

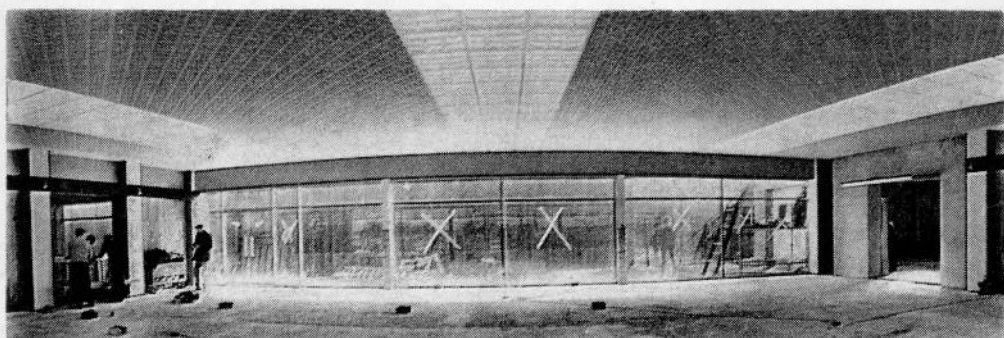
ROVER AND ALVIS NEWS



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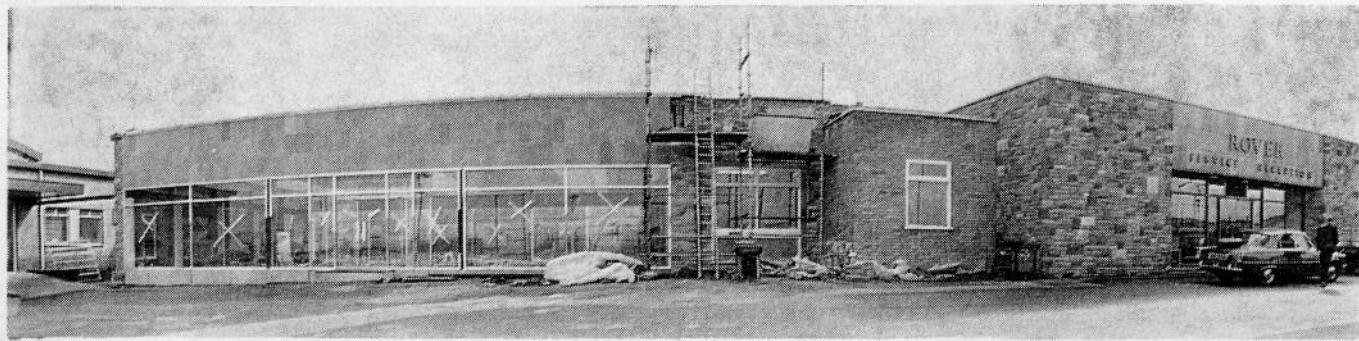


A BRITISH LEYLAND NEWSPAPER



NEW SOLIHULL SHOWROOM ALMOST COMPLETE

THE final stages are now being completed of the new 3,000 sq. ft. car showroom at Solihull. The showroom, when complete, will be the most modern car exhibition facility within British Leyland and will have six Rover vehicles on permanent display.



This building, which has been specially designed to blend in with the existing Service Lounge, was created and built by the Works Engineers Department at Solihull. Works Engineer Mr. J. B. Wilson told a News reporter, "The showroom when complete at the end of the month will provide us with the very best exhibition hall in which to show our products. We have incorporated into the design several new features, including special lighting, with acoustic ceiling and the very latest in floor design, a terrazzo type finish."

Each year more than 5,000 people visit the Solihull plant and the new showroom will provide an ideal setting for all types of vehicle displays, as well as being a valuable addition to the Sales Department's selling efforts.

Training the Young

BRITISH LEYLAND'S determination to equip and train its young people for the changing needs of the future is emphasised by the appointment of a new Manager in the Central Training Department located at Erdington, Birmingham.

He is Mr. Geoffrey Holroyde, who has joined the Corporation from the General Electric and English Electric Companies, for whom he was principal of a staff college. He has wide experience of training both in the Royal Navy and in industry.

In developing and co-ordinating policy for the training of young people, in association with training staffs throughout the Corporation, Mr. Holroyde sees his role as being very much concerned with the future.

The latest 'guide-lines' booklet issued by the Central Training Department is concerned with young people, and Mr. J. N. Patterson, the Central Training Manager, comments:

"British Leyland's long-term progress will be influenced substantially by the 8,000 young people it employs, and the 1,750 it recruits annually. Progress will be affected by the way we plan ahead in absorbing our young people; by the way we train, develop and stretch them."

Rationalisation of engineering training facilities is strongly urged in the section dealing with the training of craft and technician trainees.

A broader and more flexible basic training is needed to suit the needs of a rapidly-changing engineering technology and to create the mobile, adaptable craftsman force necessary for the future.

Commercial apprenticeship schemes should be developed more extensively in order to provide promising young men for home and export sales, purchasing, publicity and similar functions, says a section on the training of student trainees.

We should ensure that all young people, whether they belong to formal training schemes or not, get opportunities to continue their appropriate general education up to the age of 21 in association with local educational institutions, says the booklet.

ROVER 3500 WINS IN MOBIL RALLY

A Rover 3500 has won, by a substantial margin, the 1970 MOBIL ECONOMY RUN for Automatic Transmission Cars.

The winning car, based upon index of performance in Class 5 for cars over 500 c.c. and fitted with automatic transmission, returned a fuel consumption figure of 25.23 m.p.g. beating competition from U.K. and overseas manufacturers.

This is a major success in a Rally which covers 1,029 miles in 2½ days—and one in which the average motorist can equate performance with economy.

WINNING CAR PICTURED on page 7

ROVER ENGINES FOR POLICE TRAINING

AT a ceremony on the 25th February at the Hendon Headquarters of the Metropolitan Police Driving School, Mr. A. B. Smith presented to the School two display Rover engines. These engines will replace the outdated engines formerly used by the School and provide an up-to-date basis for the police students in their training programme.

In presenting the engines, a 2000 T.C. and a 3500, Mr. Smith spoke of the close relations that exist between the Metropolitan Police and the Rover

Company. The Assistant Commissioner Mr. J. M. Hill, replying on behalf of The Metropolitan Police also remarked on the close ties, and added that the 3500, which is being bought by the Metropolitan Police, was proving an enormous success not only from a reliability point of view but with the drivers themselves who enjoyed the comfort and performance. The ceremony was attended by Police officers responsible for the Driving School, and other Rover executives.

After a tour of the school the guests were taken on to the school 'skid pan' for demonstrations and to see how police students are taught to handle their cars under extreme conditions.



MR. A. B. Smith points out certain features of the engines to Assistant Commissioner Mr. J. M. Hill, D.F.C. of 'D' Dept., Metropolitan Police, New Scotland Yard and Mr. K. A. L. Parker, C.B., Receiver for the Metropolitan Police District. Mr. B. France, B.Sc., M.I. MECH.E., Chief Engineer; Mr. J. C. Alderson, Deputy Assistant Commissioner; and Commander R. Butler, I/C Metropolitan Police Hendon Driving School.

RALLYING IN THE ALPS



At the ski resort of Cortina, Italy, during December, a Land-Rover Rally organised by Rover's Italian Distributors Tarchini S.V.A.I., S.p.a., attracted thirty Land-Rovers.

Dr. Tarchini and members of the Italian motoring magazine *Quattroruote* met the participants as they assembled for lunch at the Savoy Hotel. In the evening of 21st December an impressive torchlight procession of all the Land-Rovers was followed by dinner at a night club overlooking the floodlit ski slopes, and on the following day the party assembled at the Olympic Winter Sports Centre to drive in procession through the fabulous Alpine scenery to Lake Miserina.

To wind up the event the party finished back at the Savoy Hotel for cocktails and lunch provided by the Italian Tourist Board.

THE ROVER VILLAGE
Enthusiasm which followed the success of this Land-Rover Rally has encouraged Ken Twist, Chairman of the Midland Rover Owners' Club, to organise—with the help of the Rover Distributor in Cortina—a Holiday Rally from 15th July to 5th August for Rover cars, Land-Rovers and caravans. Rover owners in Switzerland, France, Belgium and Germany are being contacted by Dr. Tarchini who is organising the site, which is being named 'THE ROVER VILLAGE'. At the time of going to Press a party of nearly thirty have booked to leave Dover for Calais on Wednesday, 15th July at 11 a.m.

CIVIC VISITORS AT ROVER

The Mayor and Mayoress of Solihull, and Lord Mayor and Lady Mayoress of Birmingham visited Rover's Solihull Headquarters and Acocks Green factory on Monday 16th February 1970. A visit by the Lord Mayor of Cardiff was cancelled due to illness.

The Civic visitors were met at Solihull by Mr. A. B. Smith, Managing Director, and other members of the Board. Following a conducted tour of the Rover 2000 assembly line and a Land-Rover jungle demonstration, the visitors were entertained to lunch in the Directors Room. In the afternoon the Civic party visited Acocks Green where they were met by Mr. E. Scott and conducted around the factory to see production, assembly and testing of Rover 2000 and 3.5 litre engines.

IDEAL VEHICLE FOR LOCATION FILMING



KESTRIAN INTERNATIONAL of Blackburn, Lancs., producers of documentary and industrial motion pictures, modified this 6-cylinder Land-Rover to suit their particular type of location filming. It has been in service just over two years, and Kestrian International find the Land-Rover indispensable for the work.

BRITISH LEYLAND'S PLANNED INVESTMENT IN AUSTRALIA

BRITISH LEYLAND will invest more than £14m. in Australia by 1972, and will be building, over the next three years, three new cars. "Each of these will, we believe, become a volume seller," commented Lord Stokes who recently announced the Corporation's planned investment in Sydney.

"The first will be a six-cylinder passenger car of advanced specification. The second will be a smaller car designed to take a major share of the light car market."

"The third car is the most exciting of all—the £14m. some £10m. will be for the design and development and manufacture in Australia of a completely new all-Australian car."

"It is being designed by Australians for the Australian market, and we shall throw the vast technical resources of British Leyland in the United Kingdom behind this project."

"We plan to have this new car on sale before the end of 1972. It will be a big car, with a big engine of an advanced type and it will have a body of elegant design created by an internationally famous stylist."

"As well as being sold on the Australian market it will be exported to other countries through our world-wide organisation, for it will be of a size and type that does not compete with any of our UK existing or planned models."

Lord Stokes observed that 45.8 per cent of the total Aus-

tralian market last year went to larger types of cars and that by 1975 over half the Australian car sales will be taken up by these six and eight-cylinder cars.



Lord Stokes during his recent visit to Australia. The car in the background is the Australian-built Nomad which is a 5-door version of the 1100/1300 fitted with the 1500 c.c. Maxi Engine.

TWENTY-YEAR OLD LAND-ROVER IN DJIBOUTI DISPLAY ATTRACTS VISITORS

THE Djibouti branch of the Mitchell Cotts Group, Mitchell Cotts & Co. (Ethiopia) Ltd., are enthusiastic about the success of their Land-Rover and Rover 2000 display which they staged at the 4th Motor Show held in Djibouti on the 7th/8th February. In their report to us they advised that not only the latest 88 in. Land-Rover was on show but to show the durability of Land-Rovers the very first Land-Rover which was sold in 1950 to a local national in the territory, was also displayed. The contrast between the old and the new amused and impressed visitors very much. For duty on the stand two French girls were chosen as models and the display was lavishly decorated with flags, flowers and posters etc. High Government Officials attended the show and a number of M.C. Managers arrived by the Company's plane from Addis Ababa to give support to the efforts of their Djibouti branch in making a success of the Rover Show.

SECRETARIAL DIVISION AT SOLIHULL

NEW

APPOINTMENTS AND RESPONSIBILITIES

CHANGES IN WAGES ORGANISATION

A recent directive issued by Mr. C. J. Peyton, Director and Secretary, announces changes in the organisation of the Secretarial Division at Solihull. The Wages Department now comes under the control of Mr. A. Greenway and the department will henceforth assume responsibility for the function of Timekeeping and Piecework Booking throughout the Company.

Main responsibilities within the Secretarial Division will be shared by the following, who will each be responsible to Mr. Greenway:

Mr. A. H. THOMAS—Pensions and Secretarial Manager
Responsible for Statutory and other Secretarial Records; Share Registers and Correspondence; Pensions Dept.; The Rover Sick Benefit Society; Sports Club and Sundry Accounts; Reconciliation of Special Bought Ledger 'Y' Accounts.

Mr. Thomas will also assist Mr. Greenway as required in respect of special projects and investigations.

Mr. R. V. WOOD—Salaries and Administration Manager
Responsible for Weekly Salaries Dept.; Monthly Salaries Dept. Office Services (Stationery Stores and Printing, Solihull Postal Dept. Telephone Exchanges at Midland Factories, Main Typing Centre at Solihull.)

In addition Mr. Wood will carry out the duties of Budget Officer and Administration Manager responsible for all discipline, welfare and personnel matters within the Division, including Weekly Salary rates and training programmes.

Mr. F. WILD—Chief Wages Manager and Pay Systems Administrator
Responsible for the day to day running of all Wages Department and the various Wages Booking and Timekeeping Functions, transferred to the Wages Organisation. He will also be responsible for the development and planning of all Wages Payment Systems in co-operation and consultation with the Cost Department, Management Services and Industrial Relations.

Mr. J. J. LINFORTH—Insurance Manager
Responsible for all Company Insurance matters; Company Vehicles Documentations and Records; Various Car Schemes and Plant Records.



Mr. R. V. WOOD



Mr. A. GREENWAY

Head of Secretarial Division responsible to Mr. C. J. Peyton, Finance Director and Secretary. Mr. Greenway is also Secretary of the Rover Staff Contributory Pension Fund, Treasurer of the Rover Sick Benefit Society, Treasurer of The Rover Solihull Social and Athletic Club and Secretary of The Land Rover Owners Club Ltd.



Mr. A. H. THOMAS



Mr. F. WILD



Mr. J. J. LINFORTH

Changes in the Wages organisation are announced as follows: SOLIHULL

Mr. W. CROSS—Chief Salaries Cashier responsible to Mr. R. V. Wood for the Weekly Salaries Dept.

Mr. C. F. MOSELEY—Becomes Wages Manager, Solihull, responsible for the daily performance of the Wages Department and associated payment systems at Solihull

Mr. J. FIELDHOUSE—Supervisor, Wages Booking, Solihull P6 responsible to Mr. Moseley.

ACOCKS GREEN/TYSELEY GROUP AND CARDIFF

Mr. B. J. EVANS—Becomes Wages Manager. Responsible for the Wages Departments and associated payments systems in these locations and the following will be directly responsible to him.

Mr. D. E. HODGES—Manager of Wages and Associated payment systems at Cardiff.

Mr. LITTLEHALES—Chief Wages Cashier, Acocks Green, responsible for the day to day running of the Acocks Green Wages Office.

Mr. R. A. PAYNE—Chief Wages Cashier, Tyseley, responsible for the day to day running of the Tyseley Wages Office.

Mr. A. E. WOOD—Supervisor, Wages Booking, Acocks Green/Tyseley Group.

Mr. Evans and Mr. Moseley will be directly responsible to Mr. Wild for the functions as defined above.



Mr. B. J. EVANS Mr. C. F. MOSELEY Mr. D. E. HODGES Mr. W. CROSS



THE Civic party show interest in a Trim Shop operation at Solihull Works. The Mayor of Solihull, Alderman William H. Pettinger (left) with Mrs. Pettinger and Mrs. Neville Bosworth, Lady Mayoress of Birmingham, Alderman Neville Bosworth, Lord Mayor of Birmingham, chats with Mr. R. Phillips (right) Executive Director, Production and Mr. P. W. Hall, Production Manager, Cars.

COWLEY MAN IN CONVERTED LAND-ROVER ON 35,000 MILE ADVENTURE

STEVE PRITCHETT, who until recently worked in works engineers Department at Cowley Division, has given in his notice and exchanged his comfortable desk job for a chance to look at the rest of the world.

Along with two of his friends, Steve has taken to the road in a specially converted Land Rover and they will be spending the next three years on a 35,000-mile adventure.

So far the three friends have spent £500 each on the vehicle, boat passages, and travellers' cheques. To raise the money, all three have sold their cars and boats; they were members of the Marchwood Sailing Club, Southampton.

This journey of a lifetime started some considerable time ago at the sailing club. Said Steve: "We've always wanted to go round the world. The other two were going with another chap, but he dropped out, and they asked me to join in."

The route they are taking will see them visiting France, Italy, Yugoslavia, Greece, Turkey, Iran, Afghanistan, West Pakistan, India, Malaysia, Australia, Uruguay, Argentina, Chile, Peru, Ecuador, Columbia, Panama, Costa Rica, Nicaragua, Honduras, Salvador, Guatemala, Mexico,

U.S.A. and Canada.

"I don't think it has been done in this direction before. It was done last year by Land-Rover but the people didn't travel back through America," added Steve.

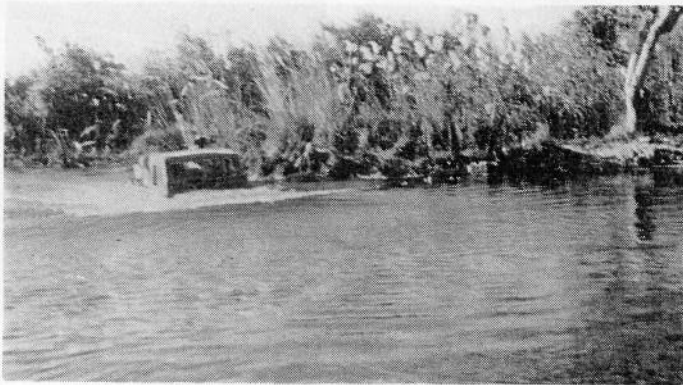
The journey, although long, and sometimes hazardous, is to be undertaken in comfort of sorts. Said Pete Ite, one of the friends going with Steve: "We decided to travel in luxury. The Land-Rover has been equipped with a cooker, a fridge, and has sleeping berths for four people."

Although ten years old, and the veteran of many European trips, the vehicle is in excellent condition. Everything, including the engine has been stripped down, checked, and replaced if doubtful. It will take 27 gallons of petrol and 16 gallons of water.

By the time the party reach Australia they expect to be just about broke, so it is their intention to find work in Sydney where they intend to stay for a year before setting off on the return journey.

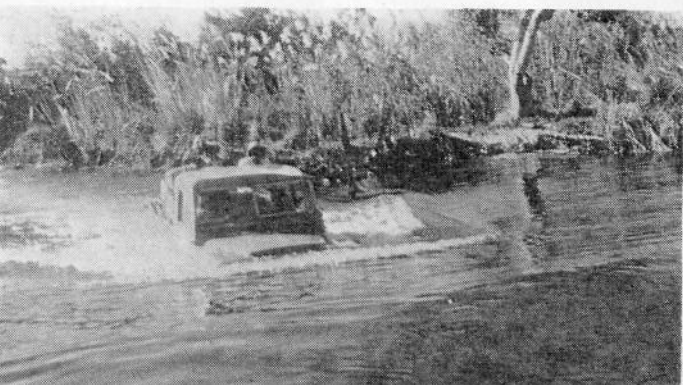
FLOOD WATERS IN ZAMBIA

NO PROBLEM FOR



THESSE two pictures of a Land-Rover crossing a flooded stream in Zambia have been sent to *Rover and Alvis News* by Mr. A. L. Macdonald of St. Andrews, Fife, Scotland. The Land-Rover was a standard vehicle as used by the Government of Zambia and was completely unaltered in any

way. Mr. Macdonald made the crossing twice but before doing so he removed the fan-belt and put grease round the plugs. The water was over waist deep and there was a point when the water reached the windscreen but at no stage did the engine falter.

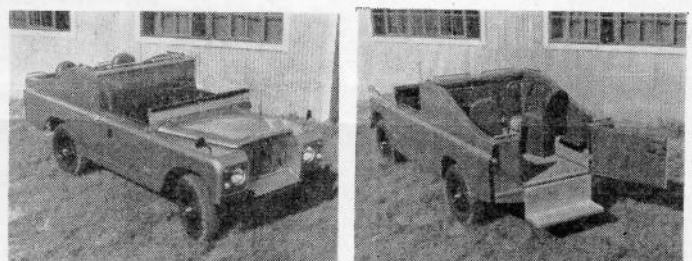


VISITING Rover's Solihull Headquarters to meet Rover personnel and to discuss potential business our picture shows Lt. K. Doukara, member of the Committee of National Liberation of the Republic of Mali, and Mr. K. Diarra, both representatives of the Ministry of Defence and Security, with Mr. E. Armitage, Regional Sales Manager for Rover.

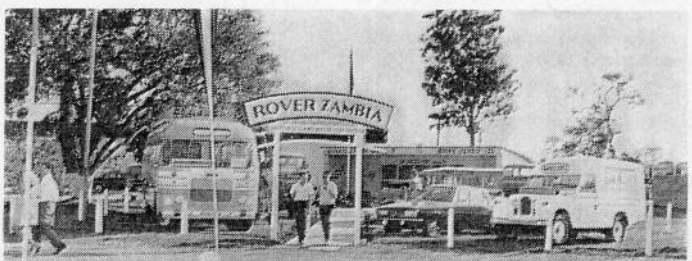


TWO Forward Control Land-Rovers to be used as mobile workshops recently supplied to the Armagh County Council by Rover Distributors in Northern Ireland, Messrs. Charles Hurst Ltd. of Belfast.

GOOD SHOW BY ROVER (ZAMBIA) LTD.

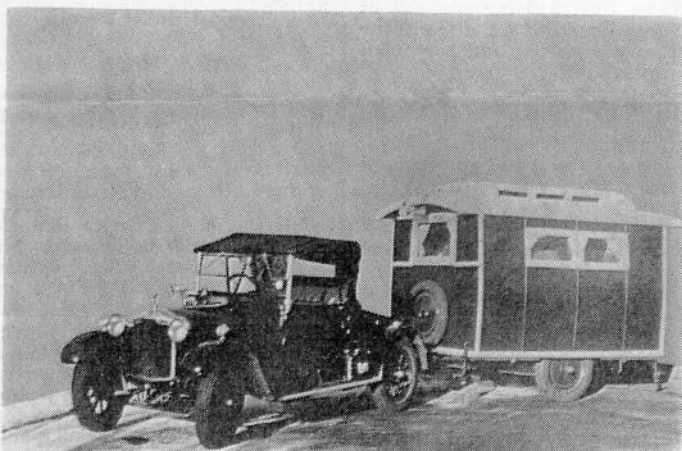


The Presidential Land-Rover made by Rover (Zambia) Ltd. for use by his Excellency the President, Dr. Kaunda.



One view of the Rover Stand at the 1969 Zambia Trade Fair in Ndola staged by Rover (Zambia) Ltd.

VINTAGE DUO

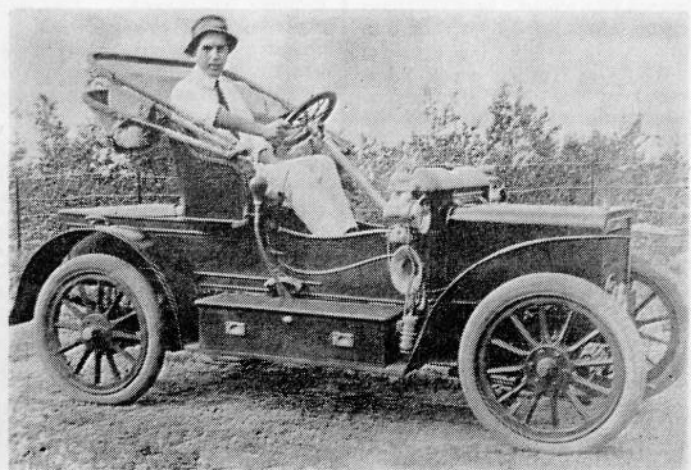


SOME time ago Mr. Michael Brown of Hartshead, Liversedge, Yorkshire, wrote seeking our assistance with his work of restoring a 1922 Rover 12 hp car. The picture reproduced here was sent to us recently by Mr. Brown and as you can see his labours have been well rewarded,—the car is in immaculate condition—and to complete the picture he shows his Rover towing a 1925 Eccles Caravan. This is quite a vintage set-up and Mr. Brown is entitled to feel proud of his unique outfit.

PIONEERING IN NIGERIA, 1908

TAKEN in Nigeria in 1908 the photograph reproduced below has been sent to us by Mrs. A. J. Bennett, an 85 year old friend of Rover, living in Norwich, Vermont, U.S.A. Mrs Bennett came across the picture when sorting out her private papers and very kindly thought we would like to see this 1908 Rover 8 h.p. car, with her late husband at the wheel, which was the first car to be used by the British Government when opening up that part of West Africa.

In 1907 Mrs. Bennett's late husband worked on railway construction in Nigeria and as a specialist in bridges and harbour construction he was later transferred to the Lagos harbour construction. It was whilst working on these projects that the picture was taken.



INDUSTRIAL RELATIONS DIRECTOR

MR. PAT LOWRY former Director of the Engineering Employers Federation, took up his new duties as Director of Industrial Relations of British Leyland Motor Corporation at the beginning of April.

Mr. Lowry, whose office will be at the Corporation's Berkeley Square headquarters, will be responsible for the immediate exam-

ination of British Leyland's Labour policies and practices in order to advise the Chairman, Lord Stokes, on the planning development and implementation of future industrial relations policies.

We hope to publish in the near future an interview with Mr. Lowry in which he will explain to employees his aspirations in his new post.

DESERVING CAUSES HELPED BY ALVIS EMPLOYEES



IN the works canteen at Alvis on Tuesday, 20th January, 1970, a pleasant ceremony took place when the proceeds of the Alvis Christmas collection were handed over to representatives of deserving causes. The collection realised £228 4s, a result on which Alvis employees are to be congratulated. Mr. Howell, Director of Alvis Ltd., introduced the Lord Mayor, Alderman W. F. Burdett, who kindly consented to represent his Appeal Fund, Mr. G. W. Shepherd, Chairman of the Coventry Spastics Society, and Mr. F. M. Riley, representing the Golden Years' Club for old people. Mr. J. Walker, Shop Stewards Convenor at Alvis presented each representative with a cheque for £76 1s 4d and Mr. Howell followed this by presenting to each a further cheque for 25 guineas as donations from the Company. In the picture, taken at the presentation (left to right): The Lord Mayor, Alderman W. F. Burdett, Mr. G. R. Howell, Mr. G. W. Shepherd and Mr. J. Walker.

This is the 16th year that Alvis employees have organised a Christmas collection for charity and they have now contributed £3,485 to various good causes.

Obituary

MR. W. BANKS

IT is with sincere regret that we have to record the sudden death of Mr. William Banks of Oakwood Road, Sutton Coldfield, who was killed while on his way to work at Rover, Solihull. The tragedy occurred four days after celebrating his 63rd birthday, during the snow blizzard on Wednesday 4th March when Mr. Banks suffered a heart attack and his car struck a lamp-post.

Mr. Banks was held in very high esteem amongst the people at Solihull and Tyseley factories. He formerly worked at Tyseley for some five years under Mr. Bill Smith and for 3½ years at Solihull in the Supplies Planning Department (Service Section).

under Mr. C. H. Davie. Mr. Banks was staff representative for the C.A.W.U. at Supplies Planning, Solihull and held a similar position during his years at Tyseley. A keen Scout he was a Boy Scouts District Commissioner at Sutton Coldfield, his daughter Janet is a Cub-mistress and Mrs. Banks also takes a very active part in the Scout movement.

The sum of £25 contributed by colleagues at Solihull and by members of the C.A.W.U. has been donated to the British Heart Foundation at the request of Mrs. Banks.

MR. G. H. LANCHESTER

GEORGE HERBERT LANCHESTER, the youngest brother of Dr. Frederick Lanchester who invented the first British four-wheel petrol driven car, died early in February at his home in Chulmleigh, Devon, at the age of 95. Thought to be the sole survivor of the original school of automobile designers and makers, George Lanchester was one of the team of three famous brothers who built the Lanchester car, Frederick the inventor, Frank the business man and himself the engineer. In 1895 they built the first Lanchester car in a small workshop in Ladywood Road, Birmingham, and in the following year, when George Lanchester first drove the car through the Birmingham streets, he broke the law by travelling at about 12 m.p.h. without the red flag warning.

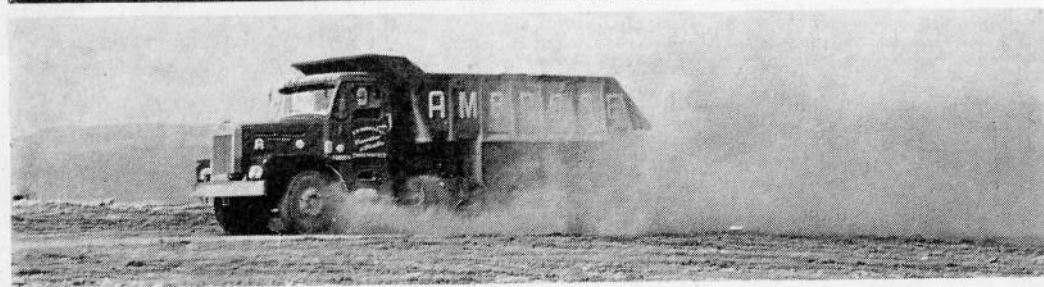
The Lanchester Company was bought by Daimler in 1931 and later Mr. Lanchester joined the Mechanisation Division of Alvis Ltd. in connection with Armoured car and tank production, where he remained until his contract expired in 1939.

He retired more than twenty years ago but remained actively interested in the motor industry and in 1968 at the age of 94, as a Past President of the Veteran Car Club of Great Britain, he wrote an interesting article 'The Survival of the Fittest' as a contribution to the 100th number of the *Veteran Car Magazine*.



LEYLAND MOTORS LIMITED

1896—1970



A BOYS' experiments laid the foundations of Leyland. That boy was James Sumner, son of the owner of a blacksmith's shop in the village of Leyland. Towards the end of the nineteenth century he was investigating the application of steam power to tricycles, lawn mowers and 'horseless' carriages. His efforts attracted the attention of Henry Spurrier, father of 'young Henry', who subsequently became Chairman of the Leyland Motor Corporation and was knighted for his services to the motor industry.

Henry Spurrier and James Sumner joined forces in 1896 to form the Lancashire Steam Motor Company, the forerunner of Leyland Motors Ltd.

With about 20 employees, the two youths produced their first steam wagon—a tiller-steered, 30 cwt wagon shod with iron tyres—in 1897.

So notable and numerous were its successes at trials, that by 1902 the small Herbert Street works to which they had moved were found to be inadequate for the orders that had come in, and land was purchased and building started on the site of the present North Works.

Although the steam wagon business prospered, the possibilities of the petrol engine were not overlooked. By 1904 the first experimental petrol-engined vehicles were in production, and Leyland followed this by winning its first London bus order.

In 1907, when the company changed its name to Leyland Motors Ltd., two famous and highly successful ranges, the 35 hp 'X' and 50 hp 'U' types, both petrol driven vehicles, were being produced.

The following year the company embarked upon more extensions at Leyland, opened its first outside depot at Liverpool and its first London office.

Wide diversification came around 1910—the year Leyland secured a large contract to build vehicles to carry mails in the South of England. In that year the company also built its first fire engine—supplied to Dublin; introduced six cylinder engines of 150 bhp; supplied railcars fitted with the Thomas system of petrol—electric transmission to several overseas railways, and built tramcars for the home market.

It was significant that two Leyland machines were the only vehicles to be awarded the Certificate of Success in the first War Office Trials in 1912, a fact which led to more than 6,000 Leylands being used during the first World War.

The War years saw vast factory extensions. The company doubled its pay-roll and trebled its pre-war output. A large steel works was erected nearby at Farington, and additional land was acquired in Leyland.

OVERSEAS

After the war energetic steps were taken to meet an immediate demand for vehicles at home, and also instituted was a vigorous policy of development overseas.

By the autumn of 1919 branches had been established in Australia and New Zealand, to be followed by others in Canada and South Africa. Numerous agents were appointed in other parts of the world.

Leyland's production of its magnificent Straight Eight car



The first Steam Wagon leaves the works

must be mentioned at this period as it was the sensation of the 1920 Motor Show in London.

Work on this had started in 1917 when Leyland gave carte blanche to its chief designer, the brilliant J. G. Parry Thomas, to design and build the world's finest car.

STRAIGHT EIGHT

Designed almost regardless of price, the Straight Eight could travel at more than 90 m.p.h. and pioneered vacuum-servo assisted brakes and torsion-bar assisted suspension with anti-roll bars at front and rear.

The 6,920 cc. engine was the first straight-eight to go into a British production car and among its daring features were aluminium pistons and tubular connecting rods and a single overhead camshaft turned by a triple eccentric drive.

Only 14 were made before production stopped in 1922, partly due to high manufacturing costs and the general financial depression of the twenties.

In 1925 Leyland produced the Lion, Lioness and Leviathan models with four cylinder engines these marked the first breakaway from the practice of adapting goods vehicles for passenger work. By the end of 1928, more than 8,500 had been delivered.

Two years later a new range appeared which was destined to extend the revolution in the passenger field started by the Lion. This was a range equipped with six cylinder engines. It was headed by the single-deck Tiger and the Titan, a double deck Titan. This latter bus had an overall height of less than 13 feet.

Henceforward double deckers were not confined to city streets.

Practically every rural route was open to them.

It was in 1925 too, that research commenced into the possibilities of designing and manufacturing oil engines. By 1933 the first of the long line of Leyland diesels appeared on the market.

Within a year of the original announcement, 1200 engines were ordered and an oil engine was available for every model in the Leyland goods and passenger ranges.

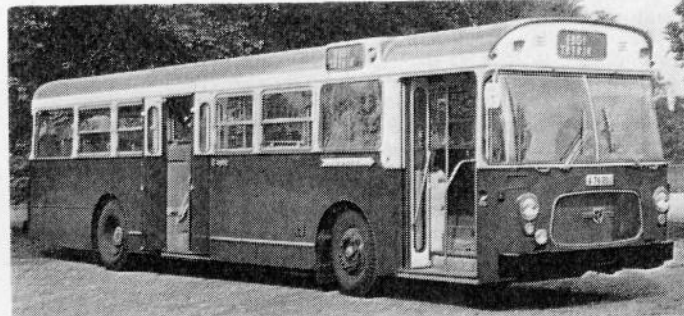
Another forerunner of post-war 'things to come' was the 1933 'gearless bus' equipped with hydraulic transmission.

TANKS AND BOMBS

Leyland's contribution to the second World War was very different from that in the 1914-18 War. The Government intimated at the outset that the company would have to stop making wheeled vehicles and to concentrate instead on tanks, bombs and other instruments of war.

These were made in a vast new factory at Farington, which had originally been opened in 1938 to produce engines and axles.

Not until late in 1945 was Leyland allowed to produce wheeled vehicles again for civil requirements. These were double-decker chassis built to meet the



A Stockholm Panther

acute shortage which had arisen because of the war.

Nevertheless, by the first half of 1947 Leyland had designed and were producing entirely new ranges of heavy-duty goods and passenger chassis for home and abroad markets. Twelve months later a medium-capacity series of trucks and buses were added.

THE COMET

In December 1947, Leyland Motors introduced the Comet range—the most successful Leylands ever. These ultra-modern trucks and buses were initially designed for export.

In the Comet range, Leyland sacrificed the conventional appearance of its products for a new frontal styling design.

The trucks were of a medium capacity, 5 to 7 ton payload, and powered by a high efficiency 75 h.p. diesel engine transmitting its power through a five-speed gearbox and a strong, silent hypoid bevel rear axle.

Designs were also completed for a Comet export passenger chassis for a 32-35 seater body, production for which started in 1948.

The name 'Comet' was chosen as a tribute to a secret Comet heavy-cruiser tank designed and built at Leyland during the last war.

Throughout the world, on-the-spot market studies were being made by executives who travelled many thousands of miles, visiting practically every country in the world.

Their surveys led to the development of special overseas models such as the Super goods range and large orders flowed from the personal contacts made on these trips.

Nineteen-fifty was an eventful year with the launching of the Royal Tiger and Olympic passenger models. These under-floor-engined vehicles were principally responsible for the virtual collapse of the British market for vertical-engined single-deck buses.

In the same year Leyland hit the headlines with a 10 million dollar order for Cuba; this was by far the largest single overseas contract won by the company up to that time and it put the Royal Tiger on the world map.

Also in 1950, after the most thorough preparation, the mechanised chassis assembly conveyor came into operation at Farington. This installation has since enabled Leyland to absorb a high proportion of the increased costs of vehicle production.

Another outstanding overseas order, this time the four million pound contract for buses for the

Argentine, highlighted the 1951 export effort.

And in the same year a new spare parts store, the fountain-head of the world-wide service organisation, was opened at Chorley.

At the 1956 Commercial Vehicle Show, an MCW-bodied Atlantean was shown publicly for the first time. Its appearance was sensational and was the culmination of the development of the rear-engined bus.

Two years of development ended with an Atlantean being exhibited at the 1958 Show. It was adaptable to a variety of seating layouts, allowing coachbuilders freedom to meet operators' individual needs.

An entirely new type of British bus came out of Leyland in 1964. This was the Panther, a silent vehicle to ride and which allowed uninterrupted space above the frame for 98 passengers (32 of whom could be seated), because the engine and unit-mounted semi-automatic gearbox were situated in racing car fashion underneath the floor at the back of the chassis.

ERGOMATIC CAB

In the mid-sixties Leyland was again to the fore by introducing the Ergomatic cab on all its heavy goods models.

Designed round the study of ergonomics (man's relationship to his working environment), the cab brought new and advanced standards of comfort and safety to drivers of heavy goods vehicles.

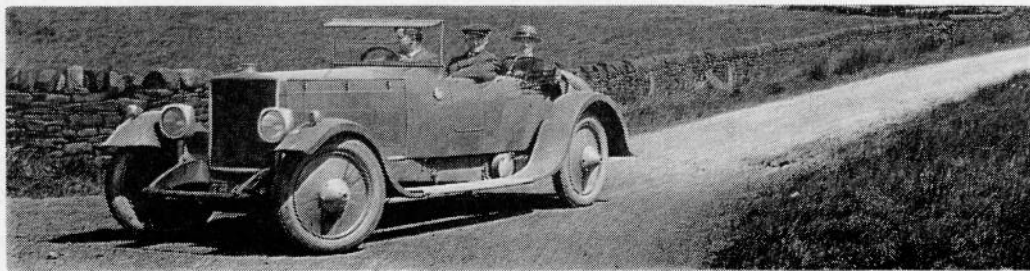
One of Leyland's finest export orders came in mid-1965 with a £2½m order from Stockholm Tramways for 200 rear-engined single-deck Panther buses and 50 Atlantean double-deckers. They were ordered in preparation for Sweden's conversion from left-hand to right-hand drive traffic.

Further revolutionary developments by Leyland have been the introduction of semi and fully-automatic transmissions which have taken much of the heavy work out of driving.

More recently has come the '500' fixed cylinder head engine, for which a new semi-automated factory was built at Leyland.

This cylinder-block-and-cylinder-head-in-one arrangement was discarded by Leyland and other engine manufacturers some 40 years ago in favour of the detachable head. But Leyland research has brought it back into favour.

The Gas Turbine truck introduced at the 1968 Commercial Vehicle Show is yet more evidence that Leyland is still spearheading the Truck and Bus Division into the 1970s.



BRITISH LEYLAND TOP CHOICE IN AUTOCAR POLL

AUTOCAR readers made British Leyland cars the top choice in their second annual poll, the results of which are published in the magazine's 5th March issue.

In answer to the question 'Which car (of 39 new and revised British models) comes closest to meeting your personal requirements?', the Triumph 2.0 PI Mk 2 came first with 12 per cent of all votes cast, the Austin Morris 1300 GT was second with 9 per cent, whilst the Austin Maxi was third with 6 per cent. The Triumph 2000 Mk. 2 was fourth and, in fact, if all variants of this range are added the lead the poll with an astonishing 21 per cent.

In all, AUTOCAR analysed questionnaires from 2,053 readers and 62 per cent opted for a British Leyland car. The Mini Clubman also attracted a lot of votes—the 1275 GT model was sixth in its own right but on a total of all variants basis the Clubman Range came fourth.

AUTOCAR used a computer to analyse personal details of the voters and compare them with the car of their choice. From these calculations emerged that 70 per cent of those voting for the Triumph were over 30 years of age whilst 6 per cent of those voting for the 1300 GT were under 30. The largest group of those voting for the Maxi was 31 to 40 (3 per cent) whilst 69 per cent were over 30. Fifty per cent of Maxi voters also covered between 10,000 and 15,000 miles per annum.

Voters for the Triumph 2.0 PI came from a wide range of quality car owners as well as from a lot of owners who obviously regarded this as the next 'step up'. On the other hand votes for the 1300 GT came overwhelmingly from existing owners of British Leyland cars and particularly those already owning an 1100/1300 model (4 per cent).

Commenting on the results of the poll, Lord Stokes, Chairman and Managing Director of British Leyland said:

"Naturally I am delighted that so many AUTOCAR readers voted for British Leyland cars and one can only hope that our home market will be freed soon from at least a few of the current Government restrictions to allow this frustrated spending power to express itself in real terms."

"I suppose it was to a certain extent predictable that the late versions of the Triumphs would be very popular in view of their outstanding sales record over the past seven years."

"We also are glad to see that the 1300 GT—a sporty version of Britain's best-selling car—has made such an appeal to young drivers who might well have bought from our competitors if we had not extended the range in this way."

"We are particularly encouraged that so many readers between 31 and 40—the family men covering an above-average annual mileage should have voted for the Maxi. The majority of these voters also said that comfort, finish and roominess were the most important design factors in determining their vote. These facts coincide with our marketing philosophy for the Maxi and the current improvement in sales of the car reflect the opinions of AUTOCAR readers."

BRITISH LEYLAND'S £320,000,000 MARKETING PLAN FOR EUROPE IN THE 1970's

BRITISH LEYLAND Europe announced on the eve of the Geneva Motor Show the company's marketing plans for the 1970's in Europe.

The sales target for the current year is 250,000 units, an 18% increase over 1969, explained Richard D. Bergesen, British Leyland Europe's Managing Director. According to his market projections, the number of British Leyland cars sold in Europe will rise by 1975 to 400,000 (worth more than £320,000,000).

Mr. Bergesen said that to attain these sales levels would not be an easy task even with British Leyland's across-the-board Mini-to-Daimler product range, which he described as 'Unique, in that we alone of the world's top five motor manufacturers are already in a position to deliver products in every major price bracket of the market'.

The special ingredient required, Mr. Bergesen explained, was talented, experienced, and aggressive leadership, and he announced the appointment of five international executives to the marketing staff of his Lausanne-based headquarters.

Named to top positions in British Leyland Europe's organisation were an American (Donald L. Kress, Director of Marketing), a Dane (Jorgen

Hjorth, Sales Manager), an Englishman (Michael Mence, Marketing Staff Manager), an Austrian (Hans Grasser, Sales Operations Manager), and an Italian (Ennio Conti, Sales Planning Manager). Mr. Bergesen said that the European Distribution system British Leyland inherited with the formation of the Corporation two years ago gave the company a 'Network of independent importers', who frequently were at cross purposes in market planning and were unable to achieve the economies of large-scale operations.

"More importantly, we were losing the merchandising impact of multiple product franchising," he emphasised. "Dealers had to cater for a narrow price segment of the market, rather than being

able to offer a full line of products from Minis to Jaguars."

All that was being changed with the establishment of British Leyland local companies in many EEC and EFTA countries. Each had been instructed to follow a policy of franchising for a mixture of the whole range, to replace the old single-marque importers and retailers. Companies were already in operation in Austria, Norway and Switzerland and others would be announced shortly.

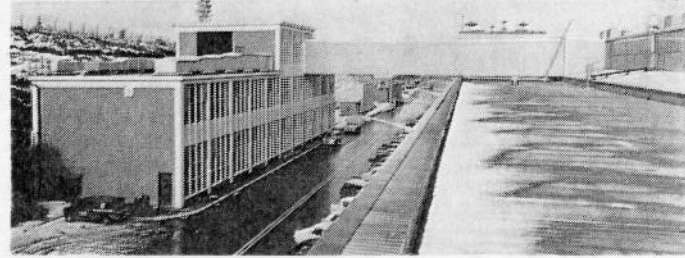
"So, as we start the 1970's," said Mr. Bergesen in a review of what the organisation's multinational staff had accomplished during the past two years, "British Leyland Europe is ready to meet the challenges and capitalise on the opportunities of the decade ahead on the continent".

ONE OF THE LARGEST OIL PURIFICATION PLANTS IN EUROPE

AUSTIN MORRIS Division's £16 million plant at Cofton Hackett, near Longbridge, Birmingham—built primarily for the production of Austin Maxi engines—uses over 40,000 gallons of soluble oil per hour, and to deal with such quantities, one of the largest oil purification plants in Europe, capable of handling an oil flow of 80,000 gallons an hour, has been erected.

oil purification house is 132 ft. in length and 60 ft. in height. A concrete-cased steel-framed structure with a large glass frontage, it houses over 30 pumps serving 11 large oil tanks.

The pumps transmit clean oil to the main building at a set temperature of 75 degrees C through nine heat exchangers. The oil is delivered to various engine test equipment installations



The need for such a plant stems from the exacting requirements for engine/gearbox component tests on the Maxi engine. Due to the number of test operations and different oils to be used, a complex of plant and equipment never before envisaged for this type of installation was needed. The aim is to produce a power unit of the highest standard of efficiency and reliability for the Maxi.

Standing near to the main factory building, the three storey

at a rate of five gallons per minute.

It is then pumped immediately back into the purification plant, cleaned of all foreign bodies and re-circulated into the clean oil system for re-issue to the factory—avoiding waste and helping to keep production costs down.

The Cofton Hackett plant is one of the most modern in Europe covering 52 acres and housing the most advanced machine tools equipment from all over the world.

AUSTRALIA VOTES THE XJ6 'BEST ALL-ROUND CAR'

FOLLOWING its accolades as 'Car of the Year' and Don Safety Trophy winner, the Jaguar XJ6 has now gained another major national award—this time in Australia.

Readers of *Modern Motor*—Australia's top-circulation motoring magazine—were asked to vote on thirteen points, covering all important aspects of a motor car. All makes of car, irrespective of nationality, were included in the competition.

Results of the contest, just announced, show that the Jaguar XJ6 has been voted 'best all-round car' regardless of cost, and has won the top award—the 'Blue Riband', as *Modern Motor* have termed it.

In addition to this achievement, the Jaguar also took the title of 'Best Luxury Personal Car'. In this category the XJ6 polled 41.5% of the votes; the runner-up in this class (the Mercedes 280/300 series) polled 18%. *Modern Motor* describe the Jaguar XJ6's success in their competition as 'an impressive win' and 'a walkover'.

A flying start to the 'seventies for Jaguar!

BRITISH LEYLAND PRICE INCREASES ANNOUNCED

BRITISH LEYLAND announces increases in the retail price of cars manufactured by the Corporation ranging between 2½% and 6%. Most of the increases became effective from Monday, 23rd February but in the case of the car and light commercial vehicle model ranges of the Austin Morris Division increased prices on these became effective from Monday 16th March.

Commenting on the increases, Lord Stokes, Chairman and Managing Director of British Leyland said, "I should stress that we are not just passing the additional costs on to the public—we are still absorbing a significant proportion of these ourselves which has enabled us to keep the price increases at a modest level."

"During the past 12 months we have been attempting to absorb massive rises in the costs of steel and other raw materials and finished components from our suppliers. Wages have also

continued to rise at a steady rate. The situation has been aggravated significantly by the artificial stranglehold imposed on the home market by Government restrictions and by the disruption caused by militant industrial action.

"Price increases have therefore become unavoidable if the Corporation is to continue to earn sufficient to implement the investment programme which will enable us to compete with overseas manufacturers who are not burdened with similar domestic problems."

President of A.E.F.W.U. presents merit award to Tyseley works convenor



MR. HUGH SCANLON (left in the picture) President of the Amalgamated Engineers and Foundry Workers Union, presents Mr. Peter Nicholas with merit award and cheque for 25 years plus service in the A.E.F. as Branch Official, District Committee member and also Works Convenor at the Rover Tyseley factory. The presentation took place on Friday, 20th March, 1970, at the Caledonian Corks Club, Birmingham.

BRITISH LEYLAND EMPLOYEE CAR PURCHASE PLAN AVAILABILITY AND DELIVERY

DUE to heavy sales demands a number of models, at present, cannot be supplied to employees under the plan—others are subject to extended delivery periods from the date of receipt of order.

TRIUMPH

Certain Triumph models are available to employees but the limited supply situation is reflected in the extended delivery periods quoted.

Herald 1200 Saloon	.. .. .	Not available until further notice
13/60 Saloon	.. .. .	Delivery period 8-12 weeks
1300/1300 TC Saloon	.. .. .	Due to limited availability, orders cannot be accepted by distributors before 20th April. Orders will be taken on or after this date for a maximum period of six weeks depending on the volume of orders received.
Vitesse 2-litre Mk. II Saloon	.. .. .	Availability extremely limited, Minimum delivery 16 weeks.
Vitesse 2-litre Mk. II Convertible	.. .. .	.. .. .
2000 Mk. II Saloon	.. .. .	Delivery after 16 weeks.
2000 Mk. II Estate	.. .. .	.. .. .
2.5 P.I. Saloon	.. .. .	Delivery after 20 weeks.
2.5 P.I. Estate	.. .. .	.. .. .
GT 6 Mk. II	.. .. .	Delivery after 16 weeks.
TR 6	.. .. .	Very limited availability—delivery after 5 months.

ROVER

Rover models like Triumph and Jaguar products are supplied to employees through appointed distributors and the Company undertakes to give approximate delivery date when acknowledging orders for the 2000 range. These cars are in heavy demand and the waiting period could be considerably longer than the minimum of 24 weeks for the rest of the Rover range.

Land-Rovers are available and minimum delivery is 28 weeks from receipt of order.

THE AUSTIN MORRIS RANGE

The Austin Morris range continues in short supply with an extended delivery period.

Orders are being accepted for:	Mini 850 Saloon
	Mini 1000 saloon
	Mini Clubman saloon
These models are not available:	Mini Clubman Estate
	Mini 1275 GT
	Mini ½-ton vans or pickups

All models in the Austin Morris best-seller 1100/1300 range, the Austin Maxi 1485 c.c. and the Austin 3-litre de-luxe saloon are available. Delivery is 6-8 weeks for the 1100/1300 models and the 3-litre and 4-6 weeks for the Maxi.

Not available until further notice: The Austin Morris 1800 Mk II and Mk 'S' Saloons, and the Wolseley 18/86 saloon

JAGUAR

The Jaguar XJ6 range and the Daimler 2.8 and 4.2 Sovereigns and Limousine cars are not available. It is anticipated however, that a limited monthly allocation of the Jaguar XJ6 and Sovereign derivatives will be made to employees towards the end of 1970.

The Jaguar 420 G cars and the famous 4.2 litre E types are available. Delivery being a minimum of 10 weeks from receipt of order.

DEPOSIT ON NEW CARS

Some confusion has been caused in many factories by the announcement in the February issue concerning the deposit on new cars. Under the scheme employees wishing to purchase Triumph, Jaguar, Daimler or Rover vehicles, have to put down a deposit with the distributor when ordering. This does not apply at the time of ordering an Austin Morris product, but it must be understood that any employee who wishes to finance the purchase of any British Leyland vehicle under the special Credit Plan arranged with United Dominions Trust must, in accordance with Government requirements, eventually pay a deposit of a minimum of 40% of the vehicle's price.

DEBUT OF MAXI IN INTERNATIONAL MOTOR SPORT

FURTHER BRITISH LEYLAND ENTRIES IN LONDON TO MEXICO RALLY

BRITISH LEYLAND is to enter a further four cars in the London to Mexico World Cup Rally. Two Austin Maxis—this is the car's first important entry in motor sport—are being prepared by the Competitions Department at Abingdon, the first to be driven by Rosemary Smith, who was recently signed for British Leyland, together with co-drivers Alice Watson from Glasgow and Ginette Derolland from Switzerland.

The second Maxi, sponsored by Autocar will be crewed by two members of the famous RAF Red Arrows Aerobatics Team, Terry Kingsley and Peter Evans, with Mike Scarlett of Autocar as the third crew member.

British Leyland has already entered a team of three Triumph 2.5 P.I.'s and a fourth, sponsored by Motor is being entered to be

driven by Australians Evan Green and 'Gelignite' Jack Murray with Hamish Cardno of Motor as the third crew member.

The BBC Grandstand Programme is to enter a new Mini 1275 GT to be driven by John Handley, the European Touring Car Champion in 1968, and Paul Easter who navigated for Timo Makinen when they won the Monte Carlo Rally in a Mini.

British Leyland plans to step up its participation in motor sport in the future and will increase its entries in selected overseas areas where it is relevant to the sales potential of particular models. Apart from works entries, more encouragement and support is going to be offered to the private owner entering British Leyland cars, mainly through the Corporation's recently announced bonus scheme.

AUSTRALIAN MEMORIES OF A ROYAL MAIL ROVER

THERE cannot be many places where a Rover car has been used for carrying Post Office parcels, but one was used for this purpose in Australia as long ago as 1911.

It all started because a timber company decided that it was becoming uneconomic at \$600 per year (about £300) to continue to carry mail for the Post Office between the towns of Busselton and Karridale near Perth, Western Australia. Costs for running the service themselves were gone into by the Post Office and a suitable horse drawn vehicle was considered but costs turned out far too high. The Postmaster General then decided to seriously consider the motor car, and so it was that after much deliberation and consultation about the available cars in Perth, the Post Office acquired a second-hand Rover 15 h.p. to do the job itself. A smart khaki uniform was bought for the driver, including a 'good quality oilskin overcoat for bad weather'.

The Rover could seat six which undoubtedly helped in its selection. A canopy was fitted to carry parcels and luggage and a Royal Mail sign in gold letters on a red ground was fixed to the front. Apparently the car was expected to do its job loaded up with everything but the kitchen stove.

Provisions for the car were purchased, including 50 cases of petrol, a barrel of oil, 56 lbs of gearbox grease, 4 cases of kerosene, 28 lbs of carbide for the lights, a sponge, a chamois leather, a spoke brush and 10 lbs of rags for cleaning. A tarpaulin for covering the car overnight at Karridale was not forgotten.

Five passengers and their luggage, besides the driver and mail (including parcels) could be carried between Busselton and Yallingup, as the road was 'perfect', but only three passengers were to be carried beyond Yallingup until the road was 'in first class condition'.

So the service began on 1st August, 1911, but there were soon troubles. The car often got bogged, and the driver complained bitterly that nobody worried when he didn't reach Karridale until 10.40 p.m. one night. He soon resigned and the original timber company resumed the service at their own figure of \$1,400 (£700).

The Post Office presumably licked its wounds and accepted the position, because the file (from which this report was originally taken) ends abruptly 'Nothing could be found to tell us what happened to the Rover or the driver's uniform.'

YOURS FOR TEN SHILLINGS

'ROVER MEMORIES'

by Richard Hough and Michael Frostick. Published by Geo. Allen and Unwin Ltd.

ORIGINALLY published in 1966 and priced at 30/- per copy, a limited number of the book *Rover Memories* is being offered to Rover employees at a special low price whilst the stock lasts. The books can be obtained from Mr. P. G. Davis, Publicity Literature Despatch Dept., at Solihull, for 10/- per copy by personal application or 12/6d. by postal application. Cheques and postal orders should be made payable to 'The Rover Company Limited' and crossed.

Rover Memories was reviewed by Mr. H. B. Light in the January, 1967, issue of *Rover News*.

SOLIHULL

TYSELEY

LONG SERVICE AWARDS

Presented by Mr. A. B. SMITH, Managing Director
THURSDAY, 19th FEBRUARY, 1970



Left to right: Mr. G. H. Fuller (Solihull), Mr. F. Shaw (Solihull), Mr. G. W. Riley (Solihull), Mr. A. B. Smith, Mr. J. F. Myles (Tyseley), Mr. F. S. Turton (Solihull), Mr. J. Chambers (Solihull), Mr. J. H. Bates (Tyseley), retired in January 1970 and was invited to attend the presentation ceremony but he is now living in Nottingham and was unable to join the party.

WALK TO SAVE SIGHT

ON Sunday 7th June the Solihull Committee of the Royal Commonwealth Society for the Blind will be holding a Sponsored Charity Walk on the Rover Test Track (entrance Rowood Drive). All young people of 14 yrs. and under are invited to Walk to help to save sight—in complete safety, commencing any time between 9 a.m. and 4 p.m. Adults will be welcome, but must be accompanied by a young person under 14 years of age; prams and push-chairs will be welcome.

All money raised will be used to purchase a Land-Rover for the essential work of the Royal Commonwealth Society for the Blind in India. This vehicle will be suitably inscribed as "Donated by the people of Solihull".

There are over four million blind people in the developing Commonwealth countries, and two-thirds of this blindness can be prevented. The Royal Commonwealth Society for the Blind are using a large number of Land-Rovers in Africa, Asia and the Caribbean—all carrying out the essential work of preventing blindness and treating eye disease. Every day on an average, 350 people go blind in these countries—needlessly.

Please encourage your children to "WALK TO SAVE SIGHT".



Ken Twist looks on as Mr. A. B. Smith presents the Silver Rose Bowl to Wally Graham.



The snowy site at Solihull.

THE East Warwickshire Caravan Club held a joint Rally with the Midland Rover Owners Club at the Rover Company's Headquarters, Solihull on 6th, 7th and 8th March. In spite of the wintry conditions which prevailed after the snow blizzard on the Wednesday, 133 outfits from all parts of the country managed to get to the Rally and a full programme of events was enjoyed by the young and not so young. Amongst those present were Mr. A. B. Smith, Managing Director, and Mrs. Smith, Mr. T. Barton, Chief Engineer Land-Rover, and Mrs. Barton, and at the gathering of all the Rally

CARAVANNERS UNDEFEATED BY SNOW AT SOLIHULL RALLY

people on Sunday afternoon in the works canteen, prizes were presented by Mrs. A. B. Smith. The East Warwickshire Caravan Club received a Silver Rose Bowl presented by Mr. A. B. Smith to the club's Chairman, Wally Graham. Miss Julie Twist presented Mrs. Smith with a bouquet and the East Warwickshire Caravan Centre presented a 'Friend of the Caravan Club' pennant to Mr. Smith. Before the Rally ended all the children were given sweets, and Ken Twist, Chairman of the Midland Rover Owners Club, wished all the caravanners a safe tow home.

LIGHTING REGULATIONS ARE IMPORTANT

AS an average motorist who drives occasionally at night, what exactly do the recent lighting Regulations mean to you? And what about the new Rules concerning the use of fog or spot lights that came into operation on 1st January 1970?

First of all, it's as well to remember that as four out of every 10 accidents on the roads occur during the hours of darkness, it is plain common-sense to bring more uniformity into vehicle lighting.

In the past, when you have been driving at night on unlit roads, how often have you had to react quickly to avert disaster, when it suddenly dawned on you that the single bright light coming towards you out of the blackness was not a motor cycle at all, but a car or lorry using only one nearside light? Many times probably, and each time was an unnerving experience.

The recent lighting Regulations have put a stop to this. Now, when you are driving at night on roads

that have no lighted street lamps, you must have your two headlights on as well as the side lights; and they should be dipped in good time so as not to dazzle oncoming drivers. The compulsory use of two headlights does away with older systems of dipping one headlight and extinguishing the other and has the safety advantage of making you more conspicuous as well as making it easier for you to identify the width of the approaching vehicles.

It is not compulsory to use headlights on roads that have street lamps placed 200 yards or less apart so long as the lamps are lit. But if you are driving on roads where street lighting is not very good, you are advised to use headlights so that you can see properly and other road users can see you more easily.

The new Rules that became effective at the beginning of January mean that, when it is foggy or snowing on unlit roads, you

can only use a single fog or spot lamp so long as you have the headlights on as well. If you do not have your headlights on, you must have two fog or a fog and a spot lamp providing they are both positioned at the same height from the ground and at least approximately 14 inches apart.

The new Rules eliminate the use of a single headlight as well as standardising the appearance of oncoming vehicles.

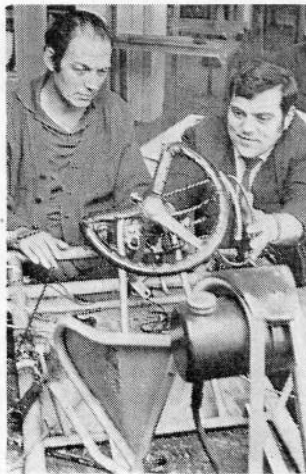
The main point to remember is that if you have 2 fog lamps fitted with their centres less than 2 feet from the ground, you may only use them in conditions of fog and falling snow.

Check your lighting system often to make sure that all the lamps are clean and in good working order and that the headlights are properly aligned. And, when you are driving at night, adjust your speed so that you are able to stop within the distance of your own lights.

Issued by the Road Safety Publicity Unit, Ministry of Transport, LONDON SE1.

'WELL DONE JOHN—KEEP IT UP'

OLD members of the 'Go-Kart' section and many friends at Rover's Solihull factory, will be pleased to have this latest bulletin on John Jones of 302, Clay Lane, Yardley, who is still a patient at the Agnes Hunt Orthopaedic Hospital, Oswestry, following the serious accident he sustained whilst on holiday last August. As you can see, in the picture, despite all odds, John is endeavouring to 'Have a go' at what he used to excel in when an active member of the Rover club. Members of the Spinal Injuries Unit Sports Club at the hospital were busy making their own go-kart and the picture shows John and a friend putting some of the special touches to the go-kart which has been adapted for use by paraplegics. All of John's friends at Rover have great hopes for his recovery and send best regards and all good wishes to himself and to his wife and family.



FAREWELL



Mrs. DORIS TOMLINS (Solihull) AFTER nearly twelve years' service with Rover Mrs. Doris Tomlins left the company on Friday, 13th February, 1970. She commenced her employment in the Service Department under Mr. Cecil Studholme and was later transferred to Parts liaison and became secretary to Mr. F. Robinson. In the picture Mrs. Tomlins is seen receiving a gift from her friends and colleagues presented to her by Mr. Robinson.

Years Ago

FIFTY-EIGHT YEARS AGO in 1912—the ROVER Company offered a bigger selection of vehicles than any other firm in the World, ranging from cycle £6 10 0—£15 2 6, motor cycle from £49—£75, and cars from 1 guineas to £600.

FIFTY YEARS AGO—in 1920 the first ALVIS car was exhibited at the Scottish Motor Show March 1920. The model became known as the 10/30 and was acknowledged to be one of the best engineered small quality cars of the time.

'HIGH ROAD' MAGAZINE

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HAPPY
RETIREMENT**

- LYONS**
Mr. John Henry Lyons on 15th January, 1970. He was employed as a sweeper, Shop Labourers Dept. (2 years' service).
- MOBLEY**
Mr. Bernard Mobley on 22nd January, 1970. He was employed as a S. Fitter, Tyseley. (43 years' service).
- HUGHES**
Mr. W. J. Hughes on 29th January, 1970. He was employed in the Maintenance Dept. Alvis. (18 years' service).
- SPINK**
Mr. J. H. Spink on 29th January, 1970. He was employed in the M/C Shop, Alvis. (16 years' service).
- PARKER**
Mr. R. S. Parker on 29th January, 1970. He was employed in Aero Eng. Dept. Alvis. (15 years' service).
- DIMMOCK**
Mr. A. Dimmock on 29th January, 1970. He was employed in the Cutter Grds. Dept., Alvis. (2 years' service).
- STURDY**
Mrs. M. E. Sturdy on 29th January, 1970. She was employed in the Maintenance Dept., Alvis. (1 years' service).
- HARRIS**
Mr. Henry Harris on 30th January, 1970. He was employed as an Operator at Tyseley. (31 years' service).
- HARRIS**
Mr. Ronald Christopher Harris on 31st January, 1970. He was employed as a Home Sales Representative. (12½ years' service).
- BENNETT**
Mr. Thomas Charles Bennett on 30th January, 1970. He was employed in the Inspection Dept., Tyseley. (29 years' service).
- PARK**
Mr. William Park on 5th February, 1970. He was employed as a Section S/Keeper at Perry Barr. (12 years' service).
- McCONNELL**
Miss Mary McConnell on 5th February, 1970. She was employed as a Machine Operator at Tyseley. (10½ years' service).
- STEPHENS**
Mr. Arthur Stephens on 12th February, 1970. He was a sweeper in the L. R. Assembly at Solihull. (29 years' service).
- FLETCHER**
Mr. Alfred Fletcher on 26th February, 1970. He was employed as a sweeper, Shop Labourers Dept., Solihull. (10 years' service).
- HOWE**
Mr. Horace Sidney Howe on 26th February, 1970. He was employed as a Coach Painter, Service Dept., Solihull. (23 years' service).
- GANDY**
Mr. Herbert Gandy on 5th March, 1970. He was employed as a Driver Mechanic, Quality and Reliability, Solihull. (11 years' service).

- ANDREWS**
Mr. Arthur Thomas Andrews on 26th February, 1970. He was employed as a Bench Fitter at Perry Barr. (15 years' service).
- GILLESPIE**
Mrs. Hilda Gillespie on 13th February, 1970. She was employed in the Secretarial Department, Solihull. (20 years' service).
- CLARKE**
Mr. Christopher Clarke on 27th February, 1970. He was employed in the Paris Dept., Cardiff. (8 years' service).
- WALL**
Mr. Thomas Gerald Wall on 28th February, 1970. He was employed in the Technical Service Dept., Solihull. (22 years' service).
- CLAY**
Mr. C. Clay on 27th February, 1970. He was employed in Production Control Dept., Alvis. (18 years' service).
- TURLAND**
Miss P. E. Turland on 27th February, 1970. She was employed in the Canteen at Alvis. (11 years' service).
- WEST**
Mr. H. West on 5th March 1970. He was employed in the Aero Engine Dept. Alvis. (44 years' service).



Mrs. HILDA LAWLESS (Solihull) After 18 years service with the Rover Company, Mrs. Hilda Lawless (P6 Valet Line) retired on Friday 13th February 1970. Mrs. Lawless spent 13 years in the Press Shop at Solihull and in the picture she is seen with some of her friends being presented with a wall clock and flowers by Mrs. E. Foulgar.

MOBIL WINNER



The winning Rover 3500 during a special stage in the Rally.

**CHAIRMAN'S
SECRETARY
RETIRES**

Miss Alice Crease

WHEN New Zealand-born Miss Alice Crease came to England for a six-month holiday in 1934 she never imagined that her 'holiday' would last well over 30 years.

For soon after arriving in this country she obtained the first of two jobs that were to lead her eventually to the Midlands—and to the Rover Company where she was to spend the remainder of her working life with the exception of a six-year post-war break.



Miss Crease, secretary to the Chairman, Sir George Farmer, retired in February after a total of 26 years with the Rover Company.

Well known throughout the Company, Miss Crease joined Rover in 1938 as secretary to Major B. H. Thomas, who was then the Manager of the Rover No. 1 Shadow factory at Acocks Green.

Two years later she moved with the Management from Acocks Green to the newly-built and much larger Rover No. 2 Shadow Factory in Solihull where she remained during the war years.

In 1944 Miss Crease left the Rover Company to become Company Secretary to a small Coventry firm, but six years later she returned to Rover, once again as secretary to Major Thomas. In 1958 she was appointed secretary to Mr. Farmer who was then Joint Managing Director of the Company. Mr. Farmer became Chairman in 1963 and received his Knighthood in 1968.

Miss Crease's outside interests include membership of the Solihull Business and Professional Women's Club of which she was President from 1965 to 1967, and since the war she has also been responsible for bringing together each year, for a reunion usually held in London, former pupils and staff resident in or visiting Great Britain, of her college in Wellington, New Zealand, where she was educated.

To mark her retirement, Miss Crease, who lives in Ladbrook Road, Solihull, was presented with a television set by the Chairman and Mr. A. B. Smith, Managing Director, on behalf of her colleagues.



Mr. J. B. MARSDEN (S.C.G.)

MR. J. D. JOY, Company Secretary, presented Mr. J. B. Marsden of Self-Changing Gears, with an Electric Automatic Toaster and Juice Extractor Attachment, on his retirement after 11 years with the Company as Supply Manager.

John Marsden joined Self-Changing Gears in February 1959, prior to this he held the position of Assistant Service Manager for some 11 years at the Daimler Company.

During his stay with Self-Changing Gears he made many friends who now wish him a long and happy retirement.



Mr. J. GODWIN (Alvis)

After 16 years' service Jim Godwin, chargehand in Alvis Cutter Grinding Department, retired on 31st December, 1969. In the picture Jim is seen practising putting on his lawn and looking on, and no doubt offering advice is Mrs. Godwin. Mr. Godwin received a transistor radio presented by colleagues at Alvis works, and a golf-trolley presented by colleagues in Alvis Golf Society.

**'NEWS'
EDITOR
RETIRING**

MR. H. B. LIGHT, Editor of 'Rover and Alvis News' and Historian to The Rover Company Limited and Alvis Limited is retiring at the end of May after 25 years' service. Mr. Light, who is an Associate of the British Association of Industrial Editors, was appointed Editor of the Company's newspaper in December 1967 and will conclude his service in this capacity with the next edition due for publication in June. Prior to his appointment he became well known for his articles and has been a regular contributor to the 'News' since its first edition published on 31st January, 1961.

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



Mr. A. VINCENT (Solihull)

AFTER nineteen years service with the Rover Company, Mr. A. Vincent (fitter, service repairs) retired on 12th February, 1970. In the picture he is seen with some of his colleagues, receiving a gift from them presented by Mr. T. Barney, service repairs manager. Mr. Vincent's main outside interest is caravanning and he hopes to spend most of his retirement at his caravan based in Herefordshire.



Mr. P. HUMPHREYS (S.C.G.)

ON the occasion of his retirement, Mr. Percy Humphreys was presented with an Electric Fire and Wall Clock by Mr. G. F. Farnworth (Work's Manager) on behalf of all his friends and work mates at Self-Changing Gears.

Mr. Humphreys was transferred from Burbage Works in 1956 and has worked the past 13 years in the Finished Part Stores where he held the job of Stock Checker. Mr. Humphreys, in his reply to the farewell speech given by Mr. Farnworth, spoke of his retirement as a break from factory work to a continuation of his hobby of gardening, which he has always enjoyed and will now be able to spend more time at, in the coming months.

**RETIRED
ROVER
EMPLOYEES
RE-UNION
FRIDAY 15th MAY
AT SOLIHULL**



Mr. ERNEST MILLER (Percy Road)

AFTER 18 years' service with the Rover Company, Mr. Ernest Miller retired on 28th November, 1969. Mr. Miller was Foreman Inspector at Percy Road Works. Photograph shows presentation of a pair of binoculars by Mr. Cresswell, Inspection Superintendent, being a parting gift from friends and colleagues at Percy Road.

SPORTS AND SOCIAL NEWS FROM THE FACTORIES

R.O.A.

EASTNOR CASTLE
AGAIN VENUE FOR
FIFTEENTH
NATIONAL RALLY
AND CARAVAN
WEEKEND

BY kind permission of Major and Mrs. Hervey - Bathurst the Fifteenth National Rally and Caravan Weekend will take place on the 22nd, 23rd, 24th and 25th May, 1970 in the Deer Park, Eastnor Castle, near Ledbury, Herefordshire. Organised by the Headquarters Club of the Rover Owner's Association in conjunction with Member Clubs, the event promises to be once again a highly successful and enjoyable one. Members of the Rover Owner's Association and affiliated clubs throughout the country will be bringing their caravans for the weekend and will be taking part in a full and varied programme of competitive events. There will also be many interesting supporting attractions—Bring and Buy stalls, a static display, film show, Concours d'Elegance, Gymkhana, Discotheque evening, Raffle draw, Barbeque evening, and Safari—with a licensed bar and refreshments available throughout the weekend.

DIDDY PARTY FOR
S.C.G. CHILDREN

A happy afternoon was enjoyed by 80 children from the Self-Changing Gears Social Club when the party visited the Coventry Theatre to see Ken Dodd in the pantomime *Robinson Crusoe*. The party was organised by the Social Club Committee for the older children of Social Club members. During the interval the children received Fry's Selection Boxes from the accompanying committee members.

SOLIHULL ANGLING

BELOW are the first 10 results of Scramble fished at Symonds Yat on Saturday 7th March, 1970.

	lb	oz	drms
1 A. Newey ..	5	4	0
2 R. Harze ..	3	6	8
3 D. Docker ..	3	3	8
4 T. Edwards ..	2	11	0
5 W. Barton ..	2	7	0
6 A. Jells ..	2	6	8
7 K. Dixon ..	2	0	12
8 R. Jay ..	1	13	0
9 J. Heath ..	1	11	0
10 J. Greatorex	1	6	0

S.C.G. ANGLERS GET THEIR PRIZES



LAST month saw a Social Evening and presentation of prizes of the Angling Section of Self-Changing Gears Ltd.

This section consists of 40 members and 11 junior members. The Chairman of the section gave a brief summary of the past season and thanked all the anglers for a good turn out at all venues.

Cups and plaques were presented by Mrs. Stock, wife of the Social Club Secretary. Among the prizes given was a large red bucket presented to Mr. G. Mearns of the Marine Fitting Shop, who was one of the unluckiest fishermen last season, with a record of 8 floats 14 hooks of all sizes, one net and one red bucket lost. Not being deterred by his bad luck, Mr. Mearns was still amongst the first at all venues.

Senior Agg. Winner	Junior Agg. Winner
1st Mr. H. Fagan	1st G. Eaves
2nd Mr. R. Barratt	2nd D. Martin
Thames Trophy Winner	Mr. G. Hughes
'Whitbread Tankard' Winner	Mr. W. Stock

At this Social evening, a raffle was held in which all proceeds went to a local children's hospital.

ARE YOU INTERESTED
IN AN AUDIO, CINE
AND PHOTO SECTION
?

AS a result of an article published in the Leyland Truck and Bus Times which gave an impetus to those interested at S.C.G. in the above to form a section, a meeting was held recently and a committee was formed with Mr. Bert Hoyle as Chairman. Any employees with an interest in either of the above hobbies will be welcome to join us and we look forward to some fraternal occasions with Alvis, Maudslay and Rover members.



Bowls

AT the annual general meeting of Rover Solihull, Bowls Section it was agreed to make an application to the Midlands Works and Business Houses Sports Association to join the Bowls Section. This application has now been sent away.

The Solihull Bowls Section also play in the Yardley and District Midweek League (matches played Wednesday Night) both teams comprise of twelve players.

Apart from league matches there are section cups and trophies that can be played for, a novice cup for beginners an open shield competition, a handicap cup and an inter-departmental cup which was won by Land-Rover Assembly last season. These cups and trophies are presented to the winners on the night the Bowls Green is officially opened for the season sometime in April.

All members can play on the Green at any time except when there is a match or competition in progress, and the club house is close at hand.

Any one who was not a member last season who would like to join this season, please contact the section secretary: Mr. A. Price, New Vehicle Projects D.O., Engineering Block, Solihull, Internal Phone 251.

BRITISH LEYLAND OLD TIME
DANCERS AT SOLIHULL BALL

THE first ever British Leyland Old Time Ball was held on 24th January at Rover's Ballroom, Solihull, and 550 Dancers from British Leyland joined together to dance and enjoy the music of the Boston Old Time Orchestra.

The event was organised by a joint committee of members of the four most active British Leyland clubs in the Midlands area—Rover, Wolseley, Fisher and Ludlow and Morris Commercial. As a result of this function £134 has been raised which will be given towards the cost of a Guide Dog for the blind.

It is hoped to make this an annual event in order to promote a friendly spirit within the British Leyland Group.

S.C.G. FOOTBALLERS OUT TO WIN

THE football team of Self-Changing Gears still lead the Coventry Works League, Division 4, having lost only 1 point out of 24 and they are very optimistic over their chance of winning this Championship.

This League title challenge has been helped by the goal-scoring

form of Centre Forward Tony Walsh (Experimental Department) who has netted 31 goals so far this season, which includes the 8 goals out of 15 scored in the Semi-finals of the Interval Cup against A.E.I. Rugby, in which the Gears had a 15-0 win.

MAKE A NOTE

FORTHCOMING EVENTS AT SOLIHULL

SATURDAY APRIL 18th 1970
OLD TIME DINNER/DANCE

FRIDAY APRIL 24th 1970
MODERN DANCE

FRIDAY MAY 8th 1970
OLD TIME CHAMPIONSHIP

FRIDAY MAY 15th 1970
RETIRED EMPLOYEES RE-UNION

ALVIS APPRENTICES' ANNUAL DINNER

THE Alvis Apprentices' Annual Dinner was held on 6th February at the Barras House Hotel, Coventry.

A gathering of 130 Apprentices, Committee and Guests enjoyed a most convivial evening and the function was honoured by the presence of the President, Mr. J. J. Parkes, C.B.E. (Alvis Chairman), Mr. R. F. Skidmore (Works Director) and Mr. G. R. Howell (Financial Director).

The prizes were presented by the Chief Guest, Group Captain Douglas Bader, C.B.E., D.S.O., D.F.C., who with his characteristic approach was soon at home in this assembly of youth.

A welcome was also given to

Mr. N. D. Purday of the Alvis Owner Club, who in addition to presenting the cup for 'Best Apprentice of the Year', also brought along a splendid tankard as a personal prize for the 'recipient'.

Prizes were awarded as follows:
IRESON MEMORIAL SHIELD for best first year Apprentice.
A. Harrold
STARRET AWARD (MICROMETER) E. Hall
TRADE PRIZES P. Ingram, C. Brady
ENGINEERING PRIZES D. Kelly, P. Meston
ALVIS OWNER CUP for best Apprentice of the Year K. Smith



Group Captain Bader (centre) in conversation with Apprentices L. Aston (Chairman Alvis Apprentices) (left) and P. Koperski (Secretary, Alvis Apprentices) before sitting for dinner.

ROVER AND ALVIS NEWS

A BRITISH LEYLAND NEWSPAPER

PERSONAL NEWS

DEATHS

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

ALLEN
Mr. James Allen on 26th February, 1970 aged 71. He was employed in the Machine Shop at Tyseley until his retirement in September, 1965 after 39 years' service.

CLARKE
Mrs. Pauline Clarke on 5th February, 1970, aged 55. She was employed as a Ferry Driver at Solihull. (5½ years' service).

CLEARY
Mr. Maurice Cleary on 9th February, 1970, aged 58. He was employed as an Electrician in Works Engineers Dept. Solihull. (19 years' service).

BURNS
Miss Carrie Christina Burns on 9th February, 1970, aged 63. She was employed in the Trimming Shop, Solihull until her retirement in August, 1967, after 35 years' broken service.

TILLOTSON
Mr. George Henry Tillotson on 10th February, 1970, aged 69. He was employed as Inspection Superintendent until his retirement in October, 1966 after 38 years' service.

WALKER
Mr. Charles William Walker on 10th February, 1970, aged 62. He was employed as a fireman at Solihull. (23 years' service).

LEDWITCH
Mr. Sidney Mathew Ledwitch on 12th February, 1970, aged 62. He was employed as an Inspector at Tyseley. (15 years' service).

WARWICK
Mr. Walter Warwick on 16th February, 1970, aged 56. He was employed as a Fitter at Tyseley. (22 years' broken service).

MEEHAN
Mr. Edward Meehan on 17th February, 1970, aged 61. He was employed as a Labourer, Maintenance Department, Acocks Green. (10 years' service).

LIDDLE
Mr. John Bolton Liddle on 18th February, 1970, aged 72. He was employed in Assembly, Acocks Green until his retirement in July, 1964 after 23 years' service.

GRIFFITHS
Mr. Cyril Griffiths suddenly on 24th January, 1970 aged 49. He had been employed as Investigation Engineer at Pengam since 1964 and was held in great esteem by colleagues there.

MARRIAGES

SOLLIS-VERHAGEN
On 9th March, 1970 at Rijswijk, Holland, Mr. David Sollis to Miss Mia Verhagen. Mr. Sollis is employed in C.D.O.S. Dept. Solihull.

MILNES-SMITH
On Saturday, 14th March, 1970 at Washwood Heath Methodist Church, Mr. Norman Milnes to Miss Margaret Smith. Mr. Milnes is employed in the Materials Laboratory, Paint Section, Solihull.

GODDARD-RUTYNA
On Saturday 7th February, 1970 at Coventry Registry Office, Mr. Anthony Goddard to Miss Sonia Rutyna. Sonia is employed in the Accounts Dept. at Self-Changing Gears.

BIRTHS

KITCHING
To Terry and Mary a daughter (Jenny Elizabeth) on 30th January, 1970. Mr. Kitching is a foreman Inspector in the Cardiff components factory.

BARRY
To Terry and Joan a daughter (Susan Elizabeth) on 5th February, 1970, at Glossop Maternity Hospital. Mr. Barry is employed as a Fork Lift Driver in the Unit Reconditioning branch at St. Mellons, Cardiff.

COTTON
To Michael and Jackie a son (Christopher) on 28th September, 1969. Mr. Cotton is employed on the Drilling Section, Self-Changing Gears.

HODSON
To Derek and Dorothy a daughter (Ruth Melanie) on 1st February, 1970. Mr. Hodson is employed as Electrical Designer, Self-Changing Gears.

GIBBONS
To Peter and Jose a daughter (Stacey) on 17th January, 1970. Mr. Gibbons is employed as a Machine Shop Fitter at Self-Changing Gears.

MILLICHIP
To Peter and Agnes a son (Mark Anthony) on 14th January, 1970. Mr. Millichip is employed as a Fitter at Self-Changing Gears. Agnes, prior to leaving, worked in the Inspection Department.

MacPEARSON
To Mr. and Mrs. A. MacPearson a daughter (Tracey Juliet) on 11th February 1970, a sister for Mark and Gail. Mr. MacPearson is employed at Percy Road.

GOODALL

Mr. Kenneth Stanley Goodall on 4 January, 1970, aged 70. He was employed at Ryland Road until his retirement in October, 1966 after 17 years' service.

PRICE
Mr. Ernest James Price on 4th January, 1970, aged 78. He was employed at Tyseley until his retirement in April, 1964 after 17 years' broken service.

COLE
Mr. William George Cole on 5 January, 1970, aged 71. He was employed at Ryland Road until his retirement in August, 1967 after 19 years' service.

MORTON
Mr. Harry Morton on 11th January, 1970, aged 70. He was employed at Acocks Green until his retirement in August, 1967 after 19 years' service.

PALMER
Mr. Charles Palmer on 13th January, 1970, aged 64. He was employed as Jig Maker at Solihull. (17 years' service).

TREADWELL
Mr. George Joseph Treadwell on 15 January, 1970, aged 57. He was employed as a Fitter Welder, Works Engineers Department, Solihull. (10 years' service).

TOMPKINS
Mr. George Tompkins on 23rd January, 1970, aged 57. He was employed as Tool Stores, Percy Road. (30 years' service).

HADLEY
Mr. Harry Edward Hadley on 20th December, 1969, aged 68. He was employed as a Sprayer, P.6, Solihull until his retirement in October, 1967 after 16 years' service.

WATTS
Mr. William Henry Watts on 20th January, 1970, aged 71. He was employed in the Maintenance Dept. Acocks Green until his retirement in May, 1964 after 10 years' service.

HASWELL
Mr. Frederick E. Haswell on 19th January, 1970, aged 72. He was employed in the Inspection Dept., Acocks Green until his retirement in October, 1964 after 24 years' service.

CAUNT
Mr. Bernard Caunt on 26th January, 1970, aged 76. He was employed as a Jig Maker, Solihull until his retirement in December, 1962 after 27 years' broken service.

COGGINS
Mr. Arthur Thomas George Coggins on 30th January, 1970, aged 54. He was employed as a shop sweeper at Solihull. (1 years' service).

HOOD
Mr. Frank Horace Hood on 2nd February, 1970, aged 68. He was employed as a Clerk in the Service Dept. Solihull until his retirement in June, 1967 after 17 years' service.

McKELLAR
Miss Lily Robertson McKellar on 1st March, 1970, aged 80. She was employed in the General Office at St. George Road, London until her retirement in January, 1961 after 48 years' service.

ENGAGEMENT

BLAND-CONDON
On 3rd January, 1970, Mr. Gordon Bland to Miss Pauline Condon. Pauline is employed in the Service Dept. Self-Changing Gears.

ANNIVERSARIES

BRADLEY
Congratulations to Mr. and Mrs. Bradley who will be celebrating their 35th Wedding Anniversary on 1st April. They were married at St. John Church, Sparkhill, Birmingham on 10th April, 1935. Mr. Bradley is Storekeeper in the Tool Stores Tyseley works.

BISHOP
Congratulations to Mr. & Mrs. Bishop who will be celebrating their 40th Wedding Anniversary on 1st April 1970. They were married at Trinity Church, Camp Hill, Birmingham. Mr. Bishop is employed as a sprayer at the Percy Barr factory.

STEADMAN
Congratulations to Mr. & Mrs. Steadman, Parents-in-law of Mr. R. J. Evans, Head of S.P.I.C.S. Cardiff Parts Department, who celebrated their Golden Wedding on 31st January, 1970. Steadman was employed at the Ryland Clay Lane factory, for a number of years and his son also works for Rover Company at Garrison Street. The event was celebrated at the R.O.A. Social & Athletic Club, Cardiff.

IMRIE
Congratulations to Mr. and Mrs. David Imrie who celebrated their Diamond Wedding Anniversary on 1st March. They were married in 1914 at the Wesleyan Chapel, Easy Herring Sunderland, and they made a sentimental journey to see the church which they were married. Mr. Imrie retired from Alvis in 1958 after 25 years' service as a Boilerhouse Assistant, and both he and his wife active members of the Alvis Retirees Employees Association.