart from Rover vehicles in the current range, the exhibits included a pictorial history of the Rover Company, 1877-1968, early Rover pedal machines, the 1907 Tourist Trophy car and the T4 Gas Turbine Saloon Car.

SAN BERNARDINO TUNNEL



The Land-Rover in the picture is one of two specially converted vehicles which are used for maintenance and safety duties in the recently opened San Bernardino Tunnel in Switzerland which is

proving very popular, particularly with tourists. The tunnel is an important North-South connection 6.5 Km long and incorporates an excellent system for lighting and highly effective ventilation.

"My lords, ladies and gentlemen . . ."

MR. G. F. HOLBECH, M.C.D. Scheduling Manager, Solihull has now succeeded Mr. H. J. Topping as President of the Solihull Toastmasters Club. The Solihull Club is one of many hundreds throughout the world, each with the aim of aiding men in public speaking.

The title, which originated in America, tends to suggest red-coated professionals introducing civic dignitaries at mayoral banquets—but this is far from the truth. The objective of the organisation is to help a man express himself and his thoughts and, by means of a friendly club atmosphere, to give him the confidence which will enable him to do this effectively at a more formal gathering.

The Solihull Club meets fortnightly (on Thursdays) at the St. John's Hotel, Warwick Road,

Solihull and the 1968/9 Session has just begun. Every member has the opportunity of taking part in every meeting and it is claimed that good public speaking can be achieved by most people given practice and guidance. Members can, in their turn, give a six-minute prepared speech, a three-minute impromptu speech, engage in the formalities of controlling a meeting or learn to listen critically and give advice on a speech.

A number of Rover employees are already members and others would be most welcome. There is no need to join the first night—newcomers can attend as guests for a couple of meetings before making up their minds.

Further details can be obtained either from Mr. Topping, Solihull (Internal Ext. 269) or Mr. Holbeche (678).

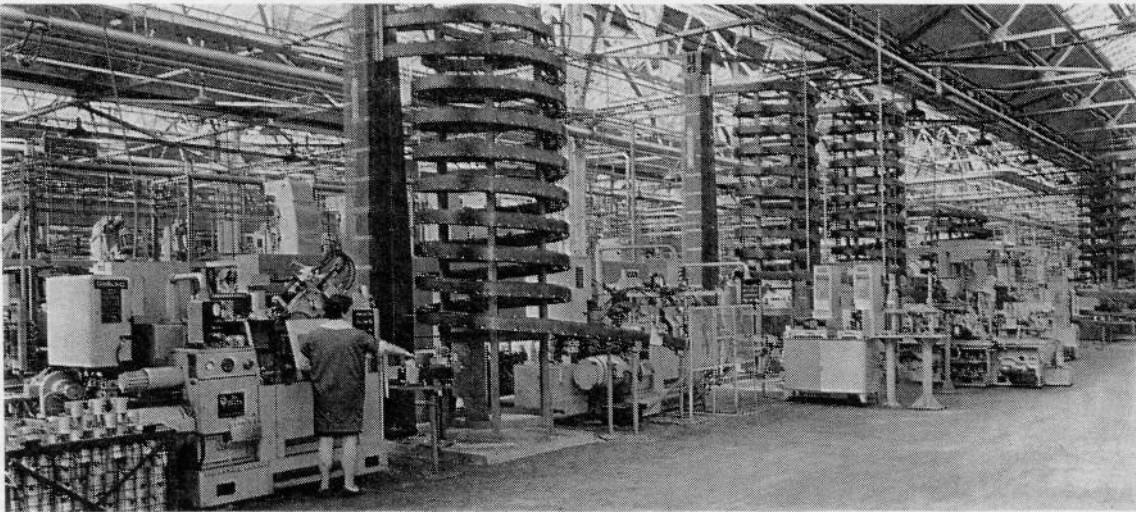
210,653 miles and more to come



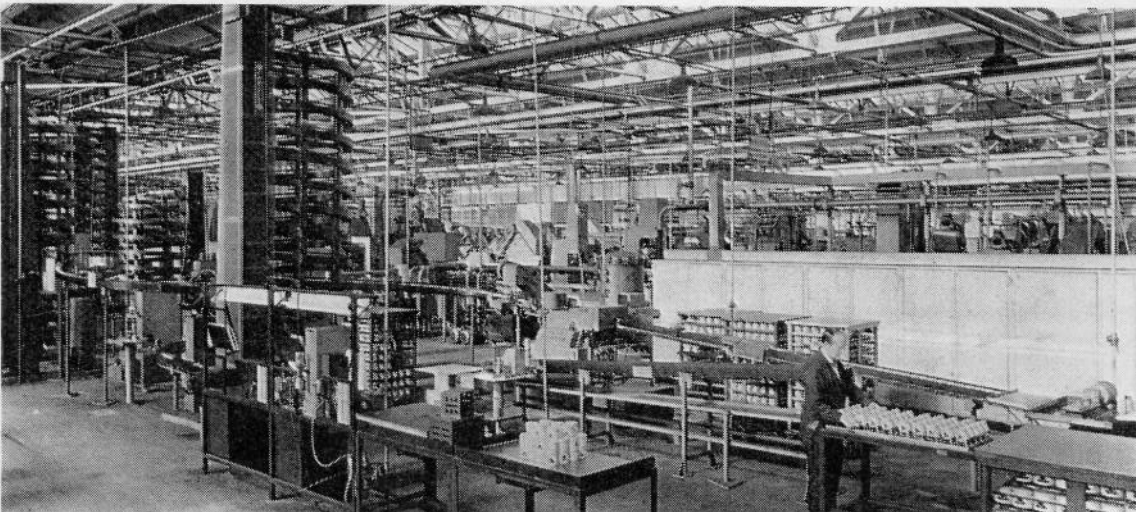
This picture sent to us by Rover (Zambia) Ltd., shows Mr. Emil Lauber and Mr. Gunter Fauber with the 1951 Land-Rover which has taken them from Zurich, Switzerland, through Italy, Greece, Congo, East Africa and Zambia. They left Zurich on 30th October 1967. These young men are travelling on to Rhodesia and

South Africa and then back to Zurich, using the Western Coast Road.

Mr. T. Varga, works manager at Rover (Zambia) Ltd., who is seen in the picture with the two Adventurers states that the mileage recorded for the vehicle when it arrived at Ndola in July was 210,653, the end of their travels will see a much higher figure.



First operation completed, pistons being loaded into the automatic parts handling equipment.



View of rear end of production line showing pistons being unloaded from the programme controlled tin plating plant.

1 ton and military vehicles at Earls Court

New Land-Rovers have impressive Début



A selection of Land-Rovers ranging from a special military vehicle which can be stripped of much of its bodywork for easy transportation by aircraft or helicopter, to fire engine and ambulance conversions were shown by the Rover Company at the London Commercial Motor Show in September.

Highlight of the Rover exhibits was a 109 in. wheelbase Land-Rover with a 1 ton payload which is a new addition to the already extensive range of Land-Rover variants. This model made its debut at the Show, and was exhibited with a Stevens stake side body conversion.

Powered by a 2.6-litre, 6-cylinder petrol engine, the 1 ton Land-Rover

fills a gap in a specialized section of the market where there is need for greater load carrying capacity than is provided by the basic 109 in. Land-Rover, and appeals particularly to manufacturers specializing in Land-Rover conversions, commercial fleet users, contractors and public authorities.

Main feature of the modified Land-Rover is its ability to carry both on and off the road a 1 ton payload, as against the 1800 lbs. cross country maximum for the basic 109 in. Land-Rover (2000 lbs. maximum on roads).

Rover engineers have given the new vehicle a more rugged specification to cater for the increased load

and to give improved low speed performance, particularly for cross country work, by incorporating larger tyres, heavy duty suspension, Servo assisted brakes, bigger and heavier duty front and rear axles, modified transfer box ratios and lower ratio steering box.

The 1 ton Land-Rover will be available early in the New Year.

Another highlight on the Rover stand at the Show was a new half-ton 88 in. wheelbase military Land-Rover, which was developed in conjunction with the British Fighting Vehicles Research and Development Establishment to meet special air-lift requirements of the British Army, RAF and Royal Marines.

The main feature of this model, which also made its debut at the Show, is that the hood, bodysides, doors, windscreen, bumpers and spare wheel can be removed more easily for transportation by aircraft or helicopter, resulting in an austere but highly robust and serviceable vehicle weighing little over a ton.

Normal or modified Land-Rovers have for many years been on "active service" with armed forces in many parts of the world as personnel or cargo carriers.

The new Half-Ton model, for which orders have already been placed by the British Army, is expected eventually to succeed the normal 88 in. Land-Rover in all British Forces in which it is the standard 4x4 in its load class. Several overseas Armies have also expressed keen interest in the new vehicle and Rover is confident of boosting exports with it.

Important role played by Land-Rover on duty with the Diplomatic Wireless Service

ON ST. HELENA ISLAND

THE Diplomatic Wireless Service of the Foreign Office have completed the construction and now operate a Radio Communications Relay Station on St. Helena Island. Together with living quarters for the staff, the Station is located on a fairly high plateau (1,700 ft.), which is accessible only by one very narrow, steep, winding mountain road.

Land-Rovers play an important role on the Island and the Diplomatic Wireless Service now have a fleet of six Diesel Land-Rovers on regular schedule from the Station to Jamestown, the only town on the Island. During construction of the Station, a lot of the building materials, radio equipment, generating plants, masts, etc., were hauled up the narrow road by Land-Rovers and a whole range of duties are now performed by these vehicles—transporting fuel oil, water, food, stores, technical equipment, children to school and wives for shopping etc.

St. Helena is a volcanic island 1,160 miles from the west coast of Africa and is everywhere hilly and gashed with deep gorges. This was the place of imprisonment of the Emperor Napoleon from 1815 till

his death in 1821. Population is around 5,000—very mixed, European, Indian, African. It is an important cable station. Flax is grown on the island and twine, rope and fibre are exported. Area of the island is 47 square miles.

The quickest way of getting to St. Helena from the U.K. is by plane to Capetown and then by boat which leaves approximately every three or four weeks for St. Helena, otherwise it is a two weeks sea voyage from U.K. Since there is no air-strip on St. Helena, the Diplomatic Wireless Service find it necessary to hold a good stock of Land-Rover spares, tyres, oils, etc. on the island to bridge the long gap of 3/4 weeks between arrivals.



The very narrow, steep, winding road to the station.

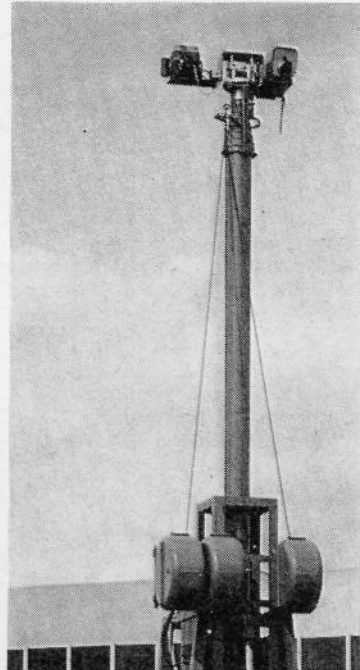


HI-SPY
BY
LAND-ROVER
NEW SYSTEM MAY WELL
REVOLUTIONIZE LOW ALTITUDE PHOTOGRAPHY

REMOTE - CONTROLLED film and video cameras, mounted on a 60 ft. telescopic mast and fixed to a Land-Rover provides a new system of elevated photography eliminating the need for aircraft or expensive equipment.

The new Hi-Spy system, developed by Snell Aerial Photography (London and Yeovil) in close association with Tom Samson of Handford Photography, Croydon, may well revolutionize low-altitude photography.

Developed and built at a cost of over £5,000, the Hi-Spy system is operated from the driver's seat of



the 88 in. W.B. Land-Rover. After the most suitable and convenient site has been selected, the vehicle is made stationary and level by four electrical jacks, the mast is 'run up', the picture composed on closed circuit TV with 8 1/2 in. monitor, and at the right moment, the photographic camera is operated and the picture taken. If necessary, the complete operation can be done in a matter of minutes.

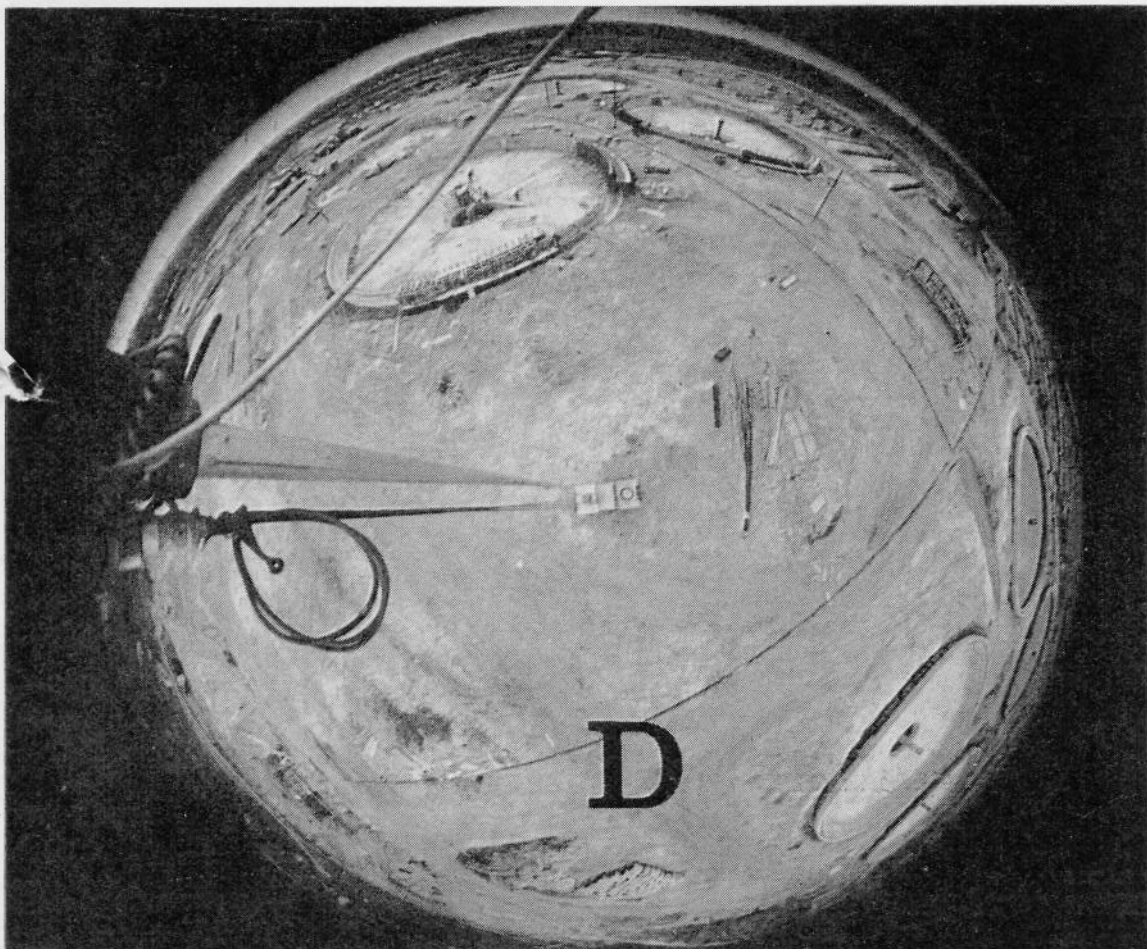
The mast is operated by compressed air which allows rapid and vibration-free extension in approximately 30 seconds for a maximum height of 60 ft. The camera platform is electrically operated in azimuth and tilt plane.

Whatever the distance, the terrain or the subject, the Land-Rover with Hi-Spy equipment can get into places, achieve angles impossible for any other method of elevated or aerial photography—whether it's simply a picture of a factory, a commanding view of a huge oil refinery, or coverage of a sports meeting. The system works equally well with still, motion camera or video recording equipment, in climatic conditions ranging from sub-zero to tropical.



Above: Note the special electric jacks—front and rear.

Left: Fish-eye view of a sewage works contract taken from Hi-Spy. See the Land-Rover 60ft. below.



LONG SERVICE AWARDS

SOLIHULL

GARRISON STREET

ACOCKS GREEN

TO EMPLOYEES

TYSELEY

SEAGRAVE ROAD

PERRY BARR

From factories at Solihull, Tyseley, Acocks Green, Perry Barr and Garrison Street, four female employees and nine male employees, each having completed 25 years loyal service with the Company, met at Solihull on 6th August 1968 to be presented with their long service awards. Gold watches were presented by Mr. A. B. Smith

(Director and General Manager) and our pictures taken at the presentation ceremony show the recipients in happy mood. Another long-service award ceremony took place at Seagrave Road, London, on 27th August 1968 when Mr. E. W. Moyes was presented with his Gold watch by Mr. R. W. Bromley (Executive Director, Service).



Left to Right:

MISS I. I. BODFISH (Acocks Green), (MR. A. B. SMITH), MRS. M. FEERICK (Tyseley), MISS G. KELLY (Solihull), MISS B. DONOHUE (Tyseley).

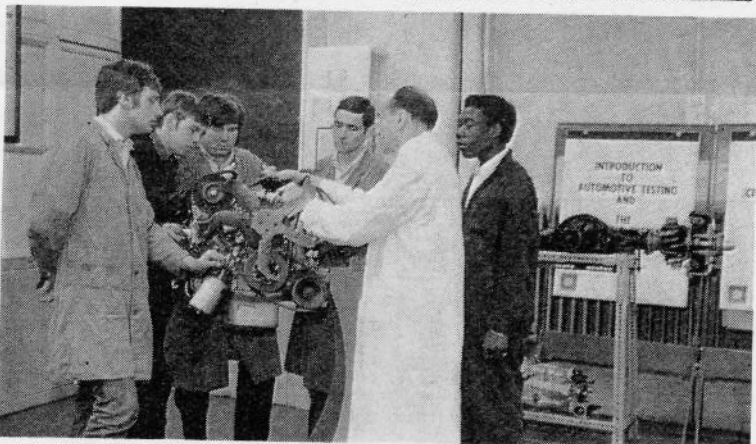
MR. E. W. MOYES (Seagrave Road)

Left to Right:

MR. T. H. RAFFERTY (Solihull), MR. M. BATES (Percy Road), MR. A. E. INSULL (Tyseley), MR. A. TOWNSEND (Garrison Street), (MR. A. B. SMITH), MR. N. H. WAKEMAN (Tyseley), MR. A. RODGERS (Perry Barr), (MR. E. SCOTT), MR. A. V. HARRIS (Tyseley), MR. F. LEEK (Tyseley), MR. E. ISHAM (Acocks Green).

LONDON

TRAINING



At Seagrave Road, London, a new Service School became operational in June and these two pictures give a slight impression of the facilities now available for the training of personnel in London.

Organised by Mr. R. Sykes, Training Officer, the School is attractively laid out and well equipped for the handling of 20 different training programmes varying from 1 to 5 days periods for 12 training places.

Sectioned engines, gearboxes and axles prepared by Mr. R. Schwartz and Mr. F. Eunson (fourth year apprentices) are displayed on stands around the school. Other equipment includes a film library of over 2000 mounted slides for visual aid, also electronic diagnosing equipment.

Chief instructor at the School is Mr. B. Townsend (Ex Rover apprentice).



MR. R. SYKES
Training Officer

**NEW SERVICE SCHOOL
OPENED
AT
SEAGRAVE ROAD**



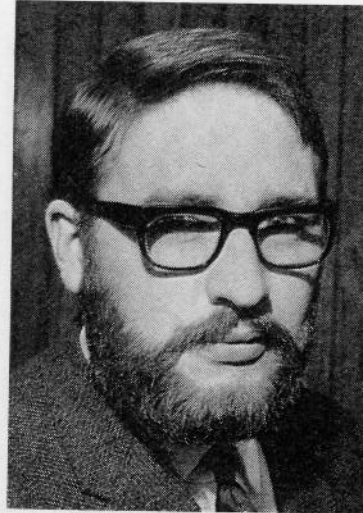
MR. B. TOWNSEND
(Chief Instructor)

CROSS COUNTRY VEHICLE DESIGN

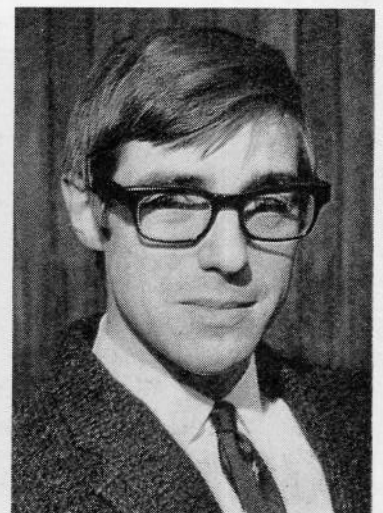
ALVIS STALWART TO BE FEATURED IN FORTHCOMING LECTURE TO COVENTRY GRADUATES AND STUDENTS

MR. C. D. CERNES, an Assistant Designer in the Vehicle Drawing Office at Alvis Ltd., Holyhead Road, and Mr. K. Parmee, until recently also an Assistant Designer in the same office, are to lecture to the Coventry Graduates' and Students' Section of the Automobile Division of the Institution of Mechanical Engineers on CROSS COUNTRY VEHICLE DESIGN. It will be illustrated by slides and colour film of Stalwart negotiating cross country terrain and on a sea exercise. The meeting will be held in the Grosvenor Room of the Hotel Leofric at 7.30 p.m. on Tuesday, 15th October, 1968, and visitors are most welcome.

The meeting will be followed a week later by a visit, by the Section, to the Vehicle Fitting Shop, and anyone who would like to participate should contact the Section's Hon. Secretary at 3 Ibex Close, Binley, Coventry. CV3 2FB.



Mr. C. D. CERNES



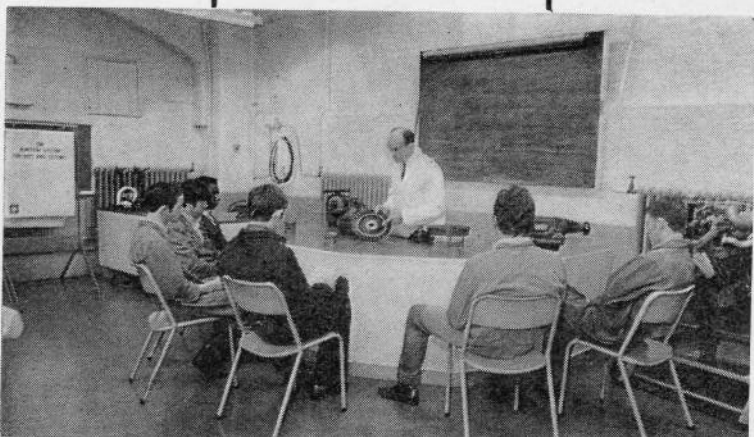
Mr. K. PARMEE

THROUGH THE SMOKY MOUNTAINS OF U.S.A.

GREAT LAND-ROVER RALLY ORGANISED BY DEALER IN NORTH CAROLINA



LEYLAND Motor Sales, Inc. U.S.A., sent us this interesting picture taken during a Land-Rover Rally organised by HARRELL MOTOR SALES, INC., Land-Rover dealer in WAYNESVILLE, North Carolina. About 75 to 80 people in a total of 19 Land-Rovers participated in the rally which took the group through the Smoky Mountains with a picnic stop en route. The panoramic scene shown here was taken at the picnic site where conditions around were quite rugged and provided good sport for the participants. Among the participants were MR. LEROY HARRELL, the dealer, MR. McAULAY, the salesman who sold practically all the Land-Rovers in the parade, and MR. JACK ERICKSON, Leylands District Manager.



OUR BEST WISHES FOR A LONG AND HAPPY RETIREMENT

Mr. ERNEST FREDERICK HOLLIS, on July 11; he was a Stores Assistant, Engineering Department (7 years' service).
 Mr. ALBERT LAWRENCE HIGGINS, on July 12; he was a fitter, Land-Rover Final Line (31 years).
 Mr. JOHN ALEXANDER RUSSELL, on July 25; he was a labourer, Engineering Department (2 years).
 Mr. N. WYATT, on July 31; he was an inspector, Perry Barr (15 years).
 Mr. FRANK STANLEY WOOD, on August 11; he worked on P5 Assembly (19 years).
 Mr. JOHN HENRY ALLCOCK, on August 29; he was a trucker, Clay Lane, Coventry (3½ years).

Mr. JOHN BRAIN, on August 29; he worked in Inspection Department, Solihull (16 years).

B. WHITEHURST, after 40 years service retired on 31st August, 1968. In charge of Experimental Trim Planning at Solihull.

Mr. H. G. GOSLING, retired on 30th June, 1968, after 38 years' service at Seagrave Road depot, London. Mr. Gosling was employed in the unit reconditioning shop and at his farewell party, Mr. L. C. Munn, works manager, presented him with a cheque from his friends at Seagrave Road.



Mr. W. BELL

After 28 years' service with Alvis, Mr. W. Bell (*Inspector*) retired on 11th July, 1968. In the picture Mr. Bell is seen receiving from Mr. E. Beattie (*Chief Inspector*) a mantle clock, a farewell gift from his friends and colleagues.



Miss BRIDGET DONOHUE

A machinist at Tyseley Works for 25 years, Miss Bridget Donohue retired on 11th July, 1968. Our picture shows Mr. A. Hodder (*Machine Shop Superintendent*) making gift presentations to Miss Donohue on behalf of fellow employees at Tyseley.



Mr. CHARLES FRIDAY

Mr. Charles Friday retired on 27th June, 1968, after 41 years' service with Alvis. Photograph shows (left) Mr. W. Beal, a fellow-worker in the Fighting Vehicle Experimental Department, presenting Mr. Friday with a wallet and tankard which were subscribed to by his workmates.



Mr. JACK ROBERTS

After 20 years' service with the Rover Company, Mr. Jack Roberts (*Land-Rover Chassis Weld*) retired on 1st August, 1968. Our picture shows Mr. Roberts (*left*) being presented with a VHF radio by Mr. Jack Franklin (*Senior Foreman*) on behalf of his many friends and colleagues at Garrison Street works.

PHOTO by Mr. Cyril Mobley



Mr. ALFRED DWYER

After 31 years' service with Alvis, Mr. Alfred Dwyer, retired in July, 1968. Mr. Dwyer was Samples Inspector in the Final View Dept. and our picture shows Mr. E. Beattie (*Chief Inspector*) (centre) presenting him with a cheque from his fellow-workers.



Mr. JOE BROTCHIE

A Jig and Tool Fitter at Alvis with 31 years' service, Mr. Joe Brotchie retired on 27th June, 1968. Our photograph shows Mr. R. Lucas (*Tool Room Superintendent*) (*left*) presenting Mr. Brotchie with a mantle clock and Parker pen subscribed for by his workmates.



Mr. F. HAMMOND

On 27th June, 1968, after completing 48 years service with Alvis Mr. F. Hammond retired. During his employment with the Company Mr. Hammond worked in the Car Repair section and later in the Aero Engine Assembly Shop. In the picture he is seen (holding envelope), at the ceremony when Mr. Alf Harvey (*Aero Engine Assembly Shop Superintendent*) presented him with a fishing tackle kit from his friends and colleagues.



Mr. A. C. R. GREENWOOD

After nineteen years service with the Company Mr. A. C. R. Greenwood of Secretarial Dept., Solihull, retired on 30th August, 1968. During his employment with the Company Mr. Greenwood worked in Planning and Ministry of Supply Cost Control

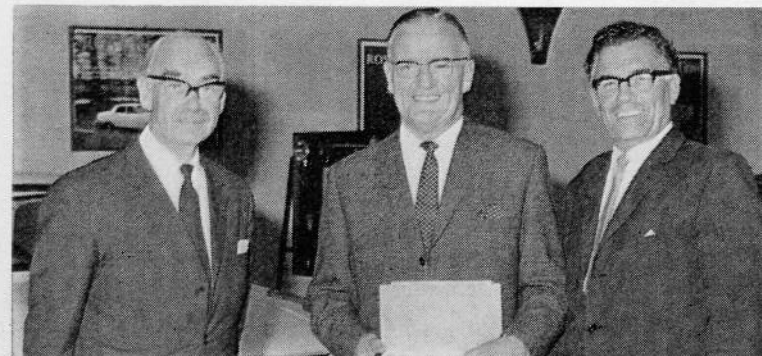
at Acocks Green and in Secretarial Department at Solihull. At the farewell ceremony on 28th August 1968, Mr. C. J. Peyton (*Director and Secretary*) presented Mr. Greenwood with a transistor radio, travelling case and cash as a mark of appreciation from

his many friends throughout the Company. After the ceremony Mr. Greenwood and his family left for a holiday abroad. Our picture taken at the Presentation Ceremony shows Mr. Greenwood centre with Mr. Peyton on his left and many well-wishers.



Mrs. JEAN MATTOCKS

After 27 years with Alvis, Mrs. Jean Mattocks (*Printing Department*) retired on 5th September, 1968. At a farewell ceremony Mrs. Mattocks was presented with a dinner service and cut-glass vases by Mr. S. Dowall (*Chief Buyer*) on behalf of her many friends. Our picture shows Mr. Dowall wishing Mrs. Mattocks all happiness in her retirement.



Mr. W. E. JAMES

On Friday 30th August, 1968 Mr. W. E. JAMES ("JIMMY JAMES") retired after 27 years service with the Company and he had the distinction of being invited to two separate farewell gatherings,—one at Penam and one at Solihull,—where his friends and colleagues wished to make presentations. Mr. James joined Rover in 1941 and after the war he became the first Rover Parts Representative in the newly created Field Service (Parts) Development under Mr. H. V. London. He was a very successful and popular representative and highly esteemed by Rover Distributors and Dealers with whom, in the course

of his duties, he was in regular contact until his retirement. Our two pictures show, on the right, the gathering at a Cardiff Hotel where Mr. S. Clare (*Head of Stores Operations*) is seen signing Mr. James' copy of 'Rover Memories' with Mr. H. V. London and Mr. R. Huband on his left. The smaller picture taken at the Solihull gathering shows 'Jimmy' with Mr. R. W. Bromley (*Executive Director Service*) and Mr. H. V. London (*Manager Dealer Parts Development*) who presented him with a cheque from his many friends.

PHOTO by courtesy of Western Mail & Echo Ltd.



Personal News from Alvis and Rover Factories

BIRTHS

MEEK
To Mr. and Mrs. A. J. Meek, twins (boy and girl) on August 3. Mr. Meek is an Assistant Buyer, Service Buying Department, Pengam.

CURRIE
To Mr. and Mrs. Clive Currie, a daughter (Emma Jane) on August 9. Mr. Currie is employed in Public Relations Department, Solihull.

BRADSHAW
To Mr. and Mrs. Fred Bradshaw, a daughter (Sharon Lesley). Mr. Bradshaw who has been with the Company 20 years, is a foreman in Land-Rover Final Line Stores.

LAWLESS
To Mr. and Mrs. Thomas Lawless, a daughter (Ann Marie) on August 7. Mr. Lawless works on Stage 1, P6 Line, and his wife, Irene, formerly worked on Land-Rover Trimm at Garrison Street.

POWELL
To Mr. and Mrs. C. B. (Sandy) Powell, a daughter (Joanne) on July 18. Mr. Powell is P6 Works Supt.

HAZELL
To Mr. and Mrs. Tom Hazell, a daughter (Samantha Jayne) on August 24. Denise was formerly Assistant Supervisor, Solihull Telephone Exchange.

MILLS
To Mr. and Mrs. Patrick Mills, a daughter (Patricia Mary) on Sunday, 28th July, 1968. Mr. Mills is employed in the Heat Treatment Department at Alvis.

ENGAGEMENT

Miss **CHRISTINE BROWN** (Solihull Telephone Exchange) to Mr. **BRIAN BATES** on August 3. Their wedding will take place on April 19 next year, at St. Mary's at the Moat, Solihull.

MARRIAGES

CRISP-DAINTY
On June 22 at Birmingham Register Office, Mr. Alan Crisp to Miss Linda Dainty Telephone Exchange, Solihull.

TONKS-WHITTAKER
On July 27 at Birmingham Register Office, Mr. Geoffrey Tonks to Miss Hazel Whittaker (Assistant Supervisor, Telephone Exchange, Solihull).

SILVER WEDDING

Mr. and Mrs. **J. MOSS**, celebrated their Silver Wedding on 7th August, 1968. Mr. Moss is employed as an Inspector at Garrison Street.

RUBY WEDDING

Mr. and Mrs. **C. GIBBINS** celebrated their ruby wedding on August 4. Mr. Gibbins is employed on Gear Box Assembly, Percy Road.

GOLDEN WEDDING

Mr. and Mrs. **J. E. W. GREENWAY** of "Bellwood", Portland Road, Teignmouth, South Devon, celebrated their Golden Wedding on Saturday, 14th September, 1968. Mr. Greenway was Machine Shop Superintendent, Acocks Green, at the time of his retirement in 1964.

DEATHS

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

LAWTON
Mr. Alfred Lawton on July 29, aged 57; he was a Stores Assistant, Solihull (9½ years' service).

HERITAGE
Mr. William Alfred Heritage on August 1; aged 61; he was employed in the Purchase Department, Acocks Green (29 years' service).

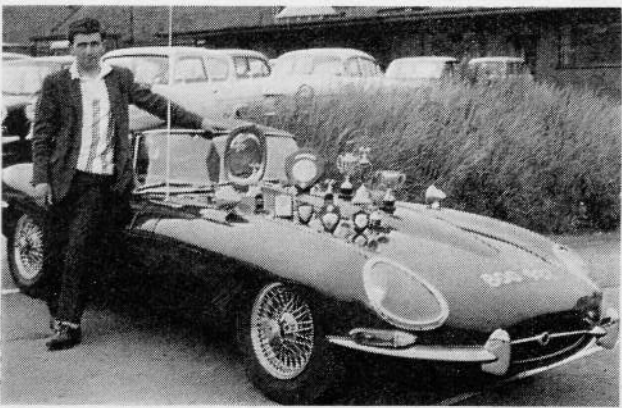
BURBIDGE
Mr. Albert Edward Burbidge on August 24, aged 45; he was employed on P6 (13 years' service).

GAUDER
Mr. Albert Gauder on 10th September, 1968, aged 48; he was employed as a fitter in the assembly shop at Perry Barr (21 years' service).

FROM the Fighting Vehicle Department at Alvis Limited, we have news of a racing driver of outstanding merit.

An Alvis ex-apprentice, Martin Rigby, now employed as a Fitter, testing fighting vehicles, has in approximately three years and at the age of 24, achieved much success and has gained a background knowledge of motor racing equal to that of drivers with much longer experience.

Whilst employed as Fitter/Mechanic, Martin became involved



in Racing Club events at Mallory Park, Oulton Park, Brands Hatch and Castle Combe and early in 1966, he entered into Dragster Racing. With his special Lotus at Santa Pod Race Way meeting, he broke the all-England record for sports racing cars up to 1300 c.c. and this record still stands. From this initial success he entered Hot Rod Racing in 1967, competing in events all over the country, using a Mini of 1000 c.c. developing 95 b.h.p. at 9,500 r.p.m. As a reward for his achievements in these events, he was awarded the Terry Haywood Trophy for the best first-year driver, 1967. This machine proved successful as a front line starter, and due to his excellent performances he was soon moved to the rear of the competitors.

Competing against stars of Hot Rod Racing, where higher speeds are called for, Martin overcame the problem by developing a Cooper-S engine of 1,275 c.c., to one of 1340 c.c., which at 9,000 r.p.m. attained 135 b.h.p. The increased speed attained necessitated modifications being carried out on suspension, steering, road wheels, etc. These improvements were so successful that at Long Eaton on Saturday, 30th June, 1968, he was first in the championship qualifying final sponsored by Carburel Oil Company. In this race, he was placed at the rear of 25 starters, but within 5 laps on a course of 30 laps, he had overtaken all the other competitors.

In Production Car Racing, with his E-type Jaguar, Martin holds the Wimbledon, Eastbourne and Ipswich track records. The gold-plated steering wheel now on his E-type Jaguar was specially made and presented to him for his achievements at

Wimbledon when he was first in the final of the Production Car Race and also set up the new track record.

As will be seen in the pictures, Martin Rigby is the holder of many trophies, including three special ones presented to him for his ability in driving tests.

Given the opportunity and appropriate encouragement, there seems little doubt that Martin Rigby's engineering ability and driving skill will pay dividends in the future.



SPORTS



Alvis apprentices cricket team, winners of the Alvis Inter-Departmental Cricket competition, 1968.

SOCIAL



Mr. R. E. Thompson (Secretary, Alvis, Sports and Social Club) presents the Trophy to Mr. N. Eaves, captain of the apprentice's team.

HORTICULTURAL SHOW AT SOLIHULL

THE Rover Horticultural Annual Show was held in the Canteen at Solihull on Saturday, 24th August, and was formally opened by Mrs. W. J. Robinson.

Despite the unsettled weather in recent weeks, the Rover gardeners put on a fine show of vegetables and flowers, and the attendance was quite good.

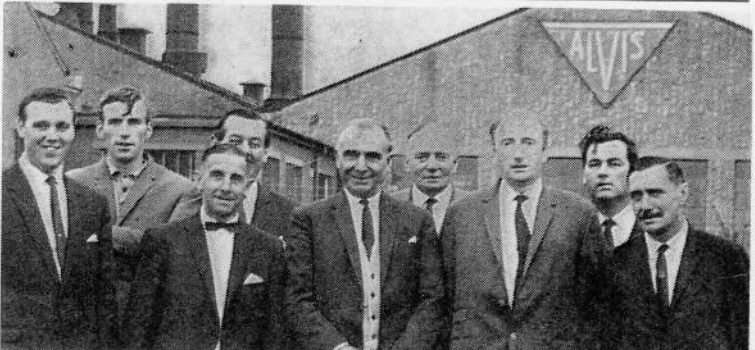
The main trophy-winners were:
Worcester Rose Bowl—W. Bradshaw; Garden News Shield—A. Thomas; Perrins Cup—W. Bradshaw; Martin Hurst Trophy—Mrs. E. Ross; Marson Cup—Mrs. E. Ross; Wilks Challenge Cup—W. Bradshaw; Myton Plate—Mrs. D. Rowley; A. B. Smith Challenge Cup—A. Thomas; Nicholls Challenge Shield—A. Ross; Frank Singer Trophy—L. W. Rogers; Bernard Jackman Trophy—S. Jay; E. S. Richards Trophy—W. Bradshaw.

On 28th September, the Section's late show of chrysanthemums and dahlias will be held in the Junior Staff Canteen and a welcome is extended to all those who are interested in these beautiful flowers.



Picture taken recently in the Games Room at Solihull during the presentation by Messrs Wills of a new set of snooker and billiard balls for Rover Social Club use. The occasion ended a most Spastics Snooker Competition for clubs in England and Wales.

Left to right: MR. R. TAYLOR (Hon. Sec.), MR. R. NEWBOULD (Capt.), MR. N. CLAY, G. HICKS and MR. BOWDEN of Messrs Wills who made the presentation.



Alvis Bowls section, winners of the C.W.S.A. Junior Cup competition, 1968. Left to right: D. Knowles, J. Horbury, W. Waring, B. W. Maltby, W. Addington, C. Fisher, J. Shirley, A. Spencer, M. Bucknall.

THE Rover Solihull Angling Section give the following results for the first ten contestants in the Annual Contest fished at Bredon on Saturday, 7th September, 1968.

	lbs.	ozs.	drms.
1. K. Eaton ..	2	15	4
2. R. Harze ..	1	12	4
3. J. Drew ..	1	11	8
4. L. Hare ..	1	9	12
5. G. Dowson ..	1	8	8
6. S. Troth ..	1	5	10
7. A. Chalmers ..	1	5	8
8. A. Browne ..	1	3	12
9. J. Arkwell ..	1	2	8
10. R. Checkley ..	1	1	12

FORTHCOMING HAPPY EVENT

MRS. VALERIE SAMUELS

A popular young lady on the staff in Works Engineering Department at Solihull left the Company on Friday 24th August in anticipation of a 'Happy Event'. Mrs. Valerie Samuels joined the Company in 1961 as a junior and in appreciation of her service within the department, Valerie was presented with a selection of baby requisites by Mr. J. B. Wilson, Chief Engineer, on behalf of her many friends.

OBITUARY

W. HANCOX
A REAL SCOUT

We regret to report the death of Mr. W. Hancox who passed away recently aged 51 years. Mr. Hancox joined the Rover Company in 1934 and after being a member of H. M. Forces throughout the war he rejoined the Company for a short while, leaving in 1946 until he finally settled in a staff position on 8th March, 1954, under Mr. B. Whitehurst in the Trim Planning Department. In his private life his absorbing interest was the Scout Movement and he became Assistant Commissioner of Foleshill, Coventry district and was Scoutmaster of the 13th Coventry Scouts who were the premier Scout Band and all England Champions.

A THIRST FOR SPEED