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"It's great to be here .. and you know what? We really have no choice. Because no matter where we are, we are always here. And it is always now. In fact, there even is a book called The Power of Now. I haven't had the time to read it yet, but I hope to get to it in a later now." - - Swami Beyondananda

W E L C O M E N E W R E A D E R S !

"Oh, you hate your job? Why didn't you say so? There's a support group for that. It's called EVERYBODY, and they meet at the bar."
- - Drew Carey

Dear British Car Enthusiast,

This non-commercial e-publication will arrive in your email about twice a month with information about what's going on in the British Car world. We are always looking for short pieces on just about everything British so let us know what YOU think. Your input is what will make this e-publication a path to fun with British cars.

Send to a friend!

Rick Feibusch, Editor

Photos Attatched:

- ** New Nanjing MG roadster
 - ** Friendship Day photos
 - ** West Coast Dream Machines
 - Cream 1967 Healey Len Harnett, Vacaville, CA
 - E-Type Coupe Eric Scholes, Redwood City, CA
 - Morris with suitcase, Charlie Newman So. SF
 - Worlds Biggest woody - photos, John Quilter
 - ** Golden Cove Coffee Meet
 - ** Ghosts of Longbridge - STORIES BELOW - Have fun!!!!
- *****

E D I T O R I A L

The Last Waltz - Palo Alto British Meet's Final Year

Dear Readers,

It is with great regret that I must report that this year will be the last for the 30 year old Palo Alto British Car Meet. The park is going to be reconstructed into an emergency reservoir for Palo Alto and rebuilt using astroturf on the fields. No more car shows as oil and gas will damage the new surface. Park and Rec officials have offered the city streets as an alternative, to be held in conjunction with other special events like art & craft shows. While we appreciate the offers, this is not what we envisioned three decades ago, a reasonably priced, all British concours, that would serve as a convention to not only bring enthusiasts, publications, local shops and national parts suppliers together, but to showcase our automotive passion to newcomers and enthusiasts from other corners of the hobby.

This year will be our last at El Camino Park in Palo Alto. We are planning the same show that you all have come to expect - lawn, jazz coordinated by musical director Herb Gibson, proper British breakfasts and lunches by Dennis Bedford and his The Ministry Of Food. Prizes in a bunch of classes, club displays and specialty vendors - plans are underway to bring back the Saturday Swap Meet one more time and our Saturday tour to the coast will be better than ever. Comm join us for the last waltz at El Camino Park on September 8th & 9th, 2007

We are already looking for a new venue for 2008 and we will keep you posted in The British Car Network. We would like to thank all of you, especially the marque clubs, both in LA, where we lost our park a few years ago, and in the San Francisco Bay Area, for 30 years of enthusiastic support and all of the fun and good cheer that you have brought to these meets and our hobby in general. As one of the first in the US, we know that we sparked a movement that spread all over the country and our offspring can be seen in all corners of the nation.

Long live the British car and the people who cherish them

Best,
Rick Feibusch,
editor

Riley car production to start again in Blackpool
by Barry Hook

WILLIAM RILEY'S plans to revive his old automotive family name has shot further forward this week. As reported in AutoWired in March, he is coming-out of retirement to build sports cars in Blackpool. He is to rent the former TVR factory at Bristol Avenue, Bispham as a short-term measure and hopes to receive the first chassis from Italy by July 1. Riley said he has already hired a number of former TVR staff. "We will start work as soon as we have the chassis," he said.

In the long-term, however, he has paid Blackpool Council #400,000 for land

at the Technology Park and will be investing around #1.5m on a new factory on the site. "For the time being, however, I will be producing two cars from the former TVR factory at Bristol Avenue.

The cars produced will carry the Riley Motoring Company logo if he can reach agreement with BMW over the badge rights. "It has been an exhausting few weeks, but thanks to Blackpool Council, I've been able to sign a deal which will bring classic car production back to Blackpool," he said.

Alan Cavill, head of corporate policy at Blackpool Council, said: "We've worked closely with Mr Riley to secure this deal and look forward to production starting up again soon."

Riley said he has already been in talks with Price Waterhouse Coopers, the receivers of MG Sport and Racing over buying the rights to the brand. MG Sport and Racing was left in receivership when Nanjing Automotive of China bought out the MG name.

<http://www.autowired.com/news/article.aspx?Storyid=18369>

submitted by Martin

MG plant opens with fanfare, vague promises

by Tony Lewin

Automotive News

June 18, 2007

Two years after it closed with the collapse of MG Rover, the historic Longbridge car assembly plant in Birmingham, England, reopened May 29 under its new owners, Nanjing Automobile Corp. There was no doubt that it was a symbolic moment -- but no one could be sure what it symbolized.

Banners were draped around the factory, which in its heyday was the hub of the British automotive industry as well as one of the biggest car plants in the world.

The banners proclaimed "MG -- a new journey," yet the destination and even the distance of that journey remain shrouded in uncertainty. There was a parade of 20 classic MG sports cars, a release of thousands of balloons and cannons that fired confetti. It seemed a somewhat hollow gesture, given the plant's troubled history.

Industrial Wasteland (see article below)

Behind the few frontline buildings hastily spruced up by Nanjing is a vast industrial wasteland that once built more than 360,000 cars a year. Much of Longbridge now has been sold to provide space for the likes of fitness centers, a bowling alley, a cinema and hotels.

Nanjing is expected, at best, to make 15,000 MG TF sports cars a year here, and even then the bulk of components are shipped from China. Just 130 employees -- out of more than 6,000 when MG Rover collapsed in 2005 -- will

assemble them.

"MG is set to become truly global," proclaimed the smoothly spoken British TV presenter Richard Keys, who was hired to host the occasion. "Longbridge will play a pivotal role in the volume production of the MG TF sports car."

All of the fanfare left one wondering whether Nanjing is truly familiar with the roller-coaster sequence of disappointments and disasters that make up MG's recent past. Do the Chinese realize that MG is widely seen as a brand that is damaged almost beyond repair?

Judging by the comments made by Nanjing's CEO, the answer is no.

"The U.K. is home to MG, pride of the British people," Yu Jiang Wei said through a translator, oblivious to his overblown language. "We are the inheritor of this tradition, and we will continue to write new chapters for MG."

Despite the exaggerated praise, Yu's comments attracted a fresh burst of applause from the 80-strong delegation from China as well as representatives from the Chinese Embassy, the People's Daily newspaper and other Chinese media.

Skeptics in the audience could be heard muttering that Nanjing is more likely to write an epitaph than new chapters in the brand's history.

No amount of clever stage management could mask the uncomfortable reality that, as a fragile newcomer in the huge and critical market of Europe, Nanjing's venture is at best a risky -- and at worst a commercially foolhardy -- statement of its faith in the MG brand.

Rivals won't lose sleep

The Chinese company has received a mixed reception here. After the relief in July 2005 that a buyer had been found for the remains of MG, local anger mounted as Nanjing refused to say what it planned for the plant or the brand.

The heavily publicized reopening and the bullish words about the future could be seen as an attempt to please the community. Certainly, makers of rival sports cars to the TF, such as the Mazda MX-5 Miata, will not be too concerned about the rebirth.

What is most worrying to the people here is the vagueness of Nanjing's plans. Yu consistently deflected my questions on fundamentals such as the likely production volumes, likely pricing and the time when volume production would begin.

Objectively, the combination of Nanjing's inexperience, the dated design of the TF and the lack of clear distribution channels would appear to doom this venture before U.K. Job 1 has even left the line. But the car business is not always an objective one, especially where sports cars --

particularly English sports cars -- are concerned.

Nanjing appears determined to do the right thing and tap the rich vein of sentimentality that still surrounds MG. This might be just what is needed to make the project work -- provided that the new bosses remember to keep the car fresh with a steady stream of upgrades and do not allow it to slip further behind the times than it already is.

submitted by John Veolcker

Healey, Austin-Healey Coming Back
British brands, Chinese owners come to an agreement.
By Marty Padgett

Nanjing Automobile (Group) Corporation says it's reached a deal with Healey Automobile Consultants Limited, to bring back the Healey and Austin Healey nameplates. The Chinese company, new owners of the MG Rover brands and their Longbridge, U.K., factory, and the Healey group, "are delighted to announce their intention to collaborate with each other on the future development of the Healey and Austin Healey brands and sports cars bearing their name," according to a press release. The companies had been in discussions over the future of the nameplates, which were not clear when Nanjing bought the rights to the MG nameplate in 2005. While Nanjing is busy relaunching the MG project in the U.K., plans for U.S.-built MGs are more hazy. Initially the company had announced an Oklahoma facility to build sportscars under the MG nameplate, but in April Nanjing leadership said the plans were still under discussion.

You can view this article online at
<http://www.thecarconnection.com/?article=12466>

Barrett-Jackson Auction In The News Again!!

Car auctions compete over 12-acre parcel
by Bob Golfen
The Arizona Republic
Jun. 10, 2007

A 12-acre parcel of state trust land has become the latest bone of contention between Scottsdale's signature January classic-car events, the famous Barrett-Jackson Collector Car Auction and the smaller Russo and Steele. The acreage near Scottsdale Road and Loop 101, as well as an abutting five-acre section to the south, has been used by Russo and Steele to hold its four-day auction.

But now, auction owner Drew Alcazar claims, Barrett-Jackson is purposely attempting to destroy his business by filing a competing application to lease the 12 acres during the auction time, which would effectively leave Russo and Steele with nowhere to set up its tents. "This is nothing but a

venomous and malicious anti-competitive act," Alcazar said. "There's only one objective: trying to short-circuit our business."

The issue came up after the Arizona State Land Department found that Alcazar's event had gone out of the boundaries of its original land lease onto the 12 acres, which lie adjacent to Loop 101, and that Russo and Steele would have to reapply to use the additional parcel.

The amended leasing process had been moving along smoothly, Alcazar said, with a new survey and other paperwork filed in late March.

Last week, the Land Department informed him that a competing request to lease the parcel had come from Barrett-Jackson, throwing the whole process into question. Barrett-Jackson spokesman Jason Rose stated that Russo and Steele had been "squatting" on the 12 acres illegally and that the bigger auction needed the land for additional parking. There is no effort to run Russo and Steele out of business, Rose added, just get more land for Barrett-Jackson, which holds its auction at the same time as the smaller event. "I don't know how this guy can cry foul after he's been using land from the State Land Department that he hasn't been leasing," Rose said. "They need to get their own house in order and get rid of their own inferiority complex before they start casting stones at anyone else."

Competition for land

Craig Jackson, the owner of Barrett-Jackson, said he wants to use the 12 acres to park semi-tractor trailers that bring cars to his sprawling auction event, where more than 800 collector cars were sold in January. Jackson said he wants to free space at the WestWorld auction site for spectator parking and auction events, which in January attracted an estimated 120,000 people. "He never rented that land," Jackson said of Alcazar, formerly an executive at Barrett-Jackson before starting his own auction. "He pulled this one on himself."

State Land Commissioner Mark Winkleman called the controversy "much ado about a small deal," noting that Russo and Steele had been attempting to correct the discrepancy in the lease when Barrett-Jackson filed its competing request. "It appears they were using land they didn't have a permit for," Winkleman said. "Whether it was accidental or intentional, we don't know."

Agency to study claims

The State Land Department will study the two applications to determine which of them has the better claim, Winkleman said. If that can't be determined, then the lease would be decided by a closed bidding process. Alcazar said that Jackson, with his greater resources, could easily outbid him for the lease.

The 7-year-old Russo and Steele, though considerably smaller than 36-year-old Barrett-Jackson and more focused on the auction arena than crowd-pleasing lifestyle events, has taken its place among the nation's top collector-car auctions.

In January, Russo and Steele sold \$20.5 million worth of collector cars during its four-day run. The auction also holds a similar event in August

in Monterrey, Calif. The boundaries of the lease were "ambiguous," Alcazar said, when he first leased the state trust land seven years ago, leading him to believe he had the right to the entire area he was using.

For the first five years of the lease, he used the 12 acres for parking, but for January's auction, he switched the setup, putting up his auction tents on that land and using the smaller section for parking. "There was so much confusion about where the parcels begin and end seven years ago when we began this thing," Alcazar said. "As development has progressed in that area, it has become more clear where the parcels are defined." He recently paid for a professional surveyor to determine the parcel locations, Alcazar said, which was included in his new lease-renewal application.

Other alternatives

The 12 acres are a "tiny sliver of land," he said, compared with the massive amount of acreage that Barrett-Jackson uses for its parking and auction activities. There are other, better parcels of land closer to WestWorld that already are leased by the Thunderbirds organization for its FBR Open golf tournament, which annually follows the January auctions, he added. "It would provide infinitely more, and better, parking that would be closer to his (Jackson's) event," Alcazar said. "Why would Barrett-Jackson have singular, specific interest in 520,000 measly square feet (12 acres) when they have much better alternatives open to them before they would start looking here? "They've not applied for any other state land (parcels), which are available and would be much more suitable," Alcazar said.

Rose countered that no other land is available in the area for Barrett-Jackson parking and that the Thunderbirds, who also use the 12-acre parcel during the golf tournament, support Barrett-Jackson's efforts to lease the land.

submitted by Tony Leopardo

Golden Cove Coffee Meet in Rancho Palos Verde
by Don Newman
(Picture attached)

Sunday May 20th was the bi-monthly British Car Coffee Meet at the Golden Cove Center in Rancho Palos Verdes. Early "June Gloom" overcast weather and the annual Austin Healey meet in Ventura, CA kept the participation down from past meets. A wide range of British metal did show up: Austin Healeys, Jaguar, MGB, MGA, Lotus 7, MGB-GT, Morgan.

The next meet will be Sunday July 15th. To get on the email list please contact:
Don Newman, <

Freindship Day Meet 5-20-07 - Canada College/Redwood City, CA
by John Quilter
(Photo Montage Attached)

For your viewing enjoyment! Here are a few of the hundreds of cars that were on display at Friendship Day today. There were quite a number of Edsels today, mostly convertibles and 2-door hardtops. Only my white 1965 3.8S and its twin for Jaguars, two MG TDs, one Jensen Interceptor, and not much else British.

Dixon British Field Meet and Autojumble
by Don Scott

The Dixon show seems to be a great success; more cars than ever. There was an Allard, late '40s with a Mercury flathead V8, an original Diamler SP250 (even the paint and leather!), a Vauxhall Victor saloon that has been in the same family since new, a TC that was original and rough that had been raced in sports car events in CA in the early '50s, and the usual assortment of other British cars.

I saw a couple of cars that really caught my fancy, a dark green Tiger and a '67 B roadster. The B had been restored by a younger (38) year old guy and he did a superb job on it. He started with a junker. Amazing he got all the details right since he's a relative newcomer to the British sports car scene. He said he had \$8k in parts, and many many hours of labour. He was offered \$21k for the car and said he would be stupid to sell it for that given the amount of hours he spent on it.

Missing was the cool BRG MDB-GT with the 215 Buick engine that I have seen at this show and Palo Alto show for years. It's one of my favorites- tasteful and well constructed.

I drove my Miata to the show. Even it seems to struggle on the freeway at modern speeds- lots of RPMs for not too many MPH. I can only imagine what some of these show cars (and their owners) must have endured on the freeway getting to the show.

Don Scott

L R T T E R S

Hi Rick!

John Quilter (and ALL enthusiasts) should be aware that seizing a person's car (which is private property) on private property could be a violation of the 5th Amendment of the U.S. Constitution. If deemed so, the individual can actually sue the various public authorities (including State legislators like Ira Ruskin) themselves! The Government can NOT seize someone's private property (this includes your cars) without paying you ("Äjjust compensation") a fair value. This is why they are trying to broaden the definition of "abandoned". Naturally, every government employee (including peace officers) get concerned when you tell them that their house could be your lawyer's when finished. All enthusiasts should

be aware of this and contact the Pacific Legal Foundation (in Sacramento) if they feel an injustice has been done. They seem to be the only ones out there taking on various over-zealous government employees, and are something of the 'ACLU for property owners' if you will.

Jeff S. Savage

Really great info, Rick, THANK YOU for taking the time to pass it on! I don't know that I will ever use it, but I find it fascinating nonetheless.

Best regards,
Rik

RE: The Dixon Show & Swap

Morning, Rick.

With over 281 cars up at Dixon this year (south of Sacto) for the British Field Meet and Autojumble, could be reason for the slight attendance at the Friendship Day. Both events have been on the same date for 15+ years. Off to Scandinavia in July with a stop at Silverstone for some of our Elite 50th anniversary events. See you in Palo Alto in Sept.

Cheers.
Mike Ostrov

British Cars Must Go - Los Angeles!.

Dear Listers,

I just talked to Peter Petrov at Peter's Marina Motors, here in Venice, CA and he is facing a situation that is happening in many major population areas where the municipalities are starting to push automotive businesses out of town or into large warehouses in industrial areas.

>After a 10 year process of appeals and extentions, the City of Los Angeles
>has finally prevailed, and Peter is being forced to comply - They are
>making him remove, once-legal metal pre-fab sections of the structure and
>bring the building back to its original 1940 Stucco gas station
>configuration. No more restorations, only "light" mechanical work, no more
>cars parked on the forecourt at night, etc, etc....

The bottom line is that Peter must comply and that means that a bunch of stuff has to go within the next few weeks - he is motivated right now.

Cars that should go:

Jag XK120 roadster - clean and VERY restorable - \$25,000

MG TDs There are two cars - one stock and sort of complete - one is the remains of a dreadful Chevy powered hot rod - lots of extra parts - pretty much apart - four grand each??? offers? Priced fenders recently?

MG TF - all there and restorable \$10,000??

Clean and complete Bugeye Sprite - runs great - SOLD at \$5,000

Hillman Husky wagon - Runs well, new tyres and brakes, stock spec alloy wheels - white tuck 'n roll seats - tuned and ready to roll - needs paint and rubber window seals - \$2,500 (extra 1500 engine)

Morris Minor van - new MGB deep purple paint, disc brakes, wire wheels, 1275, well over \$10,000 in parts alone - stalled, half done project - show quality work so far - entertaining offers (not too entertaining!)

A small collection of Big Healeys - all are pretty much complete and easily restorable - this was Peter's personal stash of Big Healeys that he used for "cores" for his complete, high-quality restorations - some have to go - prices will start at \$12,000.

Call Peter at

UPCOMING EVENTS - Compiled by Jim Perell

Chico British Car Pending www.chicobritish.org (

Palo Alto Concours 06/24/07 www.paconcours.com

Pebble Beach Concours 08/19/07 www.pebblebeachconcours.net

Palo Alto British Car 9/8-9/9 07 Rick Feibusch:
Meet(30th & last show at El Camino Park) <rfeibusch1@earthlink.net>

Chico Concours 09/09/07 www.chicoconcours.com

Ironstone Concours 09/22/07 www.ironstonevineyards.com

Triumphfest 2007 10/11-10/14 07 <http://www.triumphfest.com/>
in Laughlin, NV

British Car Roundup 10/13-10/14 07 www.valleybritish.org
Valley British Auto Club - Fresno area

California Autumn Classic 10/20-21/07
831-722-3253 Bill Meade www.autumnclassic.100mregistry.com

Click on the above links or cut and paste to your browser!!
Check this information for yourself to assure accuracy.
I don't give guarantees, as this is just a courtesy for fellow enthusiast!

Bye Bye Longbridge Rover Factory

Exploration of the 'West Works' during demolition
with "Urban Explorers" Dweeb and Raddog,
<http://www.lightingthedarkness.co.uk/Longbridge.htm>

Longbridge's history begins with Herbert Austin, who founded his motor company in the early part of the 20th Century. His business did well and the factory expanded rapidly, until the 1920's, when he was virtually bankrupt. Legend has it Austin tossed a coin to decide whether to shut Longbridge, Heads to keep it open, tails to close. It landed on heads, and Austin asked his workforce to work a month without pay in return for a job for life.

The gamble paid off, and Austin kept his promise, as many of that workforce were working those same jobs 40 years later!

Austin was close rivals to Morris, and it has been said they were always watching Morris too closely and not keeping up with other rivals. Ironically The Austin motor co merged with Morris in the 1960's to become the BMC (British Motor Corporation), then the 4th largest car manufacturer in the world.

The 1970's saw more mergers when the company hit trouble again. This time the government stepped in, and the company was re-branded British Leyland, incorporating Morris, Austin, MG, Rover and Wolseley. The 1970's were a tough time for the British Car companies, made worse by the strikes imposed by the unions. Longbridge had some terrible strikes, mostly led by the infamous 'Red Robbo'. These made national news. By the time the government sold Rover it was in a terrible mess.

Things picked up again, and in the early 1990's the company re-branded itself Rover \ Land Rover Group. The company foolishly rejected a partnership with Honda, and instead were bought by BMW. Despite all BMW's promises, they quickly sold Rover, leaving it in a bigger mess than before, taking Mini with it and selling Land Rover to Ford. In effect they bought it, pillaged the profitable parts and sold what was left.

Things looked bleak, but the company struggled on, re branding themselves yet again as MG Rover. The company went bankrupt, and was bought by a group of the company's managers, who called themselves 'Phoenix group'. In effect they lined their pensions and shut what remained of the factory. It was later sold to Nanjing Automotive, who assured that production was to start again... and still has not! A turbulent history, with a sad end.

One afternoon Raddog sent me a text saying the West Works was well under way to being demolished. This came as a surprise to me, as we had been watching the Rover plant carefully, and this news crept up on us suddenly. We rushed to the factory after work, and found easy access to the site, as large portions of the frontage had already been demolished. We headed to the back of the factory. It soon became clear that the shells of the cars which had been such an amazing sight in the the pictures from 2005 were long gone, which was a pity, but there was still lots to see in the plant.

I was amazed at how old fashioned the building was. All the iron structure

was original, and it was all too easy to picture Austin and Leyland cars being produced there. We soon found ourselves in the part of the factory that had been featured in the previous Longbridge pictures. The records room, which had been shown to be bursting with records and paperwork was now empty. There were rows of literally hundreds of filing cabinets, but although some had tantalizing labels on the drawers they were all empty.

In one corner was a row of safes, fitted with sets of polished wooden drawers. Whatever was kept in there must have been important! From here we found a flight of steps which led up to the first floor workshops and assembly floors. Welders pens were still full of electrodes and masks, and offices still had paperwork on the shelves, and Rover coats and overalls hanging on the hooks. A small hatch (which was once a means of fire escape) took us out onto the roof of the factory. A ladder offered access to a squat water tower which gave even better views over the rooftops of the mighty West Works. Oddly enough the space under the water tower had been converted to a pigeon loft! It was only when we were going back into the factory Raddog shouted "look, camouflage!". The tower was indeed still painted with Wartime green camouflage, although I was skeptical as to how a few flecks of green paint could ever begin to hide a sprawling car factory!

The Exterior of the West Works being demolished, after nearly 100 years. It is a pity that the frontage was not retained, as it must have been one of the oldest car factory frontages left standing in the country. In the following weeks after our exploration the factory was demolished at an alarming rate, and as the picture above (far right) shows, a month later only a small section of conveyer is left to show the mighty West Works was ever there... (Also pictured is the old Longbridge station, which would bring hundreds of workers to the factory each day.

From the tower we took a brief detour into the gents toilets, which were huge and still fitted with toilets and huge round wash basins from the days of Austin and Leyland. The fact that they had survived so unchanged was nothing short of amazing.

Next stop was the main production line, which again is featured in the 'mystery explorer's pictures featured below. The ramp and tunnel were now sadly stripped of car shells, but it was still quite a site to stand and look down the tunnel, with only a few rays of light shining down into the darkness. At this stage, despite the excitement of the explore I could not help feel a sense of sadness. This building had been home to British car production for nearly 100 years, but now it had seen it's last car, and stood awaitingg it's fate. Still, in our game you try not to get too upset about these things, we see it time and time again.

Before we left, we went out the back of the buildings to take some pictures of the building from the outside. While we were out there we both noticed a concrete structure protruding from grass bank at the other side of the road. Now all my life I have been told stories about vast tunnels under Longbridge, but I have been told the same about other sites, and half the time it turns out to be a cellar, or an underground plant room. But it really did seem that there was something in the bank. We abandoned

photographing the factory and made a mad dash for the black iron door... would it be open? To my dismay it did not open as I pulled it, but Raddog kicked a pebble out from under the bottom of the door, and it then swung open freely! We peered into the darkness and could not believe our eyes...

The 'tunnel' was in fact a World War 2 air raid shelter, constructed in the side of the hill, and it was huge! It was 'C' shape, supported by concrete and brick pillars. The galvanized ventilation ducting was still in place, and in one section original bench seating had survived, still hanging from the wall by iron chain! In the front section the gangway was cluttered with stillages, timber, crash test dummy limbs, and the real gem, a filing cabinet filled with car brochures from Austins, Metros, Minis and all other manor of cars produced by Rover in the early 1980's. The best part of finding the shelter was separating fact from from the 'tunnel' stories I've been told for so many years!

Photographs taken by the 'unknown explorer' inside the Rover factory after it's closure in 2005.