



ROVER AND ALVIS NEWS



1966
THE QUEEN'S AWARD
TO INDUSTRY



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A BRITISH LEYLAND NEWSPAPER



THE CHAIRMAN ON DISPUTES

DURING the past months we have had an unprecedented number of unofficial strikes and other disputes, very few which have gone through the official procedure channels for the settlement of such troubles and all of which have caused a dramatic drop in our production of vehicles, spare parts and components.

"All this is particularly unfortunate at a time when British Leyland is fighting the Americans and other international motor manufacturers for a reasonable share of the world market.

"The situation is becoming so serious that I felt I must warn all employees in all our companies in the Group that we are putting at risk and into serious danger, the continuity of future employment. If we lose the confidence of our customers at home and overseas—and this is happening due to delays in delivery of finished vehicles—there is bound to be wide-spread unemployment and short time working which brings to ruin the successful efforts which we have all made in the past few years.

"You will know that at the present moment, the U.K. market for cars is very depressed—90,000 cars sold on the home market in March this year compared with 130,000 in the same month last year. This means that foreign car manufacturers are fighting us—the only British firm—even more strongly for what sales are available. Design and quality has brought us reasonable success so far, but people will not wait indefinitely for our cars just because we have some sort of a dispute at a particular factory, when other types of cars are available.

"Overseas we have the best order book we have ever had in the history of the company, but here again, people are getting fed-up with having to wait for delivery of our cars when they can get Japanese, German or American cars off the shelf. Furthermore, the worker in our assembly plants overseas and those factories who use our components, are not going to sit down doing nothing and not getting paid, whilst they wait for somebody in England to decide whether they are going to work or not. Consequently customers overseas will turn to other more favourable sources of supply.

"We have done a wonderful job overseas, building up one of the finest marketing networks in the automotive industry and you cannot expect either me or any of our overseas salesmen to keep on going round the world getting contracts for the supply of vehicles and components and then finding the home factories are unable to supply due to industrial disputes. Nor can we afford to price our products any higher because we are living in a competitive world against very aggressive competitors whose costs are more than comparable with our own.

"Most people in the motor industry have an extremely high standard of living for this country. If we try to force wages up without an equivalent increase in productivity then our prices go up, we become uncompetitive and we lose the business. If we go on strike, whether it is official or unofficial, and interrupt supply then people will naturally turn to other sources. I think it is time we all woke up to the fact that nobody overseas owes us a living or is in the least bit interested in our internal disputes or shortcomings. If, as they see it, we do not want to supply, then they will go elsewhere to people who are only too willing to give them what they want, and they will not come back.

"If short time working or unemployment comes as a result of these actions there is nothing any government of any colour can do—the simple fact is that despite what politicians, the welfare state or anyone else may say, if you have not got any orders you cannot get paid and you cannot run your factory. It is no use anybody complaining to me in twelve months time about lack of orders when those orders which we have already got in abundance from home and overseas are now being jeopardised in such a careless fashion.

"This message of mine may be unpalatable, but it is true and I am merely stating the elementary facts of life as it is my duty and responsibility to do.

"If we can keep the British Leyland factories going at full production with goodwill on the part of everybody, with all of us trying to resolve disputes which we must inevitably have from time to time, amicably and without cessation of work, with all of us co-operating to overcome the problems rather than magnify them, then I can see a rosy future for everyone of us. As the prosperity of the company and the country increases, so should everybody's standard of living rise proportionately, but we have got to earn the money first before we can distribute it and spend it. And the first call must be the tremendous amount of money we need in this company alone to modernise and re-furbish our plant in order to make and keep us fully competitive with the giant motor firms of Japan, Germany and America.

"THIS IS A VERY SERIOUS MATTER AND I ASK YOU ALL TO TREAT IT AS SUCH.

"We have captured the world's imagination and worried our competitors by the aggressive way we have welded British Leyland into a trim and fit fighting unit in only twelve months. With trend-setting products like the Maxi, the Triumphs and Rovers, the XJ6 and the Leyland Gas Turbine, we have excited demand throughout the world. I know you are all proud of your products but you must see that they have to be delivered on time and at the right price. We shall from time to time have disagreements and problems in our factories, this is only human nature but only by talking can we make progress and I urge you to push such disputes as may arise through the official channels and not stop the factory whilst we are talking."

SIR GEORGE FARMER JOINS BRITISH LEYLAND BOARD AND CHANGES ANNOUNCED ON ROVER BOARD

In April it was announced that Sir George Farmer, the Chairman of the Rover Company, has been invited to join the Main Board of the British Leyland Motor Corporation.

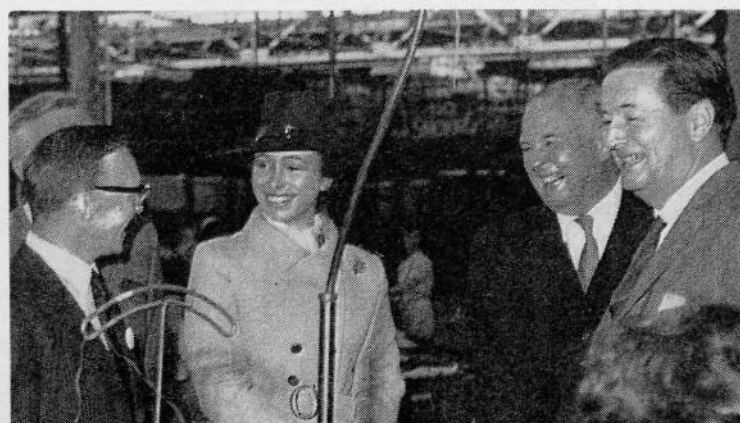
Changes are also planned for the Main Board of the Rover Company later this year.

Mr. W. Martin-Hurst will be retiring from his post as Managing Director of the Rover Company on October 1st this year, but will continue full time as Consultant Engineering Director. He will be succeeded as Managing Director by Mr. A. B. Smith who is at present Director and General Manager.

Taking Mr. Smith's place as Director and General Manager will be Mr. B. G. L. Jackman, who is at present Director and Deputy General Manager.

Full details of these appointments are covered on Page 2 of this issue.

PRINCESS ANNE VISITS ROVER



See Story and Pictures on Pages 2 and 3

Sir George Farmer now a British Leyland Main Board Director



SIR GEORGE FARMER, the Chairman of the Rover Company, has accepted an invitation to join the Board of the British Leyland Motor Corporation.

Sir George has been Chairman of Rover since 1963 and joined the Company in 1940 as a Chartered Accountant. Five months later he became Company Secretary and seven years afterwards Commercial Director, later being appointed

Assistant Managing Director, Deputy Managing Director and Joint Managing Director. He became Executive Vice-Chairman in 1960 and was appointed Chairman in 1963.

He was President of Birmingham Chamber of Commerce in 1960-61, President of the Society of Motor Manufacturers and Traders Ltd., from 1962-64; and Deputy President of the S.M.M.T. from 1964-65. He is Chairman of the Executive Committee of S.M.M.T. and has been a member of the Export Council for Europe since 1964.

He is also a member of the Management Board of the West Midlands Engineering Employers' Association Pro-Chancellor of Birmingham University, Governor and Chairman of the Executive Council and Chairman of the Finance Committee, Royal Shakespeare Theatre, Stratford-upon-Avon and London, and President of the Loft Theatre, Leamington Spa.

He takes a particularly deep interest in the theatre and his other recreations include golf and fishing.

Sir George, who lives in Leamington Spa, Warwickshire, became a Director of the Leyland Motor Corporation Ltd. and a Director of Standard-Triumph International in April, 1967, after Leylands had taken over the Rover Company Ltd., and recently he was appointed a Director of ATV Network Ltd.

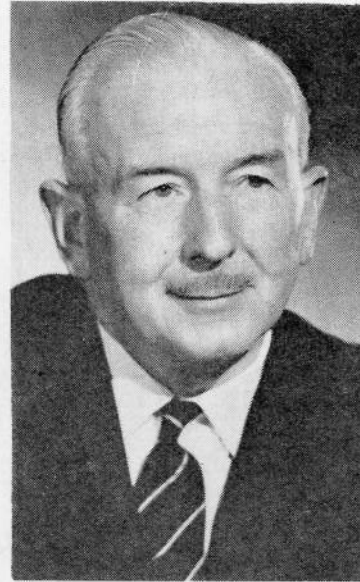
He received his knighthood in the 1968 New Year's Honours.

Mr. A. B. Smith takes over as Managing Director on 1st October, 1969



Mr. W. MARTIN-HURST

As reported on page one of this issue Mr. W. Martin-Hurst is retiring from his executive responsibilities as Managing Director on 1st October, although he will remain a full-time member of the Rover Board in his new role as Consultant Engineering Director. He has been Managing Director since 1962 after joining the Company in 1960 from Teddington Aircraft Controls Ltd., where he had been Managing Director since 1946. During the last nine years Mr. Martin-Hurst has played a major part in the expansion of the Company's activities, including the introduction of the Company's most successful-ever model, the Rover 2000, and the Rover 3500.



Mr. A. B. SMITH

Mr. A. B. Smith, who will be taking over as Managing Director from Mr. Martin-Hurst, has spent all of his working life in the employ of the Rover Company, starting work at Tyseley in 1925 and graduating through from a stores assistant, to a buyer, then Chief Buyer, to Executive Director of Supplies in 1957 and then promoted to the Main Board in 1960 and Director and General Manager in 1962.



Mr. B. G. L. JACKMAN

The new General Manager of the Rover Company will be Mr. B. G. L. Jackman who is currently Deputy General Manager. Mr. Jackman joined the Company in 1964 as Executive Director Production, from the Lockheed Hydraulic Brake Company where he had been Executive Director and General Manager since 1956. In fact, this was a return by him, for Mr. Jackman was Planning Engineer with the Rover Company from 1939-44.

ROYAL VISITOR WELCOME AT SOLIHULL

PRINCESS ANNE SCORES A 'HIT'

NO other visitor in the 100 years history of The Rover Company could have captured the hearts of so many people as did Princess Anne on her visit to Solihull on Friday, 25th April.

On this, her first unaccompanied provincial engagement, the Princess brought gasps of approval and outbursts of applause during her one-hour tour of the Rover 2000 assembly lines and the Engineering Workshops. Looking radiant, in her ultra modern light coloured coat and severe black 'cowboy' hat, she drew the admiration of everyone who saw her.

Upon her arrival at 11.30 a.m., Princess Anne, who was accompanied by her Lady-in-Waiting, the Hon. Mary Morrison, and the Crown Equerry, Colonel J. M. Miller, C.V.O., D.S.O., M.C., was met by Sir George Farmer, the Lord Lieutenant of Warwickshire Alderman C. T. M. Smith-Ryland, J.P., Mr. G. Lloyd Dixon and Miss A. Crease, Secretary to the Chairman.

The party was then escorted to the Managing Director's office where Mr. W. Martin-Hurst, Mr. A. B. Smith and Mr. B. G. L. Jackman were presented to Her Royal Highness. After coffee the Royal Party was driven to the link building of the north factory where Mr. R. H. Phillips Executive Director Production Solihull) and Mr. C. B. Powell (Production Manager Rover 2000) were presented and escorted the Princess throughout her tour of the assembly buildings. The Royal Party travelled via Stages I and II to the roller test rig area where the Senior Shop Steward of the National Union of Vehicle Builders, Mr. Pat Rock, was presented, after which the Royal Party continued via Stage III into the Trim Shop.

It was probably at this point where the Princess drew the loudest applause. In the Trim Shop three long service employees, Mrs. Betty Lea, Miss Lena Dawson and Miss Jessie Moore, were also introduced to Her Royal Highness. The tour of the assembly area finished at approximately 12.20 after the short trip down Stage IV, the final inspection and valet line. Before leaving the 2000 assembly area Mr. J. Lawrence (Production Manager Land-Rover) and Mr. P. Hall (Production Mana-

ger Car Manufacture, South Factory) were also presented.

The Royal Party then travelled across to the south factory to the main entrance to the Engineering Workshop where Mr. P. M. Wilks and Mr. R. Nash (Manager of the Engineering Workshop) were presented. In the workshop, amongst the vehicles that the Princess saw, were the 101 in. Land-Rover with powered trailer, the military ½-ton Land-Rover stripped down for parachute drop, the military ½-ton Land-Rover with hood, a 109 in. Station Wagon, a Rover 3½-litre Saloon, a Rover Three Thousand Five and a crashed Rover 2000. In addition to these vehicles the Princess showed a great deal of interest in the experimental mid-engined sports car and the Rover/B.R.M. 1965 Le Mans gas turbine car.

Much to the delight of the many newspapermen and television and newsreel cameramen who had been following the Royal Party, the Princess then climbed into the cab of the Leyland Comet, the gas turbine powered lorry, where she was shown the controls by Mr. Nash. The Royal Party then went with the Lord Lieutenant of Warwickshire, the Mayor and Mayoress of Solihull, Lady Farmer, Mrs. Martin-Hurst and members of the Rover Board to the Directors' Dining Room where they had lunch.

The day to remember for all Solihull employees ended at 2 p.m. when the Royal Party left Solihull for Stoneleigh—leaving behind a great deal of admiration that is sure to stay in the minds of people at Solihull for many years to come.



Princess Anne arrives

(Photo: B'ham Post & Mail)



(Photo: B'ham Post & Mail)



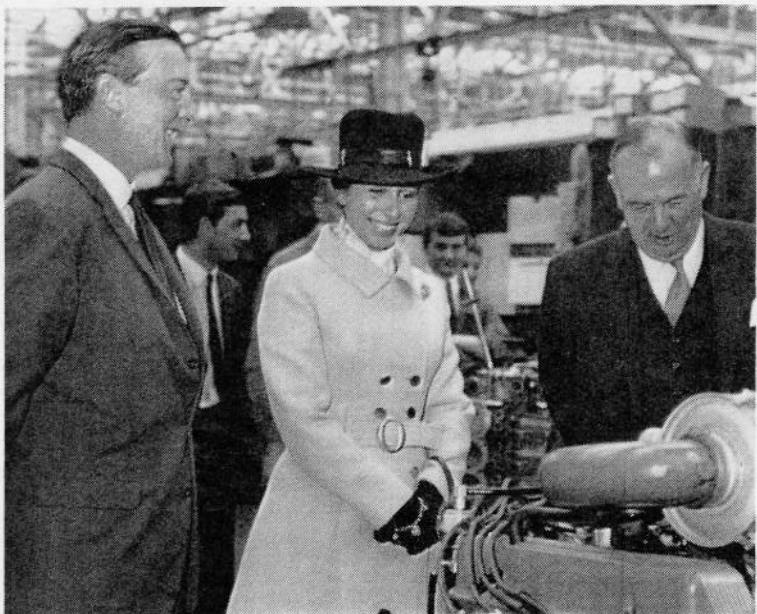
A chat with Mr. P. Rock, senior shop steward (N.U.V.B.)



Sir George Farmer escorts Princess Anne on arrival.



The Princess examines the controls in the cab of a gas turbine lorry.



Princess Anne in happy conversation with Sir George Farmer and Mr. P. Wilks.

A SMILING PRINCESS ANNE AT ROVER 25th APRIL 1969



Princess Anne and Sir George Farmer share a joke with three long serving trim shop ladies.



Mr. B. G. L. Jackman, Mr. P. Wilks and Mr. R. Nash with Princess Anne, leaving the Engineering Workshop.



A thoughtful Princess with Mr. W. Martin-Hurst and Mr. P. Wilks.



Mr. R. H. Phillips (Executive Director, Production) holds the interest of the Civic Party as they tour the P6 Assembly line at Solihull.



This is clearly a woman's job.

Northampton Branch of Save the Children Fund buy Land-Rover for overseas duty



THE Mayor of Northampton, Alderman Miss Ruth Perkins, and members of the Northampton branch of the 'Save The Children Fund' visited the Rover works at Solihull on Friday, 18th April, 1969. There, they saw the Land-Rover which the branch is buying to help in the Fund's work overseas. In the picture (left to right) Mrs. C. Cochran, J.P., chairman of Northampton branch; the Mayor, Alderman Miss R. Perkins; Mr. B. H. Liggins (Home Sales Manager) and Mrs. J. Phillips, Vice-President and Founder Chairman of the Northampton branch.

Cardiff · Solihull Birmingham CIVIC HEADS VISIT SOLIHULL AND ACOCKS GREEN FACTORIES

THE annual visit by Civic dignitaries from Birmingham, Cardiff and Solihull provided interest at Solihull and Acocks Green factories on Wednesday, 30th April, 1969. The Civic party included Councillor and Mrs. J. C. Ledbetter, Mayor and Mayoress of Solihull; Alderman Sir James Lyons, J.P., O.S.T.J., the Rt. Hon. The Lord Mayor of Cardiff with the Lady Mayoress, Lady Lyons; and Alderman and Mrs. Charles Simpson, Lord Mayor and Lady Mayoress of Birmingham. Mr. A. B. Smith (Director and General Manager) welcomed the party at Solihull where a V.I.P. tour of the plant had been arranged and the visitors were conducted around the assembly lines and had the opportunity of seeing for themselves the many facets of Rover production and assembly. After lunch at Solihull the party moved to Acocks Green factory where they were met by Mr. E. Scott, (Executive Director, Production, Acocks Green and Tyseley Group factories). There they saw production, assembly and testing of the four cylinder and V8 engines.



Mr. R. E. Williamson (Works Superintendent, Acocks Green) explains a point of interest to the Lord Mayor and Lady Mayoress of Birmingham.

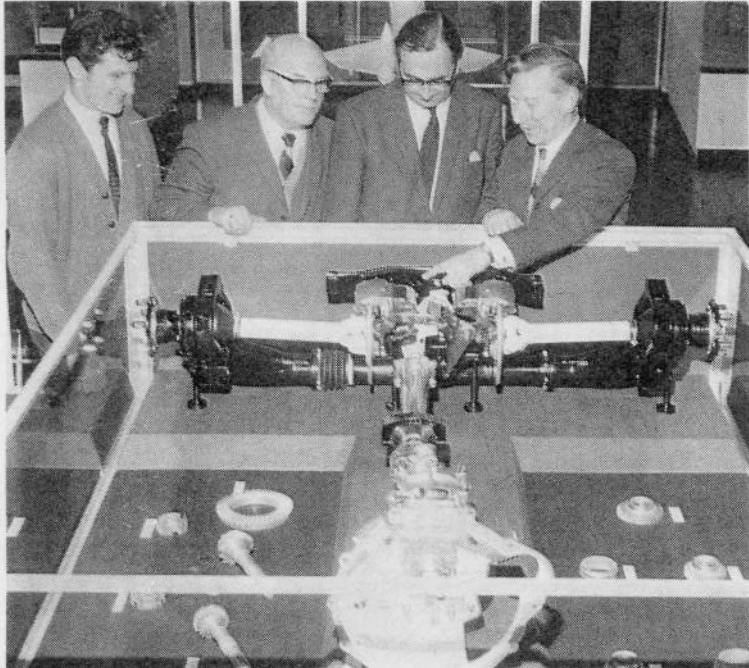
PENGAM PROVIDES MODERN 'MUSEUM PIECE' FOR WELSH EXHIBITION

THE exhibition which is a new and permanent feature of the gallery is on the first floor of the West Wing of the National Museum of Wales, and is now being prepared to illustrate the industries which have come to Wales during the last twenty-five years. Among these industries are man-made fibres, paper making, chemicals, oil refining, aluminium, aircraft engines and the motor industry.

hessian covered 'T' shaped platform with several gear units laid on black hessian covered panels inserted down each side of the 'T' upright. The showcase is of white formica and plate glass.

The presentation was made at the gallery by Mr. R. C. Shand, Executive Director and General Manager.

The picture shows Mr. Shand drawing attention to a point of interest to Mr. D. Morgan Rees, M.A.,



It is hoped that this gallery will convey to visitors to the Industrial Galleries that industry in Wales is now more diversified than it has ever been, and that the people who make up its working forces are using skills in engineering and allied trades which could not have been forecast in the period when Wales was solely dependent on coal, iron and steel.

The Rover Pengam exhibit consists of a sectioned Rear Axle assembly and Gear Box mounted on a green

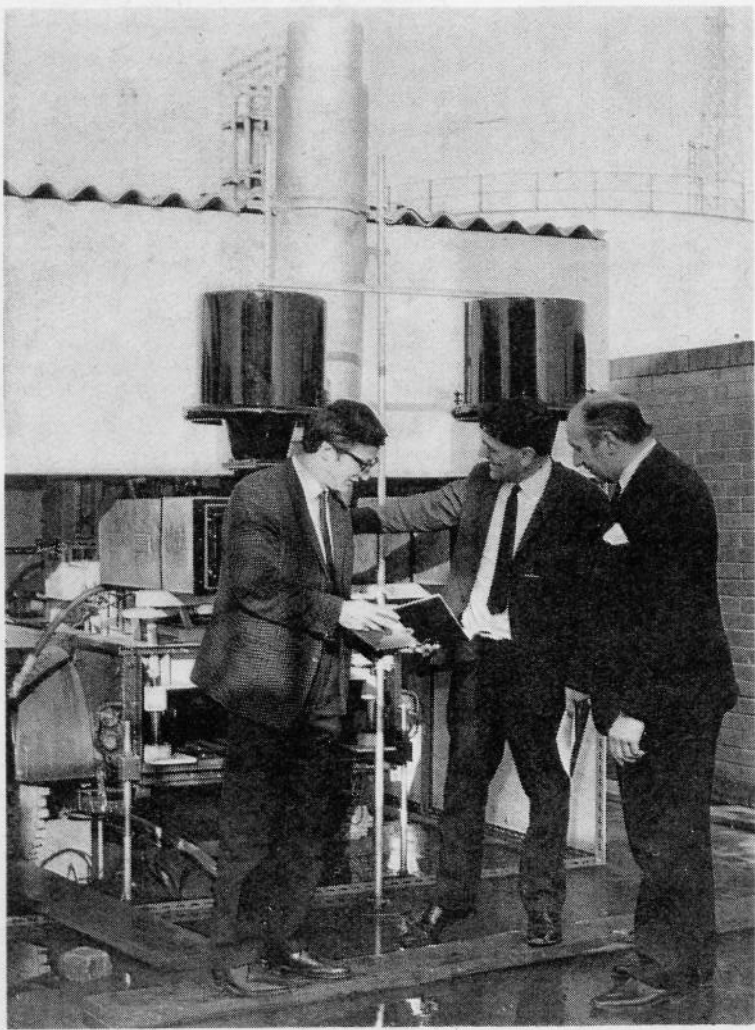
F.S.A., Keeper of Industry. Also in the picture is Mr. J. White of Pengam who was responsible for the production of the exhibit, and Mr. Lawrence Camilleri who very ably assisted. Mr. Camilleri is a fifth year apprentice.

Part of the Gallery was opened to Her Majesty the Queen when she visited Wales to open the new National Mint at Llantrisant, near Cardiff.

The Royal Party was very interested in the Pengam Exhibit.

NORTH SEA GAS AS A SOURCE OF ENERGY

Non-stop engines for drilling platforms



MEMBERS of the Gas Council recently visited the West Midlands Gas Board Station at Colshill to see a number of development projects using Natural Gas as a source of energy. In the picture from left to right, Mr. A. G. Horsler of the Gas Council, Mr. P. Gardiner, Rover Gas Turbines now a development Engineer with Leyland Gas Turbines Limited, and Mr. G. T. S. Clarke, chief Development Engineer Alvis/Rover Gas Turbines Limited, Coventry, are seen looking at a

mobile test rig on which was mounted a IS/90 Mk. 3. engine adapted to run on North Sea Gas. Engines similarly modified to that shown in the picture are now operating on the B.P. drilling platforms in the North Sea and provide electrical power to operate the pumps and supply the domestic lighting. These engines run virtually on a continuous basis and can be started up automatically by remote control as ultimately it is intended that the drilling platforms will be unmanned, being serviced at regular intervals.

A GOLFER'S DREAM

'HOLE IN ONE'

RETIRED ROVER EMPLOYEE'S ACHIEVEMENT

MR. B. V. SCOTT, who was Service Repair Manager at Solihull until his retirement on 31st March, 1966, still enjoys his game of golf and plays quite regularly on Conway Golf Course near his home. Playing in a twosome on 9th February, 1969, Mr. Scott little realised that he would, during the game, make a shot in a million. At the 17th green, using a No. 5 iron for the 146 yards, he saw his drive from the tee carry the ball onto the green. When he arrived there to play his next shot the ball was nowhere to be seen, and you can imagine his own amazement and that of his partner, when they found the ball lying neatly in the hole. A 'Hole in One'—the golfer's dream—had become a reality and an achievement to be proud of however lucky it may seem.



Here is a picture of one of the souvenirs commemorating the occasion. Mr. Scott also has a 'Hole in One' necktie, and during his frequent visits to Solihull you can see on the front of his Rover 2000 a very attractive badge of the 'Hole in One' Club.

It all goes to show the things one can achieve during retirement.

A PROUD FATHER AT SOLIHULL

RICHARD BARRETT, 21 year old son of Mr. R. W. Barrett, P6 MCD Solihull, has just returned from a three months working tour of Australia and Tasmania where he went with approximately 100 students from all Universities sponsored by the English Speaking Union of London University.

The party started from London Airport in a Qantas Jet of Australian Air Lines.

Richard received his B.Sc. Degree with Honours at the Royal Albert Hall on 5th March, 1969, from the Queen Mother who in her speech quoted, amidst much laughter, the French proverb "Les pays heureux n'ont pas d'histoire" which translated means "The peaceful countries make no impact on History."

Richard is a Cadet Officer with the Royal Engineers in London and takes a great interest in driving latest army vehicles, including Land-Rovers.

Educated at Handsworth Grammar School he is a keen swimmer and also does mountain climbing. He has now returned to Royal Holloway London to study for his Doctor of Science Degree on Laser-Beams.



TECHNICAL ADVANCES IN GAS TURBINE DESIGN

I.M.E. HOLDS SYMPOSIUM AT WARWICK

The delegates also had an opportunity of seeing Leonides and American Lycoming piston engines being tested during their visit.

After delegates were officially welcomed at our Baginton site by Mr. J. J. Parkes, Managing Director of Alvis Limited, they were conducted around the site in small parties led by technical engineers in order that they could ask questions and see demonstrations which were of interest to them and which had been specially arranged.

Mr. Parkes and Mr. Penny had in their party the following delegates:

Mr. H. Bjorck, *Vice-General Manager, Mälaröarnas Omnibus AB, Stockholm*, Mr. H. R. Schelp, *Ass. to V.P. Engineering, Airesearch Manufacturing Co. (Garrett Corporation) U.S.A.*, Mr. L. Raymond, *Chief Automotive Research Engineer, Mobile Research & Development Corporation, U.S.A.*, Prof. S. Kronogard, *Lund University, Sweden*, Mr. W. Tipler, *Research Project Engineer, Perkins Engines Limited*, Mr. Satch, *Chief Staff Engineer, Mitsubishi, Heavy Industries, Tokyo*, Mr. G. Savannuzzi, *Chief Engineer, Fiat, Italy*, Mr. G. F. Samuelson, *Chief Engineer, A.E.I. Turbine Generators Ltd.*

At the conclusion of the visit tea was served and Mr. Parkes spoke to the assembled delegates, expressing his hope that they had an interesting and informative afternoon.

The Le Mans car and the Comet lorry fitted with Leyland regenerative gas turbines which had been on static exhibition on the site were then driven on to the air field and put through their paces by Mr. P. Candy and Mr. D. Wells of Leyland Gas Turbines.

At the conclusion of this demonstration the delegates boarded their transport and returned to the University of Warwick.

AT the University of Warwick between 9th to 11th April, 1969, a symposium on Technical Advances in Gas Turbine Design was held and sponsored by the Institution of Mechanical Engineers.

The committee organising the symposium included Mr. R. N. Penny, Director and General Manager of Leyland and Technical Director of Rover Gas Turbines, and Dr. W. Rizk, General Manager of English Electric-A.E.I.

The various sessions dealt with compressors, turbines, regenerators, combustion, fuel and control systems, and there was a discussion forum on automotive gas turbines.

201 delegates attended including many from overseas countries. One afternoon was set aside for technical visits which were at Rover Gas Turbines, Baginton, Lucas Gas Turbines, Birmingham and Rolls-Royce, Derby.

At Rover Gas, Turbines Baginton we had pleasure in conducting 90 delegates around our fitting shop and the test bed installations for testing the many types of gas turbines now being manufactured, including a demonstration of gas turbine unit using natural gas as fuel.

SOLIHULL PR STAFF LEAD THE BLIND ON WORKS TOUR

CONDUCTED tours of Rover Plant at Solihull are very popular and Public Relations Staff have a busy time entertaining visitors and showing them our production lines in action.

A conducted tour for visitors who can see and hear is a normal and fairly trouble-free undertaking as you will agree but recently, during February and March, members of the Public Relations Department

were called upon to organise the reception of three parties of blind children from the Lickey School for the Blind and to take them around the works. Members of the Department rose to the occasion and the three separate parties of blind children were 'talked' around the production lines listening to the 'working sounds' and to the description of the operations given clearly by the guides.

COME INTO THE PARLOUR A SPARE ROOM FOR YOUR LAND-ROVER

ONE of the exhibits at the Rover Show '69' held near Northampton in April, to celebrate the coming of age of the Land-Rover, was the Edgington Back-up Tent, and considerable interest was shown in this. As seen in the illustration, the tent is spacious and it is designed so that when the Land-Rover is reversed up to one end a waterproof sleeve provides a connecting link between vehicle and tent. A roll up curtain closes the aperture when not used with the Land-Rover or when the latter is driven away. Originally designed for Military use the Edgington Back-up Tent is now widely used by many expeditions and safaris, by industrial concerns and by the services. Providing 117 sq. ft. (10.87 sq. m.) of unobstructed floor space and fitted with two translucent windows, the Back-up Tent packs into two valises for easy transportation and it can be quickly erected.

Full specification, price etc., can be obtained from John Edgington and Co. Ltd., 108 Old Kent Road, London SE1.



YEARS AGO

THIRTY-SIX YEARS AGO—1933—Mr. S. B. Wilks appointed Managing Director. This was a year of reorganisation in which a policy of 'High Quality Cars' was adopted. During the year 4,960 cars were produced and a trading profit of £47,031 19s. 10d. was announced. Mr. Howe-Graham, Financial Advisor to The Rover Company, explained to shareholders how the Company had 'turned the corner'.

THIS IS YOUR GROUP

Due to pressure on space the Editor apologises for not being able to publish our feature article in this issue. The story of Pressed Steel Fisher will be published in the August edition of Rover and Alvis News.

DUBBO TO THE RESCUE

A 'Ready for Anything' Land-Rover provides Australian town with first-class rescue unit

From our Special Correspondent in Australia



IN 1962 a level crossing accident occurred in Dubbo, a small manufacturing town in N.S.W., Australia. A man was trapped in his car which was crushed at the side of the train, and in spite of frantic efforts to release the man it took a long time before he was rescued. The citizens of Dubbo began asking why it took so long and why no special equipment was available to cope with this type of emergency. They not only asked questions, they set about rectifying the matter by taking steps to have a rescue unit and squad available in Dubbo to be called on for emergencies. They found that there was nothing available in the way of such rescue services for the country areas of N.S.W. and in fact, at that time, the Police Rescue Squad in Sydney offered the only service in the State.

A public meeting was called in Dubbo that same year and a committee called the Dubbo Rescue Appeal Committee was formed and an appeal was launched over the radio. With funds now available a rescue service for Dubbo became a possibility, and a start was made to purchase equipment—such items as jacks, light equipment, cutting saws, blocks and tackle and ladders being among the initial purchases. At this stage they still had no vehicle to put the equipment in, but the Department of Civil Aviation came to the rescue and offered the com-

mittee a Land-Rover equipped with floodlights at a nominal fee. This offer was taken up and many hours were spent in designing the back of the Land-Rover to accept the equipment and to provide maximum utilisation of space with a balanced weight distribution.

As can be seen in the picture the Dubbo Rescue Unit is a formidable looking specimen of efficiency. Fitted up with a transistorised loud-hailer, two-way radio, life jackets, a rescue resuscitator, breathing apparatus, winch, special jacks, 110v alternator, portable lighting plant and over 200 items of rescue equipment the Land-Rover is always ready for any emergency at any time. The rescue squad, about 14 men, carry out their work on an entirely voluntary basis and are prepared to go anywhere at any time, and Dubbo now possesses the only volunteer self-contained all purpose unit in the state.

In times of emergency, when it is essential for some type of rescue to take place in minutes, two squad members and some equipment is raced to the scene in a fast police car—and the others follow on in the Land-Rover. At an emergency scene the Rescue Squad at all times works under the jurisdiction of the Senior Service there. In this way there is then no conflict at the scene and operations take place smoothly and efficiently.

V.I.P.'s. from Korea tour Rover Plant at Solihull



During a recent three week visit to Great Britain a party of members of the National Assembly Republic of Korea was conducted on a tour of the Rover plant at Solihull on Friday, 7th March. Included in the party were: Mr. KIM Yoo-tark (Member of Economic and Financial Committee, National Assembly, Democratic Republican Party), Dr. MOON Tai-joon (member of Agricultural Committee, National Assembly, Democratic Republican Party), Mr. PARK No-sun (Member of National Assembly, Party Administrator), Mr. CHO Il-Hwan (Member of Economic Committee, National Assembly, New Democratic Party), Mr. LEE Ki-Taek (Member of Transportation and Communication Committee, National Assembly, New Democratic Party), and our picture shows them inspecting a Land-Rover during their tour of the assembly lines.

R.A.F. Equipment Officers receive a 'Teach-in' at Solihull

A PARTY of Equipment Officers, led by Flight Lieutenant M. S. Geddes, visited the Solihull plant on 23rd April and were the guests of senior members of the Production Control Dept. Included in the party were several W.R.A.F. and Nigerian Air Force Officers.

During the morning, the party received a 'teach-in' on Computer Scheduling, Material Control, Store-keeping and Military supply functions, followed by a tour of the Rover 2000 assembly lines.

After lunch, the guests were shown around the 2000 Goods receiving and Stores areas, and the visit concluded with a talk on Computer techniques in the Parts Dept., given by Mr. R. N. Ingram, Operations Research Manager. The visit was organised by Mr. G. F. Holbeche—Scheduling Manager.

Tyseley Group's great progress in accident prevention wins top safety award for 1968

A 43 per cent reduction in reportable accidents at the Tyseley Group factories in the past seven years has won for the Company the Harold H. Scott trophy for Safety Progress for 1968. Awarded by the Birmingham and District Industrial Safety Group, this is the first time that the trophy has been won by a motor manufacturer.

In 1962 the number of reportable accidents in the Tyseley Group totalled 119 and each following year there has been a reduction giving a figure of 67 for the year 1968. Time lost through reportable accidents in 1962 amounted to 21,198 hours compared with 10,440 hours in 1968, in spite of increasing production.

At a meeting of the Birmingham and District Industrial Safety Group, held at Tyseley works on Monday 19th May 1969, the trophy was presented to Mr. E. Scott (Executive Director, Production, Tyseley Group) by Professor William Gissane, director of the Road Injuries Research Group at Birmingham Accident Hospital.

More Rovers for Metropolitan Police

In the October 1968 issue of the News we were pleased to announce that the Metropolitan Police Authority were being supplied with a number of Rover Cars for Traffic Control and Area Patrol. A second major order has now been received to supply a further 88 cars worth nearly £130,000, which includes 61 Three Thousand Fives and 27 Rover 2000 TC's.

Well-designed print promotes exports

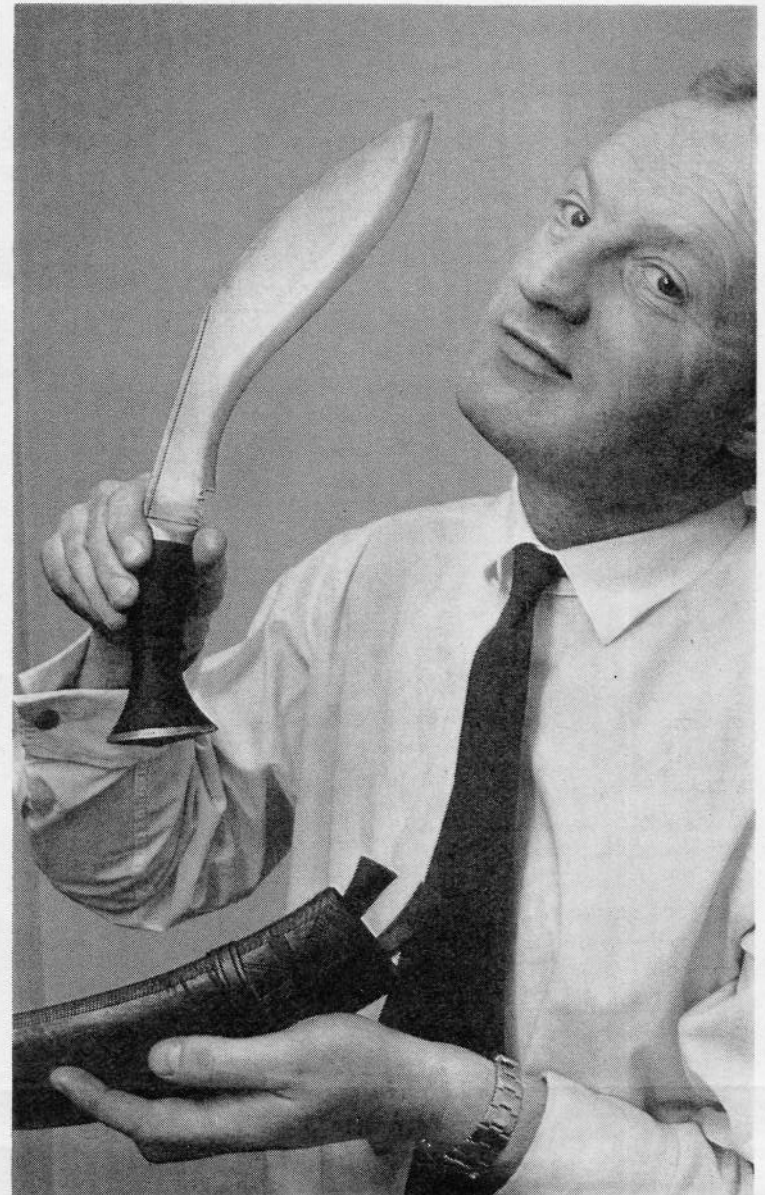
Rover catalogue chosen for London exhibition

An exhibition 'Export Print 1969' sponsored jointly by The Council of Industrial Design and The British Federation of Master Printers is being held at the Design Centre, Haymarket, London SW1 from 21st May to 21st June.

One of the print specimens chosen for display in the exhibition is a Rover 3½ litre catalogue (Dutch version) submitted by its printers The Hudson Buckler & Webb Group.

LAND-ROVER 'SPRINGS' A REAL SURPRISE

Gurkha soldiers from Nepal ask, "When is a Kukri not a Kukri?"



DURING a recent visit to Hong Kong, Harry Hawkes, military correspondent for the Birmingham Post and Mail, met several British and Gurkha soldiers on duty there and needless to say quite a few stories and experiences were exchanged. One Gurkha from Nepal, Staff Sergeant Motilal Thapa, was displaying with some pride a Kukri, the traditional Gurkha knife, which is part of the Gurkha kit. The ceremonial kukri, which is used only for special parades and occasions, is quite an ornate weapon, but one the Staff Sgt. Thapa showed was a 'working' type of kukri and he explained that the Gurkhas usually had one of this type which they brought with them from Nepal—and in many cases they were hand-made. Mainly used for domestic purposes such as killing goats or chickens for meat, they could also be used like bayonets for close-in fighting.

Staff Sergeant Thapa described how he had watched a local craftsman in Nepal making the kukri, adding, much to the astonishment of Mr. Hawkes, that it had been made from a genuine Land-Rover road spring.

A Gurkha kukri in Hong Kong, made in Nepal—and yet it came from Solihull! Needless to say, Harry Hawkes was intrigued (as we are) and being successful in persuading the Gurkha to part with the kukri, he had this picture taken and hinted that the knife was sharp enough to shave with.

HOW TOUGH A ROVER IS!



THIS picture of a Rover 3-litre after it had ploughed its way through a brick wall, was taken a few weeks ago in the car park at the Assembly House, Norwich. The picture was published by Eastern Counties Newspapers Ltd., and a Norwich reader wrote to us, heading his letter HOW TOUGH IS A ROVER?—HOW TOUGH A ROVER IS!—and stated that the picture had convinced him that his next car must be a Rover.

HONOUR FOR LORD STOKES

At his induction as an Honorary Fellow of the Institution of Mechanical Engineers on 26th February, 1969, Lord Stokes is seen receiving a parchment scroll from Sir Arnold Lindley, President of the Institution.

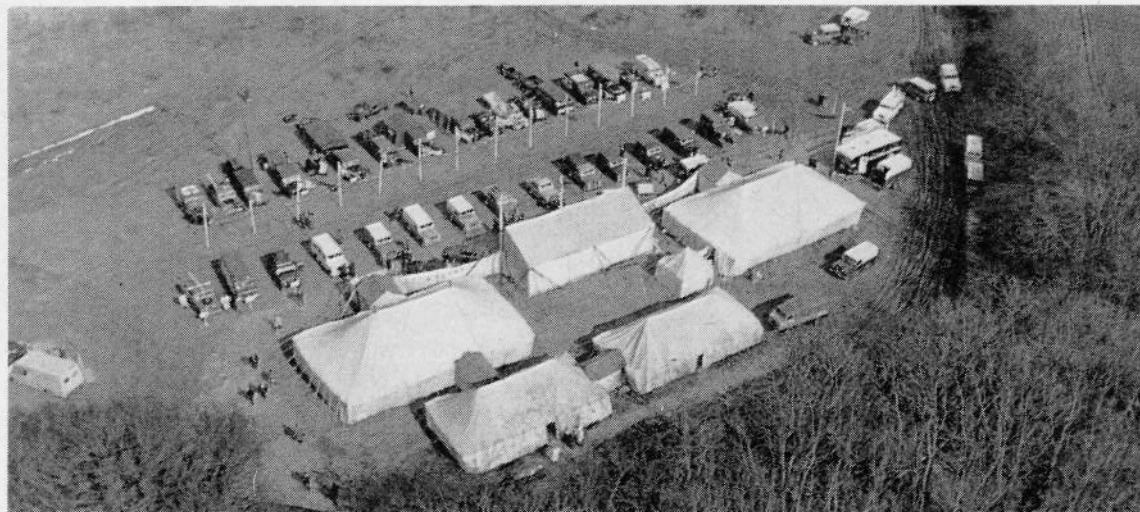


HIGHLIGHTS OF ROVER SHOW '69'

LAND-ROVERS 21st BIRTHDAY CELEBRATIONS

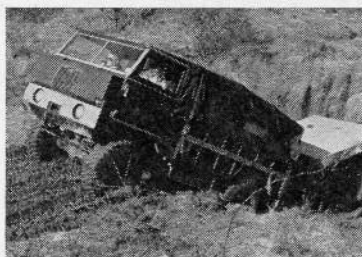


Nearly through! Mr. Martin-Hurst tackles a log and wins the admiration of John Carpenter.

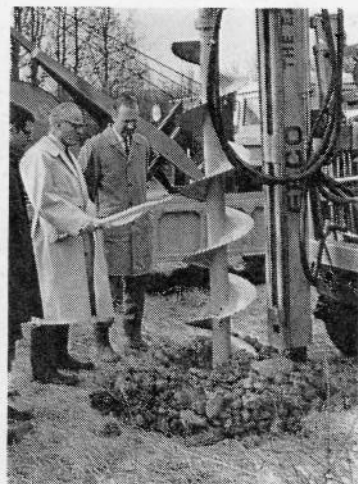


THE DISPLAY AREA ON THE TOWCESTER-NORTHAMPTON ROAD

This 101 Forward Control Prototype Land-Rover with a driven trailer providing 6-wheel drive was in charge of Ken Twist (LJR Engineering Department). During the show he made around 100 demonstration runs



giving visitors a real thrill as he took them up and down steep, muddy gradients — at one point 1 in 1. Ken and his vehicle never failed to complete the course, and visitors appreciated the experience.



Earth Boring attracts the interest of Rover's Managing Director, Mr. W. Martin-Hurst and Sales Director Mr. J. K. S. Carpenter.



Helicopter gives Land-Rover a lift.



Hydraulic platform gives workman a lift.

Land-Rovers for Coastguard Service

AS part of a programme of expansion, aimed at improving and speeding up its coastal rescue service, H.M. Coastguard Service has ordered ten new short wheelbase Land-Rovers, worth nearly £10,000, which will operate from coastguard stations around Britain's coast line. The Land-Rovers, the first new vehicles to be ordered direct from the Rover Company by the Coastguard Service, will be replacements for ex-War Department Land-Rovers which have been in use for some years. The Coastguard Service has also indicated the likelihood of further orders being placed for new Land-Rovers as part of its plan to expand the service and make it more mobile.

The new vehicles, painted in dark blue with roofs and bonnets in International Orange to make them easily identifiable by life-boats, rescue boats and helicopters, will be used primarily for rescue purposes along the coast line of the United Kingdom, because of their ability to travel cross-country to locations closer to the point of rescue than normal vehicles.

The Land-Rovers, which will play an important part in all rescue operations along the coast, will be fitted with portable rescue equipment and two-way radio to ensure constant communication between the vehicle, its headquarters, and life-boats and other rescue vessels.

TAKE THE CHILDREN YOU CAN JUST MAKE IT

National Rally and Caravan Weekend

THE Fourteenth National Rally and Caravan Weekend is taking place on the 6th, 7th and 8th June in the Deer Park, Eastnor Castle, near Ledbury, Herefordshire, by kind permission of Major and Mrs. Hervey-Bathurst.

Organised by Headquarters Club Rover Owners' Association in conjunction with the host Club, the Midland Rover Owners' Club, the event will provide competitors with more driving and the spectators more to look at. A full and varied programme of supporting attractions will include displays, sideshows, a children's fair with donkey rides, a deer roasting, treasure hunt, social and dance. Full catering will be available on Saturday and Sunday with bar facilities.

FROM SUNDAY EXPRESS
26 JANUARY 1969

WHILE READING a Giles annual for 1957, I noticed that one cartoon shows the Giles' family stuck in a traffic jam with their Land-Rover LRT 140.

Eleven years later, on the front cover of the 1968 annual, the same Land-Rover (LRT 140) has turned up in Africa, with the Giles' family.

People who say British cars are no good haven't got a leg to stand on!

J. P. W. DILE,
69 Eaton Crescent,
Uplands,
Swansea, Glam.

FAREWELLS AT PENGAM

ON Friday, 28th March, 1969, employees of the Rover Company at Cardiff gathered to say 'Bon Voyage' to two of their colleagues, Miss Maureen Ramsey (left in the photograph), Comptometer Operator in the Wages Department, and Miss Jean Evans, Secretary to the Chief Planning Engineer, who were emigrating to Australia on the 3rd April, 1969. In the picture Mr. Dennis Scott (Planning Engineer), is seen presenting Maureen and Jean with one of their farewell gifts! Gold watches had been presented to the girls earlier that day.



Also at Pengam on that same evening another farewell was being made, this was to Mr. Peter Williams (Chief Inspector), who was leaving Cardiff to take up new duties at Acocks Green factory. Mr. Williams had been at Pengam, Cardiff factory since 1963 and in the picture, Mr. Gerald Vesey (Inspection Foreman) (left) is seen presenting Mr. Williams with a silver tankard on behalf of his friends and colleagues.



After a great rally 17/21st Lancers carry on



NOT content with their splendid efforts in the 'Greatest ever Rally' when they completed the 10,000 mile race to Sydney and finished 48th, the 17/21st Lancers' team decided to add another 4,700 miles in a leisurely drive from Los Angeles to New York. Our picture, taken outside British Leyland Headquarters in America, shows the four members of the team—Capt. Gavin Thompson, the leader, with Lt. Christopher Marriott, Cpl. Charles Skelton and Tpr. M. Lewis—and their Land-Rover complete with advertising stickers. Capt. Thompson reports that the land-Rover travelled nearly 15,000 miles under gruelling conditions without having to replace a single part, and he said "Our main difficulty was 'speed' but the amazing durability of the Land-Rover almost made up for that."

New showrooms opened for retail dealers



Photograph taken at a recent opening of new showrooms at Retail Dealers, Lydney Service Station, Gloucestershire. The opening ceremony was performed by Mr. A. S. Ostler (chief designer, cars) in his official capacity as President of the Institute of British Carriage and Automobile Manufacturers. In the picture (left to right) Mr. R. Gardner (Westgate Motor House Ltd.); Mr. R. W. J. McCahey (Rover Sales); Mr. A. S. Ostler; Mrs. A. S. Ostler; Mr. Russell Hardacre (Prop. Lydney Service Station) and Mrs. Hardacre.

SOLIHULL WEDDING



At the Church of St. Mary's-at-the-Moat, Solihull, on 19th April, 1969, the wedding took place between Miss Christine Brown and Mr. Brian Bates. Christine has been with Rover for over seven years, working at Solihull Telephone Exchange, and she had many useful presents from colleagues and friends at Solihull. The happy couple are making their home at Stockingford.

THIS AND THAT ALL FREE 60,000 miles of V.I.P. treatment

IN the June 1968 issue of the News (page 2) we reported a 'Round the World' journey in a Land-Rover by two young Britishers, David Hogg and Julian Goatcher, and our picture showed the two adventurers in Stamford, Connecticut, on their way from the 35-below temperature in Montreal. Today they are back home after having travelled about 60,000 miles—and what is more they arrived back with their £50 travel allowance still in their pockets. Although they were SHOT AT by tribesmen in Afghanistan, MACHINE-GUNNED in Panama and TRAPPED by a volcano in Guatemala the young Londoners had a wonderful all-round experi-

ence, and all the way people were marvellous to them.

After their Land-Rover had been spotted by an American Television Company, who did a little feature about them, they got—free groceries, free petrol, free hotel accommodation, free meals, and VIP treatment all round the world.

The whole trip cost them only their fares to America and £1,100 for a Land-Rover. Now all they have is their £50, the Land-Rover and their flats—but as Julian Goatcher said, "We are not worried. Something will turn up in the way of a job—something always does turn up."

Our best wishes for a long and happy retirement

MEEHAN
Mr. D. Meehan on 30th January, 1969. He was employed at Alvis in the Test Department at Baginton (14 years' service).

LEVY
Mr. S. Levy on 6th March 1969. He worked in the Inspection Department, Alvis. (15 years' service).
Mrs. H. Levy left on 7th March 1969, after 15 years' service with Alvis, to look after her husband. She worked in the Inspection Office.

HOWIE
Mr. J. T. Howie on 27th March 1969. He was employed in the Fighting Vehicle Department, Alvis. (17 years' service).

COX
Mr. F. W. Cox on 20th March 1969. He was employed in the Inspection Department, Alvis. (8 years' service).

PREECE
Mr. Robert Preece on 27th March 1969. He was employed as an Inspector at Perry Barr. (14 years' service).

YOUNG
Mr. Albert Stephen Young (Inspector, Test Rectification Department, Solihull) on 20th March, 1969. (14 years' Rover service) Mr. Young and his wife are keen Church Missionary workers and are looking forward to spending more of their time helping The Railway Mission and The Sudan United Mission.

BATES
Mr. Joseph Bates on 24th March, 1969. He was employed in Inspection at Acocks Green. (13 years' service).

DADLEY
Mr. E. Dadley on 20th March, 1969. He was employed in the Aero Stores at Alvis. (10 years' service).

COOPER
Mr. Frank Cooper on 27th March 1969. He was employed in the Jig Shop, Solihull. (22 years' service).

GREEN
Mr. Jack Green on 27th March, 1969. He was employed in the Stores, Solihull. (15 years' service).

JOHNSON
Mr. W. F. Johnson on 31st March, 1969. He was employed in the Publicity Department, Solihull. (21 years' service).

HALE
Mr. William Hale on 3rd April, 1969. He was employed as a Labourer at Percy Road. (13 years' service).

BRADLEY
Mr. William Bradley on 3rd April, 1969. He was employed as a Labourer at Percy Road. (25 years' service).

WEBSTER
Mrs. E. M. Webster on 18th April, 1969. She was employed as a Clerk in the Press Shop, Solihull. (13½ years' service).

BELGROVE
Mr. J. G. Belgrove on 10th April, 1969. He was employed in the M/C Shop, Alvis. (16 years' service).

HENSHALL
Mr. Charles Frederick Henshall on 18th April, 1969. He was employed as a fitter in the Land-Rover Assembly, Solihull. (16 years' service).

BRUNT
Mr. J. Brunt on 24th April, 1969. He was employed in the Inspection Dept., Alvis. (17 years' service).

PRIESTLEY
Mr. Frederick Priestley on 30th April, 1969. He was employed in the Inspection Department, Solihull. (22 years' service).



Mr. W. TAYLOR (Solihull)

After 15 years' service with the Company, Mr. W. Taylor, Press Shop Foreman, retired on 29th March, 1969. Mr. Taylor was presented with an electric shaver and a wallet with cash gift from his colleagues in the Press Shop and Guillotine Sections. Later Mr. Taylor was entertained by the Social Committee at a Dance and Get Together Party at the Forest Arms Hotel, Dorridge, where he was presented with an Electric Drill Set by Mr. R. H. Phillips (*Executive Director, Production*) on behalf of the staff. Members of the Committee also presented bouquets to Mrs. W. Taylor and to Mrs. R. H. Phillips.

In the picture, taken at Solihull, Mr. Taylor is seen (centre, holding gifts) with some of his friends.



Mr. HARRY JONES (Tyseley)

Mr. Harry Jones, Progress Foreman, Tyseley Works, retired on 28th March, 1969, after over 40 years' service with the Company, the whole of this period having been devoted to progress work at Tyseley and branch factories. In the picture Mr. Jones is seen receiving a gift of picnic equipment from Mr. F. Keight (*Production Control Superintendent, Tyseley*) on behalf of friends and colleagues in Tyseley Group.

RETIREMENT PRESENTATIONS



Mr. EDWARD THOMAS (Alvis)

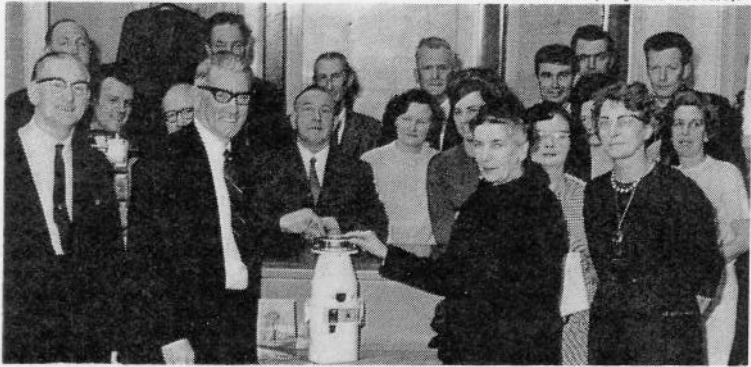
On 27th February 1969, Mr. Edward Thomas retired after 30 years' service with Alvis. In the picture Mr. Thomas is seen receiving a stainless steel tea set from Mr. E. Beattie, chief Inspector, on behalf of his workmates.



Mr. E. H. O'DELL (Seagrave Road)

After nine years service with Rover at Seagrave Road, London, Mr. E. H. O'Dell retired on the 11th April, 1969. He was in charge of the car valeting section.

In the picture Mr. L. C. Munn (*Works Manager*) is seen presenting Mr. O'Dell (centre) with a cheque subscribed by friends and colleagues. Also present at the ceremony is Mr. H. G. Cornish (*General Manager Seagrave Road*).



Mrs. EVE SIMMONDS (Acocks Green)

After 25½ years' service with the Rover Company Mrs. Eve Simmonds retired on 7th March 1969. In the picture, taken at a presentation ceremony held at Acocks Green, Mrs. Simmonds is seen receiving farewell gifts from Mr. G. D. Talbot (*Programming, Executive Planning*) on behalf of her friends and colleagues. The whole of Mrs. Simmonds service has been spent in the Planning Department at Acocks Green and for her retirement she is now taking up residence at Salcombe, Devon.



Mr. DAVID BEDHALL (Solihull) During his 41 years' service with the Rover Company Mr. David Bedhall made many friends, and prior to his retirement on 28th March 1969, he had to attend two presentation ceremonies to give his friends and colleagues an opportunity of wishing him well.

Mr. Bedhall was appointed Senior Foreman, Electricians—Works Engineers, at Solihull in 1960 following the death of Archie Bell, and he was known as 'Dave' from top management to the shop floor. At the Works Engineers' Staff Dinner, held on 14th March, Mr. Bedhall was presented with a stainless steel tea set and at a presentation ceremony held in the Junior Staff Canteen, Solihull, on Thursday 27th March his friends and colleagues presented him with a 12ft. Greenhouse, and Messrs. Lee, Beesly & Co. added a strip light and soil heating equipment.

In the picture Mr. J. B. Wilson (*Works Engineer*) is seen presenting Mr. Bedhall (left) with a mounted photograph of the greenhouse.

DOUBLE EVENT AT PERRY BARR

A DOUBLE presentation was held at the Chequers Hotel, Hopwas, near Tamworth, on Saturday, 22nd March, to mark the occasion of the retirement of Mr. Dave Smith and also to say 'farewell' to Mr. N. Crane who is leaving the Company. Mr. Smith was a setter on section 303 at Perry Barr, is aged 66 and has worked at the Rover Company for 24 uninterrupted years. He retired on 16th January, 1969.

Mr. Crane, who left the Company at the end of March, had been with Rover for 13½ years, and at the time of leaving was employed as a Gear Technician.

On behalf of friends and colleagues Mr. Smith was presented with a gift of cash and Mr. Crane with a brief case. The presentations were made by Mrs. Nellie Warner of Perry Barr Inspection Dept., who



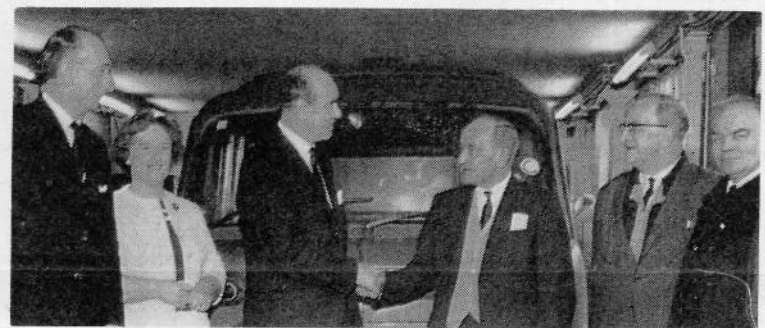
A small but happy retirement picture of Mr. Hector Moultrie and his wife enjoying a game of putting on their own little green. Mr. Moultrie was Foreman in Coppersmiths until his recent retirement after 33 years' service with Alvis.



Mrs. HILDA AUSTIN (Alvis) After 24 years' service Mrs. Hilda Austin (*Goods Receiving Dept.*), retired on 27th February 1969. In the picture she is seen receiving a travelling case and cash from Mr. W. Pereira on behalf of her friends.

organised the event, and Mr. Arthur Allen, setter on section 312, who gave valuable assistance. During the evening Mrs. Smith and Mrs. Crane were presented with a bouquet of flowers.

Such was the success of the event that an overwhelming number of people have expressed their desire to thank—through the *Rover News*—the Management and Staff of the Chequers Hotel, the organisers, and the band for a most enjoyable and memorable evening.



Mr. SID OXLEY (Alvis)

After 33 years' service at Alvis, Mr. Sid Oxley (*Transport Dept.*) retired on 27th February, 1969. In the picture he is seen receiving from Mr. W. Pereira a wallet and cash with the good wishes of his friends and colleagues.



Mr. R. W. SAUNDERS (Tyseley)

After serving the Rover Company for nearly 24 years, Mr. Reginald W. Saunders (*Staff, Welding Department, Tyseley*) retired on 25th April, 1969. In the picture Mr. Saunders is seen receiving a cash gift presented by Mr. Brindley (*Works Superintendent, Tyseley*) on behalf of his many friends and colleagues.



Mr. H. LORD (Alvis)

With 49 years' Alvis service to his credit Mr. H. Lord (*Inspection Dept.*) retired on 27th March 1969. From his friends in the Inspection Dept. and Coppersmiths Dept. he received an Electric Razor and cigarette lighter presented to him by Mr. E. Beattie as seen in the picture.



Mr. HARRY MORTON (Solihull)

After 19 years' service with Rover, Mr. Harry Morton (*Senior Inspection Foreman on P5 model*) retired on 28th February 1969. Mr. Morton was a highly respected member of the Inspection Staff and during his employment was engaged on Service Inspection for a number of years prior to moving to the P5 lines. At a farewell party held at Solihull, Mr. Morton was presented with a lawn mower by Mr. E. G. Bacon (*Executive Director, Quality and Reliability*) on behalf of friends and colleagues, and he is seen in the picture (third from left) with Mr. Bacon and some of his well wishers.



Mr. A. H. GILBERT (Percy Road)

Mr. A. H. Gilbert, Lubrication Operator, Percy Road factory, retired on 27th February after 16 years' service. To mark his retirement his friends subscribed to purchase a Teasmid. The picture shows the presentation being made by Mr. P. E. Brown, Toolroom Superintendent, Tyseley Group.

Rover Drama Society welcomes new members

THIS new section of the Rover (Solihull) Social and Athletic Club was recently formed so that people interested in the theatre and amateur dramatics might get together.

The society intends to put on productions of plays, hold discussions and club-nights, arrange theatre trips, and meet generally around their common interest. Anyone who feels they have a flair for acting or for backstage work or is just interested in the theatre will be welcome. If you have previous experience so much the better. Please contact: Miss Blanche Newman (Shipping Dept) Internal phone No. 426 or Mr. Bill Ivory (Export Sales Dept) Internal phone No. 660.

Don't be shy! We already have about thirty members of all ages, so there's no reason to think you'll be making a fool of yourself—you'll be in good company!

Q. and R. co-ordinator leaves Rover



Co-ordinator of the Rover Q & R Year 1967, Mike T. Witts, left the Company on 28th March, 1969, to take a new appointment as Quality Manager with Lockheed Precision Products, Liverpool. Mr. Witts had been with the Company eight years at Acocks Green factory as Deputy Chief Reliability Engineer, and during his service he gave many talks and lectures on Quality and Reliability. At a farewell gathering of his friends at Solihull Mr. E. G. Bacon (Executive Director—Quality and Reliability) presented him with a Coffee Percolator and spoke of the excellent work which Mr. Witts had done for the Company.

Rides for Britain

TYSELEY MAN IN EUROPEAN CHAMPIONSHIP



Dennis Boyle gives his cycle a lift over rough ground.

Dennis Boyle who is employed in the toolroom at Rover Tyseley, and who is a member of the Solihull Cycle Club, was selected to ride for Great Britain in the European Cyclo-Cross Championships in Luxembourg and Belgium on Saturday and Sunday, 1st and 2nd of March, 1969.

In fields of 40 and 50 respectively, which included top ranking professional and amateur riders Dennis put up very creditable performances. In the Saturday event he finished 22nd to World Champion professional Vlandrminch and in the Sunday event he finished 17th to the Belgian Verviere, who finished third in the World Amateur Championships. Dennis is also a member of the Solihull C.C. team which won the National Championship.

Thirteen-year-old girl acts with professionals in Radio 3 play

KAREN PERKINS, 13-year-old daughter of Mr. Ivor Perkins, P6 MCD Section Leader, Solihull, was one of four Midland school-children who took part alongside professionals in a 90 minute Radio 3 play on Friday 25th April 1969.

All four children took major parts as 10-year-old youngsters in Elizabeth Bowen's *The Little Girls*, when the principal characters—three elderly women—remembered their childhood in 1914. The play meant two days of extensive rehearsals and recordings at the BBC's

Broad Street studios in Birmingham, and finally back to their lessons and envious schoolchildren. Karen, who comes from Chelmsley Wood, is a pupil at the King Edward VI High School for Girls, Edgbaston, and her father has been employed by the Rover Company at Solihull for three years. Karen has a twin sister—Elaine—at the same school, and the latter had the honour of being selected recently to appear in a choral performance at Birmingham Cathedral.

ROVER RETIRED EMPLOYEES DINNER AND CONCERT WILL BE FEATURED IN NEXT ISSUE

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Garrison Street	Mr. F. Alexandre
Springfield Works	Mr. G. B. Robinson
Tyseley Works	Mr. W. H. Mason
Percy Road Works	Mr. R. Haskey
Perry Barr Works	Mr. H. W. Hayer
Acocks Green	Mr. R. Holdsworth
Cardiff, Pengam and St. Mellon's	Mr. P. Blackmore
Seagrave Road, Fulham	Mr. E. G. Moyes
Clay Lane, Coventry	Mr. J. Lawrence via Mr. J. Pritchett
Alvis Limited, Coventry	Mr. W. Day Mrs. Morris

Personal News from Alvis and Rover Factories

BIRTHS

HYATT
To Mr. and Mrs. L. Hyatt a son (Roger) on 17th April, 1969. Mr. Hyatt is employed in Vehicle Despatch Department.

CONDON
To Mr. and Mrs. E. Condon a daughter (Martina Loren) on 14th April, 1969. Mr. Condon is employed in Transport Department, Tyseley Works.

ENGAGEMENT

HARRIS-GLEDHILL
On 11th March 1969, Mr. Stephen James Harris to Miss Jennifer Margaret Gledhill. Stephen has been an apprentice for 3½ years and his fiancée is a S.R.N. at the Queen Elizabeth Hospital, Birmingham.

MARRIAGES

CRESSWELL-TRIGG
On Saturday 29th March, 1969, at Erdington Parish Church, Mr. Roger Cresswell to Miss Glenis Trigg. Roger has been employed in the Maintenance Department at Solihull for the past two years.

BARKER-MULLINS
On 25th April 1969, at Solihull Mr. Basil Barker (P5 Test Rectification) to Miss Susan Mullins (Personal Exports Typing Pool).

SILVER WEDDING

WEBB
Congratulations to Mr. and Mrs. W. Webb who celebrated their Silver Wedding on 25th March, 1969. Mr. Webb is foreman painter on Works Engineer's Staff—Solihull.

RUBY WEDDING

LEACH
Congratulations to Mr. and Mrs. W. B. Leach who celebrated their Ruby Wedding on 11th May 1969. Mr. Leach is employed at Perry Barr in Section 318.

Solihull Wedding



At Yardley old church on 21st April, 1969, the marriage took place between Mr. Philip Lees and Miss Jeanette Cockerill. Mr. Lees has been with the company for eighteen years and is employed in the Accounts Department at Solihull.

Presenting Prizes

Mr. R. N. Oxley, Rover's Chief Engineer—Cars, has accepted an invitation to present prizes and awards at the Annual Prize Giving Ceremony of The Village College Soham, Cambridgeshire, on Tuesday, 3rd June, 1969.

Off to South Africa

MRS. ANNE SULMA (Telephone Exchange, Percy Road) left the Company on 21st March, 1969 after 14 years service, to start a new life with her husband and daughter in Capetown, South Africa. The family left England at the end of April. Before leaving the Company Mrs. Sulma was presented with a vanity case together with a silver locket from her friends and colleagues who wished the family *Bon Voyage* and success in their new venture.

Successful Study

Mr. S. Rowley (06655) a Rover employee in the Land-Rover Paint Shop at Solihull has won the City and Guilds of London Institutes Certificate in Vehicle Painting and Industrial Finishing (which includes sign-writing).

This success follows four years' study at the Birmingham College of Art and Design and Mr. Rowley has also been awarded the College Diploma.

A medal-winner

FOURTEEN-YEAR-OLD Barry, son of 'Reg' North, Security Officer at Acocks Green factory, is a medal-winning footballer and during this last season he has added three more to his collection. Playing for Lyons United Football Club in the South Birmingham League he won a Challenge Shield medal and in the League Cup Final played recently, he received a loser's medal. Another silver medal awarded by the Birmingham Schools Football Association was won by Barry playing for the Bordesley Green Technical School team. Well done!



A BRITISH LEYLAND NEWSPAPER

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: Ext 383.

DEATHS

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

GILES
Mr. I. Giles on 15th February 1969, aged 71. He worked in the Stores until his retirement in December 1962, after 6 years' service.

BUSHELL
Mr. F. H. Bushell on 28th February 1969, aged 65. He was a driver with the Works Engineers Department until his retirement in September 1968 after 28 years' service.

HILL
Mr. Lawrence George Hill on 20th February 1969, aged 54. He was a grinder at Tyseley for 10 years and had 4 years' previous service at Acocks Green.

BYLISS
Mr. Alfred Harry Bayliss on 13th March 1969, aged 56. He was employed as a car washer in Vehicle Despatch Department. (3 years' service).

WILLIAMSON
Mr. Ernest Williamson on 2nd April 1969, aged 50. He was employed in the Vehicle Despatch Department. (15 years' service).

TREADGOLD
Mr. Leonard Walter Treadgold on 15th February 1969, aged 68. He was employed at Tyseley before his retirement in December 1966 after 25 years' broken service.

CREWDSON
Mr. David Joseph Crewdson on 2nd April 1969, aged 57. He was employed in the Land-Rover Assembly. (21 years' service).

THOMSON
Mr. John Richard Thomson on 4th April 1969, aged 50. He was employed at Tyseley. (17 years' service).

QUIGLEY
Mr. Martin Daniel Quigley on 3rd April 1969, aged 46. He was employed in the Time Study Office at Solihull. (31 years' service).

SHEASBY
Mr. Howard William Sheasby on 2nd April 1969, aged 52. He was employed in the Inspection Dept., Solihull. (14 years' service).

HAYNES
Mr. Christopher Thomas Haynes on 30th March 1969, aged 49. He was employed in the Machine Shop, Tyburn Road. (18 years' broken service).

TAYLOR
The death occurred on 4th March, 1969, at his home at Rhyll, of Mr. A. B. Taylor aged 71, who retired from the Company in 1963 after 25 years' service.

Mr. Taylor joined the Acocks Green 'Shadow Staff' in November 1937 and the following year became head of the Cost Department under the late Mr. F. Marshall. He moved to the newly built Shadow Factory in Lode Lane in a similar capacity in 1940. In 1948 Mr. Taylor was transferred to the Parent Company to take charge of the Cost Department under the late Mr. C. R. Gibbs, a position he held until 1957 when he became Personal Assistant to the Cost Accountant until his retirement in 1963.

CURRIER
Mr. Francis Samuel Currier on 26th February 1969, aged 69. He worked as a cleaner in P6 until his retirement in August 1967 after 15 years' service.

MORRIS
Mr. E. T. Morris on 30th March, 1969, aged 59. He was employed in the Production Control Stores Progress Department. (19 years' service).

ALLEN
We deeply regret to announce the death of Mr. F. W. Allen at his residence in Barnet Green on Monday 17th March, 1969, after a long and distressing illness which he bore with great fortitude.

Frank Allen was one of the original team employed by the late Sir Geoffrey Savage in 1930 to form the Material Control Department, at Queen Victoria Road Works in Coventry and following a few years in charge of the MCD Tyseley he was appointed Material Control and Stores Manager. This position he held until illness forced him to retire in 1965.

During his many years with the Company he was responsible for the momentous task of provisioning material supplies for car and aircraft production and will long be remembered for his efficiency and friendly manner. We offer our sympathy to his wife Lucy and three daughters.

SMITH
It is with deep regret that we record the sudden death of Mr. E. A. Smith on Saturday 15th March 1969. Mr. Eric Smith was a founder member of the Material Control Department by joining the company at the same time as Mr. F. W. Allen in 1930, and prior to his retirement in 1963 was responsible for the intake of consumable material and cash sales to employees. We offer our deepest sympathy to his widow.

WEAVER
Mr. Laurence Joseph Weaver on 19th April 1969, aged 48. He was employed in the Works Engineers Department, Solihull. (34 years' service).

BESTON
Mr. Leonard George Beston on 25th April 1969, aged 75. He was employed in the Shipping Department, Solihull until his retirement in October 1966.

HITCHMAN
Mr. Harold Foster Hitchman on 5th April 1969, aged 39. He worked for 12 years at Solihull and then 7 years at Cardiff.

SCOTT
Mr. Alfred Herbert Scott in April, 1969, aged 69. He retired in May 1967 after 5 years' service at Acocks Green and 20 years at Tyseley.

HYDE
Mr. Leonard Hyde on 21st April, 1969, aged 54. He was employed as an assembler at Perry Barr (18½ years' service).