



# ROVER AND ALVIS NEWS



Vol. 8 No. 5

August, 1969

A BRITISH LEYLAND NEWSPAPER

## OUT-SIZE CHEQUE FOR ALVIS MAN



**FANCIED TRAINERS  
PROVIDE WINNERS  
FOR £48,000  
JACKPOT WINNER**

**N**IGHT-SHIFT worker Ted Thomas is now sleeping at nights with a fortune under his pillow. At Ascot on Saturday, 21st June, Ted arrived by coach at the Ascot Silver Ring intent on having a good day's fun. He had no intention of going on the trip until Frank Elkington, who organised the outing, asked if he would take a seat over from a man who had cancelled his booking. Cost of the outing was £3 10s. including lunch and steak supper and Ted had £8 in betting money. He was going to have a 5/- flutter on the Tote Jackpot and a series of small bets during the meeting. In completing his Jackpot form, Ted Thomas decided to mark off his favourite trainers in all six Jackpot races.

One by one the vital winners were flashed on the board—first Deadly Nightshade at 7-1, then Miss Charisma 25-1, followed by Bell Song 7-1, Swallow Tail II 2-1, Acquit 9-2 and finally Double Cream 9-2—scooping the £48,559 15s. Tote Jackpot for Ted. Apart from this his small bets picked up five winners netting £100 and twice he collected the Tote double. What a day!

Ted receives his cheque from Miss Great Britain, Yvonne Ormes of Nantwich. Photo: DAILY SKETCH.

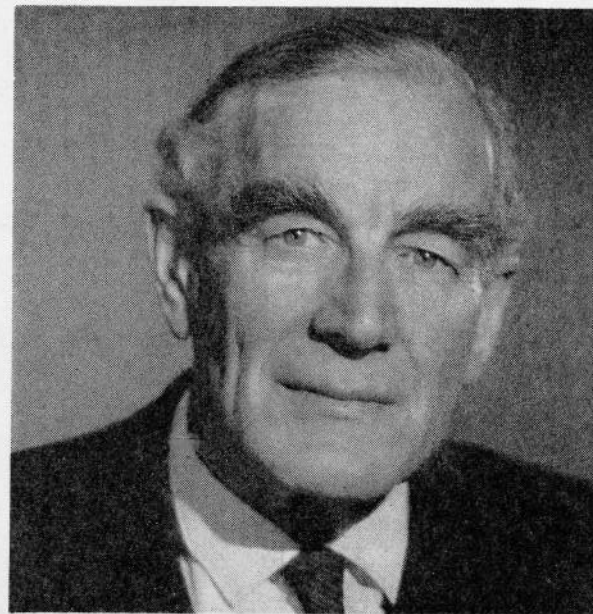
## Rover Cars now assembled in Trinidad

**R**OVER 2000's are now being fully assembled at Arima in Trinidad and the first Rover 2000 TC came off the line at the assembly plant of Amalgamated Industries Limited on Monday 21st April, 1969. For this important occasion Mr. Eric Wilford (*Export Manager, Rover*) went to Trinidad to inspect and test the car with Mr. Jack Robinson, Managing Director of H. E. Robinson & Co. Ltd., Port-of-Spain, Rover Distributors in Trinidad. Our picture shows the first completed Rover 2000 TC with (left to right) Mr. Frank Mainwaring, General Manager of Amalgamated Industries Ltd., Mr. Jack Robinson and Mr. Eric Wilford. (see feature article in the October, 1968, issue of the Rover and Alvis News—Vol. 7, No. 12, page 2).



## For his Services to Export ALVIS CHAIRMAN HONOURED

**I**N the Birthday Honours List recently published, Mr. John Joseph Parkes, Alvis Chairman and Managing Director, has been awarded the C.B.E. in recognition of his services to Export.



Born 19th May, 1903, at Barnet, Hertfordshire, Mr. Parkes served his apprenticeship with Angus Sanderson Limited and Swift of Coventry Limited and joined Rootes Limited in 1927. Very keen on flying, he learned to fly at de Havilland School around 1926 and obtained Air Ministry's Transport Pilot's Licence in 1929 when he joined Airwork Limited as Technical Manager and Test Pilot. From 1935-1945 he was General Manager, de Havilland Aircraft Company Limited, and in 1946 joined Alvis Limited as Managing Director. Mr. Parkes became Chairman of Alvis in 1949. He holds Directorships in Alvis Mechanisation Limited, Cornhill Insurance Company Limited, The Rover Company Limited and Rover Gas Turbines Limited. Mr. Parkes has been President of S.B.A.C., a member of S.B.A.C. Council, Vice-President S.M.M.T. 1963-66, and a member of the S.M.M.T. Council. He is also President of the Coventry Aeroplane Club and of The League of Friends of the Central Hospital and Leigh House and a member of the Council of the Order of St. John for Warwickshire.

Mr. Parkes runs a small farm but he has other interests, including sailing, electronics, private flying and also holds an amateur radio transmitting licence.

## CONGRATULATIONS! THE QUEEN OF TENNIS

**M**RS. ANN JONES, winner of the women's singles title at Wimbledon on Friday, 4th July, 1969, looks calm and relaxed at the wheel of a Rover THREE THOUSAND FIVE as she poses for our staff photographer. Mrs. Jones also collected the mixed doubles title.

On Tuesday, 8th July, 1969, another well deserved honour was bestowed upon her when in the State Ballroom at Buckingham Palace the Queen invested Ann with the M.B.E. for services to tennis.

We say again  
**CONGRATULATIONS!**







At the Show the Rt. Hon. Edward Heath, M.P., Leader of the Opposition, enters a Land-Rover without opposition.

**T**HE important role the Land-Rover plays in agriculture, not only in this country but overseas, was the dominating theme of a large display on the Rover Company's stand at the Royal Show at Stoneleigh, Warwickshire.

Now in its 22nd year of production—the vehicle celebrated its 21st anniversary in April—the Land-Rover was developed initially for use in agriculture. Since then it has gained world-wide fame in industry, in the service of overseas governments and in scores of other spheres, but its popularity as the ideal vehicle for farm use remains undiminished and over the years a range of new agricultural equipment has been developed for fitting to the vehicle to improve its versatility.

The Company displayed a comprehensive range of Regular and Long Wheelbase Land-Rovers on the permanent Royal Show stand, together with a selection of approved optional equipment including an Atkinson Snow Blade, a Dowty Hydraulic System for working tree pruners and small hand saws, and a Tooley Electro System for working road drills and breakers.

One of the features of the Rover display was a Long Wheelbase Land-Rover fitted with a Scottorn powered axle trailer. The trailer is driven from a centre power take-off via a Scottorn rear power take-off and in effect gives the vehicle a six wheel drive system. This enables the 1-ton capacity trailer to be towed fully laden over soft ground. From the agricultural point of view the powered trailer attachment can be of particular value for carrying materials over soft ground where maximum traction is required.

In all, there were 14 Land-Rovers on show including one on the roof of the Rover pavilion, together with a display bridge on which demonstrations of the vehicle's capabilities were given during the Show.

In addition to its exhibition stand, the Company provided a number of Land-Rovers as official transport for Royal visitors and others VIPs who attended the Show.



Rover's permanent show stand and display area.

## AT THE ROYAL SHOW STONELEIGH—WARWICKSHIRE LAND-ROVERS MAINTAIN POPULARITY



Two Beauties. Janet Craig (right) the Pastoral Queen of New Zealand joins Christine Flannery, Royal Show girl of N.S.W., in a Land-Rover ride at the Show.



Members of the Warwick County Fire Brigade with their specially-equipped Forward Control Land-Rover, demonstrate the facilities offered by the vehicle for tackling accidents on the motorways. Special discs and cutting equipment are available for rescuing trapped passengers in damaged vehicles.

## Export department changes

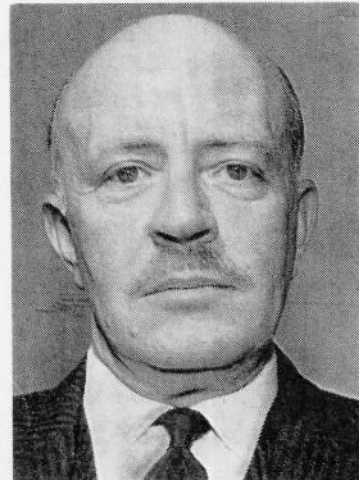
**S**EVERAL changes are announced within the Rover Export Department this month.

Mr. ROBERT BURN, who has been Export Manager since 1964, has taken up a British Leyland Group Overseas Division appointment and Mr. ERIC WILFORD who joined the Company in 1936 has been appointed Export Manager. In his new capacity Mr. Wilford will be directly responsible to the Sales Director.

Mr. Wilford joined the Sales Department after spending some time with the then separate Daimler and Jaguar Companies, and served with the R.A.F. during World War II. He lives in Coventry.

In addition to this appointment, several other changes are announced within the Export Sales Department.

Mr. DENNIS DAKIN, formerly Middle East Regional Manager, is appointed Administrative Assistant to the Export Manager, Mr. BRIAN ALLCOTT, previously Sales Controller for Europe, assumes responsibility for Middle East Territories under



Mr. Robert Burn



Mr. Eric Wilford

Mr. Armitage, Mr. W. J. IRWIN, formerly Assistant Manager Direct Sales, is appointed Sales Controller for territories to be defined responsible to Mr. E. Armitage and Mr. R. BILLINGSLEY, previously Direct Sales clerk, is appointed Assistant Manager Direct Sales, responsible to the Direct Sales Manager, Mr. A. E. CAWTE.

## Increasing demands

An unprecedented demand for Land-Rovers from all over the world could result in an all time record sale this year.

Since the model was launched 21 years ago, production has been stepped up each year to meet rising demand and now, with production again boosted this year, assembly lines at the Solihull plant are at peak output in a bid to satisfy the record breaking order intake.

At present outstanding orders from overseas markets for Britain's 'Roving ambassador' and top export winner are no less than 120% up on the figure at the end of June last year.

In the 37 weeks of the Company's current financial year, more than 37,000 Land-Rovers have been produced—nearly 4,000 up on the corresponding period last year—and with the booming export demand showing no signs of slackening, Rover Management are confident that this year's production and sales figures will beat all previous records.

Since the Land-Rover was introduced—it celebrated its 21st Anniversary in April—more than 644,000 units have been sold, of which over 70% have gone to over 170 markets of the world. This year the export content has risen to 80%.

## The Land-Rover a most valued possession in Libya



**G**LYN BRIAN of our Dealer Parts Development Department recently paid a visit to Rover Distributors Gordon Woodroffe & Co. (Libya) Ltd., at Benghazi, to help them in their efforts to improve after-sales service and to cope with the ever increasing sales of the Land-Rover in their territory. There's little doubt that the Land-Rover is a most popular vehicle in Libya, being used extensively by the major Oil Drilling Companies, Contractors, Public Authorities and the various Government Departments.

Charlie Ross, General Manager of Gordon Woodroffe, Benghazi, says they can sell all the Land-Rovers they can get hold of. So popular is the vehicle that Mr. Ross also said that the 'go-ahead' Libyan worker will sell all his worldly possessions in order to buy a Land-Rover. Our representative confirmed that judging by the numbers of Land-Rovers he saw being driven around, this must be so.

Our picture shows a consignment of 40 Land-Rovers at the Benghazi dock-side awaiting collection by Gordon Woodroffe.

## The ideal vehicle for trans-Sahara safaris

### Adventure holiday specialists choose Land-Rovers

**A**DVENTURE holiday specialists Minitrek Expeditions Ltd. of Kingston-on-Thames have ordered another thirty long wheelbase Land-Rovers for their North African winter and 1970 programmes.

The new and specially equipped vehicles, costing a total of £45,000, will join ten Land-Rovers sent out for Minitrek service in Morocco,

Algeria, Tunisia and Libya earlier this year. Searle Carawagon of Sunbury-on-Thames are preparing the vehicles for long range desert work.

Most will be 12-seaters with Searle Ergo-contoured seating, specially made side awnings, and Searle designed full-length roof racks in square section tubing to strengthen the construction.

For Minitrek's month long trans-Sahara safaris, some of the vehicles are being equipped as mobile kitchens with Calor gas operated ovens and refrigerators, and all will have specially reinforced front axles, heavy duty springs, shock absorbers, twin fuel filters and alternators. Their engines will be Rover's 4-cylinder petrol units.



Some of the ten Land-Rovers which entered Minitrek earlier this year South of Bilma in the Niger Republic on a trans-Sahara trek. (See Rover and Alvis News, April 1969, Vol. 8, No. 3, page 2).





**LONG SERVICE AWARDS  
TO EMPLOYEES  
PRESENTED BY  
MR. A. B. SMITH  
(Director and General Manager)  
at Solihull Monday, 2nd June, 1969**

Left to right: Mr. S. R. Johnson (Solihull), Mr. N. A. Worster (Solihull), Mrs. D. Lock (daughter of the late J. Ingram), Mr. C. A. Tonks (Acocks Green), Mr. A. B. Smith, Mr. A. H. J. Lloyd (Solihull), Mrs. J. Ingram (widow of J. Ingram), Mr. G. A. Sutton (Solihull), Mr. E. G. Race (Solihull).

## 2,000,000th MINI COMPLETED AT LONGBRIDGE 19th JUNE, 1969



A proud moment at Longbridge. The 2-millionth Mini came down the line at 11 a.m. on Thursday, 19th June, 1969, and in the picture Mr. G. H. Turnbull (Managing Director) (left) with Sir Alec Issigonis await the moment of delivery.

ONE of the most important milestones in British automotive history was celebrated on Thursday, 19th June, 1969, with the production of the two millionth Mini car at British Leyland's Austin Morris Division factory at Longbridge, Birmingham.

Canada (30,000) New Zealand (28,000) Portugal (25,000) and Sweden (17,000). Of these markets the Mini is assembled locally in Italy, Australia, Belgium, South Africa, Eire, New Zealand and Portugal.

This is the first time any British-made car has achieved such a high level of production. The Mini has become one of the world's best known cars and is one of the three British Leyland cars to exceed one million total production—a record no other British manufacturer can match.

### Production

The first Minis—known as the Austin Seven and Morris Mini Minor—were produced both at the Longbridge and Oxford plants. Following a rationalisation of production facilities two years ago however, output of built-up Minis was concentrated at Longbridge.

It was the Mini that pioneered the concept of the Front Wheel Drive with the engine placed transversely. After the Mini the 1100/1300 and 1800 (introduced in 1964) utilised the same principle and in less than 10 years over 3.7 million front wheel drive cars and derivatives have been produced. (Two million Minis, 1.5 million 1100/1300's and 200,000 1800's).

Between them these models currently account for 24% of the UK new car market.

In the early years of the Mini's life, 30% of its production was exported. In more recent years the Mini's popularity has increased overseas to such an extent that in 1968 a record 64% of total production was exported. This figure relates to Minis exported solely from the UK and does not include units shipped for overseas manufacture.

In terms of total yearly production 1968 broke all previous records for the Mini when 248,034 were produced. Output is however continuing to rise and the indications are that this figure will be exceeded in 1969.

### £240 million for Britain

During the 10 years of the Mini's life nearly 43% of all Minis produced (850,000) have been sold abroad earning no less than £240 million for the British economy. The Mini today is Britain's leading export car outselling all other British rivals overseas.

### Competition successes

Since 1962 the Mini has won more major rallies than any other British car. The total to date including three outright victories in the Monte Carlo Rally in 1964, 1965 and 1967 is 23. The publicity that has followed these successes has earned this inimitable car the reputation of the most outstanding rally car of the decade.

Over 380,000 Minis have been sent abroad in K.D. form to assembly plants in 10 countries. A further 65,000 units have been produced at manufacturing plants in Australia and Spain and in both these countries more than 50% of the vehicle content is locally produced.

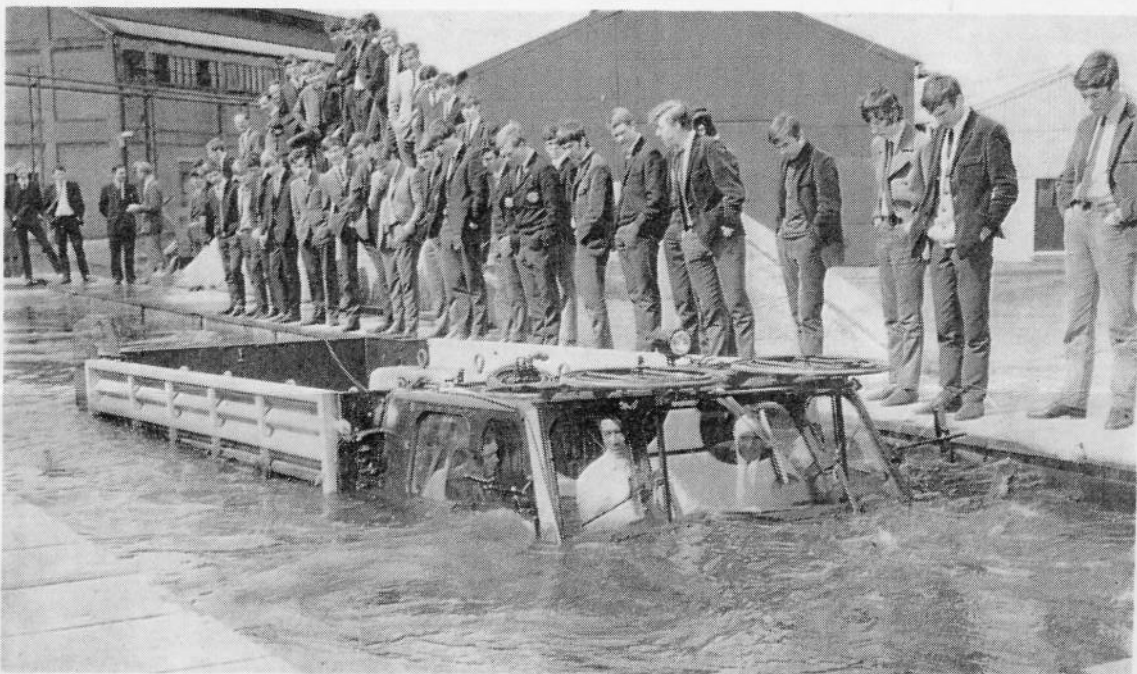
There is every indication that the Mini which has become Britain's best known car, will go on to break further records in the history of the British Automotive Industry.

### Major markets

In earning £240 million in foreign currency the Mini has been sold in virtually every country throughout the world. The major markets to where the Mini has been particularly successful are Australia, (153,000 units sold) Italy (139,000) France (64,000) Benelux (60,000) South Africa (52,000) Denmark (48,000) Switzerland (37,000) Eire (36,000)

Commenting on the achievement of the Two Millionth Mini, Lord Stokes, Chairman of British Leyland said: "The success of the Mini is a great tribute to its original concept, and its continuing popularity reflects the motoring public's faith in this reliable, quality built vehicle. I see no reason why the Mini albeit in other forms should not continue for another 10 years."

## Rover apprentices enjoy Alvis experience



ON Friday, 16th May, the Training Staff and First Year Apprentices from The Rover Training School were entertained at Alvis Limited, Coventry. The photograph shows a Stalwart Amphibian Vehicle undergoing various trials in the test pool with Rover apprentices looking on.

## Grit of the 'Red Dragons'



ORGANISED by the BSA Company Limited, Expedition Endeavour was the biggest and most ambitious event since the series started six years ago. For the teams and control staff it proved to be a most severe test of endurance. Teams from Companies within the BSA Group were joined this year by others from Herbert-BSA, Austin, Rover, Forward Training and for the first time, from a number of Police Forces in Wales and the Midlands. The Rover Company entered three teams, two from Solihull and one from Pengam.

The Pengam team, code named 'Red Dragon' is shown in our photograph with supporters Mr. B. Ponsford (Personnel and Training Officer) and Mr. W. D. Fisher (Assistant Personnel Officer). The expedition was held from 11th to 13th April, and proved to be a really tough assignment, due to the abnormally bad weather. Conditions were so tough that only 29 out of 49 teams entered, completed the week-end and the 'Red Dragon' team was the only Rover team still on its feet at the end of the expedition.

## British Leyland forms new company in Chile

BRITISH LEYLAND has completed plans for the formation of a new company, British Leyland Automotore de Chile S.A., for the manufacture, distribution and service of its products in Chile. This company's head office will be in Santiago.

The modern plant at Arica, in North Chile, is being expanded from a current production of 1,000 units a year to 3,000 or more Austin and Cooper Minis with G.R.P. (Glass Reinforced Plastic) bodies. Plans are also in hand for the production of other British Leyland products, beginning with the MG 1300 later this year.

The Liverpool City Council are purchasing two Rover 3.5 litre cars to replace two V.I.P. cars at present used by the City Transport Committee.

**NEWS FROM  
ALL FACTORIES  
IS WELCOMED  
BY THE EDITOR**

## For 25 years service at Alvis



Mr. J. J. Parkes, C.B.E., Chairman and Managing Director of Alvis presents a certificate for Long Service to Mr. Jack Walker, union shop convenor.



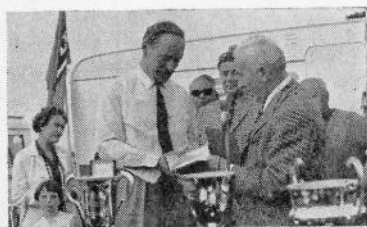
## ROVER OWNERS' ASSOCIATION FOURTEENTH NATIONAL RALLY A GREAT SUCCESS



Over 300 caravans arrived for the Fourteenth National Rally and Caravan weekend organised by the Rover Owners' Association in the delightful surroundings of the Deer Park, Eastnor Castle, near Ledbury.



Left to right: Mrs. A. B. Smith; Mr. B. Sperring (Sec. R.O.A.); Miss Shipley (Sec. to Mr. A. B. Smith); Mr. B. Turner (Eng. Dept.); Mr. A. B. Smith (Director and General Manager).



Presentation by Mr. A. B. Smith (Director and General Manager) to Major and Mrs. Harvey-Bathurst who were hosts to the Fourteenth National Rally held on their estate.

## ROVER MEN WIN HELETER CUP



KEN TWIST (Rover, left) with his co-driver P. Newman proudly display the Heleter Trophy which they won recently in the Car and Caravan driving Competition run by the East Warwickshire Centre of the Caravan Club.

## SEEKING NEW FIELDS

AFTER 17 years' service with the Rover Company, Mr. W. G. 'Gerry' Francis recently left to take up another appointment as Service Manager with Alfa Romeo. Mr. Francis was a service school instructor at Solihull for some time, later becoming a Service Representative. At an informal farewell ceremony Mr. Francis (left in the picture) was presented with a brief case, a Rover wallet and beer tankard, by Mr. R. W. Bromley (Executive Director, Service) on behalf of his friends and colleagues.



## AN AIR-COOLED WEDDING



For the wedding of Miss J. M. Haskins and Mr. C. R. Smith a very glamorous 1922 Rover 8 h.p. twin air-cooled model was used to drive the happy couple from Wroughton Parish Church. Our picture shows the scene as the Bride and Bridegroom leave the church to a good send-off by guests. Miss Haskins is the eldest daughter of Mrs. Mary S. Haskins, owner of Haskins' Garage, Rover dealers for the Swindon area.

## TYSELEY GROUP RECEIVE TROPHY FOR SAFTY



As reported in the June issue of *Rover and Alvis News*, the Tyseley Group of Factories won the Harold H. Scott Trophy for Safety Progress for 1968. Our picture above, taken at the presentation ceremony held at Tyseley factory on 19th May, 1969, shows Professor William Gissane, C.B.E., D.S.C., F.R.C.S., President of the Birmingham and District Industrial Safety Group, presenting the trophy to Mr. E. Scott (Executive Director, Production, Tyseley Group). Also in the picture (left to right) Cadbury Bros Ltd. representative who received

a Commemorative Certificate for their success in 1967, Mr. A. B. Smith (Rover Director and General Manager), Mr. Harold H. Scott (centre—donor of the trophy), and Mr. B. G. L. Jackman (Rover Director and Deputy General Manager).



W. G. KANE  
Safety Officer

In his speech Professor Gissane pointed out that safety progress must be a joint effort of Management, Supervision and Staff, but in winning the trophy one must mention the special effort of the Tyseley Groups Safety Officer, Mr. W. G. Kane.

## SAVES HIS FEET TO WIN AWARD



THE membership committee of the Golden Shoe Club have accepted C/No. 4076, Mr. Leonard Frank Hill, Group 29, Tyseley Works, as one of their award winners. The citation reads as follows:

"At about 1.35 p.m. on Friday, 18th April, 1969, a young female machine operator of Group 29, requested Mr. Hill to lift a work-tray of Bush Housing Components, weighing approximately 80-100 lbs., from a stack near her machine area to the work-stand adjacent to her machine. As Mr. Hill carried out this request and lifted the required work-tray, so the tray underneath with similar components and weight, fell from a height of 30 inches on to the toes of his left foot.

"Had it not been for the fact that Mr. Hill was wearing Protective Footwear at the time, his injuries would have been quite serious, instead of the slight abrasions to the left instep which resulted.

"Mr. Hill was wearing a pair of North's Black Suede Chukka Safety Boots, supplied by Messrs. Rentashoes Limited."

The award, which is in the form of a Special Motif Tie, a Membership Badge and Certificate, was presented to Mr. Hill by Mr. E. Scott (Executive Director Production, Tyseley Group) at a ceremony held at the Tyseley Works Canteen on Friday 23rd May, 1969, and in the picture Mr. Hill is seen proudly accepting his membership certificate.

## ROVER APPRENTICE AMONG FINALISTS IN CAR DESIGN COMPETITION

A 19-year-old engineering apprentice at Rover, John Standbridge, is a very keen car designer and for the past three years has submitted designs for the Vauxhall Craftsman's Guild Competition. His entry in the 1968/69 competition in the senior section was a scale model of a four-seater family car, and this won for John a place among the finalists. Together with 50 other

finalists from both Junior and Senior sections he spent a weekend in London as part of his prize, which included a tour of the Vauxhall car factory followed by a dinner at which presentations were made. John received a tool set as his prize. Hundreds of model cars were submitted in the competition, some of them incorporating advanced ideas for the future.

## SIGNING INDENTURES AT TYBURN ROAD TRAINING CENTRE

PARENTS of first year apprentices at Tyburn Road Training school were recently invited to the Training Centre to sign Indentures. They were given every opportunity to inspect the training facilities which included the various workshops, club room and lecture rooms. A great deal of interest was shown by the parents who were able to meet the instructors to discuss their son's progress. Refreshments were provided in the club room and some parents took advantage of the games facilities. The occasion was a very informal and pleasant one, thoroughly appreciated by parents and apprentices.



Signing the important contract



"With this equipment we can..."

## AN EGG EN ROUTE



Mr. H. Monty with his Rover 3.5 litre. In the offside wing was found a bird nest with egg. This car is in use every day often going to London and back. The car came into Rover for service at Solihull.

## A TRIBUTE FROM PAKISTAN

SHAFFI MUHAMMAD is the driver of a Land-Rover in the service of the Extra Assistant Director of Agriculture in Sahiwal, West Pakistan. He is also responsible for maintenance of the vehicle and he wrote to us to say what wonderful and reliable service the Land-Rover had given since 1961 during 152,462



miles operating in remote areas where service facilities are pretty poor. For good driving and excellent maintenance of the vehicle Shaffi Muhammad has been awarded Rs. 100 by the Director of Agriculture, Lahore Region, Lahore (C. H. Muhammad Shaffi Gill). In his letter to us he says: "I congratulate you for manufacturing such a fine vehicle which has given me such exciting driving experience and has proved to be superior to all other vehicles in its class."





The Pressed Steel Fisher Division within the British Leyland Motor Corporation operates six major factories (seven including the Rearsby Automotive subsidiary of Pressed Steel) and has a labour force in excess of 30,000. The car body requirements of our Passenger Car Divisions are produced by PSF who also produce for other manufacturers at home and overseas.

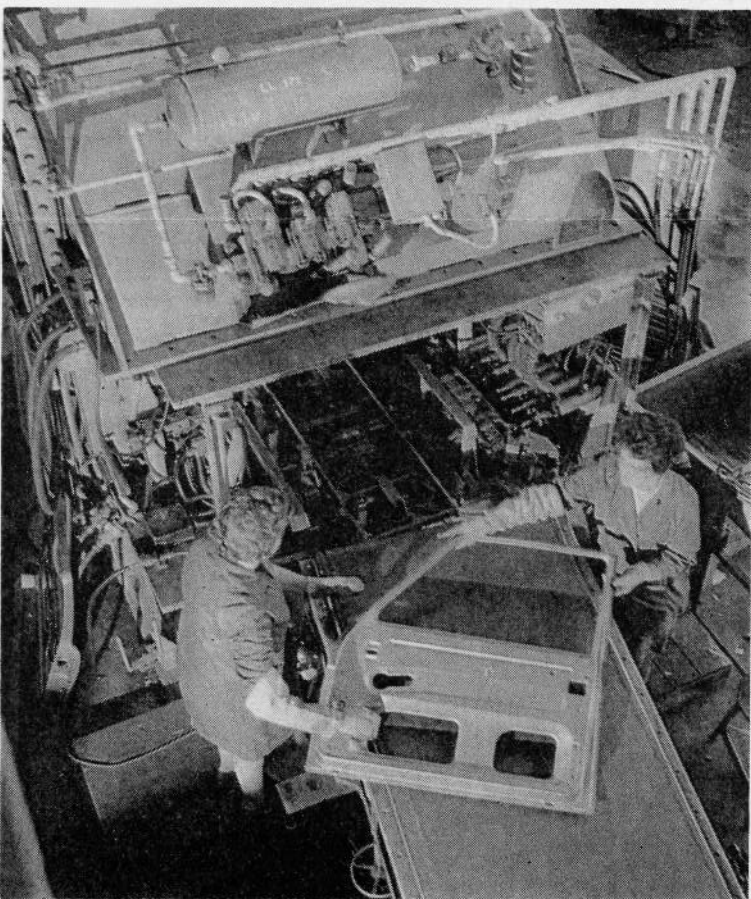


# PRESSED STEEL FISHER

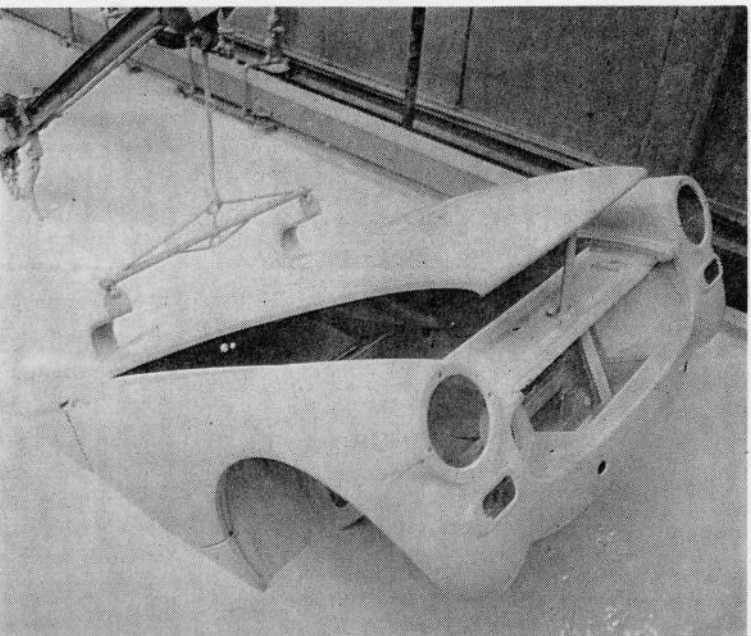
## THE BRITISH LEYLAND BODY BUILDERS



The Jaguar XJ6 body shell is completed at the Castle Bromwich Birmingham works of Pressed Steel Fisher.



The Llanelli factory of Pressed Steel Fisher is the youngest in the Group and specialises in the manufacture of floors and doors for cars such as the Mini, 11/1300 and 1800.



An MG Body emerges from an Electrocoat painting tank. Electrocoat is a system of painting primer coats which was developed by PSF Engineers and ICI and which is now used by car manufacturers on the Continent, in the US, Japan and Australia.

In the 40 years since the Company was first set up, Pressed Steel Fisher has made car bodies in quantity for every major British motor manufacturer; its tooling, jig and production planning techniques have been used in practically every country where cars are made in any number.

Today a high proportion of the best selling cars made in Britain have bodies or components produced at one or other of the seven factories of Pressed Steel Fisher.

### MAN OF VISION

The Company's origins are those of the modern, volume produced motor car, so far as the United Kingdom is concerned. Before the old Pressed Steel Company of Great Britain was set up in 1926, cars were still to a large extent in the hand-built coachwork era.

William Morris, later Lord Nuffield, was producing his cars at a plant he had erected at Cowley, three miles from Oxford. A man of outstanding vision he saw not only the part that steel was to play in car body design but visualised clearly the production advantages that the all steel body would have over the composite wood and metal types then widely accepted.

Morris teamed up with a U.S. firm which had evolved and patented new techniques of deep drawing steel at high speeds and welding systems for assembly and with a firm of merchant bankers in London set up the original Pressed Steel Company on a site adjoining the Morris Cowley works. The story from that time on was one of almost uninterrupted expansion.

### STRONG LINKS

By the middle 'thirties, Pressed Steel was standing on its own feet as a public company, having become independent of its founders. It was a move which enabled it to manufacture bodies for firms in addition to Morris and from those days date the links with Rover, with Standard and later with Jaguar that are of course stronger than ever now.

To deal with this rapid progress, plant and building extensions were undertaken almost every year at Cowley and by 1939 production areas had doubled and the labour force had increased tenfold from the original 600 to 6000.

The continued expansion of the company in the years before the war provided the pattern from 1945 onwards. Both the amount of work passing through the Cowley factory, and the facilities required to carry it out were to reach their limits in the mid-fifties, when a start was made on a new factory at Swindon.

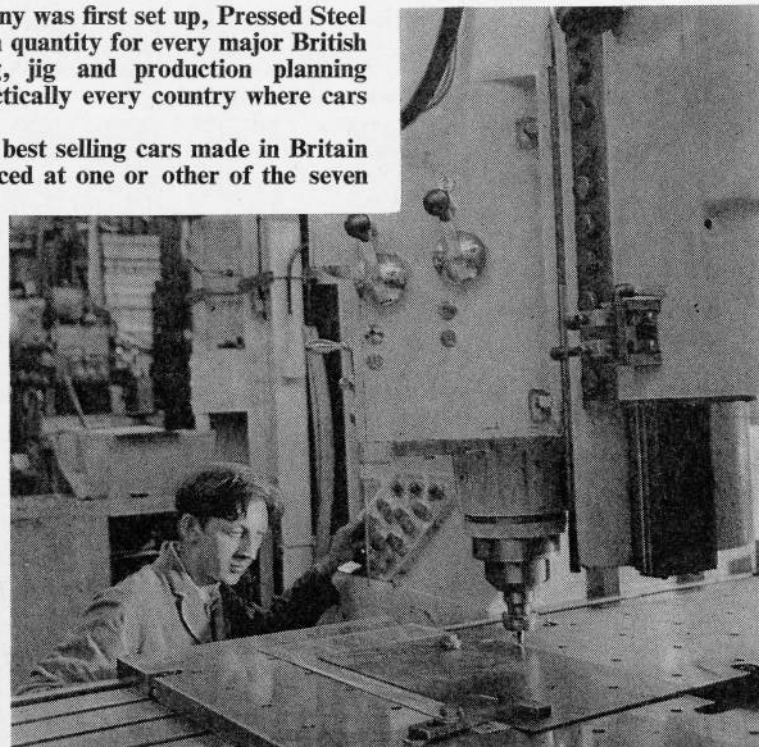
The Swindon factory went into limited production in 1957, with the structure of the first buildings barely complete. The plant, which now employs in the region of 6,000 men, has become, so far as motor body production is concerned, one of the most advanced of its kind in the world.

### INTERESTS MERGED

In 1965 the interests of Pressed Steel were merged with those of the British Motor Corporation and its car body manufacturing facilities were integrated with those of Fisher and Ludlow at Birmingham and Llanelli, Nuffield Metal Products at Birmingham, and Morris Bodies at Coventry. The result was Pressed Steel Fisher, with six factories (seven including the Rearsby Automotive subsidiary of Pressed Steel). Throughout these factories, the labour strength of the Pressed Steel Fisher Group is in excess of 30,000.

At the principal factories, car bodies are produced in a variety of forms, from sets of pressings for assembly elsewhere (as exports, they are known as 'CKD', or completely knocked down sets for assembly in overseas plants) 'body in the white' (that is to say, a complete body shell in the raw material) to bodies which are completely painted and trimmed with hard and soft-ware-handles, latches, chrome trim, glass, carpets, seats, etc; in other words a car needing only the 'works'.

Manufacturing methods and materials are constantly under analysis by the Company's Research and Development Department. Although steel is likely to remain predominant material



A numerically controlled template making machine tool at Pressed Steel Fisher, Cowley.

used in car manufacture for years to come, various forms of plastics have been used in increasing quantities in recent years and new materials such as these are under constant evaluation as part of the overall R and D purpose.

### 'ELECTROCOAT'

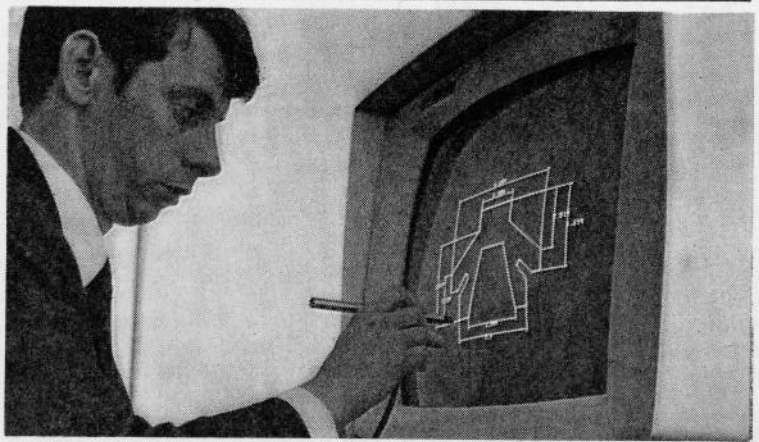
The processes of manufacture are treated similarly. Pressed Steel Fisher have pioneered the use of computer-aided design in the car industry. Numerically controlled machine tools are in use,—and in one phase of manufacture of which the public is acutely aware, the paint finish, Pressed Steel Fisher's Research and Development team have patented a system—known as 'Electrocoat'—with ICI in which the fundamental primer coat of paint is applied electrophoretically, a means which guarantees an even spread of paint even to those parts of a car where a spray gun could never reach.

Since the patenting and introduction of Electrocoat at Cowley, the system has been taken up by leading car manufacturers in the United States, France, Germany, Italy, Japan and Australia.

### MODERNISATION

Although limits were set many years ago to the geographical expansion of the Cowley factory it has nevertheless undergone constant 'inward expansion'. Recent years have seen the building of a training school which in terms of space and equipment is on a par with a moderately sized technical college outside.

New R and D and Engineering blocks have greatly increased the Company's central service facilities having at the same time provided a new extensive modern facade facing the Cowley by-pass.



When the world's largest computer manufacturer made a film on the uses of their equipment, the Pressed Steel Fisher factory at Cowley was chosen to illustrate an important industrial use. 'CAD' or computer-aided design, is used increasingly in the design of press tools and the photograph shows an engineer using a light pen to correct a drawing on the TV screen.

The same process of modernisation has been applied to the factory's production areas. For example, the most recent development was the complete rebuilding of the factory's 'A' Building, on the site of which the old Pressed Steel Company began its productive life in 1926. The building has seen many changes but none as sweeping as the latest.

Though only part of the plant's manufacturing areas, the new assembly facility is big enough in floor span to house two Queen Elizabeth II's side by side.

### A SHOWCASE

Other Pressed Steel Fisher factories have undergone similar processes of modernisation; at Castle Bromwich, for example, there is a new automatic warehouse, the Flowstacka building, which has become something of a showcase in the world of mechanical handling. Pressings by the thousand are 'pigeonholed' or withdrawn automatically at the touch of a button.

Apart from some models in which two or three factories may be involved (MG bodies, for example, involve Swindon, Cowley and Coventry) the Pressed Steel Fisher factories tend to be identified with particular models. At Cowley, for instance, bodies are made for the 1500 for Austin/Morris, all the Rover saloons, and for the MkII Jaguar; Swindon produces body shells for the 1100/1300 range, the Triumph 2000, Jaguar 420 and Sprites and Midgets; Castle Bromwich the Mini, 1100/1300, 1800, Austin 3 litre and the Jaguar XJ6. The Common Lane factory make bodies for the eternal Morris 1000 and Coventry builds the 1000 Traveller version, as well as painted and trimmed MGBs. Llanelli, as mentioned before, specialises in the manufacture of floors and doors for shipping to the body assembly plants.



FROM 6 o'clock in the evening in the main dining hall at Solihull, on Friday, 16th May, 1969, many thousands of memories were exchanged between the 460 retired Rover employees—men and women—who gathered there for the 6th Annual Dinner and Concert as guests of the Rover Company.

They came from the Midlands, from the North, South, East and West and from the Channel Islands to meet old friends and colleagues and to have a real chin-wag about the 'Good Old Days'. The atmosphere was full of nostalgia and it was a delightful experience to mix with these grand old stalwarts of Rover history and to realise that here were those who had completed their working lives with the Company and were now re-living their experiences in an atmosphere of conviviality and good companionship.

# 'OF THE DAYS THAT WERE— THOSE WERE THE DAYS'

Following the reception everyone sat down to dinner and the whole room became alive with merriment and chatter as good food and drink loosened tongues and 'bonhomie' took over for the rest of the evening. In the chair on this occasion we had Mr. A. B. Smith, Rover's present Director and General Manager—and Managing Director elect—who proposed a toast to *The Queen* and followed this with a toast to *The retired members of the Rover Company Limited*. In his speech Mr. Smith was able to go back in time with

the guests and bring back the earlier days of Rover. He very aptly said "Of the days that were—those were the days."

Mr. Smith acknowledged the great part which the guests had played in the Rover saga—he acknowledged their congratulations on his new appointment and paid tribute to all of them for their work and loyalty to the Company. He thanked them also for the help, encouragement and co-operation which he himself had enjoyed and he put value too on the criticism and advice he had received over

the years which had been an inspiration to him during his 44 years' service with the Company. Mr. Smith welcomed retired Directors and thanked them for their support—Mr. A. J. Worster, Mr. J. W. E. Walton, Major B. H. Thomas, O.B.E. and Mr. S. W. Nixon and was pleased to see Bill Mason, Bill Williamson, Fred Hawkins and so many others of the old brigade. With a tinge of sadness Mr. Smith concluded his speech paying tribute to the late Mr. W. J. Robinson (*Robo*), Frank Allen, Rupert Elliott, Sid Phillips—a tribute to be shared

with many other Rover personalities who have passed on and into Rover memory.

In proposing the toast to *The Rover Company Limited* Mr. J. W. E. Walton made the point that the great name of Rover had been immortalised by the quality and loyalty of its employees and by the quality and reliability of its products. Mr. B. G. L. Jackman, on behalf of the Company, responded to the toast and thanked Mr. Walton.

The after-dinner concert *Music Hall Memories* so valiantly staged by Jack Lindon, Doreen Russell, John Boycott, Barbara Green and Sid Griffiths was much appreciated but there's little doubt that on an occasion such as a retired employees Dinner and get-together, the real entertainment is provided by the guests themselves.



RECORD GATHERING OF ROVER RETIRED EMPLOYEES  
AT SOLIHULL—16th MAY 1969

The event was a great success and special thanks are due to Bob Dixon, his staff, and all members of the Social Club Committee.

## ALVIS RETIRED ENJOY SOUTHPORT

MEMBERS and wives of the Alvis Retired Employee's Association, numbering 230, visited Southport for their Annual Summer Outing on Monday, 16th June. Leaving Coventry at 8 a.m. called at Charnock Richards Restaurant for coffee and biscuits, arriving at the Floral Hall,

Southport for a turkey lunch. After spending the afternoon in the warm, sunny weather, they partook of a sandwich/pastry tea with fruit salad and dairy cream before leaving on the return journey, arriving back in Coventry at 9.15 p.m.

## SUPPLIED BY ROVER DISTRIBUTOR

In the August 1968 issue of the *News* (Vol. 7, No. 11) we mentioned a 32-page booklet entitled *Three Men's Meat* which described an overland round the world trip in a 1959 Land-Rover. We have recently learned that the Land-Rover was a used vehicle specially prepared and supplied to the three young agricultural students by Rover distributors in Leicester, Messrs. W. E. Sturgess & Sons Ltd.

## GARRISON STREET GIVES BLOOD

THE National Blood Transfusion Mobile Unit visited Garrison Street Factory on 16th April, 1969 and of 113 employees who volunteered 112 were able to make a donation of blood. The National Blood Transfusion Service thanked the Company for such excellent response.

## Years Ago

EIGHTY-FIVE YEARS AGO—1884—the name 'Rover' was used for the first time, and this was the title given by Starley & Sutton to one of their popular tricycle models. They decided upon this word because it was felt that the new machine was ideal for 'roving' or 'wandering' around the countryside—and this is the recorded reason. The name Rover was not in any way associated with the Vikings or Rovers of Scandinavia.

## Ex Rover Apprentice to take Charge

A former Rover apprentice Mr. M. E. James has been appointed General Manager of J. W. Gethin Ltd., the Rover specialists at Warwick Road, Tyseley. His appointment took effect on 1st June, 1969.

## HALF A CENTURY WITH ROVER AND STILL GOING STRONG

A DINNER PARTY was held at the Punch Bowl Hotel on Friday night 6th June, in honour of Mr. W. J. Gregory, Gear Technical Manager, Percy Road. He started with the Company on 23rd June, 1919, and has served for 50 years.

The celebration was given by his fellow workmates at Percy Road, and other friends from within the Group, who look upon him with esteem and affection. He was presented with a Silver Tankard and some of his favourite tobacco by Mr. R. Haskey (*Works Superintendent*), Mr. B. G. L. Jackman (*Director and General Manager Elect*) and Mr. P. M. Wilks (*Technical Director*) were in attendance.



Mr. W. J. Gregory



**Our best wishes  
for a long and happy retirement**

**HARRISON**  
Mr. R. Harrison on 1st May, 1969. He was employed in the Alvis Test Department at Baginton. (15 years' service).

**HAYWOOD**  
Mr. P. Haywood on 1st May, 1969. He was employed in the M/C Shop, Alvis. (2 years' service).

**McMAHON**  
Mr. P. C. McMahon on 1st May, 1969. He was employed in the Coppersmiths Department, Alvis. (18 years' service).

**CLARK**  
Mr. E. V. Clark on 1st May, 1969. He was employed in the Coppersmiths Department, Alvis. (13 years' service).

**EDMONDS**  
Mr. H. Edmonds on 1st May, 1969. He was employed in the Fighting Vehicle Department, Alvis. (6 years' service).

**ELLIS**  
Mr. S. J. Ellis on 1st May, 1969. He was employed in the Inspection Dept., Alvis. (11 years' service).

**DEALASELLE**  
Mr. R. Dealaselle on 1st May, 1969. He was employed in the Inspection Dept., Alvis. (15 years' service).

**BAUGH**  
Mrs. E. M. Baugh on 1st May, 1969. She was employed in the Canteen, Alvis. (3 years' service).

**RICHARDSON**  
Mrs. M. Richardson on 1st May, 1969. She was employed in the Maintenance Department, Alvis. (11 years' service).

**YOUNG**  
Mr. A. G. Young on 1st May, 1969. He was employed in the Maintenance Dept., Alvis. (13 years' service).

**SMITH**  
Mrs. D. A. Smith on 1st May, 1969. She was employed in the Canteen at Alvis. (5 years' service).

**THOMPSON**  
Mrs. A. M. Thompson on 1st May, 1969. She was employed in the Canteen at Alvis. (10 years' service).

**WOOD**  
Mr. L. S. Wood on 1st May, 1969. He was employed in the Inspection Dept., Alvis. (9 years' service).

**STAPLES**  
Mr. A. F. Staples on 1st May, 1969. He was employed in the M/C Shop, Alvis. (3 years' service).

**HALL**  
Mr. C. T. Hall on 1st May, 1969. He was employed in the Maintenance Dept., Alvis. (15 years' service).

**SMITH**  
Mr. J. R. Smith on 1st May, 1969. He was employed in the Toolroom at Alvis. (8 years' service).

**CASEY**  
Mr. William Casey on 30th April, 1969. He was employed as a Viewer at Tyseley. (15 years' service).

**COTTERILL**  
Mr. Frank Cotterill on 1st May, 1969. He was employed as a Stores Assistant, Tyseley. (15 years' broken service.)

**COOPER**  
Mr. Frank Stanley Cooper on 8th May, 1969. He was a Ferry Driver in Vehicle Progressing Department, Solihull. (14 years' broken service).

**LEBB**  
Mrs. E. Lebb on 23rd May, 1969. She was employed in Time Study at Tyseley. (9 years' service).

**GADSDEN**  
Mr. Percy George Gadsden on 30th May, 1969. He was employed at Seagrave Road. (9 years' service).

**HARTLEY**  
Mr. S. Hartley on 1st May, 1969. He was employed in the M/C Shop at Alvis. (8 years' service).

**GILBERT**  
Mr. F. R. Gilbert on 1st May, 1969. He was employed in the Stores at Alvis. (13 years' service).

**O'DWYER**  
Mrs. G. H. O'Dwyer on 2nd May, 1969. She was employed in the Accounts Office at Alvis. (11 years' service).

**BISHOP**  
Mr. William Arthur Bishop on 20th June, 1969. He was employed in the Inspection Department, Solihull. (23 years' service).

**HARROD**  
Mrs. Doris Harrod on 27th June, 1969. She was employed in the Receiving Stores, Solihull. (15 years' service).

**DEVERILL**  
Mr. Ernest Vivian Deverill on 27th June, 1969. He was employed in Stock Audit, Pengam. (7 years' service).

**YARDLEY**  
Mr. S. Yardley on 29th May, 1969. He was employed in the M/C Shop at Alvis. (14 years' service).

**WYBURN**  
Mrs. L. M. Wyburn on 30th May, 1969. She was employed in Production Control at Alvis. (14 years' service).

**WOOD**  
Mrs. M. Wood on 30th May, 1969. She was employed in the Canteen at Alvis. (12 years' service).

**LEWIS**  
Mr. James Lewis on 29th May, 1969. He was employed as a Viewer at Percy Road. (22 years' broken service at Coventry, Acocks Green and Tyseley).

**HAMBLETON**  
A little ceremony was held at the Transport Dept., Solihull on Thursday May 1st on the occasion of the retirement of Mr. Harry Hambleton, a lorry driver with the Company since May 1957. Mr. Hambleton was held in great respect and affection by all in Transport Dept., for the quiet and efficient manner he always went about his duties during the years of his employment, and was presented with a wrist-watch by the Transport Manager, Mr. B. H. C. Marks, on behalf of colleagues in the Department.

**MADDOX**  
Mr. Cyril Maddox on 30th May, 1969. He was employed in Production Progress, Percy Road. (27 years' service).

**LAMSDALL**  
Mrs. Janet Lamsdall on 30th May, 1969. She was employed in the Tool Stores, Acocks Green. (29 years' service).

**O'MALLEY**  
Mrs. B. O'Malley on 29th May, 1969. She was employed in the Canteen at Alvis. (8 years' service).

**LUDFORD**  
Mr. L. T. Ludford on 29th May, 1969. He was employed in the Metrology Dept., Alvis. (16 years' service).

**BEARD**  
Mr. R. Beard on 29th May, 1969. He was employed in the Fighting Vehicle Dept., Alvis. (20 years' service).

**HOLLIS**  
Mr. C. B. Hollis on 29th May, 1969. He was employed in the M/C Shop at Alvis. (3 years' service).

**BETLESTONE**  
Mr. J. H. D. Beetlestone on 29th May, 1969. He was employed in the Stores at Alvis. (12 years' service).

**CHILES**  
Mr. Edwin Thomas Chiles on 12th June, 1969. He was employed as an Inspector at Perry Barr. (17 years' service).



**MR. J. JACOBS (Alvis)**

After 43 years' service with Alvis Mr. J. Jacobs retired on 15th May, 1969. At the time of his retirement he was a charge-hand in the Aero Engine Experimental and Development Section of Baginton Works. On behalf of his friends he was presented with a gold wrist-watch and electric shaver by Mr. A. F. Varney, (Chief Engineer, Aero Division). In the picture (left to right) Mr. A. E. Harvey (Aero Shop Superintendent) Mr. G. T. S. Clarke (Aero Development) Mr. A. F. Varney and Mr. J. Jacobs.



**MR. GEORGE ANDREWS MR. THOMAS ALEXANDER (Alvis)**

On 1st May, 1969, two long-serving Alvis employees retired from their work on the Grinding Section in the No. 1 Machine Shop. George Andrews with 22 years' service and Thomas Alexander with 30 years' service, each received transistor radios as gifts from their workmates. In the picture Mr. Andrews (left) and Mr. Alexander (centre) are seen receiving their gifts from Mr. Jack Walker (Union Shop Convenor).



**Mr. WILLIAM POTTER (Alvis)**

Mr. William Potter retired on 1st May, 1969, after completing 30 years' service with Alvis Ltd. He worked in the Fighting Vehicle Department. His workmates bought him a 35 mm Slide Projector which was presented to him by Mr. W. Mangham (F.V. Shop Superintendent). In the picture Mr. Mangham (left) is seen shaking hands with Mr. Potter.



**Mr. F. S. COOPER (Solihull)**

With 18 years Rover service to his credit Mr. F. S. Cooper (Ferry-driver—Land-Rover) retired at the end of May and was presented with a barometer from his fellow workmates. In the picture Mr. Cooper is seen about to be presented with his farewell gift by Mr. J. F. King, Manager, Vehicle Control. Mr. Cooper is hoping to spend his retirement with his brother-in-law in the Newton Abbot area of Devon.



**MISS HANNAY (Solihull)**

On 27th June, 1969, we witnessed the retirement of one of the long serving members of the Staff—Miss Hannay, who came to Rover Company with Mr. Fox (Works Engineer) in 1942, and has served the same department under two more 'Works Engineers' i.e. Mr. W. Williamson and more recently, Mr. J. B. Wilson. Miss Hannay was wished a Happy Retirement by colleagues and friends from all over the factory, who, together with Works Engineers' Staff, contributed to the presents. Mr. J. B. Wilson thanked her for all her co-operation and effort during the time she had been his Secretary. She was then presented with a 'Goblin' Teasmade, Cut Glass, Pyrex Casseroles and a Leather Handbag which contained the rest of the money. A special present of a compact from her 'Boss' was placed in the handbag.

In the picture, Miss Hannay is seen holding bouquet of flowers next to Mr. J. B. Wilson, surrounded by friends and well-wishers.



**HAROLD HOWARD JACKSON (Solihull)**

After nineteen years' service with Rover, Mr. H. H. Jackson of Supplies Co-ordination, Solihull, retired on 30th May, 1969. In the picture (right, centre) Mr. Jackson is seen being presented with gifts from his many friends and colleagues by Mr. Dave Harbach (Stores Superintendent).



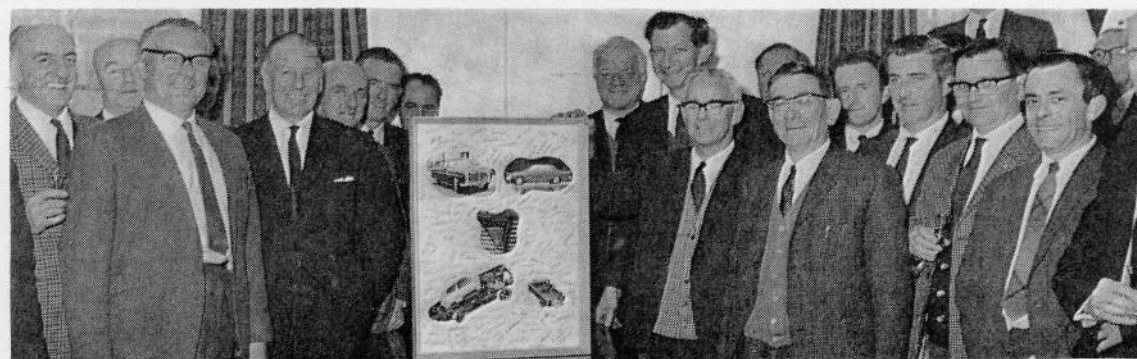
**MR. W. F. JOHNSON (Solihull)**

After 21 years' service in the Publicity Department at Rover, Mr. W. F. (Bill) Johnson retired on 31st March, 1969. In the picture taken at the presentation ceremony Mr. Johnson (light suit) is seen receiving the good wishes of Mr. H. W. Beresford (Publicity Manager) who also presented him with gifts from his many friends and colleagues at Rover.



**ROLAND A. EAVES (Solihull)**

During his 22 years' service with Rover, Roland A. Eaves travelled widely at home and overseas as a representative of the Technical Service Department, dealing with service matters and assisting with the training of Distributor's personnel. At a retirement ceremony held at Solihull on 2nd May, 1969, Mr. Eaves was presented with gifts from his colleagues by Mr. R. W. Bromley (Executive Director, Service) who wished him well in the future. In the picture (front, left to right) Mr. R. A. Eaves, Mr. R. W. Bromley, Mr. A. V. Head (General Service Manager) and Mr. M. Brewer (Asst. Service Manager).



**Mr. FRED PRIESTLEY (Solihull)**

Retiring a little early due to ill-health after 22 years service with Rover, Mr. Fred Priestley (Superintendent, Quality Control) received the good wishes of his friends and colleagues at a presentation party held at Solihull on 30th April 1969. In the picture Mr. Priestley (holding up a signed plaque) is seen with some of his friends and colleagues and on their behalf Mr. E. G. Bacon (Executive Director—Quality and Reliability) presented him with a cheque. Since his retirement Fred has phoned to say that he and his wife had purchased a drop-leaf teak table with the money and they are delighted with it. A keen and talented artist Fred hopes to carry on with art work during his retirement.



**SPORTS AND SOCIAL NEWS FROM THE FACTORIES**

**100% GIRLS!**



Maintaining their 'unbeaten all season' record by winning the end of season handicap tournament as well as being top team in their division, the Alvis netball team well deserve the 100% performance tag. Left to right (sitting) J. Gwyne; P. Doughy (Captain); E. Pratt. (Standing) M. Horner; M. Barlow; P. MacAtasney; J. Jones.

**PERRY BARR SOCIAL**

On Wednesday, 14th May at the Ex-servicemens' club, matches of snooker, crib, dominoes and darts were played and resulted in a 4-1 win for Rover at Snooker and a 2-0 win at crib, the ex-service club winning dominoes by 5-4 and darts by 8-4. Approximately 40 Rover and Ex-Rover people attended what was a very entertaining evening. Plans are already in hand for similar matches to be played against challengers from a club near Stoke-on-Trent and also one at Nuneaton.

**Table Tennis?**

THERE are a number of employees at Solihull who would like to see a revival of the Table Tennis Section of the Rover Sports and Social Club. In the past this was a popular and successful section and the three enthusiasts mentioned below extend a welcome to any employee who would like to give support to their efforts in building up the section. If you are interested in Table Tennis please contact one of the under-mentioned:

- Miss D. Bloomer Planning Brochure Section, Int. Tel. No. 355
- Mr. M. Broughton Works Engineers, North Block, Int. Tel. No. 455
- Mr. A. Jones Works Engineers, Grade 'A' Fitter, Int. Tel. No. 359.

**A CAR FOR YOUR HOLIDAY?**

**Self-Drive Hire at special terms for British Leyland Employees**

ROVERHIRE Ltd. of London, offers employees of the British Leyland Motor Corporation beneficial terms for Self Drive hire of Group products.

The Triumph 1300 can be hired with a 25% discount from the standard Roverhire tariff. Rover and Land-Rover models can be hired with a 15% discount from the standard Roverhire tariff. Austin and Morris models can be supplied with a 15% discount from the standard tariff of a selected hire company. Reservations for these models can be made anywhere in the United Kingdom and Europe.

All enquiries should be addressed to Roverhire Ltd. (Group Employees Hires) Seagrave Road, London SW6. (Phone 01-385 5291).

**An apology**

In the June issue the discount for Hire of Rover and Land-Rover models was quoted as 25%. This should have read 15%.

**FOOTBALL**

**Good Season for Acocks Green**

MR. A. GEOBEY, Hon. Secretary of the Football Section gives this report:

The Rover Acocks Green Football Section enjoyed quite a successful second season in the Premier Division of the Birmingham Works League.

The team finished the season in third position in the league and also won the Empire Challenge Cup.

The side was again captained by Alan Rees who has now decided to retire and hang his boots up. We would like to express our thanks to Alan for his service to the section and for the manner in which he has skippered the side in the past five seasons.

C. Collier again kept goal for the

club although it was his intention to retire at the end of last season and our thanks also go to him for helping us out.

Leading goal scorer was Micky Seale with 23 goals, followed by R. Whyley, 14, F. Whyley 11, W. Brown 9 and G. Lindsay 7.

The section entertained the GKN Cardiff football team to a representative match during the season, which after an entertaining game Rover won by four goals to three. A social evening was arranged for them and a very enjoyable day was had by all.

The general standard of play throughout the season has been high and the sportsmanship good. The section look forward to an even better season in 1969-70.



Back row: J. Coldicott, F. Whyley, B. Murphy, B. West (Committee), R. Colinwood, T. Geobey (Trainer), C. Collier, A. Geobey (Secretary Manager), L. Coton, W. Brown. Middle row: R. Hollingsworth, M. Seale, A. Rees (Captain), D. Hartland, G. Lindsay. Front row: J. Statham, R. Whyley.

**SNOOKER**

**Newbould wins Aslin Trophy**

"SUCCESS through ability." This happened to be the outcome of the final when R. Newbould (Vehicle Progress) played the kind of snooker that makes stroke play look so easy when he beat P. Tillotson (Inspection) by two frames to one. The concentration and cue-ball control was such a delight to the onlookers in the memorable final.

Tillotson played with marked improvement but could never match Newbould for gamesmanship. The losing semi-finalists were

Mr. H. H. Lee (Land-Rover D/O) and Mr. G. Westwood (Vehicle Progress) both played well in earlier games. The highest break was made by Mr. R. Dixon with a score of 29.

Mr. Dave Harbach (Stores Control) presented the prizes to the players and congratulated Newbould and Westwood, two of his work team, on their success.

For the records: Rover Solihull 'A' Snooker team finished joint runners-up with Springfield in Efficiency League South One.

**CRICKET**

**Perry Barr 'Electrify' M.E.B.**

UNDER a cold sunny sky on a summers evening in June, two dozen stalwarts turned out for a friendly challenge match.

MEB won the toss and batted first. At 50 they were all out thanks to the excellent bowling of Lindsey, Johnson and Horne. A short while after Perry Barr went in to bat it looked like a heavy defeat was due when the score stood at 5 for 4, and at this point a most unusual incident took place—the umpires (supplied by Rover) appealed against the light

and had their appeal turned down by the players. However Rover batted on and were 18 for 8, then at 28 for 9 the last pair, Horn 15 not out, and Knight made a magnificent stand to bring the score up to 52 and win the match by one wicket.

A bitter complaint was lodged after the match by Horn, who complained that his award of a chocolate biscuit—for man of the match—was eaten by the umpires.

**Are you a Quizzer?**

IF you like Mitchells & Butlers beer and can gather together 15 to 20 people, you are invited to enter a team in the Mitchells & Butlers Quiz League which is active in South East Birmingham.

Up to ten persons, male or female, compete on a team basis, on Wednesday evenings between October and April for three trophies—two on a league basis and one to knock-out rules. All questions are general knowledge. Light suppers are available at nominal charges to make a thoroughly enjoyable evening for all concerned.

In the past season seven teams took part—four representing local public houses, two from Bryants the builders, and the Rover Sales Quiz team. Anyone interested is invited to contact their secretary—Brian Allcott, Solihull extension 433 (internal), 66 (external) for advice. A trial friendly match could soon be arranged.

**ROVER AND ALVIS NEWS**

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: Ext 383.

**ANGLING**

THE Rover Angling Section give the following results for the first ten contestants in the first Bye-Contest fished at Eardington Knowle Sands, 21st June, 1969.

	lb.	oz.	drs.
1 R. Harze	13	3	8
2 J. Webb	6	6	0
3 W. Brown	6	4	2
4 S. Workman	5	13	4
5 F. Cox	4	13	0
6 R. Seaborn	4	1	0
7 J. Smallwood	3	15	0
8 C. King	3	13	4
9 J. Drew	3	5	8
10 N. Moles	2	6	8

The winner's catch was made up by 2 Barbel of just over 2 lb each and the remainder were Chub of various weights.

**DARTS FINALS**

Cup nerves prevailed in the finals of the Charles Mack Memorial contest held in the games room at Perry Barr on Friday, 2nd May, 1969. The cup was won by section 355 Perry Barr 'B' team, represented by Mr. N. Ayres, Mr. W. Ward and Mr. J. Sales, and the trophy was presented to them by Mr. L. A. Mack (Section 303, Perry Barr, nephew of the late Mr. Charles Mack). The runners-up, section 315 Perry Barr, were represented by Mr. D. Abrahams, Mr. R. Stephens and Mr. J. Haynes. Mr. Ted Brown of Perry Barr, who sends this report, says the games were not spectacular, but the evening's entertainment was most enjoyable, thanks to the splendid efforts of several Perry Barr employees.



HAPPY WINNERS



GOOD LOSERS

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I enclose P/O/Cheque value 15/-

No. \_\_\_\_\_ and shall be pleased to receive the next twelve monthly issues of 'High Road' Magazine.

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(Mr.) \_\_\_\_\_

Check No. \_\_\_\_\_

Department \_\_\_\_\_  
Employed by Rover/Alvis (delete as required)

Factory \_\_\_\_\_  
Please write clearly in block capitals

Make your remittance payable to 'High Road' Magazine crossed /& Co./

**Personal News from Alvis and Rover Factories**

**BIRTHS**

PARR To Mr. & Mrs. M. Parr a son (Ian Malcolm) on 30th May, 1969. Mr. Parr is employed in the Engineering Department, Solihull.

**MARRIAGES**

OSBORNE-WALKER On Saturday, 14th June, 1969, at The Christadelphian Church, Heather Road, Small Heath, Mr. B. Osborne to Miss J. Walker (Secretary to Mr. Mason, Personnel Dept., Tyseley).

**GOLDEN WEDDINGS**

BROMHALL Congratulations to Mr. & Mrs. F. Bromhall who celebrated their Golden Wedding Anniversary on 5th July, 1969. Mr. Bromhall was employed in the Cutter Grinding Dept., Tyseley Works for 24 years, until his retirement on 24th February, 1967.

TANNER Congratulations to Mr. & Mrs. T. Tanner who celebrated their Golden Wedding Anniversary on 14th June, 1969. Mr. Tanner was employed in the Erecting Shop Office at Tyseley for nearly 42 years before his retirement to Broadstairs, Kent.

**DEATHS**

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

CHAMBERS Mr. Alfred Edwin Chambers on 9th May, 1969, aged 77. He retired in February 1964 from Tyseley after 29 years' service.

ELLIOTT Mr. Rupert Elliott on 11th May, 1969, aged 82. He retired in July 1965 from the Buying Office, Solihull after 26 years' service.

DINGLEY Mr. Eric William Dingley on 10th May, 1969, aged 55. He was employed at Percy Road, (16 years' service).

EASTMENT Mr. Robert Henry Eastment on 15th May, 1969, aged 56. He was employed in the Trim Shop, Solihull. (2 years' service).

YOUNG Mr. G. Young on 29th May, 1969, aged 62. He was employed in the Works Engineers Department, Solihull (18 months' service).

NEAL Mr. Alfred Edward Neal on 24th May, 1969, aged 67. He was a senior Planning Estimator at Acocks Green until his retirement in July, 1967 after 18 years service.

RYAN Mr. Martin Stephen Ryan on 30th May, 1969, aged 55. He was employed in the Press Shop, Solihull. (10 years' service).

POLLARD Mr. Sydney J. Pollard on 1st February, 1969, aged 78. He was employed at Tyseley until his retirement in November 1964 after 27 years' service.

BUSSEY Mr. Frederick Bussey on 20th March, 1969, aged 77. He was employed in the Service Department, Solihull until his retirement in March 1958 after 20 years' service.

WIGGINS Mr. Archie Clifford Wiggins on 8th June, 1969, aged 50. He was employed as an operator in Production Department, Pengam. (6 years' service).

DAVIES Mr. Richard John Thomas Davies on 15th June, 1969, aged 40. He was employed in Chassis Weld, Garrison Street. (5 years' service).

MILLS Raymond Thomas Mills on 16th June, 1969, aged 38. He was employed in the L.R. Dept., Solihull. (9 years' service).

JENKINS Mr. Alfred William Jenkins on 12th June, 1969, aged 68. He retired in April 1966 from Tyseley after 24 years' service.

PALMER Mr. Henry Thomas Alexander Palmer on 17th June, 1969, aged 49, after prolonged illness. He was an Operator in P6 Assembly, Acocks Green. (12 years' broken service).

THORPE Mr. Alfred Thorpe on or about 22nd June, 1969, aged 77. He was employed in the Machine Shop at Alvis before his retirement in 1963.

FRANKLIN Mr. Edward E. Franklin in June, 1969, aged 84. He was employed at Alvis until his retirement in 1954.

WOOD Mr. Frank Stanley Wood on or about 28th May, 1969, aged 65. He was employed in P5 Assembly, Solihull until his retirement in August 1968. (19 years' service).

HARPER Mr. Harry Harper on or about 18th May, 1969, aged 83. He was employed in the Welfare Dept., Tyseley until his retirement in July 1954 (17 years' service).

REES Mr. John Thomas Rees on 27th June, 1969, aged 65. Mr. Rees was employed in Progress Control, Solihull until his retirement on 30th May, 1969, after 21 years' service.

**Thank You!**

MR. ROY WEAVER, son of the late Mr. Laurence Weaver who died suddenly on 20th April 1969, wishes to thank all those who contributed so generously to the collection which realised the sum of £64 16s. 0d.

Mr. Weaver had been employed in the Works Engineers Department, P6 North Block for four years.

**SEND YOUR SOCIAL NEWS TO THE EDITOR**