



ROVER AND ALVIS NEWS



Vol. 8 No. 1



December, 1968

A BRITISH LEYLAND NEWSPAPER

WISHING YOU A HAPPY CHRISTMAS
AND A PROSPEROUS NEW YEAR

Record Year Ahead?

in this message to Rover and Alvis Employees — SIR GEORGE POINTS THE WAY



SIR GEORGE FARMER

THE year 1968 has been one of great opportunity and great achievement. Sales both at home and abroad reached an all-time record. In the export field we were quick to seize the advantages offered by devaluation and export sales increased by no less than 39%.

The year 1968 will go down as a most important one in the history of the British motor industry for it saw the long-awaited merger of British Motor Holdings and the Leyland Corporation into the British Leyland Motor Corporation which is now the biggest motor vehicle manufacturing company in the United Kingdom and the third largest in Europe.

We at Rover and Alvis can be justifiably proud of the very substantial contribution we have made to the affairs of British Leyland in its first year.

Nevertheless, it was a year of frustration and disappointment, for we could have achieved substantially higher sales, particularly abroad, if production had not been constantly

interrupted as a result of disputes both in our own works and in those of our suppliers.

We are entering the New Year with our order books for both cars and Land-Rovers in a very healthy condition, and such is the demand for our products that we can look forward to the possibility of another record year, provided that all of us do all in our power to avoid the disruptions which have been such a disturbing feature in 1968.

The economic well-being of the country depends to a very large extent on the growth, efficiency and export performance of the British motor industry, and the Rover Company and Alvis have a very important part to play.

We have the products; we have the skills and we have the resources—let us make 1969 a happy and prosperous year for Rover and Alvis and for all who work for these two great companies."

O.B.E. FOR GUATEMALA

Queen honours Mr. William Pagram
General Manager of Rover Distributors

IN Guatemala, at the home of The Consul General of Great Britain, a ceremony took place in September to honour Mr. William Pagram, general manager of Rover distributors, Compania Distribuidora Kepaco S.A.

The British Diplomat Mr. F. S. Trew had been ordered by Her Majesty to present to Mr. William Pagram the decoration of the Order of the British Empire in the official class of the civil division, a decoration which Her Majesty had kindly agreed to award on the day of her official birthday in June this year.

William Pagram received his award as recognition of his outstanding

endeavours to promote and encourage good relations between the British and Guatemalan peoples in general. He settled in Guatemala in 1931 and he became a typical example of the many persons who have spent their life working abroad contributing in a great way to the progress of the country in which they live without losing their feelings of affection and loyalty for the country of their birth.

In 1945, Mr. Pagram joined Mr. Minor Kellhauer, the Company which is today known as Kepaco S.A. of which he is general manager and it has been and continues to be one of the most important importing companies of British Products.

The Princess and Sir Donald at Earls Court



Sir Donald Stokes, Chairman and Managing Director of British Leyland with Princess Alexandra on one of British Leyland's stands, after the Princess had officially opened the Earls Court Show for 1968.

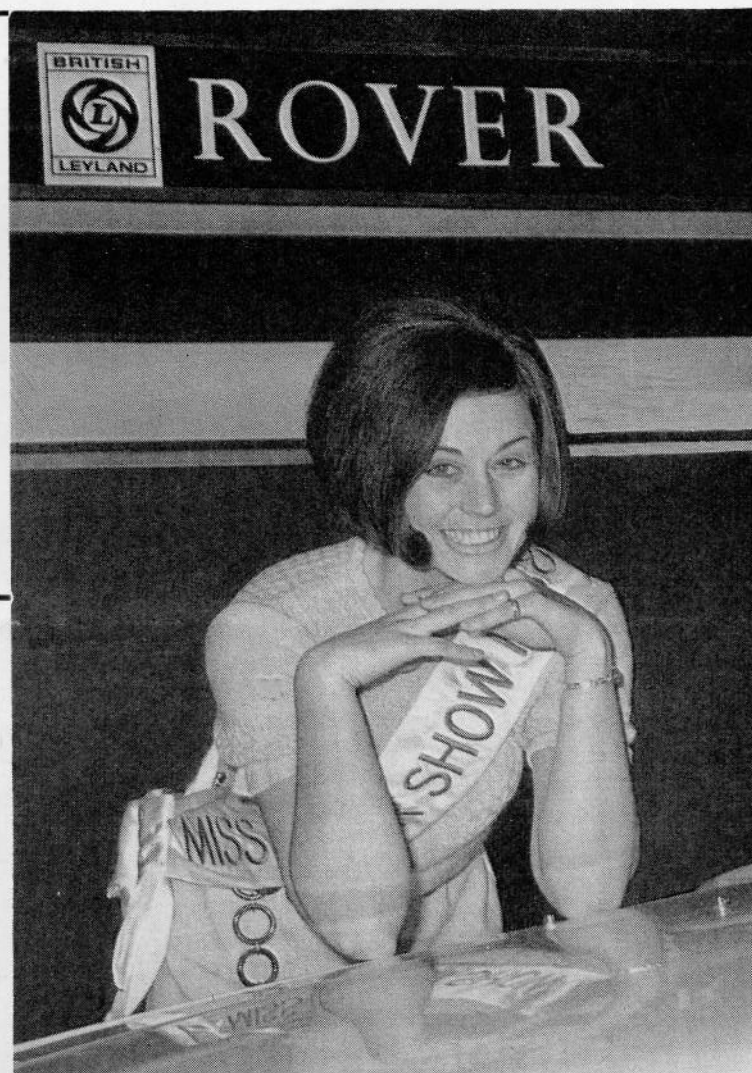
MISS MOTOR SHOW 1968

"A Rover Product"

BRISTOL DISTRIBUTOR SENDS WINNER

PUBLICATION DATE

A decision has been made to standardise the publication date for all works newspapers within the British Leyland Organisation. To comply with this new arrangement the next edition of "Rover and Alvis News" (at present published bi-monthly) will appear on 1st February 1969 and not on the 7th day of the month as has been the practice during the past two years.



IN a competition organised by The Cycle and Motor Cycle Trades Benevolent Fund, the winner of the title Miss Motor Show 1968, was won by Miss Angela Moon, sales receptionist at Windmill and Lewis Limited, Rover Distributors, Bristol. In the picture Miss Moon is seen posing for the cameramen on the Rover stand, proudly wearing the sash of honour.

ENJOY YOUR CHRISTMAS—DRINK WISELY—DRIVE CAREFULLY

A £40 million (\$95 million) American order for 36,000 British Leyland cars was confirmed at the Motor Show at Earls Court by Mr. Graham Whitehead, President of British Leyland Motors Incorporated, Ridgefield, New Jersey.

The order, for delivery in the United States before the end of the year, consists of 25,000 M.G. sports cars and Austin America Saloons; 7,500 Triumph Spitfires and GT 6's; 2,500 Jaguar E Types and 500 of the new Jaguar XJ 6 Saloons; and 500 Rover TC's and Land-Rovers.

Mr. Whitehead said, "This will take our sales up to 64,000 cars this year, compared with 52,000 last year and it will give us a flying start towards our objective of selling 110,000 cars next year. It is however imperative that the cars should be delivered on time and I feel sure that everyone in the factories of British Leyland would respond to the challenge".

36,000
BRITISH LEYLAND
CARS
FOR AMERICA

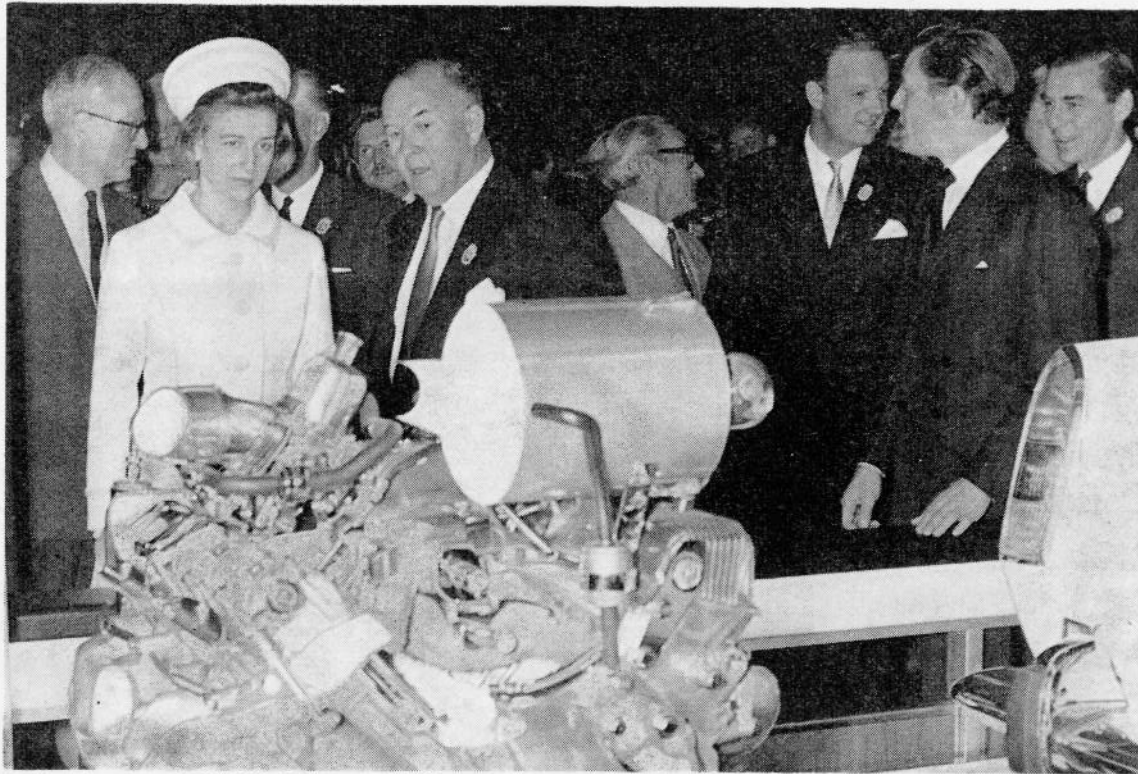
1968 SHOW REPORT

DESPITE lower attendances at the 1968 London Motor Show, Rover sales executives reported increased genuine enquiries. Home Sales Manager Mr. B. H. Liggins commented: "Obviously the counter-attraction of the televising of the Olympic Games had a great bearing on attendances, especially later in the day, but it was very rewarding to find that sales enquiries for our vehicles were well up to previous years' standards. This was particularly the case with the Three Thousand Five, which was having its U.K. Motor Show debut, and I am very confident that if we can meet production schedules our outlook for the next few months must be very bright."

DURING the Show, a large number of Rover overseas distributors and dealers visited both the Rover stand and the offices in Earls Court to discuss further sales business with Company executives. During the first week an order for 97 Rover cars and Land-Rovers was placed by the Metropolitan Police. Included in this order, which was worth over £125,000, were Rover Three Thousand Fives, Rover 2000 TC's, 3½-Litre models and a quantity of Land-Rovers, and it represented the largest ever single order received by Rover from the Metropolitan Police. These vehicles, which are to be used for various duties in the Metropolitan Police district, will be fitted with flashing blue lamps and other special equipment including radio telephones. (See 'Blue Lamps for Rovers' in Rover and Alvis News, October edition).

One of the most coveted prizes of any London Motor Show is the award of the Coachwork Gold Medal which is presented to the most attractive and well-finished vehicle in particular price classes. This year the Rover Company took one of these Gold Medals for the Rover 2000 SC in the face of fierce competition from other manufacturers who were exhibiting new models for the first time.

Amongst the V.I.P.s to visit the Rover stand were Princess Alexandra and King Hussein of Jordan.



At the Rover stand H.R.H. Princess Alexandra chats to Sir George Farmer, Chairman of the Rover Company. Also in the picture, Mr. J. K. S. Carpenter (Sales Director) is seen in conversation with Mr. Angus Ogilvy, and on the left behind Princess Alexandra Mr. W. Martin-Hurst (Managing Director) is engaged with another member of the Party.

Below: On the Rover stand Mr. W. Martin-Hurst (Managing Director, Rover) greets H.R.H. King Hussein (centre) with his brother H.R.H. Prince Hassin.

KING HUSSEIN OF JORDAN VISITS ROVER STAND



SHOWING THE FLAG IN AMERICA

BRITISH LEYLAND CARS FEATURED
IN 'GREAT FESTIVAL OF GREAT BRITAIN'

THE largest-ever department store promotion of British goods in the United States recently took place at Macy's in New York. Billed as the 'World's Largest Store', with another eleven Macy stores in New York and Connecticut the 'Great Festival of Great Britain' was opened to the public on 3rd September and closed its very successful run on 21st September.

Attesting to the importance of the Great Festival of Great Britain to British-American trade was the presence of Admiral of the Fleet, Earl Mountbatten of Burma, K.G., who officially opened the Festival on 3rd September, along with Eric Midgely, Commercial Minister to the U.S., Edmund Dell, M.P., Minister of the State of the British Board of Trade, and Lawrence C. McQuade, U.S. Assistant Secretary of Commerce.

As part of the Festival promotion, a store-wide sweepstake contest was organised, and three Austin Americas were made available to Macy's by British Leyland Motors, Inc., which markets Austin, M.G., Rover, Jaguar and Triumph cars in the U.S., and Mr. J. S. Inskip, Inc., the regional distributor of Austin and M.G. Two of the cars were given away through the Metropolitan New York stores and the third through Macy's 'Colony' store in the Albany-Troy-Schenectady area. A total of 500,000 entry blanks were printed for the contest.

Throughout the Festival, Austin Americas were displayed in the main New York store as well as in the Colony and New Haven, Connecticut branches. In addition to an Austin America in the Men's Department of the New York store, a second Austin America, suitably decorated as a Union Jack, was part of the British Exhibit Centre. The Centre, also

featured part of the 'People of Britain' exhibit from the British Pavilion at Canada's Expo 67 as well as historic displays of old England and representative *avant-garde* art of the new England.

The Festival took a full two years to plan and develop with Macy personnel working closely with British government officials, members of the British Board of Trade, manufacturers and designers. There were literally tons of British merchandise collected for the Festival ranging from small sacks of famous British candy through tea and Carnaby Street fashions to a pre-auction collection of paintings and sculptures assembled by Sotheby & Co. An advance unit of the Queen's Guard Tattoo, scheduled to appear in New York in October, performed regularly on Macy's New York marquee while below at the main entrance one of the famous Harrod's 'Green Men' greeted customers.

"One of the most important factors in the successful introduction of a new car is rapid, wide-scale exposure," said Mr. G. W. Whitehead, president of British Leyland Motors, Inc. "By participating in this important event, we were able to reach many of the more than 150,000 people who shop in Macy's, New York each day plus the thousands more who shop in the eleven other Macy stores in an atmosphere of aggressive merchandising."

Reducing tyre noise in a world of noise ROVER 2000 SUBJECTED TO SEARCHING TESTS AT FORT DUNLOP

THERE is an increasing awareness of the effect of noise on human beings. Certain noises are stimulating, for example when arranged in music, but many other noises are quite irritating and considerable background noise may be extremely exhausting and the cause of harm to health.

Emission of noise is a real problem and motor manufacturers appreciate the importance of suppressing noise vibrations, realising of course, that 'soft quietness' adds to the feeling of luxury.

The modern car is, as we know, considerably quieter than its ancestor, despite the high performance achieved, but there is still a certain amount of concern about the automobile's contribution to the mounting accumulation of noise in everyday life.

Tyres contribute very little to the combined noise level but it is important that as cars of the future become quieter, tyre noise is equally lessened.

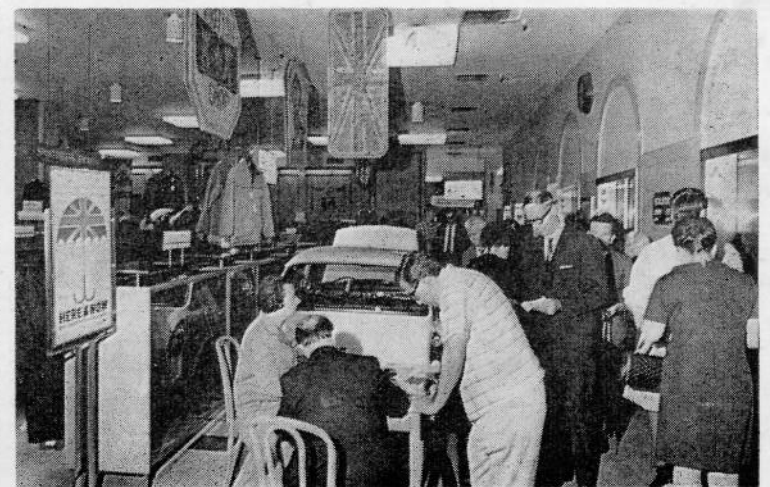
When a tyre comes into contact with a hard and sometimes rough road surface vibrations reach the vehicle body and the production of sound is inevitable. As already

mentioned its intensity is not very high relative to the other noise levels: nevertheless effective steps are being taken to reduce this level still further.

At Fort Dunlop there is a comprehensively equipped chassis laboratory and also proving ground facilities where the problems of vibrations and noise can be studied.



A Rover 2000 mounted on a roller track fitted with special segments for sound vibration tests in the Dunlop Chassis Laboratory.



IN New York, customers line up to complete their entry forms in the competition to win one of the three cars given away by Macy's, British Leyland Motors Inc., and J. S. Inskip, Inc.

FIRST IN THE QUEUE For a 'Fill Up' at Britain's First 'No Pumps' Station

INTERESTING INNOVATION BY BP

AT Acocks Green, Birmingham—Westley Road Service Station, formerly a three-pump petrol filling station—has been converted by BP to a 'no pumps' station at a cost of £4,500 and it is the first of its kind in Europe. The new system was inaugurated on Tuesday, 27th August, 1968 and at the official ceremony, a Rover THREE THOUSAND FIVE was the first car to have a 'Fill up'.

Instead of conventional petrol pumps, motorists fill up from electrically-operated overhead hoses which are lowered from a canopy which covers the whole re-fuelling area. Motorists using the station are asked to pull up on one of three 18 ft. coloured circles marked on the forecourt and in serving the customer the attendant presses a button on the wall and the pump hose descends automatically to shoulder level. The action of the attendant in pulling the hose towards the filler cap of the car automatically switches on the pump motor and delivery is then by conventional nozzle. As in conventional systems, the bulk fuel is stored in tanks below ground.

For small petrol stations with cramped, narrow and limited forecourt accommodation, BP's new system of 'no pumps' will make it possible to increase the flow of vehicles through the site and forecourt service can be speeded up by about 30%.

Our picture (by courtesy of Shell Mex and BP Ltd.) shows a smiling attendant preparing to re-fuel the Rover THREE THOUSAND FIVE at the official opening ceremony.



British Leyland vehicles competing in the London to Sydney Rally

A LONE LAND-ROVER AND TWO ROVER 2000 T.C.s ACCEPT THE CHALLENGE

BY the time that this issue of *Rover and Alvis News* is released the London to Sydney Car Rally, sponsored by the *Daily Express* and the *Sydney Telegraph*, will be reaching its thrilling climax. Of particular interest to readers will be the performance of a lone Land-Rover entered by the 17th/21st Lancers. Although all 4-wheel drive vehicles are excluded from entry, this Army Land-Rover has been specifically adapted to conform with the organisers' regulations by the removal of the drive to the front wheels, thereby making the vehicle capable of 2-wheel drive only.

The Lancers team, headed by Lieutenant Gavin Thompson, was made up by Lieutenant C. J. Marriott, Corporal C. P. Skelton, and Trooper M. Lewis, all of the 17th/21st Lancers. Their Land-Rover, which was given the number 99, was basically a long wheelbase Station Wagon fitted with a 2½ litre petrol engine—but with an appreciable difference in performance to most other similar vehicles!

Before leaving at the start of the Rally on 24th November, Lieutenant Thompson told *Rover and Alvis News* at a special farewell cocktail party, "This is going to be the rally to beat all rallies, for no previous event can even be compared with it. After studying the initial conditions of entry I decided that the only vehicle with the reputation needed to complete the gruelling 10,000 miles was the Land-Rover, and we are determined to do well. Our vehicle is capable of 100 m.p.h. and we have provided for every emergency in the four months that we have been working on our vehicle. We have used the Land-Rover de-luxe seating at the front to give passenger comfort, whilst the back has been fitted with aircraft seating in order that we can catch up on as much sleep as possible. Amongst the host of extras that we have also fitted are a cooker, a tropical sun roof, sirens, specially designed jerry cans, a cow catcher to move any obstinate animals or other obstacles—and our own toilet facilities."

When the flag dropped starting the



The 17th/21st Lancers Land-Rover ready for the 10,000 miles test.

100 competitors off on their marathon journey, 10,000 miles of the most hazardous roads and tracks in the world faced them, their trip taking them through Europe into Turkey, Afghanistan, to Pakistan and into India, where they boarded the S.S. Chusan for the nine-day voyage to Perth in Western Australia.

Anyone thinking that the Rally was finished by the time they reached Bombay was sorely disillusioned by the final leg across Australia that faced the remaining competitors, for this leg is certainly the most hazardous that could be imagined, through desert, swamps and every other possible natural hazard.

In addition to the lone Land-Rover, other Rover interest was provided by the two Rover 2000 T.C.s entered by the British Army Motoring Association, whilst amongst the remaining 97 cars, 17 were British Leyland vehicles, including a large proportion of Austin and Morris 1800's.

There can be very little doubt that by the time the finishing cars reach the finishing line at Warwick Farm in Sydney on Tuesday 17th December, there will be many tired drivers and motor cars.

So keep your fingers crossed that the first car home will be one of our products.

COST-SAVING SUGGESTION WINS AWARD FOR TYSELEY MAN



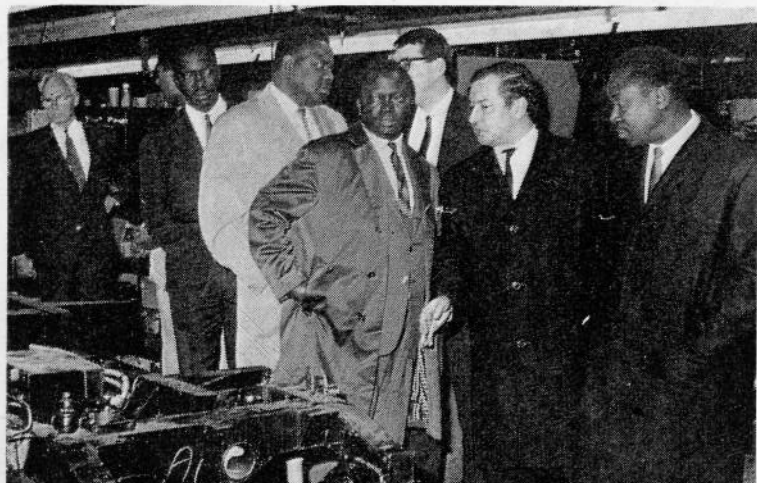
An award of £50 was recently made to Mr. R. Pye, who is employed on engine assembly at Tyseley works, for a cost-saving suggestion. This was for the substitution of an aluminium washer to replace a rolled

copper washer on tappet location pins on Land-Rover engine assembly. Our picture shows presentation of the award to Mr. Pye by Mr. E. Scott, Executive Director (Production), Tyseley Group.



THEY'RE OFF! A great crowd sees the start of the greatest ever rally.

FROM FRENCH GUINEA

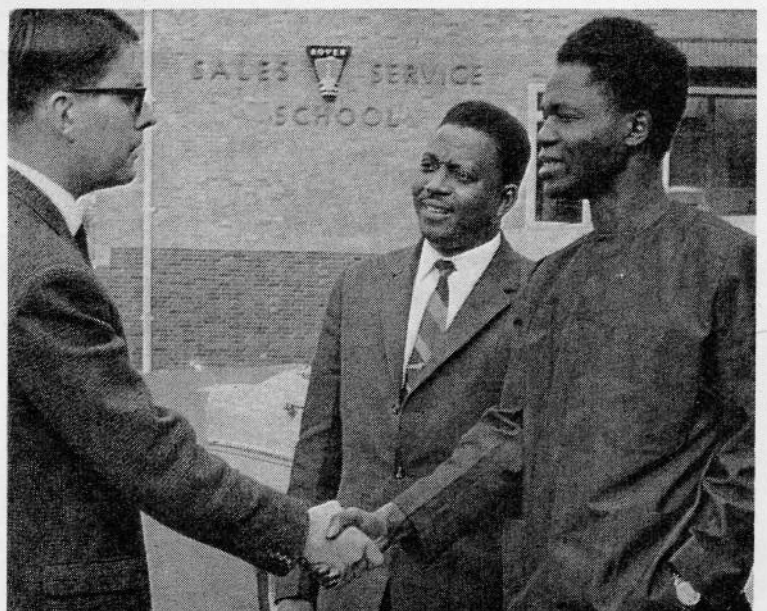


ON 30th October, the Rover Company was honoured by the visit of a delegation from French Guinea. The picture above, taken during a tour of Land-Rover assembly, shows the party being escorted by Mr. E. Armitage (Regional Sales Manager) and Mr. C. Currie (Public Relations). The party consisted of Monsieur II Beavogui, Foreign Minister of French Guinea; His Excellency Monsieur E. N. Famara, Minister of Commerce; His Excellency Monsieur K. Bangoura, French Ambassador in London; Monsieur Conde, Governor of Conakry; Monsieur Malhomme de la Roche, French Interpreter; Mr. Touri, British Ambassador to Sierra Leone, and Mr. Birkmyri, Foreign Office representative.

VISITORS

V.I.P's
FROM OVERSEAS
TOUR
ROVER'S
PLANT
AT
SOLIHULL

FROM SIERRA LEONE



Two distinguished personalities from Sierra Leone recently paid a visit to the Rover Company's Headquarters at Solihull. In the picture Mr. C. Currie (Public Relations) is seen greeting Mr. J. C. O. Handson-Taylor, Minister of Information (right) and in the centre Mr. S. I. Korona, Minister of Trade and Industry for Sierra Leone.

SERVED IN FRANCE during 1914-18 war

Rover-Sunbeam Ambulance reborn in New Zealand

A 'Heap of Ironmongery' now Prize Model for Auckland Museum

ON the outbreak of the 1914-1918 war, the War Department had to decide on a standardised product for army use. They considered the Rover 12 and the Sunbeam 16, both of which were in quantity production at the time, and they decided in favour of the 16 h.p. Sunbeam on account of its higher horse-power. The Rover Company were delegated to duplicate this product and during the war years, the Company produced about 1800 Rover-Sunbeam staff cars and ambulances. All the vehicles were supplied as complete with Rover-built bodies.

One of the Rover-Sunbeam staff cars is known to be still running in Holland. It belongs to Mr. P. van Leeuwen, a member of the Pioneer Automobielen Club of Holland. This was believed to be the only surviving Rover-Sunbeam on record until news came through in 1966 that one of the ambulance models had been found in an orchard in Kerikeri, New Zealand. These two specimens could be the only ones in existence. (See reference to this in the article 'Rover Name and Emblems'—*Rover and Alvis News*, February, 1968, page 7).

In France, during World War I, the Rover-Sunbeam ambulance unearthed in New Zealand was called *Gutless Gert* and when the war ended it was shipped, in 1919, to

New Zealand with other ambulances to operate in remote areas where there were no resident doctors. *Gutless Gert* was in service on the west coast of the South Island until 1922 and it was eventually bought by Mr. Stan Booth, a Kerikeri orchardist who converted it to a motor caravan—one of the first in the country. The stretcher racks became beds, and a sink was fitted. When Mr. Booth had finished with her, he left her under the trees where she gradually deteriorated—and it was as a 'heap of ironmongery' that Mr. Bryan Jackson, a vintage car enthusiast, bought the heap. The original red cross and war markings were still visible and Mr. Jackson was thrilled because he realised the vehicle could be restored.

Over the next two years, a tremendous amount of restoration work was carried out and Mr. Jackson decided to change the name from *Gutless Gert* to *Jessie*, because he thought the original name just a little bit too strong.

Mr. Bryan Jackson is a director of Bryan Jackson (N.Z.) Ltd., Auckland—New Zealand's largest caravan organisation and *Jessie* is now the prize piece in his collection of ten vintage cars. He is hoping to house the vehicles in a museum which he is planning and expects to open in 1970.

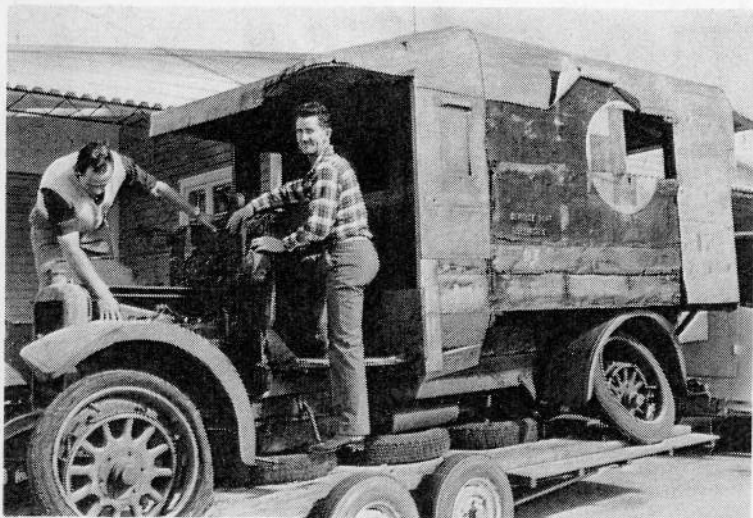


Photo by courtesy of the N.Z. Herald and the Weekly News
Mr. Bryan Jackson (left) with his sales manager, Len Elliott, looking over *Gutless Gert* as she was when found.

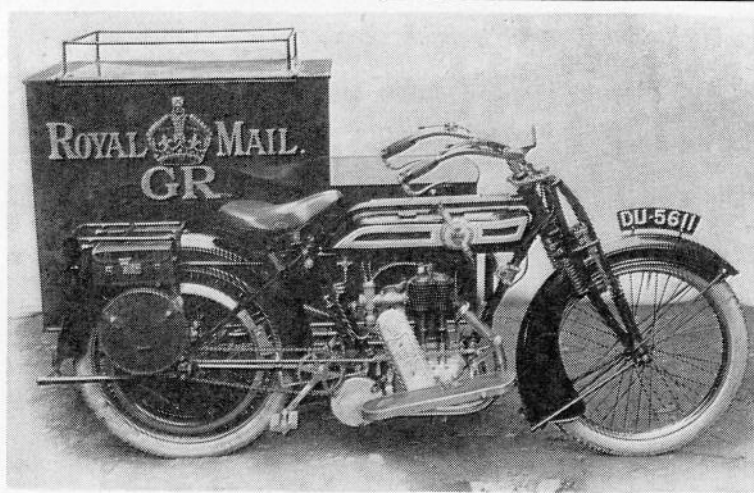


Photo by courtesy of Auckland Star, N.Z.
The restored Rover-Sunbeam ambulance re-named *Jessie*.

A GOOD 'COMBINATION'

50 YEARS AGO

DURING the world war of 1914-18 Royal Mail collections were made by motor-cycle combination and this interesting picture, taken around 1915 shows a Rover 3½ h.p. motor cycle of the period ready for service with the G.P.O. This picture was sent to the Editor by John Davy of Standard-Triumph and is published for your interest.



REDUCING EXHAUST EMISSION

Rover's Technical Director Member of British Leyland Research Team in three-year programme

BRITISH Leyland Motor Corporation and Shell Research have signed an agreement to co-operate on an intensive research programme over the next three years aimed at reducing potentially harmful exhaust emission from petrol engines.

Research teams from the two companies will work in close collaboration, with British Leyland developing and supplying experimental engines and equipment for fuel studies by the Shell scientists. This combined operation which is

the largest of its kind in Britain offers the best opportunities of a long-term solution to the problem of noxious exhaust emission resulting from engine/fuel factors of the petrol-engined motor car.

British Leyland and Shell have till now conducted independent studies on exhaust emission control. All British Leyland cars exported to the United States currently comply with the exhaust emission legislation but these standards will become more stringent in the future and present devices being used by British Leyland and other manufacturers may become inadequate, or too expensive.

The object of these studies is to produce prototype engines with acceptable performance, fuel quality requirements, and production cost characteristics that will satisfy volume production and exhaust emission requirements for the U.S. and possibly other countries in the 1970's and after.

The Shell research team will be led by Dr. N. Kendall, Development Director of the Thornton Research Centre; while the British Leyland team comprises specialist technical directors Dr. John Weaving, Mr. Peter Wilks (Technical Director, Rover Company) and Mr. Walter Hassen.

Shell and British Leyland will negotiate the licensing of any invention resulting from their joint research programme.

YOUR LEGAL RESPONSIBILITY

BY W. G. KANE SAFETY OFFICER

READING through a recent H.M. Factory Inspectorate publication it was interesting to note an incident at a factory in the northern part of the country which ended with an employee being taken to court by the local H.M. District Inspector of Factories.

One deduces that whilst a man was bending down in the machine shop where he was employed, another employee applied a compressed air line to his behind, as a result of which the man spent two weeks in hospital with serious abdominal injuries.

The 'joker' was subsequently prosecuted by the H.M. Factory Inspectorate for wilfully and without reasonable cause, directing a jet of compressed air at the anus of a fellow worker, this being likely to endanger him.

The defendant admitted the offence and said he had been playing a practical joke. The prosecution had accepted that the defendant did not act with malice.

Imposing a fine of £10 the magistrate said that it was very proper that a prosecution had been brought, to bring to the notice of people who used this type of equipment the very great danger involved, and that skylarking could have disastrous results in factory premises.

As a result of the incident, it was stated that the defendant, a married man with two children, had lost a steady, well-paid job.

It is perhaps not sufficiently well-known by employees that they are legally bound by Section 143 (2) of the Factories Act, 1961, not to wilfully and without reasonable cause, do anything likely to endanger either themselves or other people.

The above mentioned case was brought under Section 143 (2) and also under Section 155 (2) which provides that if an employee contravenes any Regulation or Order made under the Act which expressly imposes any duty upon him, he shall be guilty of an offence, and the Factory Occupier or Owner shall not be guilty of an offence unless it is proved that he failed to take all reasonable steps to prevent the contravention.

Admittedly, this responsibility on employees is contained in the Abstracts of the Factories Act, (Form 1) which by law, must be prominently displayed on the premises, but alas, it is very doubtful if few or any employees bother to read it.

It is because such cases as the foregoing should be given maximum publicity that we devote this Note on Safety, to underline the legal responsibilities which rest on employed persons.

'GOLD' AND 'SILVER' MEDALS FOR ROVER

RECALLING TRIALS OF THE EARLY TWENTIES BERT GARDNER SENDS US HIS SOUVENIRS

WHEN the Service Depot at Coventry closed down (see page 6, *Rover and Alvis News*, August 1968) Mr. H. (Bert) Gardner (now retired) expressed a wish to present to the Company the six gold and silver medals which he won when driving the 8hp Twin Air-cooled models in trials during the very early twenties. The medals were sent to Mr. H. B. Light, Company Historian, for safe keeping and they are pictured here in memory of events in Rover history which took place nearly fifty years ago. We are pleased to acknowledge and thank Mr. Gardner for these interesting souvenirs.



1921



1921



1921



1921



1922



1923

LONG SERVICE AWARDS

TO EMPLOYEES

Presented by

Mr. A. B. Smith

(DIRECTOR AND GENERAL MANAGER)

Thursday, 14th November, 1968



Left to right: Mr. D. H. GALLAGHER (Tyseley); Mr. B. T. HUNT (Tyseley); Mr. W. H. EDWARDS (Acocks Green); Miss D. LEE (Acocks Green); Mr. A. B. SMITH; Miss M. V. HAWKES (Tyseley); Mr. H. L. BRAUND (Acocks Green); Mr. H. MILLWARD (Solihull).

ACOCKS GREEN

SOLIHULL

TYSELEY

High altitude and space travel health hazards

INTERESTING LECTURE AT COVENTRY

THE first lecture of the 1968-9 season of the Coventry Branch of the Royal Aeronautical Society was held before an enthusiastic audience at RAF Gaydon on Wednesday evening, 25th September under the chairmanship of Mr. R. A. Field (*Technical Publications, Alvis*).

It was the first Coventry Branch lecture ever to be held outside the City Boundaries and was on Space Medicine by Wing Commander P. Howard of the RAF Institute of Aviation Medicine.

The Wing Commander, a former doctor at St. Thomas Hospital, London, has, since 1951, worked on high altitude and space problems and latterly on the co-ordination of relevant British Research for the USAF manned Orbiting Laboratory Programme.

The lecture, illustrated with many slides, highlighted the strange changes produced in Astronauts due to prolonged weightlessness; changes in the blood cells and bone density, the cause of which is unknown. It also touched on space sickness—the Americans have not suffered from it but the Russians, for some unknown reason, have. Other problems concerned giving the digestive system enough to do and radiation, the greatest danger of which was Sun Flares while on a flight to the moon. In spite of the tremendous amount of space research, the Wing Commander considered that no medical discovery of great consequence had yet been made.

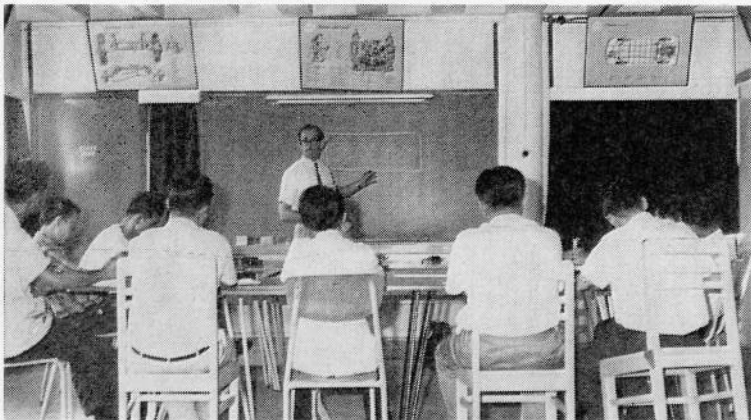
After the lecture, the Commanding Officer of RAF Gaydon, Group Captain H. King, acted as host and a magnificent Buffet was provided.



Left to right: Group Captain H. King (Commanding Officer, RAF Gaydon); Mr. A. W. G. Hersee (Coventry Branch, from Rolls-Royce, Coventry); Wing Commander P. Howard, who gave the lecture; Mr. R. A. Field (Chairman, Coventry Branch, from Alvis, Coventry); Air Commodore R. T. Morrison (Air Officer Engineering, HQ Training Command).

IN THE FAR EAST

Service Instruction in Malaysia and Ceylon



Instruction in progress in Malaysia.

THE Rover Company fully appreciates the importance of keeping operators of Land-Rovers throughout the world up-to-date with latest developments and improvements. To this end Rover's Far Eastern Service Representative Jim Joss who has travelled widely in this connection recently conducted a special three-day course of instruction for engineers and service personnel at Champion Motors modern Service School in Kuala Lumpur. In addition to workshop executives and staff from Champion Motors, the local dealers and Government Departments sent representatives for the course. Mr. Joss reports that the Malaysian engineers

are very efficient and maintain a high standard of workmanship.

Land-Rovers are in use in practically every Government Department in Malaysia as well as the Malaysian Defence Forces, the Police, Rubber estates, Tin mines and Contractors. The vehicles are completely assembled in Malaysia by Champion Motors (Singapore) Ltd., at a modern assembly plant in Petaling Jaya and there are at present about 10,000 Land-Rovers on the roads in Malaysia.

During the same tour Mr Joss also held a similar course of instruction in Ceylon, for the works staff of Colonial Motors Ltd, Colombo.



Jim Joss explains a point to the class in Ceylon.

TRAINING

NEWLY EQUIPPED LECTURE ROOMS AND CONFERENCE ROOM OPENED BY MR. B. G. L. JACKMAN

TRAINING OF SUPERVISORY MANAGEMENT WELL UNDER WAY



MR. E. J. WALDEN
Supervisory Training Officer



Mr. B. G. L. Jackman (Director and Deputy General Manager) talks to the Supervisors. In the picture, top row, facing, left to right; Mr. E. J. Walden (Supervisory Training Officer), Mr. J. T. Morton (Lecturer-in-charge of General Management and Supervision at Solihull Technical College), Mr. G. S. Essex (Training Manager), Mr. B. G. L. Jackman, Mr. R. H. Phillips (General Production Manager), Mr. A. P. Lynch (Deputy Training Manager), Mr. L. Leonard, B.Sc., A.M.B.I.M., (Lecturer at Solihull Technical College—Business Studies and Industrial Administration).

ON the second floor of the Rover Company's Education and Training Centre at Tyburn Road, three newly equipped lecture rooms and a conference room have been provided for the training of Supervisory Management.

The official opening of these new training facilities took place on 1st October 1968, when Mr. B. G. L. Jackman—Director and Deputy General Manager, gave a talk to 23 Supervisors at the beginning of the seventeenth 4-day course on 'Supervisory and Instructional Techniques'.

Mr. Jackman drew attention to the many problems which faced the British Motor Industry, particularly that of overseas competition and he said that as a contribution towards meeting this challenge the Company enthusiastically supported the efforts which were being made by all con-

cerned to provide Supervisors with specialised training. This training would help them to meet, accept and implement changes in work methods and to more easily assimilate technical developments as they arose. He said there was little doubt that the increasing complexity of new production equipment and methods would call for a resurgent attitude by all those engaged in the Industry and in this respect the Supervisor's role as a member of the Management team became increasingly important.

The specially devised 4-day course on 'Supervisory and Instructional Techniques' is given in association with Solihull Technical College and each day is broken down into sessions covering a wide variety of subjects, all of them being of importance and value to the supervisor.

In declaring the new section

officially open Mr. Jackman expressed his pleasure at being the first person to give a talk to a group of Supervisors in the new conference room.

Mr. E. J. Walden, Supervisory Training Officer, proposed a vote of thanks and asked Mr. Jackman to convey to the Board of Directors the appreciation and thanks of all those present for providing such excellent facilities for Supervisory Training. Mr. Walden also expressed his appreciation to all those involved in planning, purchasing and engineering the new section.

Before the official opening Mr. Jackman and Mr. R. H. Phillips, General Production Manager, were shown round the new section by Mr. G. S. Essex, Training Manager and Mr. A. P. Lynch, Deputy Training Manager.

TYBURN ROAD

'Expecting' A STORK VISIT!

MRS. HEATHER UNDERWOOD

A baby's high chair, baby's bath-set and stand, and other requisites were the gifts from colleagues and friends to Mrs. Heather Underwood who left the Company on 27th September, 1968, in anticipation of a 'happy event'.

Mrs. Underwood, secretary to Mr. W. G. Mason (P6 Production Controller, Solihull), was formerly secretary to Mr. R. D. Harington, and at the presentation ceremony Mr. Mason warmly thanked Mrs. Underwood for her excellent service for the Company.



Mrs. PAMELA GREEN

After 14½ years' service with the Company at Solihull, Mrs. Pamela Green left the Company on 17th October to prepare for a forthcoming 'Happy Event'. Mrs. Green was in charge of the chassis and body engineering tracing sections prior to their integration. Our picture shows Mrs. Green (third from right) with friends and colleagues at her farewell party when Mr. D. L. Johnson presented her with gifts from well-wishers.



Mrs. J. HARRISON

Mrs. J. HARRISON (Data Processing Punch Supervisor) said goodbye to her friends at Solihull on 31st August, 1968. After nearly thirty years' service with the company, Mrs. Harrison leaves to prepare for a 'Happy Event' and at the presentation party a good crowd gathered to wish her well. Mr. J. Jephcott (Computer Operations Manager) (extreme right in the picture) is seen presenting Mrs. Harrison with a clock and suitcase.

OFF TO BOURNEMOUTH

MR. R. W. MEWETT



AFTER 27 years service with the Rover Company Mr. R. W. Mewett (Press Shop Controller) is going into semi-retirement and is moving south to the Bournemouth area on medical advice. Mr. Mewett joined Rover at Barnoldswick during the war period in 1941 and came to Solihull in 1946. He became a well-liked member of the staff and took a great interest in Rover Sports and Social activities. At the farewell ceremony held at Solihull, Mr. B. G. L. Jackman (Director and Deputy General Manager) presented him with gifts from his friends and colleagues, who, as seen in the picture came in force to wish him well. Mr Mewett (light suit) is seated in centre between Mr. B. G. L. Jackman on his left and Mr. W. J. Robinson (Executive Director, Production) on his right.

OFF TO SOUTH AFRICA

Mr. B. BROWN



AFTER completing 23 years' service with the Rover Company at Solihull, Mr. B. (Ben) Brown, Chief Designer Land-Rover, left the Company on 31st October, 1968. He is taking up a position with an important company operating in Port Elizabeth, South Africa, and he set sail for the land of sunshine on 22nd November. Mr. Brown joined the Rover Company in 1945 after his discharge from the RAF. At a farewell ceremony held at Solihull, Mr. P. Wilks (Technical Director) paid tribute to Mr. Brown's work whilst with the Company and on behalf of all his friends and colleagues wished him well in his new post. Our picture shows Mr. Brown (seated fourth from the right) with Directors and friends at the ceremony.

OFF TO AUSTRALIA

Mr. JOHN MILLS

With best wishes from all at Rover, Mr. John Mills with his wife and three children, sailed on Sunday, 22nd September, to settle in Perth, Western Australia. Mr. Mills was employed as a joiner in the Works Engineering Department at Solihull, and at a farewell party, Mr. Scott (Building Engineer) presented him with a gold watch from his many friends.

SPREADING THE 'NEWS'

Dear Sir,
As the 'Rover and Alvis News' is an interesting publication on good quality paper it seems a pity to waste its advertising potential.

I am a 'short wave listener' to the amateur 'bands' and I often send reports to distant stations in the hope of receiving exotic Q.S.L. cards. I have included my copy of the 'News' with these letters on many occasions, feeling this is an excellent way of putting over news about a British Motor Company.

My pen-friend Youry, in Kiev, was very interested in the number with article on the story of the Rover name and emblems by H. B. Light, and no doubt, as it would be unique over there, showed his friends. Another copy sent over to Caracas and one to a sisal planter in Haiti, and another I remember to Sao Paulo.

A suggestion might be made in the 'News' that other readers with overseas contacts might do likewise, in the interest of Group publicity.

Yours sincerely,
W. T. RIVERS

(Tyseley Inspection)

Editor: We usually have a few spare copies and whilst stocks last interested readers can apply for them.



A BRITISH LEYLAND NEWSPAPER

Editorial Office

The Editor of Rover and Alvis News, Mr. H. B. Light, wishes to advise you that the Editorial Office is now established at Acocks Green Factory.

All news items and matters for attention of the Editor should be sent to:—

The Editor
Rover and Alvis News
The Rover Company Limited
Woodcock Lane North
Acocks Green
Birmingham 27.

G.P.O. Phone: 021-706 6161.
Internal Phone: Extension 383.

BRITISH LEYLAND MOTOR CORPORATION LIMITED

EMPLOYEE NEW CAR PURCHASE SCHEME

IF YOU HAVE DECIDED ON THE CAR YOU WANT THIS IS HOW YOU SET ABOUT PURCHASING IT

You will find below 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 signature being that of 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:

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

CONTACTS AND DISTRIBUTORS

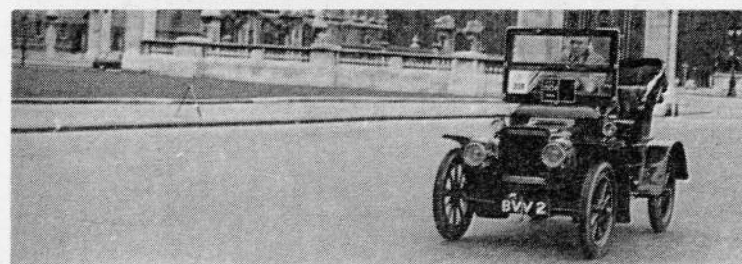


Rover/Alvis Company	Factory Contact	Rover Distributor	Triumph Distributor
Solihull Group of Factories	Mr. G. C. Luker Mr. J. J. Linforth (Secretarial Dept.)	R. H. Collier & Co. Ltd., Coventry Rd., South Yardley, Birmingham 25.	Archers (Shirley) Ltd. 639, Stratford Rd., Shirley, Solihull.
Tyburn Road 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.

Keep in touch with your Factory Contacts for the latest information on the scheme



ROVER'S INTEREST IN THE LONDON-BRIGHTON RUN

Two out of three complete course

A 1904 Rover 8, a 1903 Phoenix-Minerva Tri-Car and a 1902 Wolseley represented the Company and associated interests in the London-Brighton Veteran Car Rally for 1968.

Mr. B. G. L. Jackman (Director of Manufacture and Deputy General Manager) and co-driver Mr. F. I. H. Wood successfully complete the run in Mr. Jackman's 1903 Phoenix-Minerva and Mrs. Jackman with Mrs. Wood arrived at Brighton in record time at 12.30 p.m. in the 1902 Wolseley. Mr. W. L. Grose (Managing Director of Rover Distributors in Northampton) driving his 1904 Rover 8 unfortunately broke a timing gear at Purley and had to be rescued by Land-Rover.



ABOVE: Mr. W. L. Grose in lonely state passes Buckingham Palace in his 1904 Rover 8.

LEFT: Mr. Jackman in his 1903 Phoenix-Minerva, with Mr. F. I. H. Wood, his co-driver.

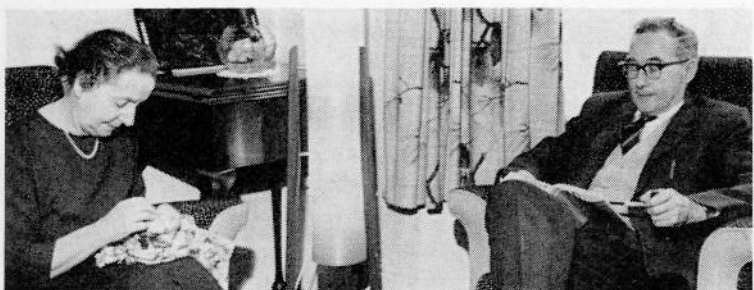
RIGHT: Mrs. Jackman at the wheel with Mrs. Wood going strong in the 1902 Wolseley.



Alvis pensioners enjoy 'day out'



A mystery coach trip, including afternoon tea at the Boat House, Evesham, provided a party of 165 retired Alvis employees with plenty to talk about. Held during September, the outing was a great success and our picture shows a few members of the party, taken during a 'break'.



Mr. J. HOGAN
Mr. J. Hogan retired on 17th October, 1968, from the Spline Grinding Section of No. 1 Machine Shop after 32 years' service with Alvis. Our picture shows Mr. Hogan at home with his wife and the standard lamp seen in the centre was a retirement present from his friends and colleagues.



MORE RETIREMENTS

Mr. P. J. BATH
Commencing his employment with Alvis on 1st January, 1939, Mr. P. J. Bath. Retired on 17th October, 1968. Our picture shows Mr. Bath (left) at the farewell ceremony when Mr. E. Beattie (Chief Inspector) presented him with gifts from his friends and colleagues.

A NEW 'PENSIONER' SENDS HIS THANKS

Dear Friends,
As it is not possible to thank you all personally for the wonderful gifts and good wishes extended to me on my recent retirement from the Company, I would like you to accept this short note of thanks. Limited space does not allow me to express my thanks as much as I would like, but through the

kind offices of the *Rover and Alvis News*, I send my Best Wishes to you all and wish the Company continuing success.
Yours sincerely,
ROY BROWN,
(Transport Department, Solihull)

(See Retirement Presentation Picture on page 7)



Mr. H. H. SMITH
After 27 years' service with the Company, Mr. H. H. Smith (Chief Inspector, Springfield) retired at the end of September. Our picture, taken at the farewell party at Springfield factory shows a few of those present with Mr. G. B. Robinson (Manager, Springfield) (left centre) who presented Mr. Smith with gifts from friends and colleagues and wished him well in his retirement. Mr. Smith is a keen gardener and Honorary Vice-President of Moseley Cricket Club.



Mr. EDWIN PARDOE
After 46 years' service with the Rover Company, Mr. Edwin Pardoe retired on 30th August, 1968. An assistant foreman, Grinding Section, Percy Road factory, Mr. Pardoe commenced his employment with the Company at Tyseley Works on 25th April, 1922, and was transferred to Percy Road in May, 1955. Photograph shows Mr. J. Jones (Machine Shop Superintendent) presenting Mr. Pardoe with a cheque, being the proceeds from a collection among his many friends at Percy Road.

Personal News from Alvis and Rover Factories



A BRITISH LEYLAND NEWSPAPER

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 Acocks Green 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 interested and all people are interested in people—SO, do please keep in touch with us.
You can submit your contribution direct to the Editor, Mr. H. B. LIGHT, through the various works correspondents or via factory Personnel Departments.

PLEASE NOTE
The next issue of *Rover and Alvis News* is due for publication early in February, 1969. Closing date for receiving contributions for the February 1969 edition is Wednesday, 8th January, 1969, but the Editor points out that it is helpful if items can be submitted before then if possible.

BIRTHS

JENKINS
To Mr. and Mrs. Tom Jenkins, a daughter (Lisa Jean) on August 16. Mr. Jenkins is a fitter, Engine Reconditioning, Cardiff.
PATTEN
To Mr. and Mrs. Brian Patten, a daughter (Lisa Marie) on September 25. Mr. Patten is a fitter, Engine Reconditioning, Cardiff.
FIELD
To Mr. and Mrs. Ronald Field, a daughter (Sonia Caroline) on October 11. Mr. Field is a finisher in the Solihull Sawmill.
WILLIAMS
On 20th September, 1968 at Royal Gwent Maternity Hospital, Newport, to Kath and Tony Williams, a daughter (Tracy Louise). Tony is a Staff Chargehand in the Parts Department Stores. Kath, a former employee for the Vistem Office in the General Office.
CUTTS
On 18th July, 1968, at St. Davids Hospital to Anne and Gerry Cutts, a boy (Paul Andrew). Gerry is a Leading Hand in the Parts Department Stores.
SMEATH
To Mr. and Mrs. Cyril Smeath, a daughter (Jennifer Ann) on September 10. Mr. Smeath is a toolmaker at Cardiff.

MARRIAGES

SAUNDRY-BRANFORD
On October 3 at St. Margaret's Church, Olton, Mr. Leonard Geoffrey Saundry (Standards Room, Tyseley, and apprentice) to Miss Christine Pamela Branford.
MAKEPEACE-GILLESPIE
On October 5 at St. Chads, Birmingham, Mr. James Makepeace (fitter, Solihull Works Engineers) to Miss Carmen Gillespie.
RIGBY-WALKER
On October 5 at Solihull Christadelphian Church, Mr. Ronald Rigby (formerly of Cost Department, Solihull) to Miss Mary Walker (Comptometer Department Supervisor, Solihull).
ISKANDER-BROOKFIELD
On November 2 at Chester Road Baptist Church, Boldmere, Mr. Nigel Iskander (Publicity Department photographer) to Miss Barbara Brookfield.
HENSHAW-EDWARDS
At Ferndale, Rhonda, Mr. Malcolm Henshaw (toolmaker, Cardiff) to Miss Eileen Edwards.
NEWTON-ALLEN
At St. David's Ely, Cardiff, Mr. John Newton (machine tool setter, Cardiff) to Miss Sheila Allen.

SILVER WEDDINGS

LEWIS
Mr. and Mrs. C. Lewis celebrated their silver wedding on October 9. Mr. Lewis is an inspector (leading hand) in the Parts Stores, Pengam, and for his wife, Dorothy, it was a double celebration as it was her birthday on the same day.
BAILEY
Mr. and Mrs. A. H. Bailey celebrated their silver wedding on November 27. Mr. Bailey is a storekeeper, Consumable Stores, Solihull.

DEATHS

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

GOULD
Mr. Percival Leslie Gould on September 25, aged 54; he was a fitter (P5 and P6) with a total of 32 years' service.
WRIGHT
Mr. Ronald James Wright on October 3, aged 59; he was a timekeeper at Tyseley (13 years' service).
MACK
Mr. Horace Charles Mack on October 7, aged 62; he was a foreman inspector at Ferry Barr (33 years' service).
PRIEST
Mr. Charles Priest on September 20, aged 70; he was a fitter, Works Engineers, until his retirement in February, 1966.
REVILL
Mr. Alfred Thomas Revill on October 11, aged 63; he was an assistant storekeeper, Solihull (18 years' service).
PHILLIPS
Mr. Horace Phillips on October 14, aged 63; he was a finisher on P6 (5 years' service).
HONOR
Mr. G. Honor on October 17, aged 63; he was a welder at Garrison Street (19 years' service).
BELLAMY
Mr. Leslie Bellamy on October 26, aged 52; he was employed in the Engineering Department, Solihull (2 years' service).

NEW COMMITTEE FOR CARDIFF DISCUSSION GROUP

THE CARDIFF SUPERVISORY STAFF DISCUSSION GROUP held their Annual Outing on Saturday, 21st September, and left Cardiff by steamer for Ilfracombe, calling at Barry on the way. The party had lunch at Ilfracombe and on return to Cardiff concluded the day with an evening meal—and the whole occasion was voted a great success. At their first meeting for the 1968/69 season a talk was given by Station Officer Pritchard of Cardiff City Fire Brigade, and this was followed by election of the following committee to serve for one year. Mr. A. C. Webster (Manager, Parts dept.) Chairman; Mr. P. Thomas (St. Mellons); Mr. Houlday (Parts); Mr. P. Cowley (Parts) Mr. J. White (Production); Mr. A. Howlings (Production); Mr. J. Cowley (Production).

OBITUARY

FRANK BENNETT

It is with deep regret that we have to record the death, after a short illness, of Frank Bennett who retired from his position as Chief Tester in February 1966. Frank first joined the Rover Company in 1913 and for more than fifty years was engaged in driving duties of various kinds. In January 1930 he was one of the drivers of the Two-Litre Light-Six Rover car which beat a famous Continental Express, the Blue Train, in a race across France from St. Raphael to Calais. This was an outstanding event in Rover history. In 1932 he was appointed Foreman Tester and soon acquired a reputation for skill and judgement



which, allied to a very high standard of personal integrity and devotion to duty, made the name of Frank Bennett respected throughout all sections of the works. If Frank Bennett said a car was O.K. then this was as good as an A.1 at Lloyds. And if Frank Bennett said a car was not right then no amount of explanation or excuses would satisfy him and we all knew that something had to be done—and quickly. In short, Frank Bennett played a major part in setting, and helping us all to achieve the high standard that the name 'Rover' now carries. Our deepest sympathy is extended to Mrs. Bennett.

ALVIS A FRIENDLY FACTORY

134 COLESHILL ROAD
ATHERSTONE
WARWICKSHIRE
15th August 1968

PERSONNEL DEPARTMENT ALVIS LIMITED
Dear Sir,
I thank you for my regular copy of the *Rover and Alvis News*. I do enjoy reading this. I worked at Alvis in the Gauge and Tool Stores until I was just on 71 and completed 18 years service from 1940 to 1958 and I tell everybody that the ALVIS was the most friendly factory in Coventry and that I enjoyed every day I worked there.
In 1966 we opened an over 60's club at Atherstone with 34 members and now have about 230 members. I am the Treasurer of the club which is now quite flourishing and although I shall be 81 this coming October I keep fit with gardening and with my interest in the club.
Thank you once again for the 'News'.
Yours faithfully
B. R. WALLING

NEWS FROM ALL FACTORIES IS WELCOMED BY THE EDITOR

BILLIARDS HANDICAP FINAL AT SOLIHULL

In the Finals of the Billiards Handicap 1968 held at Solihull, Mr. W. Blackburn (Computer Input) had a close victory over his opponent Mr. N. Bell (Press Shop Maintenance) by 189 to 178. Mr. Blackburn won the handicap last year and Mr. Bell has figured in no fewer than five finals. The two losing semi-finalists were Mr. R. S. Taylor (Land-Rover D.O.) and Mr. R. Newbould (Vehicle Progress) and prize for the highest break was won by Mr. H. H. Lee (Land-Rover D.O.). The cup and prizes were presented to the players by Mr. D. T. Clayton (Programming).

NEWS IN BRIEF

IS THIS A RECORD? Robert Hill, a 19-year-old apprentice at Pengam, centre forward for the Rover Pengam Football Club, scored *Ten goals* in a Cardiff and District League match against Post Office United. The Rover Team won by 15 goals to 4. Robert has scored fifteen goals in five matches. This is the club's first season in league football and so far it is holding its own against more experienced clubs.

MARATHON WALK, CARDIFF. Mr. Les Haines a gear-cutter at Pengam competing in the Marathon Walk event at the Welsh AAA meeting at Maindy Stadium, Cardiff, was runner-up in the event.

ALVIS MONTHLY STAFF CLUB. About 45 members and friends attended the Treasure Hunt held on Wednesday, 11th September. On Thursday, 29th October 1968, the members enjoyed an interesting talk given by Mr. Brian Hobley—Keeper of the Department of Field Archaeology, Herbert Museum, Coventy. Subject of the talk was—'The Lunt Roman Fort at Baginton, past, present and future'.

ROVER HISTORY: At a recent luncheon of the Solihull and South Birmingham Committee of Industrial Life offices; Mr. H. B. Light, historian of the Rover Company, gave a talk on the history of the Company from its foundation in 1877 up to the present time.

BRITISH LEYLAND: Mr. Walter Boardman has been appointed Finance Director of the Austin Morris Division. He will continue his responsibilities as Group Chief Accountant for British Leyland and will remain a director of Standard-Triumph and Rover in a non-executive capacity.

THE Rover Solihull Angling Section gives the following results for the first ten contestants in the 2nd Bye Contest fished at Achem on Saturday, 5th October, 1968.

	lbs.	ozs.	drms.
1 A. Randall	4	8	10
2 L. Hare	4	2	10
3 J. Drew	3	3	6
4 J. Heath	2	5	6
5 F. Cox	2	2	12
6 S. Workman	1	9	8
7 R. Markham	1	8	0
8 A. Browne	1	6	14
9 R. Field	1	4	6
10 N. Simpson	1	3	10

THE IRAN EARTHQUAKE APPEAL FUND benefitted by the sum of £5 3s 0d as the result of a collection recently made in MCD Solihull. A cheque for the amount was sent to the Fund by Mr. G. F. Holbeche (Scheduling Manager MCD Solihull) on behalf of Mrs. Nora Webb and Miss Stella Leveton who arranged the collection.

KEY OF THE DOOR FOR LINDA. At Pengam members of the Stock Audit Dept., Cost Office Wages Dept., and Vistem Office gathered together to celebrate the Twenty-First Birthday of Miss Linda Shadrach. On behalf of her many friends she was presented with a travel alarm clock and leather writing case by Mr. P. Cowley.

WEDDING BELLS AT CARDIFF



RICHARDS—WADDY
At Newport Road Trinity Methodist Church, Cardiff, the marriage took place recently between Mr. Philip I. Richards and Miss Rachel M. Waddy. Mr. Richards holds the position of leading hand on the cartoning section at Pengam and has been with the Company since 1962. They were married by the bride's father, the Rev. J. Leonard Waddy, Minister at the Church, who also gave her away. The bride is a nurse at Cardiff Royal Infirmary and Mr. Charles Langmaid, consultant neuro-surgeon at the hospital and a close friend of the family was the organist.