

ROVER AND ALVIS NEWS



Vol. 8 No. 11 AUGUST, 1970



A BRITISH LEYLAND NEWSPAPER



CAR INSURANCE

New scheme for employees

B BRITISH LEYLAND has negotiated with the Commercial Union Assurance Company, an employees' motor insurance scheme which is both easy to understand and provides attractive cover at very competitive premiums.

This new move follows the introduction last February of the Employee Car Purchase Plan—though the new insurance scheme is open to all employees, not just those who take part in the car purchase plan.

"It is fully Comprehensive without driving restrictions, covering use of the car for pleasure and for personal business", said Mr. P. G. Cahill, Employee Car Policies Co-ordinator. "What makes this scheme different is that the usual

insurance policy, full of complicated legal phraseology, is retained at the insurance office and instead every member receives an attractive guide explaining the cover provided and answering questions likely to be asked. But of course you can inspect the actual policy at any time you wish".

In addition to all the normal benefits given under a Comprehensive policy, the Commercial Union's scheme gives employees two other

important advantages:—

1. It provides a special new-car benefit. If your car is less than one year old

The present 'Rover' scheme is being reviewed and full details will be made available in a future issue of this newspaper.

and suffers loss or damage to a greater degree than 50% of its value, you do not have to put up with a repaired car; it will be replaced by a new car of the same make and model (subject to availability).

2. The basic premium rates are substantially lower, and may be further reduced by a British Leyland Loyalty Allowance of up to 60%, which once earned is not normally affected in the event of a claim.

The conventional *No Claim Discount* is abolished but there is a small damage excess of £10. "We doubt if you would claim for such a low figure anyhow", said Mr. Cahill. "This is increased to the usual £25 for young (under 25) and inexperienced drivers. There is also a generous discount allowed for experienced drivers who have been driving with a full licence but have not previously held insurance in their own names".

Employees who take advantage of the scheme and become involved in an accident will be able to get assistance in the plant, but even when they are away from home the Commercial Union's 400 offices throughout the country are available to sort out their problems.

The above scheme is in addition to the existing one which has been available to Rover Company Limited Employees for some years, and it is advisable for employees interested in the new scheme to obtain quotations when their present Insurance is due for renewal.



Ceremony marks QUEEN'S AWARD to British Leyland

THE Queen's Award to Industry for export achievement was presented to the British Leyland Motor Corporation Limited by the Lord Lieutenant of Warwickshire, Ald. C. M. T. Smith-Ryland, at a recent ceremony when the award was received on behalf of the Corporation by the Chairman, Lord Stokes.

British Leyland is Great Britain's largest individual exporting company with overseas sales of nearly £500 million a year (50% of total turnover). It is not only the largest motor manufacturer in the UK but also fifth by sales turnover in the world.

The Corporation is particularly pleased to have been successful in receiving the award for the first time in respect of its total activity, as this now entitles the Corporation's 40-plus major manufacturing subsidiary companies in the UK, as well as its overseas subsidiaries, to make use of the emblem of the award.

Speaking to the gathering of representatives of Managements and work-people at the ceremony Lord Stokes emphasised that the award had been

achieved as a result of great efforts by everyone in the Corporation.

He told the Lord Lieutenant that British Leyland employees got a tremendous kick and thrill when they saw the Corporation's products were in use on roads throughout the world.

Ald. Smith-Ryland said the Queen's Award was also awarded for technological innovation, although not in this case. However he instanced British Leyland's gas turbine truck and fixed head 500 diesel engines to show that the Corporation was not lacking in this respect.

On display at the ceremony were examples of the Corporation's latest products including the newest vehicle from our stable the RANGE ROVER.

Frances at the 'Royal'

THE opening day of the Royal Show brought blue skies, bright sunshine and large crowds, with the largest crowd gathering around the Rover stand's guest 'Exhibit'—Frances.

All 6 tons of guest, sporting a specially made cloth bearing a Land-Rover symbol, moved into the Royal Show ground at Stoneleigh, Warwickshire and deposited

herself in front of the Rover Company's smart show pavilion.

Just who is Frances?—she is a handsome elephant, the Land-Rover's biggest

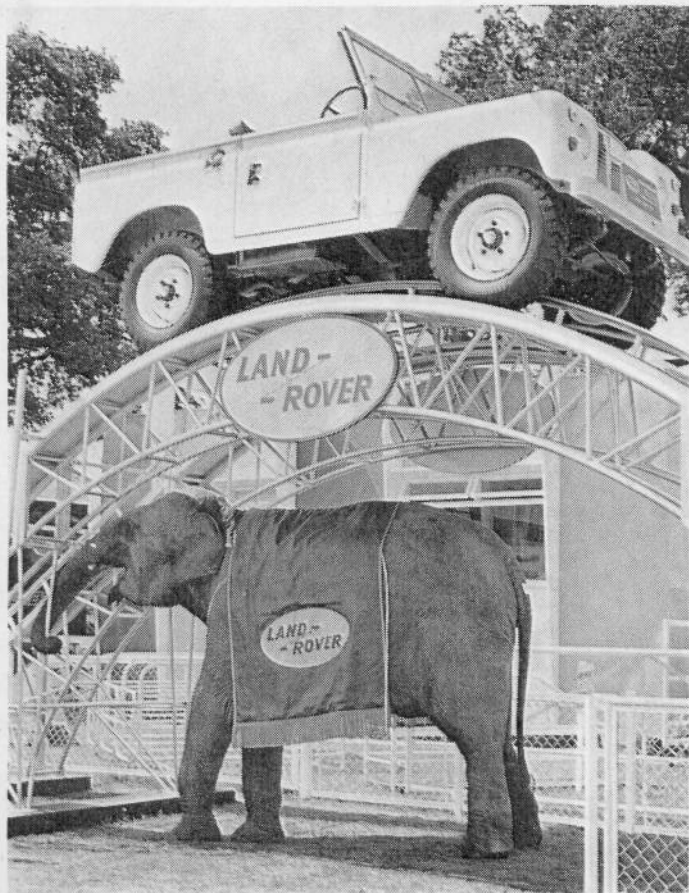
jungle competitor, on loan from Robert Brothers Circus and Zoo, Oundle, Northamptonshire, and she was starting her own 4-day show on the Rover stand trying to convince onlookers that she is nearly as versatile as a Land-Rover.

It was quite a gay 4-days for 15-year-old Frances, and every care was taken to ensure that her stay was comfortable, including the provision of a keeper who was on hand day and night looking after her.

Special steps were also taken to provide an adequate water supply to satisfy her 60 gallons a day thirst, while a 4-day supply of hay was laid on to satisfy her appetite. And just to add to her comfort Rover supplied her with a special oriental, open-sided pavilion which was her home for the duration of the Show.

The Rover 'Royal Show' Stand was not, of course, entirely devoted to its guest. 14 Land-Rover models were on display and as usual attracted most of the attention.

Range Rover was also in evidence running around the show ground on ferry duties. This vehicle created great interest itself, and 'crowd jams' were experienced everywhere a Range Rover parked for a few minutes.



TRAINING IS MOST IMPORTANT

THE Rover Company has always considered the training of employees to be of prime importance. This statement is fully substantiated by their excellent Training Centre at Tyburn Road, Birmingham, which caters for all types of educational and training courses.

These courses cover a wide range of subjects closely allied to the up-to-date workings of a modern factory plant.

One in particular scored a 'first' for the company when they introduced last year a 12-month store-

keeping course, and had a 100% pass.

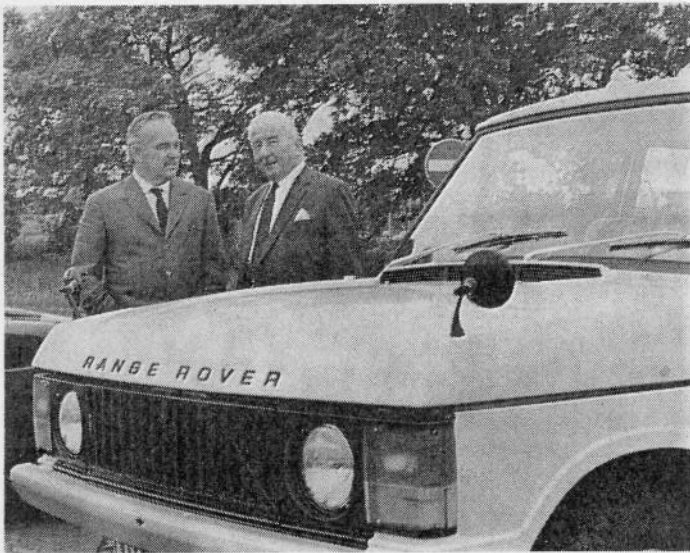
Modern techniques in store-keeping are considered so important that a second course is programmed to commence next month (September). Like the initial one it will be spread over a 12 month period and will consider all aspects of store-keeping 'in depth'.

In addition to this, other groups of employees will be regularly attending courses for various subjects ranging from Managerial and Supervisory studies to Apprentice Training.

The Training Centre staff pride themselves on the high standard of all courses. Whilst tailored to Rover needs, such courses as 'Supervisory Studies' and 'Storekeeping' are recognised Nationally by the issue of 'bona fide' certificates to the successful students at the termination of their training.

From time to time the *News* will report on the various activities of the training centre, until a full picture has been recorded of all the opportunities they offer to employees.

RANGE ROVER ROUND-UP



Range Rover has created great interest wherever it appeared. (Above) Prince Rainier of Monaco made a private visit to Solihull to view the vehicle. He is seen discussing its capabilities with Mr. A. B. Smith (Managing Director). (Below) Princess Anne made good use of the Range Rover at the recent Highland Show in Edinburgh. The weather was unfortunately raining and the vehicle was used to take the Princess around the show ground. (Right) Mr. A. B. Smith demonstrated how easy the Range Rover negotiates a steep Cornish cliff to a well known motoring correspondent.



The LAND-ROVER Shows its PACES



Land-Rover—the World's Most Versatile Vehicle—tackles heavy ground watched by admiring Danish Officers.

ON May 27th one half-ton Land-Rover accompanied by Bob Seager, Project Engineer (Land-Rover) and Terry Meakin of Government Sales, made a special trip to Denmark. It was going to 'show off' its capabilities to a group of high ranking officers from the Danish Armed Forces—Army, Navy, Air Force.

The scene was set on a section of military ground near Copenhagen. Because the demonstration was of one day's duration only, the vehicle had a busy and very tough programme, which it completed to everyone's approval.

The half-tonner left to carry out similar duties in a neighbouring country.



50 YEARS ON—

PART of the celebrations to mark the 50 year milestone in Alvis History was a Golden Jubilee Tour of Great Britain and an exhibition at the City of Coventry's Herbert Art Gallery.

On the June tour of the UK which was organised jointly by the Alvis Owners Club and the Alvis 12/50 Register, the participants covered over 1,200 miles, before finally assembling (all 340 of them) on the Company's car park on 7th June. The oldest vehicle taking part was an 11/40 1922 Alvis. The final tally of cars which successfully negotiated the full course was 32.

Backing up this event was an exhibition marking the "50 years of vehicle manufacture" by Alvis, at the Herbert Art Gallery. This, like the rally, attracted good crowds and was indeed a fitting record of 50 years, a record certainly to be proud of. May the next 50 be as great...



(Above) The Glory that was Alvis. (Below) The new image—Alvis armoured vehicles lead the world in all aspects.



THE Range Rover Press Launch in Cornwall last June was very well received, for the Motoring Press, who are noted for their impartiality in these matters, certainly pushed the vehicle to its limits, testing its paces on good roads, indifferent roads, lanes, flat fields and hazardous shore line cliffs—it sailed through with flying colours.

That this is so can be measured by the amount of publicity the vehicle received. 'Write ups' appeared in all the National and Daily Provincial Papers and to date local weeklies are still running the story.

The other important media, television, also played up to the newcomer. Range Rover starred in BBC 2's *Wheelbase*; BBC 1 *Midlands News*; ATV *Midlands News*; Anglia TV *Farming* programme and is scheduled for world-wide coverage through the central office of information's film unit. Royalty have also shown great interest (see pictures left).

Range Rover, is still new but it is a winner all along the line. Rover employees can feel proud of this latest addition to the Company's already excellent range, for it is another 'first' for Rover and British Leyland.

Changes in P. R. Dept.



Mr. KEITH KENT

On 1st July Mr. Keith Kent was appointed Public Relations Manager for Rover in place of Mr. B. E. Llewelyn.

Mr. Kent joined the Company in July 1964 as Press Officer, and prior to this he was Chief Reporter on the *Solihull News*.

Keith Kent, who comes from Crosby, near Liverpool commenced his journalistic career on the local *Birkenhead Advertiser*. A former member of the National Union of Journalists he was for a time Chairman and Treasurer of the Liverpool Branch.

In 1955 he gained a post in the Midlands as district correspondent for the *Birmingham Evening Despatch*.

Married with one child, he lives in Wilmcote, Stratford-on-Avon.



Mr. B. E. LLEWELYN

The man who started *Rover News* back in 1962 left the Company on 1st July, to take up new duties as Public Relations Manager for the Austin-Morris Division of British Leyland.

Mr. B. E. Llewelyn who as Public Relations Manager for Rover since 1962, was responsible for the background which led up to the first-ever Works' newspaper for Rover employees.

Mr. Llewelyn joined the Rover Company in 1954 and served an Engineering Apprenticeship. He joined the Publicity Department in 1958 and became Press Officer for the Company in 1959, later becoming Press and Public Relations Manager in 1962.

He is married with two children and lives in Henley-in-Arden, Warwickshire.

The R.O.A. 1970 Rally



ON Sunday, 24th May 'The News' paid a visit to the picturesque Eastnor Castle Estate, Nr. Ledbury, the site of the 6th National Rover Owners Association Annual Rally.

This important four-day event always attracts large crowds of enthusiasts, either as competitors in one of the four trial sections or, just as plain spectators—it certainly guarantees an interest for all!

Mr. Brian Sperring, the Secretary of the R.O.A. when interviewed by the newspaper stated "Our Annual Rally is held in a different part of the country each year. Next year, 1971, will see us in the Peak District's beautiful Wharfedale, and every employee is welcome to attend with their relatives and friends—the more the merrier".

He went on to say "At Eastnor we had over 400 resident caravans and over

4,000 visitors, and in addition to the normal programme we introduced two new features—a recovery team event and a ladies driving test. For the spectators, whom we encourage to participate in the spirit of the Rally, we organised regular safaris around the entire Eastnor Estate."

The weather was fine, the people happy and 'The News' impressed. Make a note in your diaries—August Bank Holiday 1971, Rover Rally in Wharfedale. It will be a worthwhile outing, for the competitive side is fully backed by a strong programme of social activities such as dancing, singing, barbecue and bar—"SEE YOU THERE!!"

What is—GAUNTLET

FOLLOWING reports in the National Press and on TV concerning British Leyland's recently introduced 'Gauntlet' used car scheme, it was thought that readers of *Rover and Alvis News* would be interested in all the facts. Details, questions and answers are, therefore, given in this article.

Designed to eliminate the general atmosphere of customer anxiety which has long been associated with used-car buying, the Gauntlet scheme will be operated by over 500 British Leyland car distributors in the United Kingdom, covering the Austin, Morris, Wolseley, MG, Triumph, Rover, Jaguar and Daimler franchise holders.

They will exhibit the scheme's special sign—a gauntlet outlined in black, grasping the blue and white British Leyland symbol.

The six part scheme is as follows:

1 An unprecedented warranty and guarantee of mechanical reliability for nine months or 9,000 miles, applicable to any car of British manufacture up to four years old. The warranty is subject only to the carrying out of routine maintenance during the warranty period.

2 Comprehensive motor insurance to all Gauntlet customers on competitive terms, with refund of the full purchase price in the event of a write-off during the warranty period.

3 Easier finance facilities.

4 Nationally-controlled standards of vehicle appearance and mechanical pre-conditioning before sale.

5 Service voucher scheme to maintain the car's safety and road worthiness and preserve its resale value.

6 The total backing of British Leyland, Britain's largest motor manufacturer.

Vehicle insurance facilities will be provided by the Commercial Union Group.

Finance facilities will be made available to Gauntlet customers by Forward Trust, United Dominions Trust and Lloyds and Scottish Finance Ltd. Commenting on the scheme, Lord Stokes, Chairman of British Leyland said:

"We have set out to give the public complete reassurance in their second-hand car buying. To the customer,

confirmation to the man in the street that we in British Leyland are conscious of his needs and really care about the used car buyer."

Questions and Answers

Q Is Gauntlet being offered to all Distributors?

A Gauntlet will be offered to all British Leyland Distributors in the first instance. As the need to increase the network becomes apparent more Gauntlet Dealers will be appointed by agreement between British Leyland and the Distributor in whose territory the Dealer may be located.

Q What arrangements are made for emergency repairs?

A The advantages of Gauntlet are such that emergency repairs can be carried out by any British Leyland Gauntlet outlet after prior consultation with the vendor.

Q Is the Gauntlet warranty transferable?

A No. The Gauntlet warranty is not transferable in the event of a private exchange. If, however, a Gauntlet car is traded in to a Gauntlet dealer, that Dealer may pre-condition it and, providing the age and mileage are within the limits set down, the car may again be offered for sale with the Gauntlet warranty.

Q Will foreign cars be eligible for the Gauntlet warranty?

A Not at the moment, but this will be reviewed from time to time.

Q Is an authorised Gauntlet Dealer required to place all his used cars on the Gauntlet scheme?

A No. Gauntlet is designed to act as a complementary Used Car Scheme. If a

Distributor has a viable scheme of his own he will be able to offer the customer a choice. Only cars which are up to the standard laid down for Gauntlet can be offered with the Gauntlet cover.

Q Must the Gauntlet dealer use the recommended sources of finance and insurance?

A No. If he has an agreement with a finance company other than the three we mention, or with an insurance company other than Commercial Union, for exactly similar terms and facilities, there is no compulsion.

Q Can the customer use his own finance and insurance sources?

A Yes. This does not affect his protection under Gauntlet warranty.

Q Must the customer return his car to the vendor for routine maintenance?

A No. The car may receive Gauntlet maintenance service at any appointed Gauntlet dealer. For warranty work he is required to take the car to the vendor unless in an emergency he is unable to do so.

Q What is the maximum amount of warranty work to which the customer is entitled?

A That which is necessary to ensure that the Gauntlet standard may be maintained. There are no fixed limits except those on mileage and time.

Q Why is it only a mechanical warranty?

A A recent Automobile Association survey indicated that the major area of concern was the mechanical parts of the second-hand car that the buyer could not see at the time of purchase—engine, transmission or gearbox.



his 'new' car may well be a second-hand car—and therefore it must be as good as the dealer can possibly make it.

"We are laying down for the customer both a guaranteed high standard of mechanical condition and appearance, and a safe road through the complications of finance and insurance.

"This is the most comprehensive deal that the customer has ever been able to get. Nobody has ever set out to offer so many good points in a used-car scheme before.

"Gauntlet is a massive

EASTNOR RALLY

Mrs. Smith, wife of Mr. A. B. Smith, Managing Director of Rover, presented the prizes to the successful Eastnor Rally competitors.

(Top) M. Close of the Pennine Club receives the Inter-Club Pirelli Challenge Cup.

(Far left) Mrs. Longdon, winner of the Driving Test event accepts the Mrs. A. B. Smith Challenge Rose Bowl. (Near left) P. N. Williams of the Midland R.O.A. Club, takes the R. H. Collier Cup.

(Bottom) The Rover Challenge Cup goes to the Pennine Team for the best performance in the recovery event.

NEWSBRIEF

Did You See It

TELEVISION election day and 'day' plus one—The Prime Minister Rt. Hon. Edward Heath and the Rt. Hon. Harold Wilson both appearing on television with Rover 3500's. No disputing the fact—Rover is the top men's car.

Make a Note

NO further orders are being accepted for Triumph 1300 or 1300 TC saloons under the employee car purchase plan owing to the volume of orders received in the early part of the year running close to the total employee allocation.

Congratulations!

MR. J. (JIM) WHITE, Assistant to Mr. R. C. Shand, the General Manager of Rover, Pengam, has been elected to the Executive Committee of RoSPA at Cardiff. Mr. White is also Pengam's main correspondent for *Rover and Alvis News*.

Did You Know

THAT 'Rover Hire Ltd.' London hired 27 Land-Rovers to the Conservative Party for use during the 'run up' to the election. The Land-Rovers were used extensively by various candidates including the Rt. Hon. Edward Heath.

Expedition Steadfast —Take 2

IN addition to the Solihull Apprentice team in the cross country 'survival' type, course (reported in the June issue) the Pengam Apprentices also entered a team, code name Red Dragon. They completed the course and gained a fair placing. Well done Red Dragon.

All S.C.G. News to:

SELF-CHANGING GEARS employees now have their very own *News* correspondent. Any items for publication should be directed to Mrs. Rita Chaplin of SCG, who will forward them on to the Editorial office. Don't forget the name—MRS. RITA CHAPLIN...



S.C.G. EMPLOYEES 'Not Forgotten'

ON Wednesday, 6th May 1970, a social evening was organised at the Foleshill Social Club, Coventry, by the Management of Self-Changing Gears for 80 of their retired members.

Mr. Farnworth (Works Manager) and the social club committee were in attendance throughout the evening, together with Mr. Entertainment was provided by a singer and comedian, and a very enjoyable evening was held—in fact it was summed up by



Some of the 80 people attending the Social

and Mrs. Joy (Works Secretary), Mr. Burnett (Executive Engineer—Transmission), Mr. Bloor (Sales Manager) and Mr. and Mrs. Howells of Alvis. Many kind colleagues were invaluable in their help, especially when they took care of the transportation of the retired guests both to and from the function.

one of the retired members, Mr. J. Neale, who stated "This is an evening of the year we look forward to. It is nice to have this together and to know that you are not forgotten once you have left the Company. It is also an opportunity to meet old workmates and keep in touch with family and work matters".



Mr. Farnworth talking to a group of retired employees

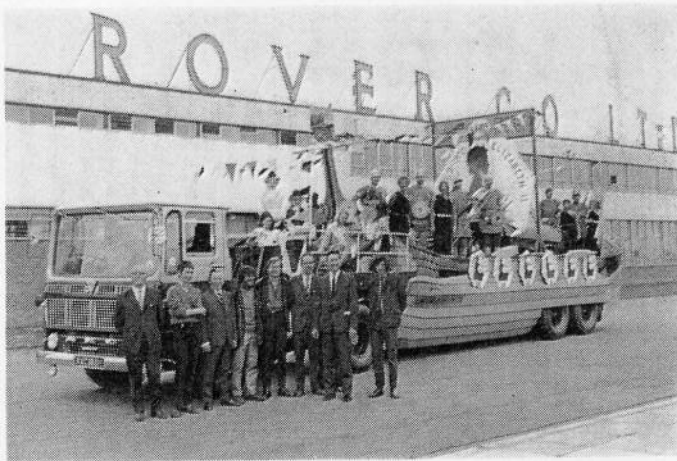
Wedding Bells for John and Ann

MR. JOHN MCGOUGH, Chief Inspector, Cardiff and Miss Ann Hutt, Secretary to the Personnel Manager, Cardiff, were married at Olton Monastery, Solihull at 12.30 p.m. on Saturday, 6th June, 1970.

The reception was held at the George Hotel, Solihull, and the honeymoon was

spent in Cornwall. John, an ex-apprentice, is the son of Mr. Vic McGough, Chief Quality Assessment Engineer, Solihull.

Mr. G. Walker, Quality Manager at Cardiff, presented John and Ann with a canteen of cutlery and the good wishes of their many friends at Pengam.



A Viking Ship Tours Cardiff

'THE Cardiff Apprentice' was a very apt name to give to the 'Viking' ship launched by the Rover Apprentices at Pengam, on Saturday, 30th May, in the Lord Mayor's Parade organised by the local Junior Chamber of Commerce.

Because the theme of this parade was 'Cardiff into the '70's', the Rover entry comprised of a 'Viking' ship carrying on its deck a Rover 2000 car, breaking through a huge 50 New Pence piece, representing the ship's sail. In addition 50 New Pence shields adorned both sides.

A FINE VESSEL

The 'ship' and accessories were made almost entirely of cardboard supplied by Controlled Packaging Services Ltd., of Westbury. It took two weeks to complete and was built around a 33 ft trailer by the Pengam Apprentices, assisted by Mr. J. White and Mr. R. Dowdall.

'The Cardiff Apprentice'

TRIP TO THE TOWER

ON Saturday, 30th May, 98 members and friends from S.C.G., visited London and enjoyed watching the full dress rehearsal of the 'Trooping of the Colour'.

Also incorporated during the 'day out' was a guided tour of the Houses of Parliament; a trip on the river Thames and a conducted tour of the Tower of London.

On the way home the party called at a Northampton Motel where a good social evening was enjoyed by all.

This outing was organised by Mr. Jack Bassett of the Machine Shop who spends a great deal of his spare time organising interesting outings for the benefit of his workmates.

NEWS OFFICE MOVED!

THE Editorial Office of the Rover and Alvis News is now based at Solihull. For the present the internal telephone number is 867 and the external is 295.

made a fine sight as it left the Rover Works at Pengam on its way to the splendid Civic Centre carrying with it the good wishes of Mr. R. C. Shand, General Manager and Executive Director at Cardiff.

The 'Cardiff Incorporated Chamber of Commerce Trophy' was the prize for the class in which the 'Viking' float was entered. However, the trophy was won by Guest

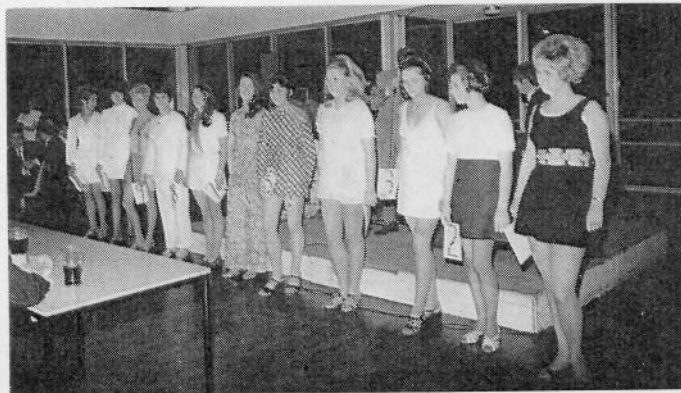
Linda Osborne is Miss Rover—Cardiff

THE Cardiff Apprentice Association held its first dance on Friday, 22nd May 1970. Held in the Pengam works canteen, its main purpose being the selection of 'Miss Rover-Cardiff', whose first duty was to occupy the seat of honour on the Apprentices Float in the Cardiff Lord Mayor's Parade on Saturday, 30th May.

Eleven contestants, who were obviously very nervous, took part, and in spite of numerous mutterings of "never again" played their parts sportingly.

The judges, who were faced with a very difficult task, were: Mr. Brian Harris and Mr. Bobby Woodroffe of Cardiff City Football Club; Mr. Alan E. Webster, General Parts Manager—Pengam; and Mrs. Betty Keeley—a visitor.

After a great deal of deliberation Mrs. Linda Osborne of the Computer Section was selected as 'Miss Rover-Cardiff 1970' and received the first prize of Ten Pounds, plus a bouquet of flowers from



Mr. J. Fisher-Evans.

The second prize of a bottle of sherry and a bouquet of flowers went to Miss Janet Lee of the Parts Department Cost Office.

Finally, another high spot of the evening was the introduction by Mr. Alan Webster of Miss Christine Chorley of the Computer Section as 'Miss Uniparts'.



The Apprentice Association are to be congratulated on providing a first-class evening's entertainment. Through their efforts they turned what a week before appeared destined to become something of a flop into one of the best, if not the best, social functions ever to be held at the Rover Works in Cardiff.



(Left) Miss Rover, Cardiff and Fisher-Evans. (Above) Miss Uniparts and Mr. Webster. (Below) entrants, and Miss Lee winner of second prize.

INVASION '70

Keen and Nettlefolds who also took the 'Lord Mayor's Trophy' which is awarded (in the judge's opinion) to the outstanding float in the Parade.

A SPECIAL PRIZE

The Rover entry, however was so good that it did win a prize. The judges were greatly impressed by all the effort and hard work done by the apprentices that they decided to give them a special award. Called the 'Creighton Griffiths Challenge Trophy', it was awarded for "personal participation and involvement" in the building of the float. This award will now be made on a similar basis in future parades.

One of the most pleasant features of the whole exercise was the interest and goodwill shown throughout the works during the two weeks that it took to build the float. This interest culminated in a tremendous

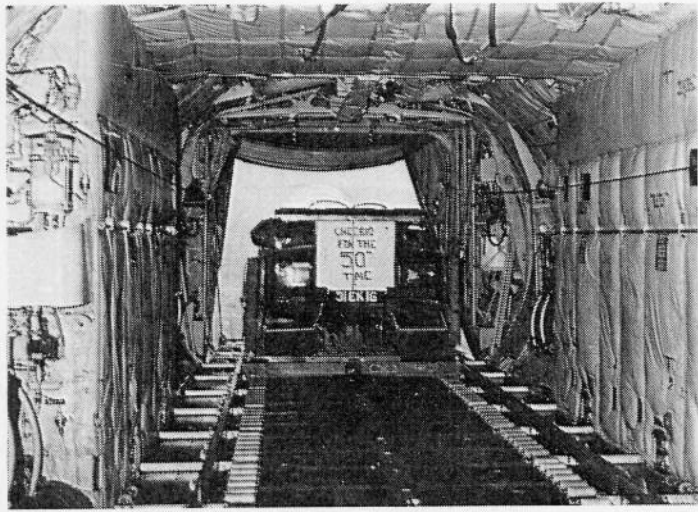
send off from the plant and a first-class reception from Rover 'partisans' who lined the route through the city.

ON BOARD

The Pengam entry had a large crew who were as follows: 'Deck Vikings'—Dennis Eyllott; Chris Keen; Clive Bishop; Steve Parkhouse; Alan Heatley; Bob Hill and Roy Cheeswright. Whilst the fair sea was represented crew-wise by Ann Smith; Cathy Newman; Janet Lee and Jeanette Ayres.

At the front of the float Welsh National costume 'passengers' were Hazel Chapman; Petrina Howling; Ruth Quick; Andrea Lane; Jacqueline Lane; Elizabeth Williams; 'Miss Rover-Cardiff'—Linda Osborne and 'Miss Uniparts-Cardiff'—Christine Chorley.

Finally the modern navigator in the cab was Mr. J. Smith of Solihull, to whom a special word of thanks is recorded here.



JUST DROPPING IN... WORLD RECORD SET BY LAND-ROVER

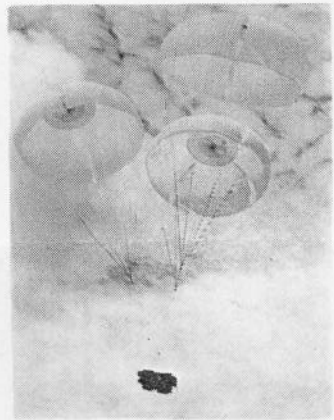
A WORLD record in the history of parachuting was recently established by the 16th Parachute Heavy Drop Company of the R.A.O.C. when an army Land-Rover made its 50th descent into the jungle of Malaysia whilst on one of their flight operations.

The particular vehicle now holding the record has been in service with the army since 1963, during which time it has covered over 43,000 miles, crossing some of the toughest terrain imaginable.

For each successive descent the vehicle with a loaded trailer is lashed to an alloy platform by means of chains and quick release couplings. The platform is extracted from the inside of a C130 aircraft by means of a small parachute, and when in descent, is controlled by three 66 ft. parachutes which open on completion of a series of automatic occurrences.

Although two shock absorption systems are used

to absorb the impact, this is still considerable (further proof of the strength of the Land-Rover suspension) and yet on landing the vehicle is driven back the 125 miles from the dropping zone to its parent unit in Singapore.



FOUNDER MEMBER RETIREES



Bernard Light (holding wall clock) with his editor colleagues.

A WELL-known figure to many Rover personnel is Mr. H. (Bernard) Light, who retired in May after 25 years' service.

Bernard held two positions, one as Historian for the Rover and Alvis companies and one as newspaper editor. It was whilst in the guise of the latter that he attended the inaugural meeting of group newspaper editors shortly after the birth of the giant British Leyland Motor Corporation.

Shades of Yester-year

AT the 7th Annual Dinner and Concert held in honour of Rover retired employees on Friday 15th May 1970, there was another record attendance. The large canteen at Solihull was invaded by the 490 Rover pensioners who wished to take this annual opportunity of meeting old colleagues, and to enjoy the excellent fare provided by the Company. Rover's stalwarts came from all parts to re-live their experiences.

Past and present employees totalled over 500 who sat down to an excellent meal, and this was followed by a series of toasts.

Mr. A. B. Smith, Managing Director, was in the Chair, and in his speech proposing a toast to "The Retired Members of the Rover Company Limited" he gave a welcome to everyone present, including Major Thomas, Mr. A. J. Worster, Mr. Joe Walton, Mr. Geoff Searle and Mr. Stan Nixon. He also gave a special welcome to Mr. Fred Hawkins and Mr. Beach Evett, who, in spite of their handicaps, had made a great effort to be present. Representing the Main Board and Executive Board of Directors were Mr. C. J. Peyton, Mr. E. Scott, Mr. E. G. Bacon, Mr. R. W. Bromley, Mr. C. E. Field, Mr. R. H. Phillips and Mr. H. Butler.

During his speech Mr. Smith announced that Mr. J. H. Grantham was at the function with a specially invited guest—Mrs. Grantham—and that they were celebrating their Golden Wedding on 24th May. This announcement brought forth a round of applause and Mr. Grantham was invited to accept a bottle of whisky

By H. B. Light

with congratulations from everyone on a wonderful occasion.

In proposing the toast to "The Rover Company Limited", Mr. A. J. Worster thanked Mr. A. B. Smith and the Rover Company for making it possible for old servants of the Company to meet at Solihull each year. He also thanked Mr. A. Greenway and Secretarial staff for their work and interest in Pensioners' problems, and thanked Mr. R. Dixon and staff for their work in organising the function which gives so

much pleasure to so many.

Mr. C. J. Peyton's response to Mr. Worster's toast covered an interesting peep into Rover's early history, which made one feel proud to have worked for such a great Company. Mr. Peyton referred to the difficulties experienced by Pensioners in their battle against the rising cost of living and assured them that the Rover Directors were mindful of these difficulties and would continually watch for any opportunity to help.

The speech-making concluded with a vote of thanks from Pensioner Eddie Davis to the Rover Company and all concerned for a happy and pleasant evening.

Artistes who provided entertainment for the guests included Billy Danter at the piano, with Kitty Broadhurst, Betty Gibbs and Dick Lawler.



(Above right) Mr. A. B. Smith, Managing Director, addresses a warm welcome to the Company's retired employees, some of whom can be seen below enjoying their annual visit 'back to the buildings'.



Story goes World-Wide

RADIO listeners to the BBC all over the world have been hearing about the mysteries of gliding from a team of BBC language reporters who have spent a week at the Midland Gliding Club at Church Stretton in Shropshire.

They've also been hearing about the usefulness of a Land-Rover out in the field. They chose the vehicle as being the most suitable for working up on the Long Mynd, 1,500 feet above sea level. In addition to carrying the paraphernalia of broadcasting, the vehicle was instantly converted into a mobile workshop to repair a break in the 3,000 ft. cable that is used to tow the gliders into the air.

It also found itself being used as a search and rescue vehicle late one night when a member of the party got lost up on the Long Mynd. After a search lasting over an hour the missing man was found having fallen down a cliff.

Can You take Pictures?

THE Alvis photographic section are to stage a photographic competition consisting of three classes, one for black and white prints, one for colour prints and another for colour slides.

Prizes will be offered in each class and expert judges will be officiating.

Only Alvis employees are eligible to compete in this competition and the closing date for entries has been set at Friday 28th August.

The entire entry in all classes will be displayed in the staff canteen on 11th September, the evening of the prize presentation.

Alvis employees can get further details from the section Hon. Secretary, T. Cutler.

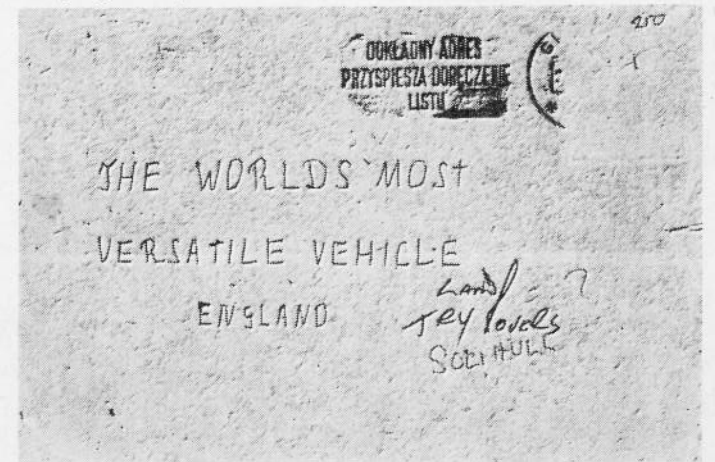
WHAT'S IN A NAME?

THE Rover Literature Despatch Department receive an average 800 schoolchildren's letters per week, and it can sometimes become a guessing game.

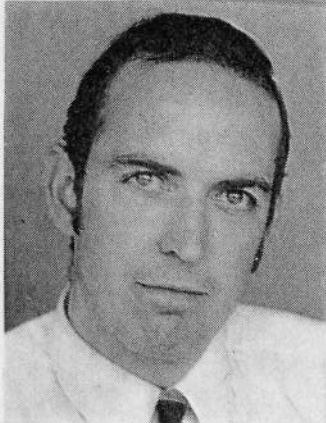
The letters range from countries West across the Atlantic, and East to Central Europe, and what a strange assortment they make, embodying many bizarre re-

quests for such items as bibles or hotel brochures.

The latest 'gem' to reach Solihull was addressed quite simply, and we quote, "The World's Most Versatile Vehicle," England. The GPO added a postscript "Try Land-Rover" and they were correct, for when opened the letter requested Rover Vehicle literature.



APPOINTMENTS



MR. B. Ponsford re-joined the Company on 1st May as Training Officer at Pengam. Here he will be responsible for all training activities at the plant.

He was previously employed for 4 years with the Rover Company at Pengam as Personnel and Training Officer until December 1969.

Mr. Ponsford has 11 years' experience in Personnel Management and is an Associate member of the Institute of Personnel Management.



MR. G. S. BOLLAND has been appointed head of the Financial Dept. Mr. Bolland was educated at George Dixon Grammar School, Birmingham. Leaving in 1953 he worked in Joint Stock Banks at Birmingham, and in November, 1967 he joined the Rover Company as assistant cashier and export credit controller.

His qualifications are Member Institute Credit Management and Assoc. Member Institute of Export.

Mr. P. F. H. CLOUGH
With effect from 1st July, Mr. P. F. H. Clough is appointed Assistant Publicity Manager (Operations). Mr. Clough in addition to his present direct responsibility for Sales Promotion, Shows and Overseas Distributor/Company liaison, will be responsible to Mr. H. W. Beresford for the co-ordination of advertising, sales promotion, literature and show activities and will act for Mr. Beresford in his absence.

Mr. E. C. BORST-SMITH
Assistant Publicity Manager (Administration) Mr. E. C. Borst-Smith, will assume responsibility for collating Board reports and Budget Sanction Applications in addition to his present administrative responsibilities and direct responsibility for publicity print design, production and distribution.

**THIS IS
BRITISH
LEYLAND**

BEANS INDUSTRIES LTD.

By Beans' own Historian

1919 — 1970

LOOKING TO THE FUTURE IN AN EVER-CHANGING WORLD

BEANS INDUSTRIES LTD., Hurst Lane, Tipton, Staffordshire, went into the car manufacturing business 51 years ago.

It is an anniversary few at these works, where the headquarters of British Leyland's Foundry and General Engineering Division is situated, have time to think about today as they concentrate on producing a big variety of castings and machined metal items for the Corporation and the motor industry as a whole.

How did it all start? Where did this company, today a rich coffer of foundry and engineering experience, have its beginning?

It is supposed, for no one at Beans today can be quite sure, that it all started with a wedding.

A far-sighted engineer, Sir George Bean, married the daughter of the Willenhall engineer, John Harper, about the time of the First World War, and from this union of families emerged the firm of John Harper, Son and Bean.

FIRST BEAN CAR

Harper had a leaning towards foundry work; Sir George believed that the up-and-coming thing of the twenties was—the motor car. Sir George had the vision to design a car, Harper had the factories, and the result, in 1919, was the first Bean car.

"It was the Black Country's own motor car, and was produced by what was, in those days, a motor empire," said Beans' unofficial historian, David Pavey, the chief systems analyst, who has built up a fascinating collection of photographs and documents recording the car-making years.

"There were factories in Dudley, Tipton and Smethwick and the Bean car proved to be every bit as popular as its designer had expected."

Indeed, the Bean car had technical excellence, was a first-rate example of meticulous workmanship, and was extremely reliable. This latter fact was

proved by the feat of one Bean car being the first to cross the Australian continent. Well-preserved Bean cars are still running today.

Bean lorries, too, were also produced, and at one time proved a serious threat to the markets dominated by Morris Commercial. But in 1929, despite speedy injection of capital into the enterprise, the production of Bean cars ceased.

What went wrong? The car was good, perhaps too good for its day. It was a high-quality car, and to produce quality cost money. Volume production would have saved the Bean car today, but the techniques were not then available.

The techniques, greatly advanced in these days, were to bring success to William Morris and Herbert Austin. Beans sold their designs and manufacturing rights.

NOT 'THE END'

But this was by no means the end of 'the Bean', as the firm is called by local folk. The wealth of engineering skill was applied to other tasks, and the Tipton factory secured valuable and lengthy contracts for manufacturing munitions, particularly naval shells.

In 1937 Beans went back into the car business, but strictly for a 'one-off' job. Capt. George Eyston brought the designs for his world land speed record car to the works, and amid the shell cases Thunderbolt took shape.

In seven months the 'monster'

was ready, and there are many Beans' men, now retired, who will remember what happened when the engines were first started.

"One of them described it as like an earthquake that shook the whole factory," said David Pavey.

THUNDERBOLT

The power that had rocked the Hurst Lane, Tipton, factory was to hurl Thunderbolt across the salt flats at a record-breaking 312 m.p.h.

These were the years that Beans, as general engineers, were first port of call for many motor manufacturers seeking supplies of castings or machined parts. Diversity was the order of the day.

Standard Triumph International Ltd., Coventry, acquired Beans in 1959, and from that time there has been a steady development of all the firm's interests and a considerable strengthening of its position.

On an industrial estate at Coseley, behind the Hurst Lane works, a new factory was laid out for engine reconditioning. Plant, here, has been constantly added to and modernized.

A NEW START

The summer of last year saw the start of a new and exciting chapter in the Beans story. Molten iron will flow from what is claimed will be the most advanced iron melting plant in Britain.

The new plant, together with a hot box core-making system that has been brought into use with considerable success, should go a long way towards increasing Beans' profitability.

For the 2,400 workers at Beans, 1,400 of them in the foundry, and 1,000 employed in engineering, it is a matter of pride that their firm has proved its adaptability in an ever-changing world, and is actively looking to the future. In one machine shop a tape-controlled machine tool is undergoing evaluation; in the foundry the most complex, volume-produced, cylinder block casting in the motor industry is being made.

Cylinder block and head castings flow from the Tipton foundries at the rate of over

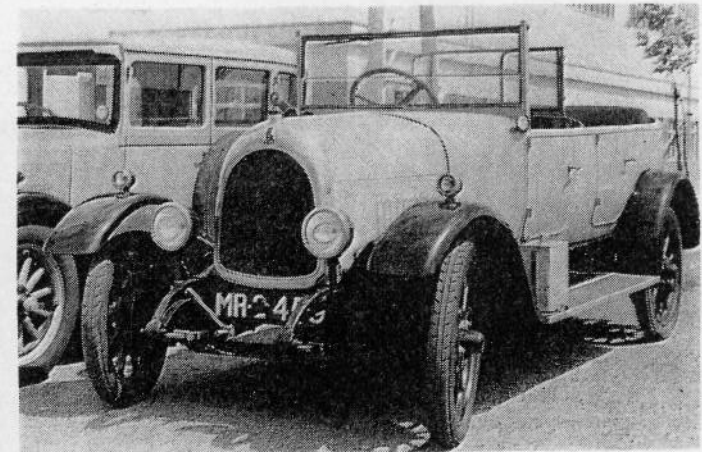
1,000 tons per week; from the engineering works go up to 2,000 reconditioned engines a week, plus crankshafts, camshafts, heavy tractor transmissions, parts for Scammell lorry trailer undercarriages, railway hydraulic buffers, and many more items in quantity.

The company has in latter years become even better equipped to play its part as a divisional headquarters within a great vehicle-producing enterprise.

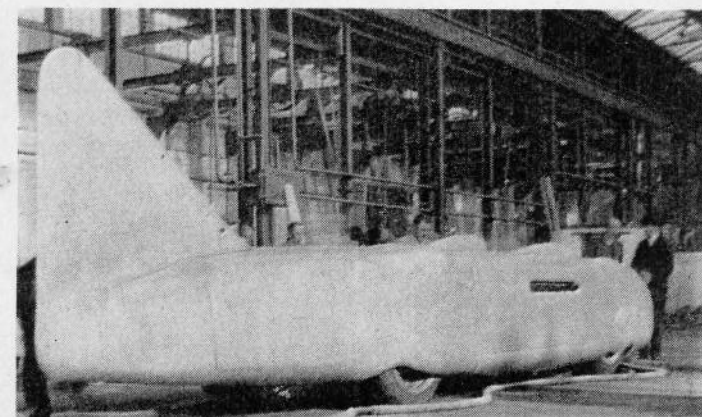
But those who go to the Tipton factory with the impression that Beans Industries has always been an ancillary concern to the real job of car producing will be very firmly put in their place. For after all they did once make a car.



Part of the assembly track for reconditioning engines. Over 60,000 engines are processed every year



1925 Bean 11.9 h.p. car



THUNDERBOLT—Broke records at 312 m.p.h.

Industrial Relations Council Further talks planned

MR. PAT LOWRY, Director of Industrial Relations for British Leyland, is to hold further talks with union officials on his proposals for a British Leyland Industrial Relations Council and a specially-tailored procedure agreement for the Corporation. These talks are scheduled for 17th August.

The proposals were made to union leaders attending the Isle of Man Conference of The Confederation of Shipbuilding and Engineering Unions on 22nd June.

"The situation is that they have not so far accepted the idea of a British Leyland Industrial Relations Council,

although they have expressed their willingness to consider what we called a specially-tailored procedure agreement for British Leyland," Mr. Lowry said.

"They have suggested that I should have some talks with four of the union officials concerned and we are arranging

these talks for 17th August."

It is expected that the union officials taking part will be Mr. Hugh Scanlon, President of the Amalgamated Union of Engineering and Foundry Workers, Mr. Jack Jones, General Secretary of the Transport and General Workers' Union, Mr. Alfred Roberts, General Secretary of the National Union of Vehicle Builders and Mr. Roy Sanderson, National Officer of the Electrical, Electronic, Telecommunications—Plumbing Trades Union.



Mr. W. LEWIS



Mr. H. JONES



Mr. W. PARSONAGE



Mr. F. BLUCK



Mr. S. R. MERCHANT



Mr. G. TOPPING



Mr. G. BATE

OUR BEST WISHES FOR A LONG AND HAPPY RETIREMENT

W. LEWIS

Working on Land-Rover Test, Mr. Lewis left the Company after 10 years to take up a position as licensee of the Fleece Inn, Redditch. He was presented with a tankard and lighter by his friends and workmates.

H. JONES

After 16 years with the Rover, Mr. Jones left to emigrate to New Zealand where he will join his son and family. Mr. Jones, who received a briefcase from his Rover friends, hopes to continue his association by working for a Land-Rover dealer in his new country.

W. PARSONAGE

William George Parsonage was employed at Tyseley, retiring on 28th May after nearly 40 years' service. Apart from a four year spell at the Northern Group during the war, he was permanently based at Tyseley working as a Skilled Honer on the Cylinder Block Line. His many friends presented him with a transistor radio.

F. BLUCK

Working in the Engine Rectification Dept., at Acocks Green, Mr. Frank Bluck retired on 11th June after 30 years' service with the Company. Surrounded by his many friends, the photograph shows Mr. Bluck being presented with a cash gift.

S. R. MERCHANT

The friends and colleagues of Mr. Merchant, Acocks Green's Chief Fire and Safety Officer, said goodbye with a beautiful gift of a refrigerator. For 32 years Mr. Merchant had looked after the safety of the Acocks Green 'buildings' and the large 'thank you' was a fitting send-off.

G. TOPPING

After 9 years' service with Rover at Tyseley and Solihull, Mr. Topping emigrated to Canada. Married for 45 years, with two children, he intends to travel around Canada. His friends and workmates presented him with an electric shaver and a cash gift.

G. BATE

A Setter in the Alvis No. 1 Machine Shop, Mr. Bate retired after 33 years' service. His many Alvis colleagues presented him with a transistor radio and a supporting gift of cash.

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*.

VISITORS FROM AUSTRIA

A party of Austrians visited Solihull on May 4th 1970. The trip was arranged by the Austrian Chamber of Commerce.



'personal' page

RETIREMENTS

BACHELOR

Mr. Ernest Bachelor on 23rd April, 1970. He was employed as a skilled grinder at Percy Road. (49½ years' broken service).

COOKSON

Mr. Alfred Cookson on 30th April, 1970. He was employed as a progress chaser at Tyseley. (21 years' service).

NICHOLLS

Mr. George E. Nicholls on 8th May, 1970. He was employed in the Planning Dept. at Solihull. (40 years' service).

WILLS

Mr. George Wills on 13th May, 1970. He was employed as an operator at Tyseley. (21 years' broken service).

MATTHEWS

Mr. George Herbert Matthews on 21st May, 1970. He was employed as assistant storekeeper, Land-Rover Dept. Solihull. (15 years' service).

DARBON

Mr. Nelson Darbon on 28th May, 1970. He was employed as a storekeeper at Seagrave Road, London. (9 years' service).

ROWLEY

Mr. Arthur Edward Charles Rowley on 28th May, 1970. He was employed in the toolroom at Acocks Green. (30 years' service).

BARNES

Mr. H. C. Barnes on 28th May, 1970. He was employed in the Inspection Dept. at Alvis. (33 years' service).

STERRY

Mr. Frederick David Sterry on 29th May, 1970. He was employed as a Chauffeur at Solihull. (21 years' service).

HARPER

Mr. John Owen Harper on 29th May, 1970. He was employed in the Engineering Dept. at Solihull. (15½ years' broken service).

QUINNEY

Mr. George Thomas Quinney on 25th June, 1970. He was employed in the Inspection Dept., Acocks Green. (32 years' service).

DAY

Mr. William Edward Day on 2nd July, 1970. He was employed as a Jig Maker at Solihull. (24 years' service).

BISHOP

Mr. William Arthur Bishop on 7th May, 1970, aged 66. He was employed in the Inspection Department, Solihull until his retirement on 20th June, 1969, after 23 years' service.

BODEN

Mr. Frederick Stanley Boden on 9th May, 1970, aged 67. He was employed in the Tool Stores at Acocks Green until his retirement on 6th February, 1969 after 10 years' service.

BROOKS

Mr. Arthur William Brooks on 12th May, 1970, aged 87. He was employed in the Maintenance Dept. Tyseley, until his retirement in September 1967, after 47 years' broken service.

KEANE

Mr. Christopher Keane on 12th May, 1970, aged 52. He was employed at Tyseley until he left due to illness in June 1967 after 14 years' broken service.

CAREY

Mr. John Michael Carey on 13th May, 1970 aged 62. He was employed in the Stores at Cardiff (4 years' service).

JACKSON

Mr. James Jackson on 20th May, 1970, aged 61. He was employed as a Foreman in the Machine Shop at Perry Barr (39 years' broken service).

SIMMONDS

Mr. William James Simmonds on 21st May, 1970, aged 77. He retired in August 1967 after 14 years' service.

OWEN

Mr. Henry John Owen on 21st May, 1970, aged 66. He was employed as a Labourer in the Works Engineers Dept. Solihull. (7½ years' service).

RILEY

Mr. Sidney Riley on 23rd May, 1970, aged 44. He was employed as a Machine Operator at Tyburn Road. (15 years' service).

RETIREMENT CORRECTION

HASSALL

Mrs. Annie M. Hassall on 27th March, 1970. She was employed in the Engineering Dept. (13½ years' broken service). We apologise for stating Miss Hassall in our June issue.

ENGAGEMENTS

MOSELEY-WILD

On Sunday, 14th June, 1970, Mr. John Moseley to Miss Sue Wild. Sue is a secretary at Self-Changing Gears Ltd. and John works in the Publicity Dept. Standard Triumph, Coventry.

TAYLOR-MARSH

On Sunday, 14th June, 1970. Miss Janet Taylor to Mr. Len Marsh. Janet works in the Accounts Dept. at Self-Changing Gears Ltd. and Len works at Sterling Metals Ltd. Nuneaton.

MARRIAGES

HAWKINS-THOMAS

On Saturday, 20th June, 1970, at Shirley Methodist Church, Mr. Roger Hawkins to Miss Susan Thomas. Mr. Hawkins is employed in the Works Engineers Dept. at Solihull.

FITZGERALD-PERRY

On Saturday, 13th June, 1970 at Yardley Parish Church, Mr. David Fitzgerald to Miss Rita Perry. David is employed on the P6 B Mk II Line and Rita is a Secretary in the Service Parts Dept.

BIRTHS

THOMSON

To William and Mary, a daughter (Ruth Anne) on 22nd May, 1970. Mr. Thomson works on the Drilling Section, Self-Changing Gears Limited.

COPPINGER

To Alec and Ann, on 19th May, 1970, twins, Christopher and Nicholas. Until recently Ann worked in the Solihull L/R Drawing Office for 16 months and Alec has worked in the P6 MCD office for nearly 2 years.

DEATHS

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

MASON

Mr. William Charles Mason on 7th June, 1970, aged 74. He was employed as a Manager at Seagrave Road, London, until his retirement on 31st October, 1965 after 53 years' service.

CROZIER

Mr. Robert (Bob) Crozier on 29th May, 1970, aged 57. He was employed in the Accident Repairs Shop, Seagrave Road, London. (12 years' service).

HARDING

Mrs. M. J. Harding, beloved wife of William Harding, on 3rd June, 1970. She was well known at the Rover Social Club, London, with her husband who was a founder member, and was a trimmer at Seagrave Road prior to his retirement.

O'DELL

Mr. Edward Henry O'Dell on 4th June, 1970, aged 66. He was employed in the Car Valeting Section, Seagrave Road, London until his retirement in April 1969 after 9 years' service.

FITTER

Mr. Alfred Fitter on 10th June, 1970, aged 74. He was employed at Acocks Green until his retirement in October 1964 after 4 years' service.

PAYNE

Mr. Harry William Payne on 11th June, 1970, aged 67. He was employed as an operator at Tyseley until his retirement in September 1967 after 24 years' service.

ANNIVERSARIES

WHITEHEAD

Congratulations to Mr. and Mrs. J. Whitehead who celebrated their 28th Wedding Anniversary on 20th June, 1970. They were married at Bedworth Parish Church in 1942. Mr. Whitehead works on the Grinding Section, Self-Changing Gears Ltd.

BASSETT

Congratulations to Mr. and Mrs. O. Bassett who celebrated their 27th Wedding Anniversary on 5th June, 1970. They were married at Nuneaton Parish Church. Mr. Bassett works on the Turning Section, Self-Changing Gears Limited.

SILVER WEDDING

HUMPHREYS

Congratulations to Mr. and Mrs. O. Humphreys who celebrated their 25th Wedding Anniversary on 16th June, 1970. Bob and Joan were married at Whitchurch Parish Church, Cardiff in 1945 and have one son, Keith, and an eleven-month-old grandson, Darran. Mr. Humphreys is a carpenter in the Maintenance Dept. at Pengam and has been employed by Rover for the past seven years.

RUBY WEDDING

BUCKNILL

Congratulations to Mr. and Mrs. F. Bucknill who celebrated their 40th Wedding Anniversary on 7th June, 1970. They were married at St. Laurence Church, Foleshill, Coventry on 7th June, 1930. Mr. Bucknill is employed in the Carpenters' Shop, Rover, Solihull.

GOLDEN WEDDING

PARDOE

Congratulations to Mr. and Mrs. A. E. Pardoe who celebrated their 50th Wedding Anniversary on 30th July, 1970. Mr. Pardoe was employed as Time Study Engineer at Acocks Green until his retirement in September 1958 after approximately 23 years' service with Rover spent at Tyseley, Yorkshire and Acocks Green.

WILLIAMS

Mr. Albert Edward Williams on 13th June, 1970 aged 63. He was employed as an operator at Tyseley (20 years' service).

BIRCH

Mr. Albert Arthur Birch on 15th June, 1970, aged 60. He was employed in the Toolroom at Tyseley. (28 years' broken service).

PALMER

Mr. Ernest William Palmer on 15th June, 1970, aged 27. He was employed as an Inspector at Solihull. (6 months' service).

HENSHAW

Mr. Harold John Henshaw on 16th June, 1970, aged 77. He was employed as a Progress Clerk at Tyseley until his retirement in March 1963 after 27 years' service.

WRIGHT

Mr. Albert Edward Wright on 17th June, 1970, aged 69. He was employed at Acocks Green until his retirement in September 1967 after 36 years' service.

BEVINGTON

Mrs. Elsie Bevington on 20th June, 1970, aged 57. She was employed as an operator at Cardiff. (8 years' service).

JONES

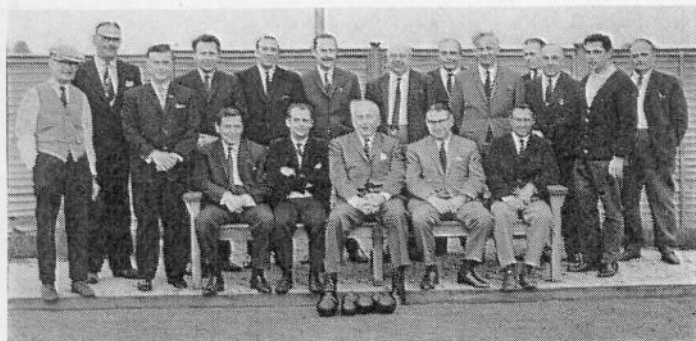
Mr. Leslie Herbert Jones on 25th June, 1970, aged 59. He was employed in the Chassis Weld Dept. Garrison Street. (25 years' broken service).

SARGENT

Mr. Wilfred Oliver Sargent on 27th June, 1970, aged 58. He was employed as an Inspector at Solihull. (10 years' service).

HOUGHAM

Mr. Herbert Hougham on 29th June, 1970, aged 66. He was employed as a Toolroom Superintendent at Tyseley, until his retirement in March 1968 after 32 years' service.



Bowls Night Draws a Large Crowd

ON 14th May the Rover Social and Athletic Club at Rowood Drive was the venue for the Annual Prize presentation of the very strong Bowls Section.

This is always a popular occasion and a large crowd of supporters came along to enjoy a 'good night out'.

The guests included Mr. A. B. Smith, Managing Director, and Mr. C. Peyton, the company's financial Director. (See above group picture).

One of the highlights of the evening was undoubtedly a 'friendly' match between the guests and section members. At 8 p.m. with honours even, the parties adjourned from the attractive bowling green to the club house where a buffet supper had been laid on.

With supper over, the final item on the programme—the presentation of trophies—took place. Mr. J. B. Wilson, President of the Bowls Section, officiated when the individual cup and plaque winners came up to the table for their award. Mr. C. Peyton presented the awards to the winners of the inter-departmental competition.

The list of winners is
J. B. WILSON SHIELD
 Winner—A. J. PRICE
 Runner-up—G. WEAVER
RON PEARSON BOWLS CUP
 Winner—J. SPITTLE
 Runner-up—J. WHITTAKER

ANSELLS BOWLS CUP
 Winner—J. HILL
 Runner-up—A. STURGE
PEYTON CUP—INTER-DEPARTMENTAL
 Winners—LAND-ROVER ASSEMBLY

Mr. D. Currie received the Cup on their behalf.

SCG'S OUTSTANDING FOOTBALLERS

SELF-CHANGING Gears held their Annual Football Presentation Dinner and Dance on Friday, 5th June 1970, at the G.E.C. Ballroom, Stoke.

The Dance, organised by the Social Committee, was voted by the 228 guests attending, to be a huge success. Mrs. Hill, wife of Mr. William Hill, Secretary of the Football Section, presented the trophies to Mr. Ron Carding 'Out-



A. J. PRICE



J. SPITTLE



J. HILL



D. CURRIE

standing Player of the Year' and to Mr. Graham Tipper 'Clubman of the Year'.

Mr. S. Parker, Chairman of the Football Section, in his speech to the club, spoke of the successes during the past season. The Team had made a great effort from the beginning, finally achieving Runners-up position in the Internal Cup and the premium place as Winners of Division 4 League Championship.

DARTSMEN IN TOP FLIGHT

AT ALVIS . . .

THE Alvis Darts Section had a 'great' 1969-70 season. In the Works League the aggregate winner was F. Stanley with the runner-up position going to K. Farmer. The most 100's were scored by B. Bullivant, who incidentally also took the highest score.

Two familiar names appear again in the Chapelfield's League—K. Farmer taking the aggregate title and F. Stanley the runner-up place. The most 100's in the League went to E. Hall, whilst R. Bennett annexed the Highest Score title.

In the team event the honours list is as follows: Works League—Abbey Panels Cup winners.

Chapelfields League—Runners-up 'B' Division.

. . . AT ROVER

THE Darts final of the 'Charles Mack Trophy' was held at Perry Barr on Friday, 8th May, with teams from Tyseley, Percy Road and Perry Barr taking part.

In a close contest the final was fought out by two teams from Perry Barr.

A 'SPORTING' YEAR

APPRENTICES at the Tyburn Road School have had a highly successful 'sporting' year.

On 18th April they were finalists in the H. C. Webster Memorial Cup football competition, but lost 4-2 to a strong Lucas apprentice team.

Runners-up medals were presented to them as a memento of the occasion.

Fortunes can soon change, for on 6th May the Rover Apprentices were winning finalists in the St. George Shield competition, beating, in an exciting and skilled game, a team from Wilmot Breeden.

The magnificent Bulpitt & Sons shield was presented to them by Mr. J. N. Patterson, British Leyland's Central Training Manager, the shield is now the team's most prized possession.

Finally a Rover Apprentice team dictated their skill at an entirely different sport when they reached the final of the 71st Army Youth Team .22 Shooting 'Knock-out' Competition.

This was an extremely hard fought match with the Rover boys eventually taking the 'runner-up' shield.

One of the team, M. V. Laight did however firmly stamp his authority on the competition by recording the evening's highest individual score, winning for himself a handsome trophy.



FINALISTS IN H. C. WEBSTER CUP



ST. GEORGE SHIELD WINNERS



FINALISTS IN SHOOTING COMPETITION

SPORTS NEWS

from around & about

R. DIXON WINS ASLIN CUP

THE Billiards and Snooker Section held their Snooker Handicap finals in an atmosphere of keen competition.

The final itself was played off between Mr. R. Dixon (Welfare) and Mr. T. Munro (Land-Rover Chassis Line) the best of three frames which resulted as follows: R. Dixon 2 frames—T. Munro 1 frame.

Mr. Dixon came from behind twice in the first two frames, and his good potting and cue ball control finally put the result beyond Mr. Munro's excellent comeback efforts.

The two losing semi-finalists who also played some good snooker were Mr. T. Duddy (Works Engineers, Carpenters) and Mr. R. Watts (Land-Rover Vehicle Movement.)

The highest break prize was won by Mr. R. Markham (P5 Chassis Line) with 37 points.

Finally the presentation was made by Mr. E. Wilford (Sales) who congratulated Mr. R. Dixon on his fine performance as he presented him with the cup and statuette.

The swimming family Robinson

ON Saturday, 13th June, 14 year old Gillian Robinson won the Bronze medal in the Warwickshire Ladies 440 yards free style swimming championship at Leamington Baths.

Gillian is the elder daughter of Mr. John Robinson of Fighting Vehicles Department, Alvis, Coventry. Gill, her 12-year-old sister Susan and her two younger sisters Margaret and Jacqueline are all members of Coventry Swimming Club, but competitive success has so far only come to the older two.

Gill at present holds the Coventry Club's '13-year-old and under' breast stroke championship cup, and last year in the Coventry Secondary Schools Gala she gained a Gold Medal as a member of the winning '13 years and under' freestyle relay team, whilst coming second in the '13 years and under' individual freestyle championship.

She has qualified for the Bronze, Silver and Gold ASA Personal Survival badges and has swum a mile in a time of 23 mins. 48 secs. for which she gained an ASA Gold Speed award medal.

In 1968 Susan won Bronze medal for backstroke in a Warwickshire Age Group Gala and in 1969 in the same competition won a Bronze medal for the butterfly event.

On Saturday, 20th June this year she gained another Bronze butterfly medal in Coventry and District Age Group competition.



SUSAN & GILLIAN

BEEN FISHING . . .

BELOW are the ten leading results of the Solihull Angling Section's 1st Bye Contest, fished at Bredon on Saturday, 20th June, 1970.

	lb	oz	dr
1 J. Arkwell	12	15	6
2 E. Griffin	9	14	10
3 A. Jelfs	8	10	4
4 S. Styles	6	0	8
5 D. Docker	5	2	0
6 B. Edwards	4	10	4
7 P. Daly	4	9	4
8 W. Jones	3	9	0
9 J. Downing	3	8	4
10 R. Smith	3	0	0

Mr. Arkwell's catch consisted mainly of Bream, one of which tipped the scales at 2 lb 13 oz 0 drms.