



**BANKS DO CARE!**

## LLOYDS OPEN SUB-OFFICE IN THE MAIN ROVER CANTEEN

**H**OW many times have you heard the remark "I cannot get to the bank."

Hours of business for banks always seem to be 'out of step' with the rest of us, especially since they

introduced the Saturday 'no opening' rule.

But banks and bankers do care. To emphasize this point Lloyds have opened a sub-office of their Solihull Branch adjacent to the

Rover main canteen at Solihull.

At the recent official opening ceremony the manager, Mr. H. J. Winnington, told *Rover and Alvis News* that the new branch had been opened after Rover employees had made requests for banking facilities on the premises.

One of the first Rover employees to open an account at the new sub-office said: "I think this bank is an excellent idea, but it could do with being open longer." Bank Officials say this point is being investigated.

At the present, hours of business are Tuesdays and Thursdays from 11.30 a.m. to 1.30 p.m.

At least 'getting to the bank' is now a lot easier for Rover people.

## Miss Rover Alvis Regional Heat

### —RESULTS

The complete result of the Miss Rover Alvis Competition will appear in the next issue along with the full pictorial story.

Order your copy now . . .



**TOP:** Mr. H. J. Winnington (left) discusses the new Bank with Rover's Mr. Ray Wood, Salaries and Administration Manager, whilst the first customers 'line up' for business. **ABOVE:** On the other side of the counter, bank staff study their first account. (Photographs by 'Solihull News').

## Have Wheels will Travel . . .

# SCHOOL-ON-WHEELS SERVICE

**I**F you cannot get the pupils to the school, then take the school to the pupils. This is what the Rover Company is doing with a new 'Service School on wheels' which is to tour parts of Europe giving on-the-spot training to mechanics servicing the Company's products.

The mobile school has been developed at the Rover Company's plant at Solihull and consists of a long wheelbase one-ton capacity Land-Rover specially converted for the purpose and completely fitted out with all the equipment necessary to run a series of one-week courses for Rover mechanics employed throughout the British Leyland European Distribution Network.

The equipment, which ranges from a slide projector to complete engines and gearboxes, will enable the instructors to give a high standard of training to mechanics at their own garages.

As the vehicle will be manned by only one instructor, provision has been made to allow him to handle with ease the heavy instructional components carried in the vehicle, including the engines.

The mobile school's first tour of duty starts in Holland on February 19, with Rover Service School Chief Instructor Dennis Newey at the wheel, and will last about four months. In this time there will be three changes of driver/instructor and the vehicle will be travelling through Holland, Switzerland and Austria assisting in the

training of nearly 200 mechanics.

The specially converted Land-Rover is painted Leyland blue, the official colour of the British Leyland Motor Corporation.

Commenting on the scheme, Mr. R. W. Bromley, Rover's Executive Director of Service, said: "The Mobile Service School has been developed to enable our European distributors and dealers to keep up with new developments and maintain the high standard of after sales service at which the Company continually aim".

**Below:** The Chief Instructor of the Service School checks the inventory.





## news-scene

# CUSTOMERS SAY 'thank you' FOR ONE OF THE SAFEST VEHICLES ON THE ROAD

**R**OVER is renowned for the 'in-built safety' of all its products and the Company regularly receives letters of praise from satisfied owners. Amongst these are many from customers saying that they owe their lives to the 'safety first' design of Rover vehicles.

These letters, which are quite genuine in their praise, are really a "thank you" to all employees.

They thank the designers and the car builders, the testers and the engineers for producing a motor vehicle capable of withstanding sudden violent impact. They do in actual fact thank YOU for saving their lives . . .

Typical of these letters are the following short extracts from just three of the many received.

### From across the water

The first from Northern

Ireland relates to a side impact accident:

"Recently my wife was driving her 1970 Rover 2000 SC Auto along a clear main road in Belfast at about 45 mph, when a car came out of a side road at speed, despite a Give Way sign and double white lines, and struck the driver's side of the Rover just behind the front wheel.

"The Rover lost a wheel and another was buckled—it did not overturn, but turned round twice, and landed on the grass verge.

"My wife stepped out virtually unhurt. The driver of the other car, who admitted blame had to go to hospital.

"Had it been any other car than a Rover my wife would certainly have been killed. I wish on behalf of us both to thank you very much."

### A Midlander writes

Nearer home a customer from Cradley Heath tells his story:

"I was travelling South, on the A38 near Alveston, and

without any previous warning encountered a patch of black ice.

"My car, a Rover 2000 TC went into an uncontrollable 4-wheel slide, mounted a 3 in. stone curb at the near-side of the road, struck a glancing blow on a police car parked on the verge, and then continued along the line of the hedge, apparently breaking off three concrete fence posts in the process.

"I have no recollection of the exact sequence of events, but the car apparently somersaulted, and came to rest upside down, pointing in the direction from which it had arrived.

"The engine immediately stopped of its own accord, there was no fire, and all doors remained closed.

"My wife and I were in the front of the car wearing seat belts, and our two children were in the back. We were all able to scramble out, quite unhurt apart from the most minor of cuts and bruises.

"There can be no doubt at all that my family and I owe the fact that we were uninjured, and possibly our lives, to the robust construction of the car, and the

## SCG cine section looks forward to 1971

**T**HE first AGM of the Self Changing Gears Ltd. audio, cine and photographic section, was held in the latter part of 1970.

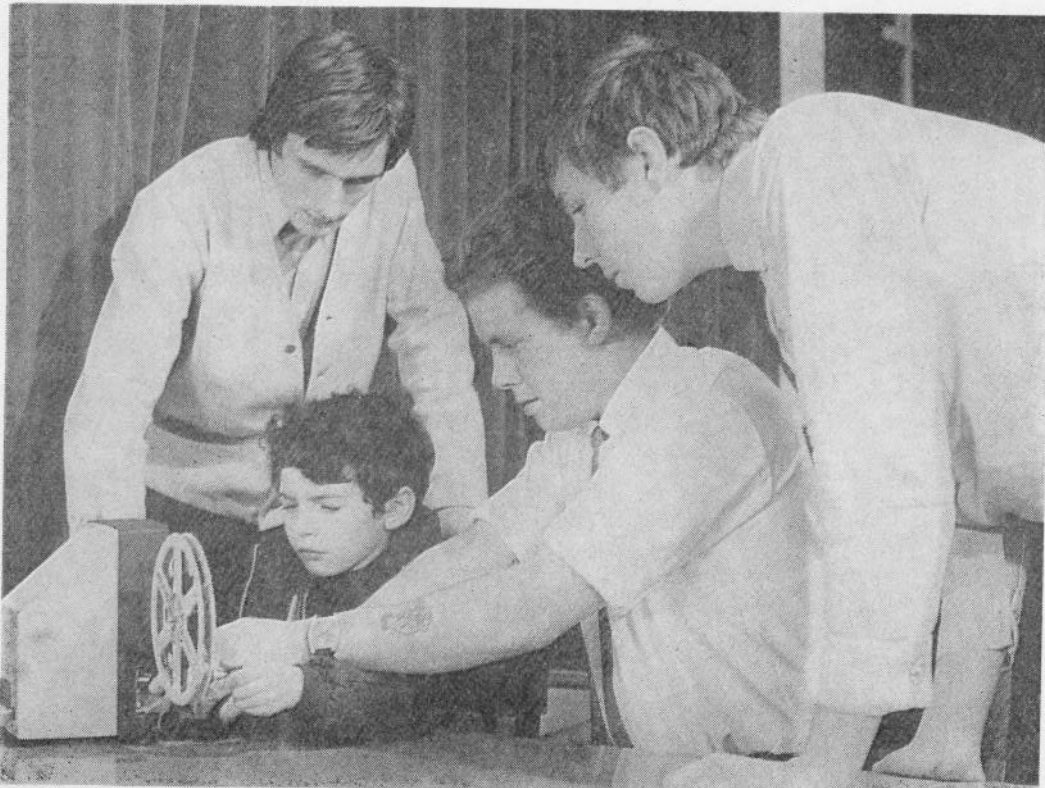
After reviewing quite an interesting year during which the section had some very entertaining and instructive film and slide shows, a full

committee was elected to serve for the next 12 months.

The officials for 1971 will be as follows: Chairman—Ken Stewart, Machine Shop; Secretary—Peter Millerchip, Fitting Shop; and Treasurer—Jack Bassett, Machine Shop. They will be supported by E. Pacut, Machine Shop

and R. Carding, also of the Machine Shop.

Now into its second year the section is looking forward to a successful 1971, with its main object being to retain a friendly club spirit, whilst fostering an interest in photography throughout SCG.



Mr. P. Millerchip, Secretary of section, explaining to a young enthusiast the working of the Editor equipment.

## St. Mellons organises grand party

**T**HE Re-conditioning unit at St. Mellons, Cardiff held its sixth Children's Christmas party in the work canteen on Saturday, December 19.

A well organised schedule was launched by the tea which was a child's delight consisting of trifle, cakes, ice cream and pop.

This was followed by an hour long show of magic when all sorts of objects of varying shapes and sizes were made to appear or disappear to the amazement of the young audience.

Santa Claus's arrival was heralded with carol singing by the children, led by Mr. Magic. Santa then proceeded to present each child with a present.

Eighty four tired but happy children eventually left, clutching a bag of fruit and sweets.

Mr. W. H. Hitching, Production Superintendent thanked the organising committee for a very commendable occasion, he also added thanks to the canteen staff for their help.

police, who witnessed the accident, commented on this.

"I personally could not ask for a more convincing testimony of the safety of this car, and am very happy to say that I have just succeeded in obtaining an identical model."

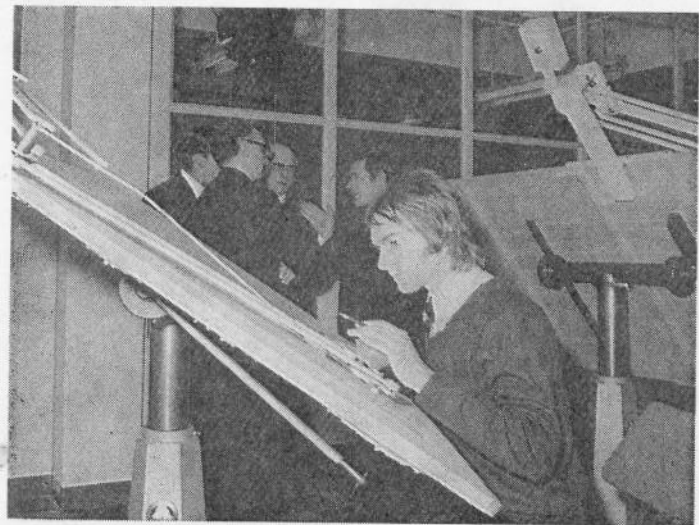
### And finally—London

Finally from London comes the following appraisal:

"We are the proud owners of a Rover 2000 Automatic. On October 1 we were travelling back from Spain and had a head-on collision with a 6 ton lorry. Our opinion and that of other people who saw the accident was: that our lives were only spared due to the sound, strong and safe construction of the Rover car.

"My wife and I wish to express our deepest appreciation for producing such a good and reliable car—as we are convinced that it was only the safe construction of the Rover that saved us from very serious injuries or possible death."

## NEW DRAWING OFFICE OPENED



At a ceremony on February 3, a new Trainee Drawing Office was opened at the Tyburn Road Education and Training Centre. Fully equipped, the 'D.O.' will be used mainly by apprentices attending the Centre. The above picture shows one of the 'students' at work on his board.

### Mr. R. W. BROMLEY Executive Director— Service, retires this month

Mr. Bromley joined the Rover Company in May, 1954, as Parts & Service Manager.

In December, 1960 he was appointed Executive Director.

Before joining the company he was at Rootes Ltd. in London in 1928.

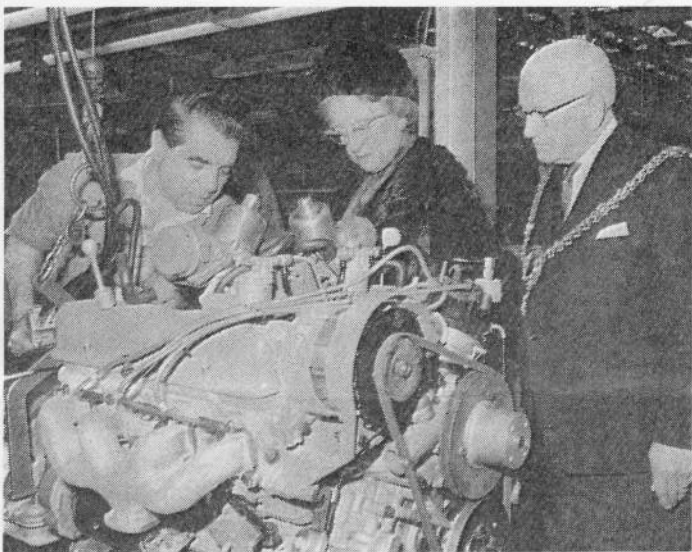
He joined Humber Ltd., Coventry 1930, holding various Service positions throughout the period, including those of Service Manager and Rootes Group Parts Manager.

Mr. Bromley retires at the end of this month and details concerning the restructuring of the Parts & Service Organisation appear on page 7.



**THE MAYORS OF  
SOLIHULL  
BIRMINGHAM  
AND  
CARDIFF TOUR  
ASSEMBLY  
LINES**

# CIVIC DIGNITARIES VISIT ROVER



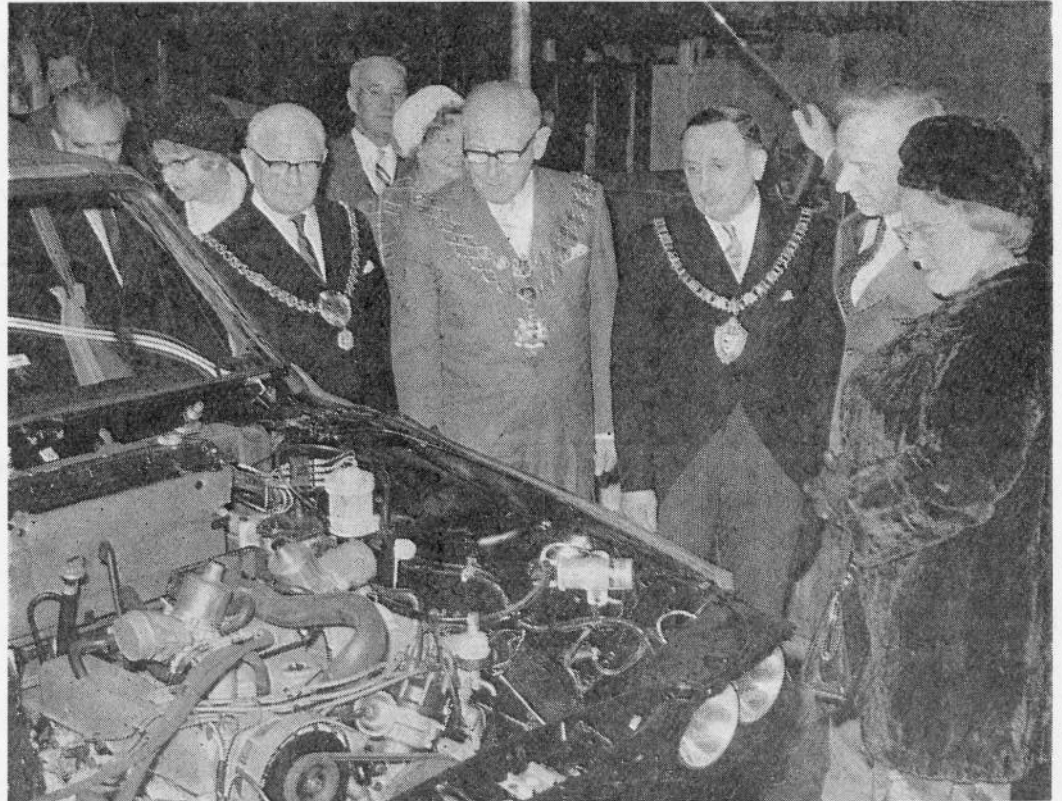
The Lord Mayor of Cardiff (right) shows his interest in engine assembly at Acocks Green.

**T**HE Mayor and Mayoress of Solihull, The Lord and Lady Mayoress of Birmingham and the Lord and Lady Mayoress of Cardiff visited the Rover plants at Solihull and Acocks Green on Wednesday, February 10, 1971.

The Civic visitors were met at Solihull by the Managing Director, Mr. A. B. Smith and other Members of the Board.

Following an extensive tour of the P6 assembly line, the party, who showed a great interest in the production line operations, were given a driving demonstration on the Company's Jungle Course. They were then entertained to lunch in the Directors Dining Room.

In the afternoon the Civic heads visited the Acocks Green Engine Factory. They were met by Mr. E. Scott, Executive Director—Production—Engine and Transmission Factory (Birmingham), Mr. R. Williamson, Factory Manager and Mr. J. Parrish,



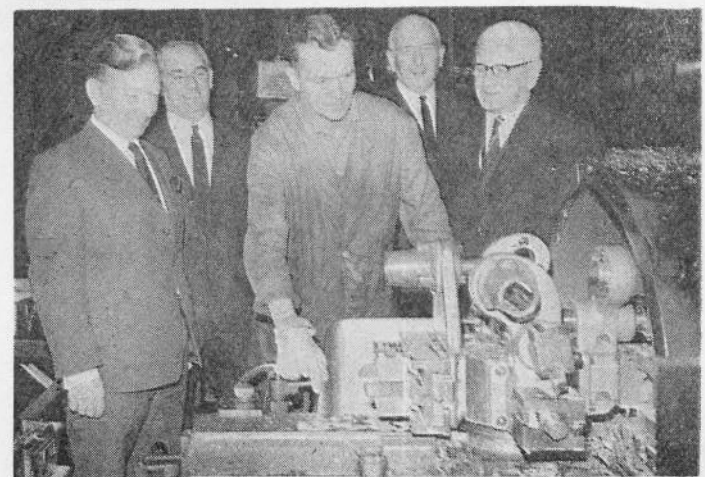
The Mayoral Party stops to view the P6 assembly line. (Below) The ladies discuss trim matters with one of Rover's expert machinists.

Works Liaison Engineer, and conducted around the factory to see the production, assembly and testing of Rover engines.

After taking tea in the Acocks Green Boardroom the Mayors left for their respective homes.

Earlier in the year the Managing Director, Mr. A. B. Smith and Mrs. Smith visited Rover Cardiff and met the Lord and Lady Mayoress of Cardiff prior to being taken on a tour of that factory.

Tours of the Rover Company by Civic Dignitaries have been arranged regularly for a number of years and always prove to be a popular occasion.



The Lord Mayor of Cardiff (right) studying a machining phase during his tour of the Pengam plant.

## A first time for everything



Ex-Apprentice Colin Sanderson, at present working as a Miller in the Machine Shop, Springfield, was the first Rover Apprentice to carry out and successfully complete a Module, as laid down by the Engineering Industry Training Board. The Module completed was H1 Machining for Toolmaking and Experimental Work. The above photograph shows Colin talking with Machine Shop Senior Foreman, Mr. H. Brown, at Springfield, about his achievement. It's nice to be first!

## Royal Warrant for Rover Distributors

**M**R. FRANK STURGESS, Chairman of the Rover distributors in Leicester—Walter E. Sturgess & Sons Ltd.—informs us that his company has been granted the Royal Warrant by HM The Queen as Suppliers of Horses and Carriage Conveyances.

They will now be able to include the royal coat of arms on their service vehicles, stationery and advertisements, and also at their premises in Leicester.

The firm was originally founded by Mr. F. Sturgess's father, Mr. Walter Sturgess, and has been connected with the Rover Company for over 50 years.

They received the Royal Warrant after assisting in the design of a low loading trailer for carrying royal carriages and coaches, and a horse box capable of carrying four carriage horses.

"It is a great honour", said Mr. Sturgess and added "It is not granted lightly, especially these days".



# THE EXPERTS

**N**EW and almost exclusive varieties of dahlias helped our first 'expert', Rover employee Mr. John Whitehouse, to win four major trophies in the 1970 Show Season. He won the west of England Giant Cactus Championships at Plymouth, and followed this up by winning both the National Championships for Giant and Large Cactus in London. He then completed the hat-trick by travelling to Harrogate to win the National Northern Championship for Giant Cactus.

One of the 'exclusive' dahlias—*Onslow Renown*—was raised by fellow employee and near neighbour Arthur King, the other was *Alden Alpine* a New Zealand White.

In addition to the above

win, John had already chalked up five firsts with *Onslow Renown* at other shows throughout the country.

John Whitehouse is no stranger to the intricacy of

dahlia preparation and display for he had a good grounding from his father when he was a lad of 10.

He started in a serious way on his own in 1961. In this relatively short period he has risen to become one of the leading showmen in the British Isles.

The *Rover and Alvis News* interviewed him recently at his home in Solihull and saw his collection of winners medals which must undoubtedly be the finest in the Midlands.

His garden is medium sized. But, "I have a thousand flowers blooming in it during show time," said John. He then went on to say, "Out of these only 100 are chosen for display."

Asked about preparation for the shows John said, "The best time to cut a bloom is in the evening or very early morning when the stems contain sap. The leaves should be removed with the exception of two pairs and the stem placed immediately in water. Left upright in a cool place the blooms should remain fresh."

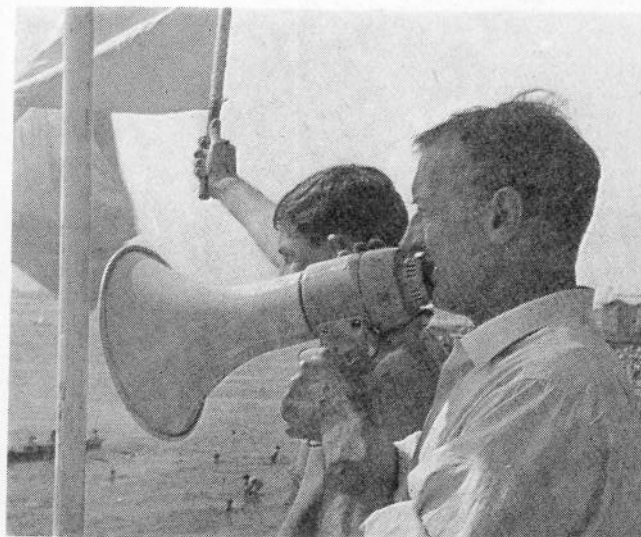
"How do you get your display specimens to a show 100 miles away?" "There are several ways to do this," said John. "Every showman devises his own particular system, but it is better if flowers are kept in water all the time."

John Whitehouse's system is obviously successful, for he wins wherever he goes with blooms that are regular in outline and symmetrical in formation.

Along with his large medal collection John has a file of press cuttings praising and recording his expertise.

To quote a few—"John Whitehouse must have had his best year to date." "Here is a young man beating many top ranking exhibitors." "John is going to be one of the top showmen." "National showmen are going to see a lot more of him in the years to come." "He is a dahlia technician 'par excellence'." "Once again John Whitehouse has swept the board." And finally the remark by a judge at a show—"A pity that one had to lose."

John Whitehouse is certainly going places in the world of dahlias and it will not be long, we feel sure, before he is the acknowledged champion of Great Britain.



**A** MIDLANDER born and bred Arthur Stansfield, a second expert, has worked on Jig Inspection Solihull for the past five years. Yet outside working hours he is a rowing enthusiast and successful boat designer.

Arthur was residing 'down South' when he was introduced to the 'rowing scene' just after the last war. He was searching for a sport offering physical fitness, plus lively interest.

Due to this introduction he joined the nearby Southsea Rowing Club in 1946,

and is still a very active member.

The following years found him engaged in numerous competitive rowing events, winning for himself a number of firsts in six mile races.

The character of the sport is clearly shown for Arthur whilst reaching 'the top' and regularly passed on his knowledge of rowing and watermanship to many young rowing enthusiasts.

At this juncture in the interview he was quick to point out to *Rover and Alvis News*, that his teaching was not aimed at any self glorification, but mainly to instill 'safety first' into the minds of members, because the Southsea Club's events were held on the open sea.

Eventually Arthur's services to the club were recognised, he was elected Vice-President, and subsequently a Vice-President of the coastal division of the club.

(Left) John Whitehouse holding the largest of his trophies—a shield that he won in a National show. (Below) An impressive display of trophies. This collection will no doubt increase with the 1971 shows.



## ON SAFARI IN PALM TREE ISLAND

**P**OSTMAN Andy Knox goes on a 54 mile 'safari' every day. His mail round is on an island, washed by the Gulf Stream with palm trees and lush vegetation, an hour's journey from the west coast of Scotland.



Andy works on Arran, an island so steep and wild that he and his colleagues drive Land-Rovers to reach some of the remote cottages and farms.

Nine of Arran's eleven postal vehicles are Land-Rovers, seven in regular use, and two spares.

Arran, 22 miles long and half as wide, is not remote by Scottish standards. On a clear day, the factory chimneys of the industrial mainland are clearly visible and the island is a popular holiday haunt with Glas-

wegians. But it presents some of the most trying conditions for its ten postmen and their Land-Rovers.

### Hairpin bends

The hills rise steeply from the shore and cottages and crofts perch like gulls on a cliff at the top of rocky, unmade tracks with vicious hairpin bends.

The Land-Rovers set out every morning from Brodick, the island's principal village, and Andy's round begins in the middle of a heather moor. There is a farm in the distance, but he leaves the letters in a box at the roadside for the bridge over the burn is too weak to



take the weight of the Rover.

Even with so many palm trees Arran in winter is troubled with black ice and the twisting, unlit roads and treacherous tracks. In addition to this and the ferry schedules which give only eight-and-a-half hours to receive, sort, deliver, collect and dispatch the mail, Arran's postmen don't swerve rounds and the exact knowledge of their correct route is invaluable.

### Only visitor

Take Andy Knox's Rover. People recognise the distinctive note of the Land-Rover engine and come from all over their homes to meet him.



Amateur Rowing Association.

The Southsea R.C. does incidentally include among its members such well known personalities as Graham Hill, Sir Alec Rose, Captain Ridgway and Sergeant Chay Blythe (of Atlantic rowing fame).

In fact, two pair-oared boats built by Arthur Stansfield were christened recently at a dual ceremony by Sir Alec Rose and Arthur respectively.

Afterwards the boats named *Sir Alec* and *Arthur* were rowed past the club in traditional style.

In the midst of all these activities Arthur also found time to train the ladies of a club in Portsmouth of which his wife, Joan (now secretary to Mr. J. Swaine, Chief Engineer—Engines) was a member.

The ladies were successful in many South Coast regattas, winning the National Championships at the *News of the World* International Regatta held on the Serpentine, Hyde Park, London, in 1957.

In the 1963 *News of the World* Regatta his wife, Joan, and elder daughter, Barbara, became the first mother and daughter to row in the same crew.

Recapping somewhat, it was in 1957 that he decided to try his hand at designing and building a boat in order to save money for his Club, because at that time the price of new boats was rising rapidly.

After much thought the cold-moulded principle was adopted by Arthur and his helpers, using mahogany veneers. The moulds were subsequently produced for four-oared, pair-oared, and sculling boats (coastal type). Later a river four-oared sectional boat was designed



and built along the same principle.

Boats thus produced, says Arthur, are far stronger and lighter in weight, having no copper nails—approximately 5,000 are used in conventional boats—and they cost only a fraction of the normal price.

This method of building has been taught to many rowing clubs along the South coast (but enquiries have been received from clubs abroad) thus enabling smaller and poorer clubs to obtain new boats which they would not otherwise have been able to purchase.

One 'Stansfield' boat built under licence by Souters of Cowes, was exhibited at the

Boat Show in London 1963—this was certainly a year for Arthur to remember. The 1963 Coast Championships, held at Poole in September, were rowed in 'Stansfield' type boats, as have all subsequent championships, and it was in 1963 that he moved back to the Midlands and Birmingham.

Since arriving in Birmingham Arthur Stansfield has done less rowing, but he and his wife still enjoy taking their pair-oared boat out. Sometimes they go to the reservoir at Edgbaston, the Avon at Eckington, or Stourport-on-Severn, where he is a member of the local club.

(Top left) Arthur Stansfield talks them home during a South Coast regatta. (Above) One of the boats designed by Arthur takes to the water. (Below) The successful ladies crew trained by Arthur.



# AND

Story and photographs by kind permission of "COURIER"—the Post Office newspaper

They know exactly when he is due. For some, he is the only person they see all day.

In one part he has to swing off the road, put the Land-Rover into four-wheel drive and negotiate his way up a steep, winding track to a house unseen from the road.

### Specially adapted

The Land-Rovers have all been specially adapted to conform to Post Office standards. There's a grille separating the driver's cab from the back, the usual self locking doors and alarm bell. And, of course, they are red.



The three photographs show Andy at work collecting mail, talking to a "customer", and delivering mail by hand.

## RANGE ROVERS FOR POLICE MOTORWAY PATROL

**T**HE joint police unit which will patrol the new Midland Links motorway, is to be equipped with Jaguar patrol cars and Range Rovers.

Birmingham Watch Committee agreed last month (February) to spend more than £21,000 on five Range Rovers and three Jaguars.

The vehicles will be purchased and maintained by Birmingham City Police. The four other Midland forces involved in policing the motorway will each pay a share of the cost.

### OTHER PLACES, OTHER FACES

Another police force, Cheshire Constabulary, recently took delivery of five Range Rovers for use on motorways in their area and several other forces in different parts of the country are showing keen interest in the new vehicle for motorway patrol work.

Television companies are also showing interest in Range Rover as being the ideal vehicle for camera crews and one major company, Yorkshire Television, has already taken delivery of four units for use by their camera crews.

When everybody else looks like everybody else,

British Leyland makes a world of difference.

Austin, Daimler, Jaguar, MG, Morris, Mini, Rover, Triumph, Wolseley.

## Large advertising campaign launched

**A**BOVE one of the new British Leyland posters which will be seen on 4,750 advertising sites throughout the country in the next three months.

The posters are part of the Corporation's 1971 advertising campaign which is designed to tell every British motorist—and potential motorist—what British Leyland means to him or her.

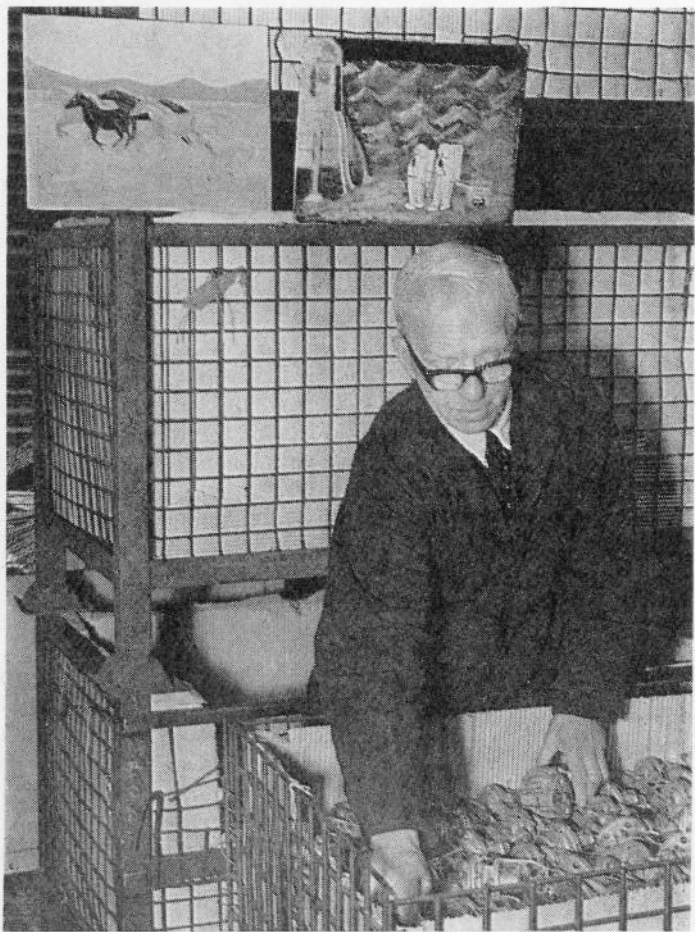
They will see the British Leyland message posters when they are out and about. In addition there will be screenings, in March, of British Leyland commercials on all fourteen Independent Television stations. These will be shown at the peak times.

Like the posters, the TV commercials will use eye-catching stylised drawings, and on the screen they will be animated and full of fun, as they tell their message: British Leyland marques cater for the individual. They are really different cars. Unlike our competitors who permutate options round a few basic models, "British Leyland makes a world of difference."

The poster and television message has been designed for the general motorist. At the same time BL will be talking to the world of business and finance through advertisements in the *Financial Times*. These will have an editorial style and give news which demonstrates confidence in the future of British Leyland.



# Does your shed collect paint tins?



Storekeeper John Kirkwood at work. Hanging behind him are just two of his latest works of art

## Acocks Green employee John Kirkwood found a use for his

**P**ERHAPS like 63 year old John Kirkwood your garden shed collects paint tins—the sort that always seems to contain just a half inch of paint. Unlike John you promise yourself to clear them out sometime.

But Mr. Kirkwood has found a new use for his paint dregs—he uses them for painting! Not window frames, ceilings and doors, but landscapes and still life.

So far John, who has worked as a Storekeeper in the Finish Stores at Acocks Green factory for 31 years, has completed 15 paintings, mostly on scrap hardboard or the backs of envelopes.

His current picture shows

a lunar landscape with astronauts and space module.

STORY BY  
ALAN LUCKETT  
PHOTOGRAPHS BY  
MIKE CLAY

Apart from using domestic paint John scorns the use of artistic brushes not for him the finest hog bristle—the type of brush usually reserved for painting the dog's kennel produces all his pictures.

When it was suggested that he might use his skill in oils John's only comment, "They take too long to dry."

## Strong support for Alvis Social Club

—reports secretary

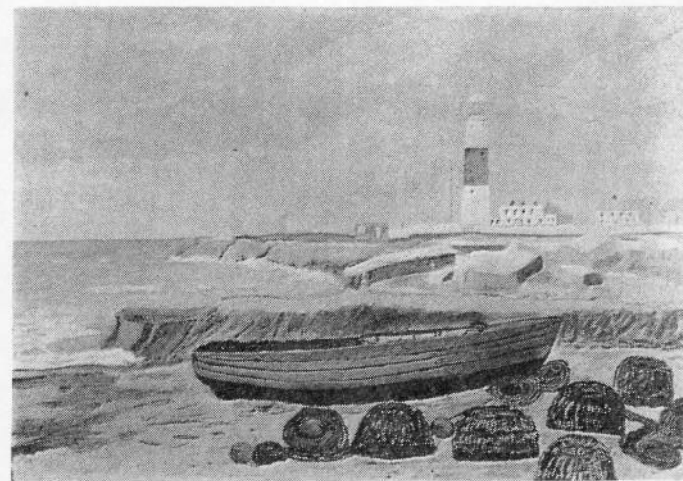
**T**HE Alvis Social Club 'tick' is steadily becoming stronger judging by the support given to social events, says secretary R. E. Thompson, in his latest report to *Rover and Alvis News*.

He goes on to say, "The hard working steering committee's latest effort is a brave attempt to provide regular entertainment for all Alvis employees irrespective of age or inclination".

Interwoven with these dances and family nights, which generally take place at weekends, is a series of inter-department competitions embracing football, cricket, darts, dominoes, snooker, bowls, angling and the latest innovation 'target golf'.

Secretary Thompson included with his report the following detailed programme covering the months of April and May.

On Saturday, April 3 there will be an Old Tyme Dance followed on the 10th by a Modern Dance. On the evening of Easter Monday,



This Coastal Scene by John Kirkwood was painted on the back of an ordinary brown paper envelope

## Horticultural Society dinner attracts over 160 people

**T**HE Annual Dinner Dance of the Rover Horticultural Society held on Saturday, February 13 in the Main Canteen at Solihull was a glittering affair, with 161 members and guests attending.

Gammon and Pineapple. The evening commenced with a reception at 6.15 followed by dinner at 6.45.

After an excellent meal, highlighted by Grilled

the Chairman, Alan Thomas, rose to welcome the guests with a most able speech.

Mr. Aubrey Manley of Welfare replied on behalf of the guests, thanking the Section for an enjoyable evening and an excellent meal.

Members and guests then retired to the Ballroom where dancing until midnight was in progress.

The Horticultural Society at Solihull must be one of the most well known Sections of the Social Club.

Their Annual Show, featured in a past issue of this paper is the highlight of a busy year and some of the Societies' members are nationally renowned champions in their own particular spheres.

The Officers for 1971 are: Chairman, Mr. Alan Thomas; Secretary, Mrs. D. Rowley; Treasurer, Mr. F. Webber; Show Secretaries, Mr. A. King and Mr. H. Hanson and committee members—Mr. A. Ross, Mr. E. Brown, Mr. F. Jay, Mr. W. Bradshaw and Mr. T. Perrins.

Recapping to the dinner dance—a good night enjoyed by all.

It was however nearly—the story that never was—for Rover Security have men on their staff whose 'devotion to duty' is truly remarkable. They almost succeeded in banning the Editor from the premises.

I take my hat off to a creditable performance. Fort Knox could not be more safely guarded. . . we hope to do a story on this department one day.

## talk with the top

Answers to questions that employees are asking



**Q:** British Leyland has not declared a dividend. What does this mean to shareholders and to employees? Will it discourage investment in the Corporation and so affect the future security of employees?

Lord Stokes: It means that instead of over 6½d. a share, they will be getting only 2½d. which is a return of under 3 per cent on the current market value of the shares. So that the people who put up the money to finance the business are not getting an adequate return.

Like any expanding company we are always needing more money to purchase new plant and equipment and develop our competitiveness.

We will obviously find great difficulty in the future in persuading people to lend us money until we can show them that we have returned to a reasonable profit-earning position.

Much more important than that, though, is the fact that we haven't been able to earn sufficient money to pay at the moment for the factory extensions and new plant being installed throughout the Corporation and we have temporarily had to borrow the money to do this. Here again this situation can't continue indefinitely, and if we do not return to full profitability we will have to contract.

**Q:** If everything was going well what sort of profit ought we to be making?

Lord Stokes: Anyone today can get 9½% by lending money to a local government, and therefore anyone who invests money in a

precarious business like the motor industry expects—because of the risk involved—to have a higher return on his money than a safe investment like that.

**Q:** There have been many rumours that we would merge with a foreign organisation. Is there any possibility of this?

Lord Stokes: The object of forming British Leyland was to make a viable independent British motor manufacturing unit which would be owned and controlled in this country for the benefit of people in this country.

This I think is and should be the object of us all, and this is why it is so important that we all do everything we can to keep production flowing in our factories, otherwise the whole of the British motor industry will be dominated by foreign-controlled interests, which I think would be to the detriment of everyone.

**Q:** Following your recent statements that strikes are the main cause of our troubles, some workers are suggesting that managerial inefficiencies are also to blame. Can you comment?

Lord Stokes: Of course we have managerial inefficiencies and weaknesses because managers like everyone else are human. We are doing our best to counteract this by management training and management development but one of our big problems today is that so much management time is spent in trying to settle disputes that managers are not spending the time they should in installing new systems and methods and improving efficiency.

I would also like to remind

people that because of strikes in our own and suppliers' plants managers are having to spend an enormous amount of time getting in material and emergency supplies, and switching production schedules to keep people at work.

**Q:** Do you think there is now a better understanding on the shop floor of the difficulties facing the Corporation and what needs to be done?

Lord Stokes: Yes, I think there is a much better understanding. I think this is because management and supervision are trying to explain to everybody what our problems are and the action we are taking to overcome them.

Everybody is becoming very aware of the very real problems that face British Leyland and for that matter face this country.

We can see all round us the problems of inflation when we go to the shops to buy even simple things, let alone motor cars. I am worried like everyone else that we are going to become non-competitive overseas and imports will come into this country at lower prices than our cars.

I think the most encouraging thing is that in the last two or three months, except for odd isolated incidents, there have been fewer disputes and better production, and if we can keep this up it should make our position much more secure for the future.

I am very appreciative of the very real co-operation that has been extended at all levels by so many people in all the various factories of the Corporation.



# RETIREMENTS



Mr. Thomas Meredith (top left) an Inspector at Tyseley, retired on January 7, 1971 after 22 years' service. The presentation of a Tea Set was made by Mr. F. Rayner, Inspection Superintendent, Tyseley No. 1 Works, on behalf of all his friends.

Mr. Bob Knox (top right) a Staff Inspector, retired on January 29, 1971 after 22 years' service. The presentation of a Sander for a drill and record tokens was made by Mr. R. J. Close.

Mr. Ken Jones (centre left) of the Milling Section in the Tool Room at Alvis, retired on December 21, 1970 after 42 years' service. Mr. R. Lucas, Tool Room Superintendent, made the presentation—a Teasmaid—on behalf of all his friends.

Mr. John Waight (centre right) a Service Representative, retired on January 29, 1971 after 45 years' service. Mr. R. W. Bromley, Executive Director—Service, made the presentation of a lawn mower on behalf of his many friends.

Mr. Alf Banks (bottom left) retired on December 31, 1970 after forty years' service as a Panel Beater at Seagrave Road. Mr. L. C. Munn, Works Manager, presented Mr. Banks with a cheque from his many friends at Seagrave Road.

## First Cardiff apprentices receive final certificates



A special prize of a £2 book token was awarded to Mr. I. Horwood as a 'runner up' in the apprentices competition of South Wales.

ON Monday, December 21, 1970, Rover, Cardiff held its first ever prize giving ceremony for apprentices.

Fourteen ex-apprentices received their certificates and indentures which were presented to them on behalf of the Rover Company by Mr. P. R. Blackmore, Personnel Manager.

This competition is conducted amongst 31 member firms and this year attracted 152 entries, who are judged on their general ability, conduct and technical achievement over the past year.

The ceremony which was held in the Managers' dining room was attended by the Departmental heads who had been concerned with the training of the apprentices.



The pictures show Mr. Blackmore presenting Mr. I. Horwood with a cheque for £2 and a 'family' group after the presentation

## Mr. A. B. Smith Presents two Long Service Awards



The Managing Director, Mr. A. B. Smith, recently presented two long service awards in his office at Solihull. The first was to Mr. P. G. Tillotson, who commenced at Tyseley as an Inspector in 1945. He was transferred to Solihull in 1953 and became a Jig and Tool Inspector in 1961.

The other presentation went to Mr. L. Holdsworth, who also commenced at Tyseley in 1945 in the Production Development Engineering Dept. He was later transferred to Springfield Works, where he is now a Foreman in the Prod. Development Engineering Dept. Mr. Holdsworth had previously worked on Production Progress, Acocks Green, from 1938 to 1943 and Production Progress, Solihull, in 1944.

Mr. W. E. Hone, who commenced at Solihull in 1945 as a Fireman, should have attended to receive his long service award. Unfortunately he was absent through illness at the time.

Advertisement

### LLOYDS BANK—ROVER COMPANY SUB-BRANCH

Lloyds Bank has just opened a branch in the Rover Company's factory. The office is situated adjacent to the canteen. Hours of business Tuesday and Thursday from 11.30 a.m. to 1.30 p.m. This new office is under the supervision of Mr. H. J. Winnington, Manager of our Solihull branch. So if there's any way we can be of assistance, drop in. Lloyds Bank looks after people like you.

### APPOINTMENTS

**MR. T. W. BARNEY** has been appointed General Production Manager—Solihull with effect from March 1 1971 and will be responsible to Mr. R. H. Phillips, Executive Director—Production Solihull.

**MR. V. A. WRIGHT** has been appointed Service Repairs Manager, Service Department with effect from March 1, 1971 and will be responsible to Mr. A. V. Head, Service—General Manager.

## Parts and Service Organisation

With the pending retirement at the end of March of Mr. R. W. Bromley (Executive Director—Service), restructuring of the Parts and Service organisation takes place.

Mr. A. V. Head (General Service Manager) and Mr. A. E. Webster (General Parts Manager) will continue to be in charge respectively of the Technical Service/Repairs operation and the Parts operation, taking over from Mr. Bromley many of the matters for which he has previously been responsible.

Mr. Head and Mr. Webster will each report directly to Mr. J. K. S. Carpenter (Sales Director), who will be responsible for co-ordinating Rover Sales and Service policies and activities in the Corporation's development of these vital functions.

## Have you entered the Painting Competition?

MORE entrants are needed for the painting competition announced last month.

Strictly for amateurs there is no restriction on subjects, size and medium.

Please fill in the entry form below and return it to **DAVID CREWDSON, PUBLICITY DEPARTMENT, SOLIHULL**, along with an entry fee of 25p. No more than three entries from one person are allowed and the closing date is April 5.

Judging will be in the Guest Room (off the main canteen) on April 9.

Further details can be obtained from either Don Joyce or David Crewdson—Internal 437.

CUT OUT

### PAINTING COMPETITION ENTRY FORM

Name ..... Int. Tel. No. ....

Dept. .... Factory .....

Title of Entry or Entries .....

.....

.....

.....

I enclose..... covering..... entries and accept that no responsibility will be taken by the organisers or the Rover Company Ltd. for loss or damage of the entries.

Signed.....



# SNOOKER AT ITS BEST ... SKILFUL PLAY BRINGS ITS REWARDS

**T**HE works engineers held a very successful Christmas Snooker Handicap in the Rover games room on December 22.

The high standard of snooker set by these Works Engineers is incredible—all the skill and expertise required by this game comes bubbling up, and every match is always closely contested.

J. Warburton, a foreman in the Pipefitters Department, was the man of the match on this occasion, beating everyone of the 64 entrants to take the premier prize—a 20 lb. turkey.

D. Brimble, a Carpenter, ran him a close second and took the Christmas Hamper.

The losing semi-finalists were P. Workman (Carpenters) and T. Duddy (Foreman Carpenter).

At least the Carpenters Department made their presence felt by taking three out of the top four places, which was no mean achievement considering the skill of the opposition.

In all eight prizes were ably presented by G. Butler, Senior Foreman in the Works Engineers department. The photographs recording the event were taken by the department's own photographer D. H. (Mick) Simkiss.



(Above) Mr. J. Warburton, foreman pipefitter, receives a 20 lb turkey from Senior Foreman Mr. G. Butler. (Below) Runner-up Mr. D. Brimble takes the second prize, a large food hamper.



# ROVER BOWLS TEAM HOLD 'FIRST EVER' DINNER AND DANCE

**T**HE Rover Solihull Bowls Section held their first Dinner and Dance in the Rover Canteen on January 30.

The President, Mr. J. B. Wilson, welcomed the 150 members and guests attending, saying how pleased he was with the success of the Bowls Section during 1970.

Mr. R. H. Phillips, Executive Director—Production, ably replied to the welcome, said he was delighted to be invited to the function.

After the speeches Mr. J. B. Wilson presented plaques to members of the section.

The Saturday Team who won the Fourth Division of the Business Houses League were the first to the table, followed by the Wednesday Team who were runners-up in the Third Division of the Yardley and District Mid-Week League.

The Bowls Section is still looking for members for the 1971 Season, anyone wishing to join should contact Mr. A. Price or Mr. G. Weaver (Joint Hon. Secs.) New Vehicle Projects D.O. Engineering Block, Solihull. Internal 251.

Application forms are available.



(Above) Section members enjoy their dancing. (Below) The members pose for the picture.



## SOCCKER CHAMPS OF THE FUTURE

**TOBY F.C. HAVING BEST SEASON TO DATE**

# A TEAM TO WATCH

**R**OVER Toby F.C. is a team that is going places and one currently enjoying its best season to date.

Formed in 1967 as Toby Athletic, they joined South Birmingham league and Combination Division 8. They gained promotion every season by finishing runners-up, and are now in Division 5.

They have also reached the semi-final of the *Sports Argus* cup for the last three years, being losing finalists in 1969.

In 1969 they applied to Rover Company for use of a pitch. The Company agreed to this providing the team name was changed and the players were Rover employees, both conditions were met and 'Rover Toby' was born. They now play Sunday mornings at the Rowood Drive sports ground.

1971 is the team's best season to date, on February 20 they were league leaders by 8 points and unbeaten.

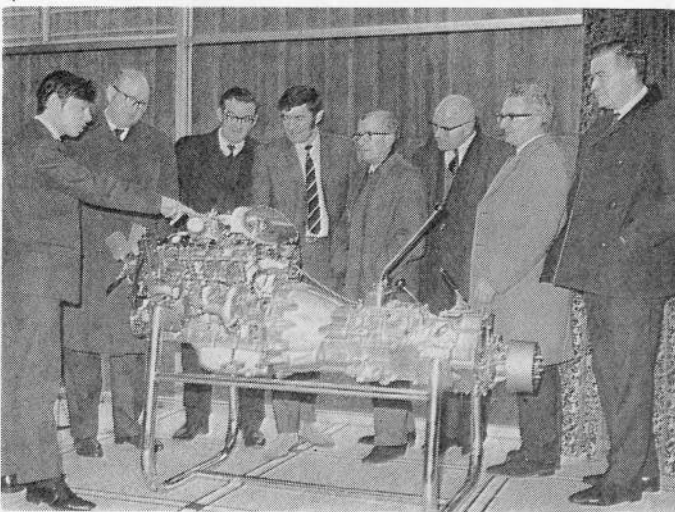
Also they are in the semi-final of *Sports Argus* Cup again and the quarter-finals of the A.M. Presidents Cup.

their progress will appear in the paper.

The Secretary is Mr. D. Plaister of Purchase Invoice Dept. and the Manager, Mr. A. Hume of the Financial Dept. (Sales).

Support would be greatly appreciated and with good luck Rover Toby could gain a treble. Further reports of

## Austin-Morris men at Rover



James Gee (left), assistant Press Officer at Rover, points out some of the interesting features of the Range Rover engine to a party of Supervisors from the Austin Morris Division of British Leyland Motor Corporation; on the occasion of their recent visit to Solihull.

# OVER 200 PEOPLE ATTEND THE S.C.G. ANNUAL GET TOGETHER

**T**HE Self Changing Gears Annual Dinner/Dance was held on Saturday, January 2, at the Hotel Leofric, Coventry, when some 280

employees, friends and management gathered for a most enjoyable evening.

Mr. S. Parker, Chairman of the Social Club Commit-

tee, welcomed Directors and Management from both Self Changing Gears and Alvis Ltd.

Mr. G. Howell, Financial Secretary, of the Alvis Company replied thanking the Social Club Committee for the invitation extended to the guests, and congratulated them on the wonderful organisation that went into the evening.

Bouquets were presented to Mrs. Skidmore, Mrs. Howell, Mrs. Farnworth and Mrs. Stock. Finally a vote of thanks was given by Mrs. Skidmore on behalf of the ladies.

With the dinner and speeches over the rest of the evening was given to dancing.

