

ROVER AND ALVIS NEWS



Vol. 8 No. 12 SEPTEMBER, 1970



A BRITISH LEYLAND NEWSPAPER



RANGE ROVER IN LONDON

EARLS COURT SHOW DEBUT

THE Range Rover will appear in two new roles at the London Commercial Vehicle Show, being held in Earls Court from 18th to 26th September. Two Range Rovers will be on the Rover stand—one modified as an Emergency Service Vehicle and the other as an Army Staff Car.

The Range Rover adaptations will form the centrepiece of the Rover exhibits, supported by four versions of the world-famous Land-Rover, sales of which are currently greater than at any time in the vehicle's long life.

Since it was launched in 1948, more than 700,000 Land-Rovers have been produced with over 70% of them going to overseas markets.

EMERGENCY VEHICLE

The emergency services Range Rover has a specification which includes floodlights, warning devices, illuminated signs and a host of additional equipment. The vehicle has two warning signs, which can be illuminated to read: POLICE, FIRE, RESCUE or STOP, built into a glass-fibre false roof panel.

A new multi-reflector beacon is fitted and flashes blue when the vehicle is in motion and red when stationary at the scene of an incident.

Audible warning of the vehicle's approach is given by a new pattern two-tone siren that gives an intense penetration in keeping with the vehicle's performance.

LIGHTING

Two floodlights are mounted on the roof and can be adjusted to give either a long range narrow beam, on a wide spread to illuminate the scene of an incident.

In the Emergency Services Range Rover, the storage space has received the same

amount of detailed thought and design as the ancillary equipment. The rear side windows have been replaced by roller shutters which give access to large storage lockers mounted on the sides of the vehicle.

The rear bench seat has also been removed, leaving extra space for the great variety of equipment needed for all types of incident.

MILITARY RANGE ROVER

The Military Range Rover although not designed for any particular army, has a specification no less detailed than that of the emergency services version, and has been modified as an operational command post or staff car capable of use throughout the world.

It boasts an increased output alternator, with split charging facilities to supply a radio battery situated under the bonnet. The Show vehicle has a 'Racal Syncal' H/F radio with roof-mounted whip aerial for normal use, and a 27 ft. extending aerial for use when the vehicle is stationary. Other varieties of modern radio equipment can be fitted if required.

SPECIAL SEATING

The standard bench type rear seat has been replaced by two individual seats which fold to give access to a third side-facing navigator's seat. It is also supplied with a specially built map reading table and lamp.

Immediate access to a large amount of equipment is essential in any fighting vehicle and this is amply satisfied by the provision of simple clip racks for small arms, rifles, documents, pick and shovel, water and fuel.

In addition, a large roof rack is fitted to carry spare wheels, camouflage netting, tow ropes and an Edgington

tent which can be clipped to the rear edge of the roof and will 'pull out' to provide cover to the crew working and living in and around the vehicle.

The specification also includes other pieces of equipment of a more general army nature such as a rotating towing ring to NATO specifications.

BRITISH JOSTEDALS EXPEDITION

BETWEEN 8th and 24th August, an 'all British' seven-man team lead by Captain Sir R. T. W. Fiennes Bart, carried out an expedition to Norway's giant Jostedals Glacier using as transport three Land-Rovers on loan from Solihull.

Latest reports to reach the *Rover and Alvis News* from

British Leyland's Norwegian PR Staff, tell of a tremendous amount of Press and TV interest on the team's arrival in Bergen, and a safe negotiation over the initial stage of the journey.

A more detailed report will be forwarded to us at the end of the expedition, this will appear in a future issue.



ROVER CAR INSURANCE

ALTHOUGH a new car insurance has been introduced the present scheme for The Rover Company Limited arranged by Lumley Motor Insurance Services Ltd. is still available.

This scheme has been running successfully for a number of years, and because of this, the company have been successful in negotiating with the Underwriters certain improvements to it—giving a Discount of 17½% of Premium to Rover Employees. A No Claim Bonus scale of: 1st year 35%; 2nd year 45%; 3rd year 60%; and 4th year 60%.

In addition, in the event of a single claim occurring on a vehicle earning four or more years bonus, the Bonus rate will remain at 60% (i.e. with only one claim occurring employee will not lose his 60% No Claim Bonus after the four years bonus is earned).

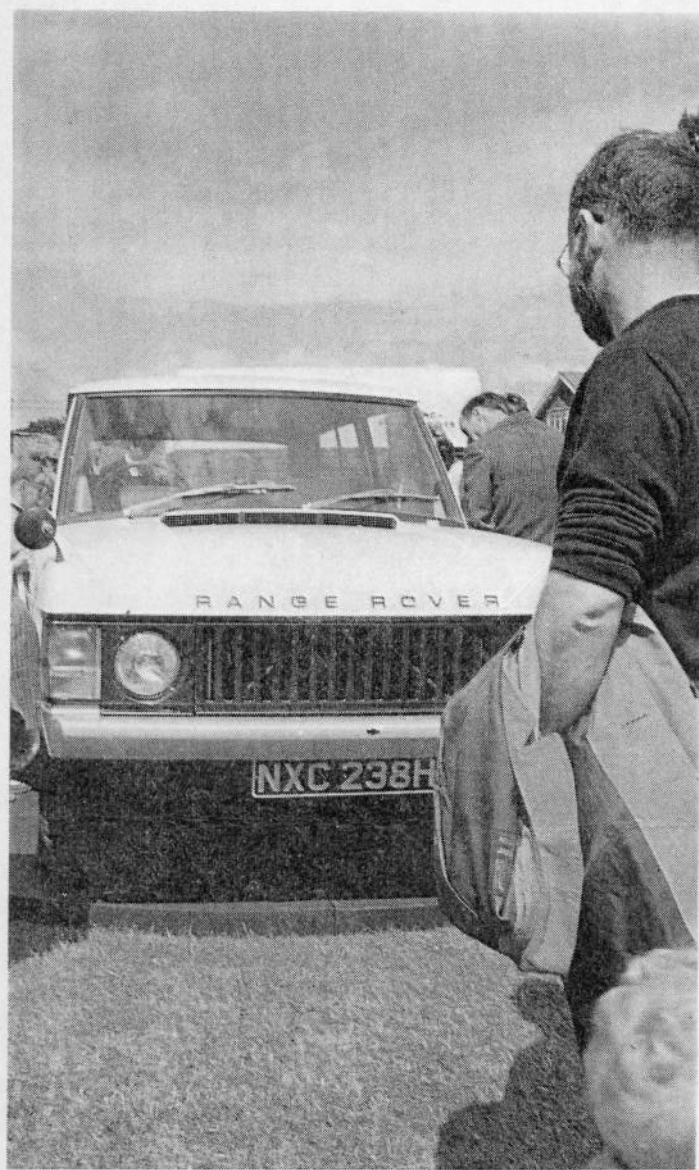
If a car is less than one

year old and is damaged, and the repair costs exceed 50% of the list price, it will be replaced by a new car of the same manufacture and type available if you so desire, and subject to agreement by the hire purchase company, if any.

A Master Certificate will be issued which will mean that you only have to inform Lumleys of vehicle changes so that their records can be amended and cover notes will not now be necessary.

Lumleys will still continue to allow further discounts for voluntary excesses and/or restricted driving, and their representative, Mr. Jack Hudson will continue to be available to all employees at all factories to assist with any Motor Insurance queries.

RANGE ROVER IN YORKSHIRE...



At the Great Yorkshire Show the Range Rover was 'officially' put on display to the public for the first time.

Interest in it was tremendous as the supporting 'candid camera type photographs' show, the public gave the vehicle a thorough examination.

They investigated inside, outside, underneath or just stood and stared . . .



GIRLS— THIS YEAR YOU COULD BE MISS MOTOR SHOW

NOW is the time to enter the motor trades' most exciting and glamorous contest—Miss Motor Show 1970, organised by the London Centre of the Motor and Cycle Trades Benevolent Fund.

The only requirements for entry are that you should be employed in the motor, cycle and/or allied industries—either in an office, workshop, factory or on the forecourt.

A special committee will select twelve finalists from the photographic entries received. These finalists will be invited to attend the Motor Show Dance which this year will be held on Tuesday, 20th October at the Empire Rooms, Tottenham Court Road, London W.1. from 8 p.m. to 1 a.m.

GET YOUR ENTRY FORMS FROM

The winner of this competition will be then selected by a panel of eminent judges consisting of well-known personalities and duly declared Miss Motor Show 1970.

All entries must be made on a form, obtainable from the Press and Public Relations Office at Solihull, which must be posted with a recent full length photograph, not smaller than post-card size to Miss Motor Show 1970 Competition, Lynwood, Sunninghill, Berks., to be received by not later than first post Tuesday, 15th September, 1970.

A note from the organisers says—it is regretted that no photographs can be returned unless stamped self-addressed envelope is provided.

ROA IN CORTINA

ONE day in July over 70 members of the Rover Owners Assoc., left Dover in a cross-channel ferry for horizons new.

The adventurers had their sights set on Cortina, a beautiful Italian resort over 1,000 miles from home.

Their secretary, Brian Sperring, reports that when travelling across the Continent they caused many a head to turn, in wonder at the sight of a modern day type 'wagon train'.

On arrival at its destination the 'caravan' of caravans settled down and its occupants began to enjoy the holiday, safe in the knowledge that their trusty Rovers had behaved faultlessly over the entire length of the journey.

The return trip was equally uneventful; the full complement returning safe and sound.

Next issue we hope to publish some pictures of the event. That is if the photographer remembered, amidst all the Italian sunshine, to load his camera.

..AND IN DUBLIN

THE second public showing of Range Rover was at the recent Dublin Horse Show. This event is one of the more important world shows drawing visitors from many countries.

Again the interest generated by the vehicle was really tremendous and early reports indicate that Irish hearts have been captivated by it.

In the picture, Mr. J. K. S. Carpenter (centre) Sales Director, Rover Solihull, points out some of the vehicle's assets to Mr. M. J. McQuaid (left), Deputy Chairman, British Leyland Ireland, and Mr. B. Reville (right) Director and General Manager, British Leyland, Ireland.



NEWS GOES MONTHLY

THE *Rover and Alvis News* will with this issue be published each month instead of every two months.

This means you will get double the amount of news in twelve issues per year, as against the present six. All this extra work calls for more material. The Editor will welcome any story, tip off or photographs, and assures you that everything will be published, unless of course there is a good reason to withhold.

All copy should reach the Editor not later than the 10th of each month for inclusion in the next month's issue. Copy received after that date will be progressed for the following issue.

Don't forget—every reasonable piece of information considered interesting will be most welcome.

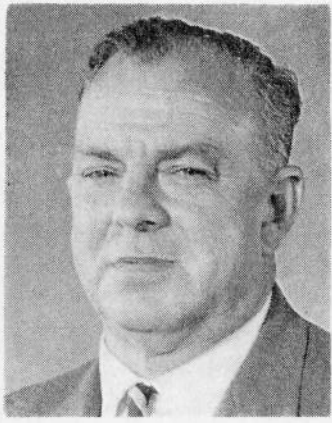
LETTERS TO THE EDITOR

SOMEONE, somewhere, S wants a letter from YOU.

That someone is me—THE EDITOR—I hope to start a 'letters' column in the paper.

ARE YOU GOING TO WRITE TO ME? . . .

- OBITUARY -



Mr. O. POPPE

Engineer, he was in charge of the Company's dispersal to factories in the North of England. In 1943 he became Works Manager at the Ministry factory on Turbines, and in 1945 took over in a similar capacity at Barnoldswick factory. Appointed Works Manager at Solihull factory in 1951, Mr. Poppe's responsibilities grew following the successful launching of the Land-Rover and increasing popularity of Rover cars.

The need for expansion of production at Solihull became of paramount importance and in 1957 he was appointed Executive Director, Production, and later of Planning, in order to widen his control of the developments which lay ahead.

In his private life he had many special interests. He was keen on Golf; Sailing; Photography and Tape Recording. To the Motor Racing World he devoted a great deal of his leisure time being an Hon. Member of Coventry and Warwickshire Motor Club; B.R.D.C.; Bugatti Owners' Club and an R.A.C. Scrutineer for many years.

Everyone of his personal friends and work colleagues at the Rover Company will mourn his loss, and will join with us in offering our most sincere and very deepest sympathy to his relatives in their sad loss.

It is with deep regret that we record the death, on 18th July, 1970, of Mr. O. Poppe.

One of Rover's outstanding personalities, Mr. Poppe played an important role in the Company's growth and development, particularly in the spheres of Production and Planning.

He was born in 1906 and educated at King Henry VIII Grammar School, Coventry and at Bootham School, York; and the 'Armstrong' College, Newcastle-on-Tyne.

After working in Newcastle-on-Tyne he joined the Rover at Coventry, being transferred to Coventry H.Q. in 1928. Here he served in the Body Engineering Dept., then in 1930 as Time Study Engineer and 1932 in Overhead Control.

In 1940 as Chief Planning

OPERATION-NEPAL

Medical Team bring Relief to the underdeveloped countries

THE Britain-Nepal Medical Trust Limited was founded in 1967 for the purpose of assisting in improving health in underdeveloped countries. For the past two years a team has been actively engaged in Nepal.

This country was chosen as the Trust's sphere of operations primarily because it has the lowest doctor-patient ratio in the world. Before the arrival of the team there were only 220 doctors in the whole country, of whom most were in the Kathmandu Valley, to cater for a population of 10,000,000 spread throughout its 50,000 square miles of inaccessible mountains and forests.

Nepal. Cutting its way across the plains and through tropical jungle, it provides a desperately needed communication route into East Nepal. From Dharan all goods are moved by hill porters who can carry around 100 lbs. Even cars have been carried into Kathmandu and the story of a porter with an upright piano on his back, steadily forging his way over the hills to some strange



The section through Nepal runs for 550 miles. Each section presents its own difficulties, the one in the team's area crosses the mighty Arun river which involved the building of a 'Barrage' almost five miles across.

In the monsoon, this river pours out of the hills at a rate of nine million gallons a second. It is water that actually drains from the snow fields of the Himalayas and vast areas of Tibet.

With all this, driving is more than just interesting, and certainly provides difficulties which few people ever experience. How far over can a Land-Rover lean before it falls on its side?

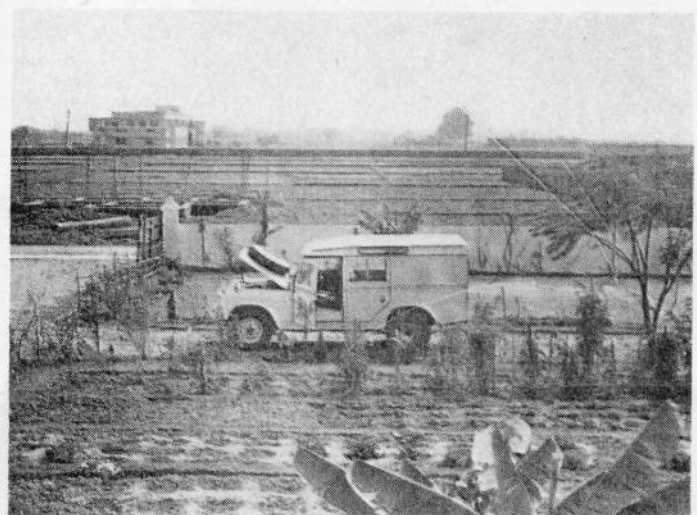
The answer is not in the manual but it is certainly of interest to the team members who have reached a position when a passenger has been able to stand on the door—

well over 45 degrees!!

But however rough the terrain, however hard the vehicle has to suffer, the medical team must go on. Every week one of their vehicles visits a local village area and the inhabitants told about the value of medical care. Later in the week a team of doctors and nurses go to the village to give injections.

The team of Nepali nurses, British nurses and doctors and the invaluable assistance given by a Nepali who works in the hospital dealing with Health Education problems are to be congratulated on their great work, for at the present time around 60,000 children have received vaccinations against disease.

This report came to the public relations department only recently. Public Relations do of course keep close liaison with all such ventures.



The latest report from one of the team members says "We have been away from England for over two years during which time we have driven our specially equipped Land-Rovers across every type of terrain, over mountains and through paddy fields, on tarmac and along river beds.

Now a trifle damaged, they still, however, carry us all over Nepal to villages which previously had only been visited on foot, buffalo cart or the occasional elephant.

Children seem to bulge constantly from the inside, hang precariously from roof or doors. Villagers have lifted us off huge ruts in the road and winches have pulled us from rivers. No other vehicle could possibly stand this sort of use and still return for more. Finally when we have taken our toll of them, further work awaits—probably as local taxis!

Only Two Roads

There are only two main roads in the team's zone of operation. One running for thirty miles from the Indian border at Jogbani, North to Dharan at the base of the Hills. Built by British Gurkha Engineers 10 years ago it is possibly the best road in

musical situation is now almost a legend.

The other road crosses the Dharan road from East to West. Built with Indian co-operation it is part of the Trans-Asia highway which will eventually run from Istanbul to Singapore.

Economic Planners tour Pengam

A PARTY of Economic planners from Yugoslavia recently visited Britain as guests of the Foreign and Commonwealth Office.

Included in their programme was a visit to Cardiff where they were received by the Rt. Hon. Lord Mayor of Cardiff Alderman T. E. Merrells.

They also visited the Rover Company at Pengam meeting Mr. R. C. Shand, Executive Director and General Manager. They discussed with him the production of components for Rover Cars and Land-Rovers and asked numerous questions during the tour which was led by Mr. I. T. Evans, Production Manager and Mr. J. Cooper, Production Services Manager.

The photograph (right)

shows the visitors watching Mr. Bob Bindles performing a gear box assembly operation. From left to right they are Mr. I. Zupan, Member of Slovene Executive Council, Mr. J. Cooper (Rover), Mr.

Z. Spoljar, Member of the Executive Council of the Croation Assembly, Mr. B. Ikonc, Vice-President of the Executive Council of Serbia and Mr. M. Engelsfeld, the party's interpreter.



Transport Minister's Wife passes the Advanced Driving Test

MRS. MARY PEYTON, wife of the Minister of Transport Mr. John Peyton, is the latest lady driver to pass the Advanced Driving Test conducted by the Institute of Advanced Motorists.

Driving her husband's Rover 3500 she was accompanied by the Institute's Chief Examiner along a route through

South West London. The primary objective of the Institute of Advanced Motorists is to raise driving standards. To date 148,002 number of tests have been conducted and 85,751 people have passed. Approximately 12% of these have been Tests attempted by women drivers. The pass rate for women drivers is the same as for men, i.e. 56%.



NEW MARKETING CENTRE OPENED

LARGEST OF ITS KIND IN THE COUNTRY

B RITISH LEYLAND'S new Marketing Centre—the largest residential training establishment of its kind in the country—has been officially opened at Studley in Warwickshire by Lord Stokes, the corporation's Chairman.

British Leyland has converted a 140-year-old country manor house—standing in 340 acres of grounds and formerly used as an agricultural college for women—to cater for the management and sales training of its 6,000 distributors and dealers, who form the largest motor trade network in Great Britain.

MORE EFFICIENCY

As part of the corporation's big drive for ever-greater distributor and dealer efficiency, top managers, departmental heads and salesmen will come to Studley for short booster training programmes. In the first six months no fewer than 2,000 will be attending courses, in such subjects as business management techniques, dealership operation, parts and service management, and used car marketing.

The centre also provides ideal facilities for conferences of British Leyland's overseas marketing staff, and seminars for senior managers from the corporation's British plants.

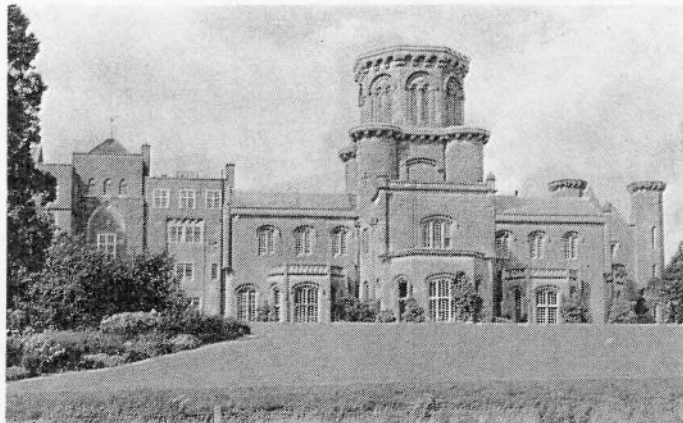
Lord Stokes, speaking about the new centre, said: "British Leyland takes seriously its responsibility to help, advise and encourage its distributor/dealer team.

"At Studley the objective is to set the highest standard of training, and provide the right environment for generating practical new approaches, techniques and ideas through the exchange of experience.

RE-EXAMINATION

"A fast moving market calls for frequent re-examination of marketing methods for greater efficiency and better customer service.

"I am delighted that we are able, at this early point



in British Leyland history, to launch the Marketing Centre, and particularly pleased that it will be a focal point for franchise holders associated with all the vehicle producing divisions."

Jon Nightingale, the 34-year-old Marketing Training Manager of the Corporation's Austin Morris Division, who will be in charge of the marketing Centre, said:

"Now we have the right team and the right tools. The latest training aids, including video tape recording

equipment, help us to combine an essentially practical approach to training with the minimum period away from business.

TO LEARN . . .

"We don't teach so much as stimulate controlled discussion—and we learn from each other.

"The Marketing Centre is a place where people are helped to do their present jobs better, and are prepared for greater responsibility."

ANOTHER EMPLOYEE JOINS THE EXCLUSIVE 'GOLDEN SHOE' CLUB

THE Golden Shoe Club with 2,104 members is one of the most exclusive organisations in the United Kingdom.

Now in its sixth year the club is sponsored by the manufacturers of 'Industrial Safety Footwear', whose adjudicating committee carefully investigate all applications for membership.

The standard required for enrolment is really high and it is something of a 'feather

in the cap' of Rover Tyseley who have two employee members of this very exclusive club.

RULES OF ENTRY

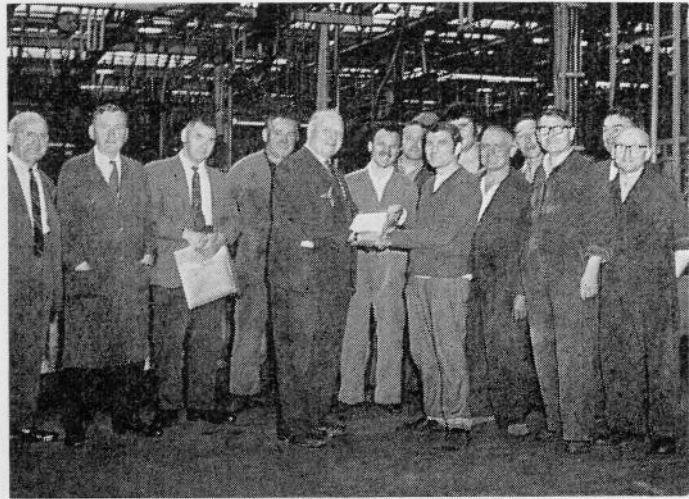
Basically the rules require that a member be conscious at all times of his personal

safety. Because of such an awareness Mr. Raymond Willetts, a Machine Operator at Tyseley, prevented serious injuries to his feet by wearing 'Industrial Safety Footwear' when involved in an accident in which a loaded work pallet dropped on his toes.

Mr. Kane, the factory Safety Officer, told the *News* that he had investigated the accident and was convinced that the protective shoes worn by Mr. Willetts had saved him from serious injury, and because of these findings he had applied to the Golden Shoe Club for Mr. Willetts to be enrolled as a full member.

AT A CEREMONY

Obviously the committee of the club thought likewise for at a recent ceremony (see left) Mr. T. Brindley, Tyseley Works Superintendent, presented Mr. Willetts with a plaque and club tie, officially enrolling him as the 2,104th member of the Golden Shoe Club.



WHO WANTS A TUNE

B RITISH LEYLAND announces that it can provide Special Tuning Parts direct from a selected network of 36 Special Tuning Distributors.

These Distributors showing the special Tuning emblem, will be carrying large stocks of Special Tuning Parts, and be able to offer on-the-spot advice to customers wishing to know how they can modify their own cars and provide specially trained staff who will be able to fit and service customers' cars.

This service will be extended progressively to all the British Leyland's car range. Further distributors will be appointed as the scheme is expanded across the Corporation's car range.

The *Rover and Alvis News* will especially record the names of Rover appointments when they are made.

this is
British Leyland

SE
GE

THE FIRM THAT G

IT was from new and interesting designs for automobiles an early pioneer in the motor-car world, that Set that there is in existence at Stanford Hall Car Museum

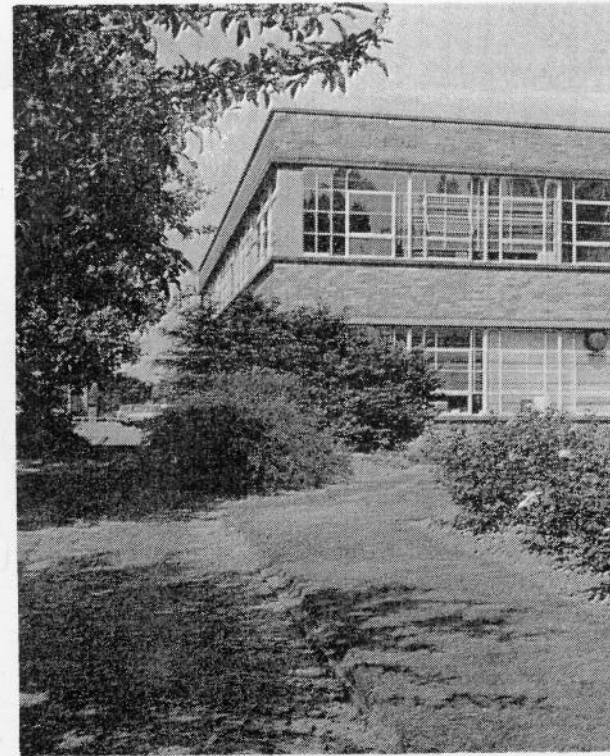
During the first World War Major Wilson devised some successful tank transmissions based on epicyclic gears and, during the early 1920's finally produced the famous pre-selective gearbox, which to this day carries his name throughout the world.

The first of these gearboxes, produced in 1924, was adopted by Armstrong-Siddeley Motors Limited as

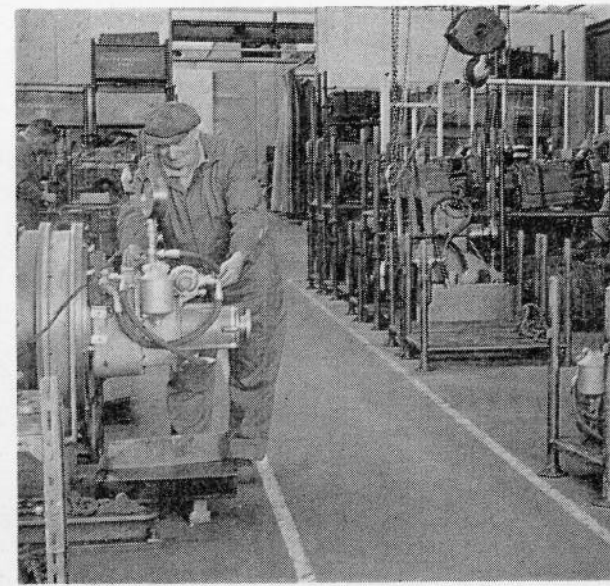
an optional extra, a offered standard of Armstrong-Siddeley the 1928 Motor S Olympia.

THE FORERUN

The fore-runner present company, In Gears Ltd., was for 1928. It was jointly by Major Wilson a



(Above) Rural Setting—S. C. G. Ltd., office and works, boast a ne sharp contrast in the Traction Marine



SELF-CHANGING GEARBOXES LIMITED

AS THE WORLD GOES INTO 'TOP' FOR THE '70's

power transmissions invented by Major W. G. Wilson, C.M.G., and Self-Changing Gears Limited originally sprang, and it is worthy of note that the Wilson-Pilcher car of 1904 fitted with a four-speed epicyclic gearbox.

John Siddeley and existed primarily for the purpose of granting licences under Major Wilson's patents. As well as Armstrong Siddeley Motors, other companies to whom licences were arranged with varying degrees of success included Clement-Talbot, Sunbeam, E.N.V. Engineering, Daimler and A.E.C.

Although the company

had no manufacturing facilities its design team under Major Wilson maintained the development of the car gearbox produced by Armstrong Siddeley and the bus gearbox produced by A.E.C. and Daimler.

Its design and development work also covered rail traction applications and it is said that the Wilson gearbox was the first successful mechanical transmission enabling internal combustion engines to operate rail vehicles. At their premises in London they assembled prototype units and tested and developed them for the benefit of subsequent licences.

A NEW COMPANY FORMED

It was in 1934 that the decision was made to separate the licensing and manufacturing activities and two new companies were formed—Gears Investment Trust Limited to hold the patents and Self-Changing Gear Co. Limited to undertake manufacture; Improved Gears Limited was then closed.

A change of interest occurred in 1936 when Sir John Siddeley sold his empire, including his interests in S.C.G. and G.I.T. to Hawker Aircraft Limited who subsequently became Hawker Siddeley Group Limited.

With the passing of the years the need for a factory was all the time becoming

greater and in 1937 a suitable place was leased in Perivale on the outskirts of London.

It soon became apparent that the company ought to be located in the Midlands where the car industry was being firmly established and where the skilled labour was available.

During 1938 a 5½ acre site was purchased in Coventry with a single factory bay on it—this site is still the home of S.C.G. Ltd.

SECOND WORLD WAR

During the Second World War the companies were involved in the production of the Steering Unit for the 'Matilda' tank used extensively by the Armed Forces in the early years of the war.

They also produced a marine gearbox which was fitted into the Gay Viking class of vessel used as high speed blockade runners and for the shipment of bearings between Britain and Sweden.

After the end of the war the re-equipping of the world's railways became an important project and the company had great success in selling epicyclic transmissions for rail traction into Norway, Sweden and Finland and later New Zealand and Africa. Around this time the early designs of transmissions for modern battle tanks were being drawn and one derivative of these designs is now made by the company and fitted into a modern battle tank.

In 1950 a licence to manufacture epicyclic gearboxes for buses and trucks was granted to Leyland Motors Limited and under this licence the well known 'Pneumocyclic' gearboxes were made.

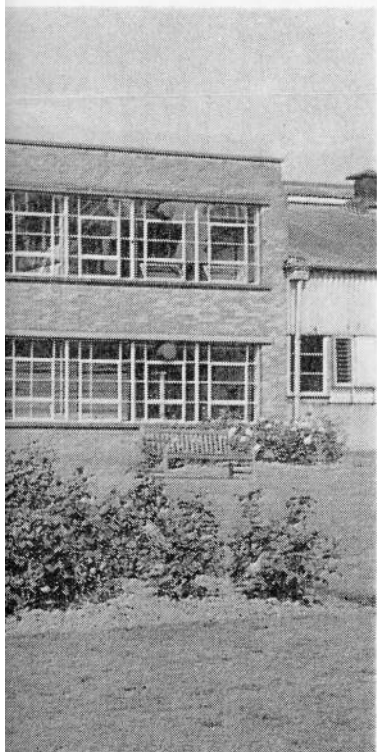
In 1951 a new company SELF-CHANGING GEARS LIMITED was formed to take over the operation of Gear Investment Trust Limited and Self-Changing Gear Co. Limited. In 1952 Leyland Motors Limited acquired a one-third interest with Hawker Siddeley Group Limited and Major Wilson in the Company.

Production during the 1950's was concerned with a small automatic two-speed generator drive produced in quantity for armoured cars and for aircraft and with the dieselisation programme of British Railways for which upwards of 4,000 epicyclic gearboxes were supplied.

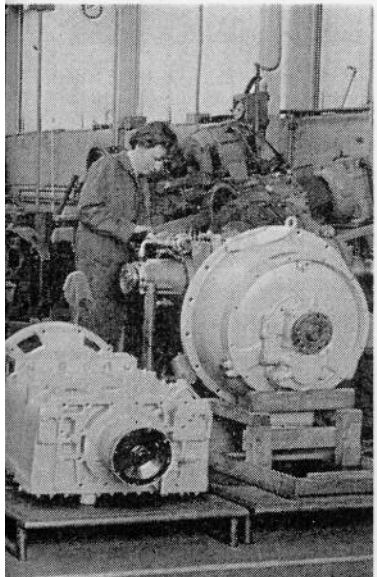
THE FOUNDER DIES

Although Major Wilson's active participation had been falling the Company nevertheless suffered a loss by his death on 30th June, 1957.

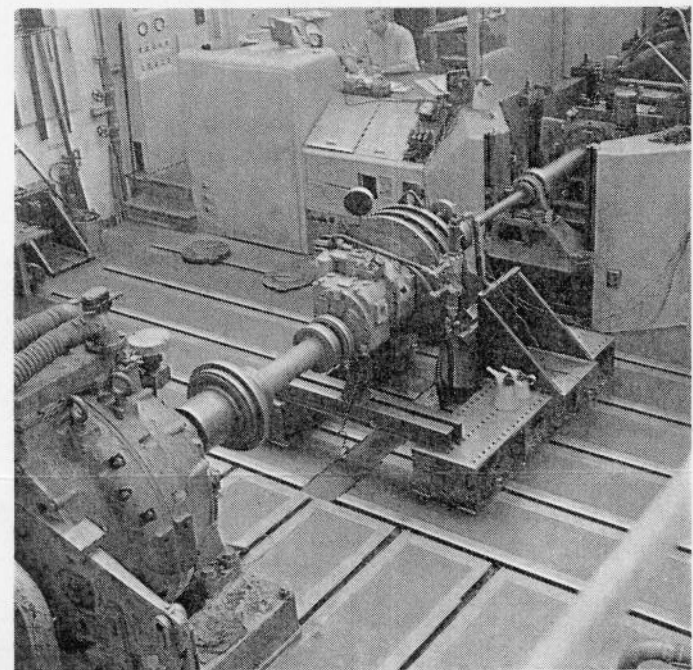
In October 1960 the company became a wholly owned subsidiary of Leyland Motors Limited and ultimately B.L.M.C. Current production still covers the field of transmissions for trucks, buses, rail and marine applications. With the new redesigned units, providing in many cases fully automatic operation.



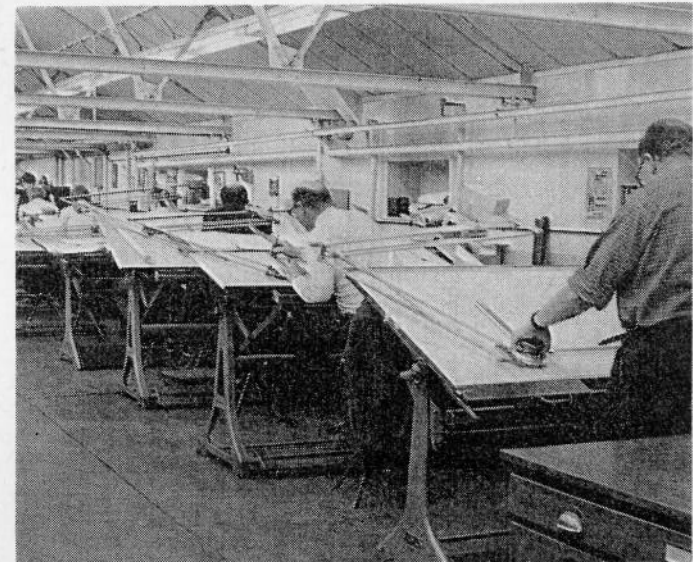
lined lawn and flower garden. (Below) A in Test Shop.



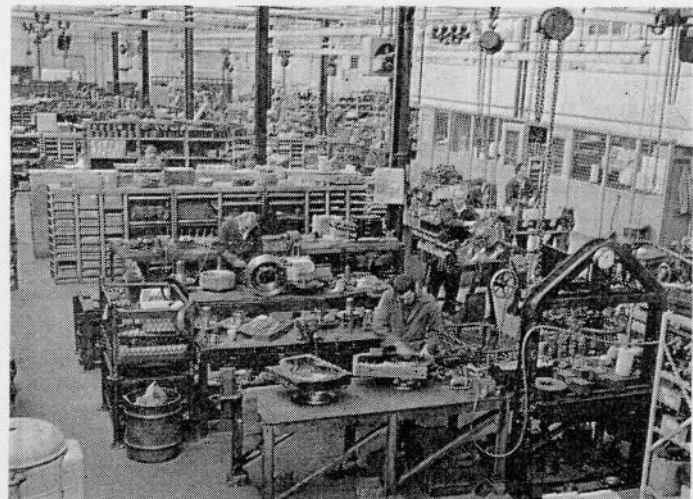
THE MAIN MACHINE SHOP



MARINE GEARBOX (400 hour) TEST HOUSE



MAIN DRAWING OFFICE



ROAD-RAIL-F.V. FITTING SHOP

**THE NEXT FEATURE IS —
'The VANDEN PLAS Story'**

A KIND OF MIRACLE ON FOUR WHEELS

'From OXFAM' — the right gift at the right time

IN many parts of the world, the Land-Rover creates a firm impression of reliability and instils confidence in its users. For some people it can become a kind of miracle on four wheels. Here is such a story —telling of the right gift at the right time, and what it meant to a remote community in Lesotho.

A dream come true . . . Strong language to describe one Land-Rover, but the people of the Ketane Valley feel exactly like that about the new vehicle supplied by Oxfam to the local Nohana Mission.

In a recent progress report the local Missionary explains their feelings saying: "When I received the vehicle I

immediately loaded it with 1500 lb. of peas, for the starvation period was about to arrive. The peas eased the situation which otherwise would have been very serious."

The Missionary also used the vehicle to transport various materials needed by the people of the Valley and they in turn rallied round



The above photograph shows the type of Land Rover in use by the Missionary Father in Lesotho.

helping him to build a track for the Land-Rover. When this was completed, the vehicle was the 'first ever' to cross the surrounding mountains.

This occasion was one of great joy to the community, and the Missionary quotes for us two of the many typical reactions he came across.

One old man said: "I would never have believed to see a car in my village. It is like a dream for me. One year ago when I was going to plough my fields, I had to put the plough on my shoulders to walk a mile. Today these difficulties have disappeared because of the power of the Land-Rover . . . Father, please thank the benefactors that give us this Land-Rover. This progress is more important for us than going to the moon, because the Land-Rover will help us have something to eat."

And one woman said: "If we had had a Land-Rover in 1967, my daughter would not have died, because she could have seen a doctor."

Yes Father, thank very much the benefactor for this vehicle that passes through the mountains better than a horse."

The Missionary, Father Gerard Cousineau, has lived in the Valley for five years helping in countless ways to ease the burdens of a poor people. His thoughts during this time have been many, but one recurred again and again, it was—and we quote:

"Since the day of my arrival here I thought of building a road to open my people to the civilisation and something to eat. I realise this dream with the help of Oxfam in a few months only. In the history of Ketane the arrival of the Oxfam Land-Rover was a truly historic day."



Flower Show at Alvis

THE Alvis Horticultural Society held their fourteenth Annual Summer Show on June 27th.

Approximately 50 entrants took part and the floral art section entries were double those of 1969.

Roses attracted many people and the Elizabeth Turner Rose Bowl for the best rose went to Mrs. A. Wilson.

The Society's next show will be held on September 5th.

NEWSBRIEF

by the editor

Alvis employees' marriage

AT the Coventry Registrar's Office on Saturday, 20th June, 1970, the marriage took place between Dennis Davy and Doreen Goodman. The bridegroom is employed in the Purchase Department at Alvis and the bride is a typist in the Inspection Department.



DUDLEY H. NOBLE

The Chairman and the Council of the Institute of Advanced Motorists are sad to announce the death of Dudley Noble, after a brief illness, on 18th July. He was aged 77 years, and was Chief Executive of the Institute.

An Appreciation

Dudley Henry Noble has died after a brief illness, aged 77, at his home in London, thus ending an active career in motoring and journalism ranging over more than half a century.

Educated here and on the Continent he was an apprentice to the Rover Company, and one of the Rover 'works' motorcycle riders, and it is a strange coincidence that the last article he wrote dealt with the Range Rover.

His activities and accomplishments encompassed much original work in the publicity field for Rover, and later as Rover's publicity manager, this included racing the Blue Train by car, crossing the Sahara desert with a caravan plus many

unique adventures in the years between the Wars.

Before the First World War, in which he was commissioned in the Army Service Corps, he had his first taste of journalism and many years later he became an independent writer and publisher.

More recently he has been known as the Editor and Publisher of *Milestones*, which he founded and which has been adopted as the official organ of the Institute of Advanced Motorists.

He was well known as the Motoring Correspondent of the *Financial Times*, *The Director*, *The Tatler* and from time to time many other journals at home and abroad.

Two enduring monuments to him which he helped to create are The Guild of Motoring Writers (now 25 years old) and the Institute of Advanced Motorists, of which he was a Founder Member and the Chief Executive to the end.

His passing marks the end of an era, and of a great gentleman.

The Lifesavers

THE National Blood Transfusion Service visited the Garrison Street Factory on 29th June, 1970, when a total of 90 volunteers were able to make a donation of blood. A letter of thanks was received by the Company from the Service.

Appointment

MR. RONALD ELLIS, Managing Director, of British Leyland Truck and Bus Division, was appointed a Director of the British Leyland Motor Corporation on 24th June, 1970.

Mr. Ellis is Chairman of several companies within the Truck and Bus Division including Leyland Motors, Scotland, Albion Motors and AEC. He is also Chairman of the new Leyland National Company Limited, British Commercial Vehicles and Eastern Coachworks, the three bus companies which are jointly owned on a 50/50 basis by British Leyland and the National Bus Company.

We Won !!

IT has now been confirmed that a British Leyland vehicle won the International Scottish Rally which was held from 7th to 11th June this year.

The result of the rally was not confirmed until last

month due to a protest lodged at the finish of the event.

Still it is nice to win, and as members of British Leyland we can now officially congratulate ourselves.

Continued US sales boost

BRITISH LEYLAND'S American subsidiary have announced increased retail sales. In the first half of 1970 sales rose by 9.5% to 39,572 units compared with the same period in 1969. Naturally the American British Leyland men are more than pleased with such excellent results.

Anglers—catch this!

DON'T GO TO THE WRONG PLACE.

The secretary of the Angling Section at Solihull, informs me that the venue for the match on 12th September has been changed from Underdale to BUSKLEY . . .

Department 'S'

FAMOUS TV star, Peter Wyngarde who plays 'Jason King' in the *Department 'S'* series recently visited Norway, and eleven British Leyland cars were provided for transportation during his three days sightseeing in Oslo and Stavanger.

Hundreds of people had taken time off and were crowding the airport at Oslo waiting to welcome Peter Wyngarde on his first goodwill trip to Norway.

The TV series *Department 'S'* is immensely popular in Norway—British Leyland cars do quite well there also . . .

PAINTING SUCCESS

IAN DUGGINS, the eight-year-old son of Mr. Gordon Duggins, P5 Stores Foreman, Solihull, has won first prize in his age class out of a total 4,000 entries, in the Birmingham Co-operative Society's painting competition.

A pupil at Mapledean Road School, Sheldon, he has been interested in painting for only three years.

He was presented with a Golden Arrow Bicycle by Mr. Pastry (Richard Hearn).

Mr. Duggins has another son, Anthony, aged 11 years, who is also keen on painting. In the same competition he won a painting box prize, in his class.

The total number of entries in the whole competition was 30,000.

'personal' page



R. A. HANCOX AND E. FAWSON



R. BUCKLE



S. WOOD



F. PATTEN AND T. EDWARDS

HAROLD B. GREGG

Retiring after 19½ years' service for the Engineering dept. Mr. Gregg left with the good wishes of all his colleagues. All of whom attended the photographic session in his honour.

R. A. HANCOX & E. FAWSON

Two Alvis employees retired recently, Mr. Hancox after 20 years and Mr. Fawson after 16. They are seen with Mr. D. T. Wilson, Deputy Manufacturing Manager, prior to their leaving.

W. PARSONS

Working in the Service Transit Stores for 23 years Mr. Parsons retired amidst the good wishes of his workmates who presented him with a gold watch as a mark of their appreciation of him.

R. BUCKLE

After 29 years' service Mr. Buckle of the Acocks Green factory, retired. He is seen receiving a portable wireless from his friends and colleagues who all wished him a very happy retirement.

O. D. NICHOLLS

A Foreman Inspector at Tyseley, Mr. Nicholls retired on 3rd July. He joined the Company's Tyseley Works in 1954, remaining there throughout his service. He was presented with a transistor radio by Mr. F. Rayner, Inspection Superintendent, Tyseley Works, on behalf of his many friends there.

S. WOOD

For 23 years Mr. Wood worked in Solihull's repair shop stores. He was presented with a transistor radio from his friends and workmates, along with their good wishes for a happy retirement.

N. DUTTON

Starting at the Rover in 1939, Mr. Dutton of Land-Rover Test Rectification Department retired, taking with him an electric hedge trimmer and two car seat head-rests presented to him by his working colleagues.

F. PATTEN & T. EDWARDS

Two long service men at Solihull, Mr. Patten 24 years, and Mr Edwards 30 years, both retired from their jobs as foremen in the repair shop. Their friends presented them both with cheques.



H. B. GREGG



W. PARSONS



O. D. NICHOLLS



N. DUTTON

BIRTHS

To Norman and Pam Knight a son (Jason Stephen) on 6th July. Mr. Knight is a fitter in the reconditioning factory at St. Mellons, Cardiff.

To Clive and Valerie Currie a son (James Gavin Drummond) on 17th July, a brother for Emma. Mr. Currie is Assistant Public Relations Officer and Company Historian at Rover, Solihull.

To Michael and Ann Woollard a son (Paul Michael) on 18th July. Mr. Woollard has worked for Production Control for the last eight years.

MARRIAGES

Tuffin-Ford on Saturday, 1st August 1970 at Birmingham Registrar's Office Mr. Colin Tuffin to Miss Pauline Ford. Colin is a P6 Stores Section Leader and joint organiser, with Mr. Bill Gorst, of Rover charity football matches.

RETIREMENTS

Mr. James H. Newsway on 21st May. Employed at Cardiff in Service Stores. 8 years' service.

Mr. Francis J. E. Naylor on 26th June. Employed in Planning Dept., Acocks Green. 30 years' service.

Mr. A. Roberts on 2nd July. Employed in F. Vehicle Dept., Alvis. 9 years' service.

Mr. A. H. Ceney on 2nd July. Employed in Inspection Dept., Alvis. 14 years' service.

Mr. Wilfred Baden Dyke on 2nd July. Employed in Works Engineering Dept. 6½ years' service.

Mr. Reginald Williams on 16th July. Employed in Inspection Dept., Solihull. 15½ years' service.

Mr. Ernest A. Worton on 16th July. Employed at Percy Road as a Sk. Grinder. 22 years' service.

Mr. E. G. Richter on 31st July. Employed in Engineering at Solihull. 11 years' service.

Mr. H. Higgitt on 6th August. Employed in Machine Shop at Alvis; 20 years' service.

Mr. A. Arnold on 6th August. Employed as a driver at Solihull.

DEATHS

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

Mr. John Coward on 6th July, aged 56. Employed in Cost Office, Solihull. 27 years' broken service.

Mr. William Lea on 7th July, aged 56. Employed in M/C Shop, Acocks Green. 24 years' broken service.

Mr. William George Wesson on 7th July, aged 58. Employed in Inspection Dept., Solihull. 3 years' service.

Mr. James Andrew Robinson on 7th July, aged 52. Employed in L.R. Dept., Solihull. 21 years' service.

Mr. Will Thomas Holder on 8th July, aged 49. Employed in P5 Elec. Stores, Solihull. 6 years' service.

Mr. William Thomas Satchwell on 10th July aged 68. Employed at Acocks Green as Storekeeper. 13 years' service.

Mr. Robert William Bicknell on 20th July, aged 42. Employed as Inspection Labourer, Solihull. 18 years' service.

Mr. Alfred Edward Marshall on 21st July, aged 69. Employed in Transit Stores Solihull until retirement in August 1967 after 12 years' service.

Mr. Frank Dorrien Grundy on 21st July, aged 53. Employed in Body Shop, Solihull. 3 years' broken service.

Mr. John Edward Waldron on 22nd July, aged 66. Employed in M/C Shop, Tyseley until retirement in 1967 after 40 years' service.

Mr. Charles William Freeman on 26th July, aged 60. Employed in Heat Treatment Dept., Acocks Green. 26 years' broken service.

Mr. Edwin Jackson on 31st July 1970, aged 84. Employed in Sales Department, Solihull until retirement in 1957 after 57 years' service.

Mr. Howard William Stanley Watts on 7th July, aged 72. Employed as a Viewer at Tyseley until retirement in 1965 after 10 years' service.

Mrs. Irene Aplin on 30th July aged 56. Employed in Inspection Dept., at Tyburn Road. 4 years' service.

Will Retired Employees PLEASE NOTE

THE Rover and Alvis News feels sure the following information from the Welfare Manager, Mr. R. Dixon, will be of special interest to all retired employees in the Solihull and Birmingham areas.

On the first and third Wednesdays of each month, commencing Wednesday, 7th October, the new club-house on the Sports Ground in Rowood Drive, Solihull, will be the venue for all retired employees to have a social gathering.

The club will open at 10 a.m. on these mornings and close at 2.30 p.m. Cups of tea will be available 'free of charge' until 12 noon.

These 'get togethers' will be purely informal affairs and occasions when our veterans can meet and chat, play darts, dominoes, card games etc., in congenial surroundings, plus being able to keep in touch with one another, and the activities of the company, on a regular basis.

Should it prove necessary and be well supported, the management committee of the Social Club (who are keenly interested in this innovation) will certainly consider more frequent occasions and are open to any suggestions regarding facilities, etc.



WEDDING WILLIAMS-NASH

On Saturday, 18th July, Mr. Jeffrey Williams and Miss Lynn Nash, were married at All Saints Church Llandaff North, Cardiff.

Jeffrey a Rover ex-apprentice is employed in the Inspection department at Pengam.

The couple spent their honeymoon at the Isle of Man. Best wishes to them from their colleagues at Cardiff.

IT'S ALL HAPPENING AT ALVIS

DURING September, the Alvis employees' social calendar is quite full.

On the 5th of the month, the Horticultural Society will be staging their 8th Annual Autumn Fruit, Flower and Vegetable Show.

It will be held in the Holyhead Road Works Canteen and open to all employees from 6 p.m. The presentation of awards will commence at 7.30 p.m. and the Auction of Produce at 8 p.m.

This Show is one of the Society's largest events and they are hoping for a record entry.

A few days later, on 12th September, a grand Talent Contest will take place in the Social Club.

With a first prize of £5, it is open to 'employees only' and all budding singers, musicians, poets, comedians or jugglers should file their applications to the Social Secretary, Mr. Thompson, not later than 10th September.

This promises to be a grand evening's entertainment and, like the Horticultural Show, well worth a visit.

Finally, on 21st September, all the family, Mum, Dad and the kids, are invited to 'Family' night. This social occasion commences at 8 p.m. and the Rover and Alvis News hopes to be there. Again it promises to be an evening well spent with good company and friendly colleagues.

WORKS ENGINEERS DEVISE NEW SNOOKER COMPETITION

ONE of the most active groups at Solihull is the works engineers' snooker section, who have devised a seasonal type of competition.

Based on the four seasons of the year the prizes, (one cup and three medals) are held by the respective winners for the season in which they compete.

This is an extremely popular competition, and

the hand-picked committee are to be congratulated for evolving such a novel way of stimulating their particular sport.

The Summer season final was recently played off between G. Hicks and R.

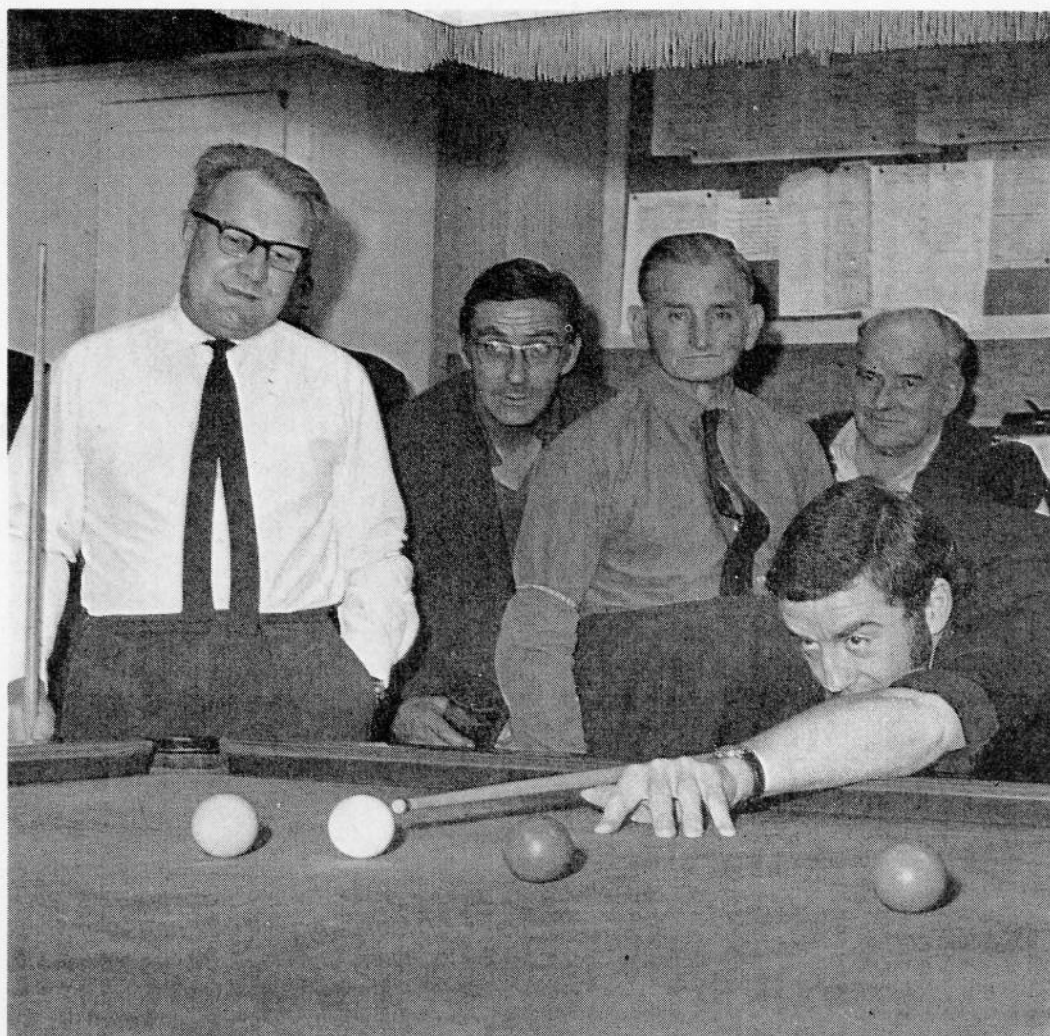
Plenderleith and what a fine game they had.

Honours were even until three colours were left on the table and G. Hicks snapped them up to take the winning position.

Mr. Frank Campbell, a senior works engineers foreman, presented the prizes to the winners, runner-up and the two losing semi-finalists M. J. Warburton and J. Franklin, so ending an enjoyable evening's sport.

One major question still looms over the section—the pipe-fitters won the Spring competition, the carpenters the Summer; who will take the Autumn?

There are over 64 keen snooker players interested in the answer, so the competition will be even greater if the high standard already set, is going to be broken or simply equalled.



(Above right) R. Plenderleith watches G. Hicks start his winning game. (Below) Mr. F. Campbell about to present the trophy to G. Hicks, whilst R. Plenderleith, the runner-up, and other section members look on.



LAST YEAR'S FINALIST LOSES IN THREE SETS

ROVER Solihull Tennis Section held its Annual finals day on Sunday, 12th July. The men's singles was unusual in as much as it brought together once more the 1969 finalists.

In a fine, skilful match, the champion, R. Livesey, of Land-Rover Body Design, played with superb control against the '69 runner-up, R. Rimmington of Works Engineers.

In the first set it looked as though Livesey would repeat his performance taking the set easily 6-2.

Fortunes can soon change with equally matched opponents, and Rimmington's power began to show. With the second set going 10 games, it eventually fell to Rimmington 6-4.

The third set was the decider and the two finalists fought it out until Livesey, losing control of his service games, relinquished his title

3-6 to a worthy opponent.

Other matches played were as follows: In the Ladies' Singles, Mrs. M. King beat Mrs. E. Broadhead 7-9, 6-3, 6-0. The Mixed Doubles, which was another hard match, went to Mr. A. Hume, and Mrs. I. Plenderleith who beat Mr. and Mrs. R. Clifton 3-6, 6-2, 6-0, whilst the Men's Doubles was a two set straight win for Mr. A. Hume and Mr. A. Woodland beating Mr. R. Rimmington and Mr. R. Clifton 6-1, 6-3.

The Rover Solihull Tennis Team keep up their success story—after winning Division 11A in the B'ham Area Lawn Tennis League in 1969, they have finished Runners-up in Division 10A this year. Watch out Division 9A next year!

COME DANCING—

BEGINNERS Dancing Classes. Modern and Latin American, start on 28th September, at 8 o'clock in the Junior Staff Canteen.

Professional tuition up to Gold Bar Standard is given. Contact Mr. Morris, W. Block Paint, or Welfare Office, Solihull.

WHAT'S ON IN THE ROVER 'WORLD OF SPORT'

IN the Rover 'World of Sport' various sections are holding annual social gatherings.

Two that spring to mind are the Cricket Dance on Saturday, 5th September and the Angling Section's Dinner-Dance and Concert on Saturday, 15th November.

The Rover and Alvis News hopes to report on both of these functions, with of course, help from the secretaries concerned.

Whilst on the subject, the Editor would be pleased to hear from all the sports sections. Your help is needed to fill this page. All copy should reach the editorial office at Solihull, not later than the tenth of each month.

National Crossbow Championships held at Rowood Drive

ON Sunday, 19th July, the Rover Sports Ground was the venue for the British Crossbow Societies' Target Championships.

Assembling at 10.30 hrs. with Sighters at 10.45 hrs., the male contestants competed for the (British Champion) 'Marksman

Trophy' and the 'Les Bakewell Trophy'. The lady contestants fought it out to decide who would take the (British Champion) 'Ray

Bamber Trophy' and the 'Emsdale Trophy', whilst the juniors, either boy or girl, had the 'Robin Allen Trophy' and Cup to compete for.

The 'Round to be shot' in the morning was a Double British Crossbow Round, comprising of 2½ dozen bolts at 60 yds., 50 yds., and 40 yds., this was to be repeated in the afternoon.

The winners were Mr. Dave Tyler; Mr. Barry Higgins; Mr. Stan Turner; Mr. R. G. Bryan; Mrs. Farrar; Master J. Tribich and Master K. Hughes.

The British Crossbow Society was formed in 1964 with the sole objective of amalgamating all the Crossbowmen so as to promote competitive archery throughout the country.

Whilst there is only a Longbow section at Rover Solihull, anyone interested in the Crossbow will be welcome. Neville Bedford, on internal phone no. 886, will give further details.

This picture is typical of how competitors at the cross-bow championships have to line up for the start of the competition. This was the first time that a National event had been staged at Rowood Drive.



SIX-A-SIDE CRICKET AT CARDIFF

ON 16th July, the semi-finals and the final of Rover Cardiff's departmental six-a-side cricket tournament took place.

In the first semi-final, the 1969 title holders—Len Jones' Production Six, set up a

record score of 76 for 2 in five overs (J. Cowley 25 n.o. J. Knibbs, 23 n.o.), against the 'Toolroom Swingers' who were 13 all out.

In the second semi-final, the C. Jones 'Maintenance Six' beat the 'Quality Gang'.

The final saw 'Production Six' collapse after a good start and were all out for 23. Dave Denning hit the winning run for the 'Maintenance Six' with the last ball of the competition, so enabling a new team name to be inscribed on the trophy.