

Congratulations Ron!



The picture shows a recent ceremony when Ed Morrison presented Ron Donohue of Hoddesdon QA with his indentures indicating the successful

completion of a Tektronix Apprenticeship. Ron was also given a digital watch in recognition of his achievement.

Cover Girl



Kim Dewbrey, Electronic Inspector (Test), Hoddesdon, joined Tektronix more than five years ago. Her hobbies are tennis and reading.

WHAT'S THIS?

See page 3, for the answer



The Darts Contest

To The Victors

The silent darkness of the evening o'er
Now way outside the sounds of differing life
The Super Southern Region Victory Roar
The vanquished skulking from the strife.

Tomorrow's dawn will bring a waking sun
Which shines on triumph for a team played fair
On right, on victory, and on justice done,
On those that strove to give their all in there.

(This report was written by Dave Fynn, an observer renowned for his impartiality.)

Thursday the 13th March, the rain beat a relentless tattoo upon the roof of the Seven Stars hostelry in Berkshire. The big cars of Awkward Products Group stabbed through the night, the beams from the headlights cleaving great cheese-like wedges out of the gloom ahead. The occupants said nothing, the silence broken only by the occasional grunt from Toby Fillpot as he stirred in fitful sleep punctuated by dreams of the next pint.

That Super Southern Sales were waiting at the hostelry to engage them in a contest of courage and skill which involved the delivering of small pointed projectiles to selected areas of a segmented circular target was sufficient to foretell ultimate defeat yet inexorably were this inadequate force drawn to indulge their pitiful skills in this unequal contest.

In a futile attempt to avert the inevitable and in contravention of the agreed convention, Awkward Products Group, with characteristic cunning, has stooped to strengthen their ranks with an outsider of superior prowess.

Super Sales intelligently anticipating such a machiavellian manoeuvre enlisted allies of even greater prowess thus negating this unfair advantage.

The result a resounding victory for Super Southern Sales of Maidenhead.

The next victory will be achieved on Harpenden territory with the return encounter.

Quote

"Technology is the obsession of our species. Romantics who dream the impossible dream of returning to a simple peasant rural economy may believe that they are escaping from technology. Actually, they are only returning to a more primitive form of it. There is no escape, for we cannot escape what we are".
Prof. W. Gosling (Presidential Address to the Institution of Electronic and Radio Engineers)

The next AREA REPRESENTATIVE MEETING is scheduled for 10.30 a.m. on April 17, at The Aubrey Park Hotel, Near Harpenden.

The management representative will be Maurice Parker.

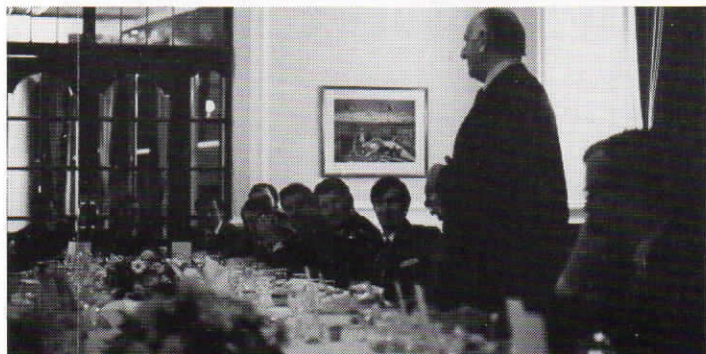
Tek managers meet at Brighton

With Tek U.K. spread over many locations, it is not often that all managers can meet to discuss subjects of mutual concern, but more than 40 attended a highly successful meeting in Brighton recently. Managers from Manufacturing, Marketing, Personnel, Service, Accounts, Distribution and other administrative groups attended the meeting which began its tightly packed agenda at 8.00 a.m. and continued until nearly 6.00 p.m.

After-dinner speaker on the evening before the meeting was

special guest Brian Johnston, the well known BBC personality, who entertained the gathering with an amusing account of some of the perils facing the commentator when covering "Live" events.

Our photos show Brian Ellison giving his presentation on micro-processors (photo 1), and guest speaker Brian Johnston addressing the managers at dinner (photo 2), and in conversation with Ed Morrison, Dave Callender and Bob Garrett (photo 3), and with Harry Mickleburgh (photo 4).



Puzzle Corner

1. Can a man marry his widow's sister?
2. Can a man marry his mother?
3. What word is this?

C
TTTTTTTTT

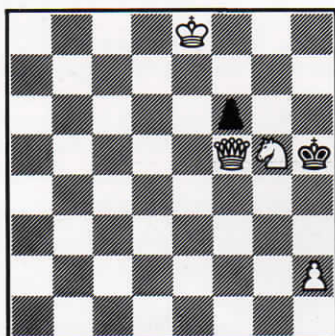
4. What is the best way to stop fish smelling?
5. Can you decipher this?
YYURYYUBICURYY4ME
6. A man and his wife went to church one hot Sunday. The sermon was so boring and the weather so hot that the man dropped off to sleep. He dreamt that he was an aristocrat at the time of the French revolution and that he was going to be put to death by the guillotine. He climbed the scaffold, a priest said the last rites, and the man place his head upon the block.

At that precise moment the man's wife noticed that he was asleep and gave him a sharp tap at the back of the neck. The man died from shock. What is wrong with this story?

Pete Green Test Dept. Hoddesdon

O-Scilly-Graphics

The authors ascribed to last month's article entitled O-Scilly-Graphics wish to point out that although the waveforms were produced on a Tek 7104 oscilloscope, the generator itself was from "Elektor" magazine.



Wholemeal bread

Just after going to press last month, Sainsbury's stopped carrying Allinson's wholemeal flour. They told me this was due to a temporary shortage, but meanwhile I tried their own brand 100% wholemeal flour and it worked quite well. Another good brand is Jordan's.

John Schmid



Chess

Problem No. 5

White to move; mate in 2 moves.

Eric Blancquaert
Test Dept. Hoddesdon

POETS CORNER

To Anon

I've tried and tried without success
To find the blond in the yellow dress
She must be hiding out I fear
Since your poem was written here.

This vision in your eager mind
Is something that we all can find
Pray tell us why she haunts you so
Then we can share your thoughts also

I find that thoughts of variation
Can help the mind against temptation
Of football, squash and rugby too
Will see me through my work to do.

The secret that I must discover
Lies with the author of another
Story that's begun unfolding
Inside this magazine your holding.

Friend of Anon

SMILE PLEASE —

(or how to say cheese in three easy lessons)

Recently I was clearing out some old junk when I came across a photo album that I thought had disappeared years ago and in it were the very first photographs I'd ever taken. All very typical snapshots, not very well exposed and more photos blurred than not. Sitting there, I remembered how pleased I was when I took them, yet comparing them with more recent results, I realised how involved I've got in photography.

Those first photographs were taken with a small camera which somebody had given when I was about eleven, they'd got it free from Daz or Omo and didn't want it but to me it was my most treasured possession, although on my sort of pocket money, I only used about one film a year.

When I started work, I "progressed" to a Kodak Instamatic, and at that time I was still very pleased with the photographs I was taking.

Then came the day when I showed my prize collection of photographs to some friends. At the end of half an hour, I suddenly realised they were bored with seeing photo after photo of my mother, my father, my mother and father together, the cat, the house etc. etc., interspersed with one which if you look closely you'll see a dog in that one. You can't see it? Oh well never mind, it's a nice view anyway. That was when I knew my photography had to improve or I'd have to disown all my photographs.

So next came the big question, How! So after talking to hubby, the first thing we decided was that I needed a new camera, but which one? I started buying camera magazines and in one called "How to take better pictures" was an article on how to choose the best camera for you. For anyone thinking of buying a new camera, I'll repeat the advice from that article, as it is the best way of choosing.

First make up your mind how much you want to put into taking a photograph. If you want to control everything affecting the photograph,

ie, shutter speed, aperture etc., buy a manual camera. If you want the camera to do some of the work for you buy an automatic with or without manual over-ride.

Second, determine how much you want to spend.

Those two factors will greatly simplify your choice of camera. You will still have to decide which make you want but you've now narrowed the range to only a few models instead of hundreds.

Now, armed with my list of five most suitable cameras, I read as much as I could find about them and choose my present camera, a CANNON AE-1. Having been used only to my other two small cameras, I was awed by this big professional brute I now owned. Having never seen or heard of a single lens reflex camera until then, I didn't quite know what to expect when I took my first photograph with it, which is probably why it didn't get printed, as I must have jumped a mile when the viewfinder suddenly went black as I took the picture.

Now I've got used to it, though, the single lens reflex is definitely better because what you see in the viewfinder is what will be on the film, unlike the instamatic where the lovely cat from next door in the viewfinder results in a black speck in front of next door on the film!

The other thing I had to get used to was how to put the film in. Gone were the days of popping in a cartridge, now we had a roll of film. I bought the camera in May and in July went on holiday with the camera, film in ready. I took 36 fantastic photographs, went to rewind the film when the camera gave out funny noises. Afraid that I'd damaged the film, I took it down to the local camera shop to find out what my lovely new camera was up to. I felt really daft when I was told that the film was not wound on and I'd just taken 36 pictures on one frame! Still, I learnt not to do that again.

Photography was now becoming a very expensive hobby, not only because of the amount of film I was using, but also the accessories to go with it. A bit of pushing on my part got hubby to put his hobbies second for a while, and I could now combine two of my hobbies, model railways and photography as I could

now go and take photographs of the trains I was modelling.

And then, in September, came THE day. The day most amateur photographers dream of. I was asked to do my first professional photographs to be printed in a magazine, not a famous one, but a magazine just the same. It was a photograph for my last company's magazine of the Managing Director handing over the prizes to winners of the Safety Slogan competition. (I did say it wasn't a famous magazine). The big night arrived. I was really

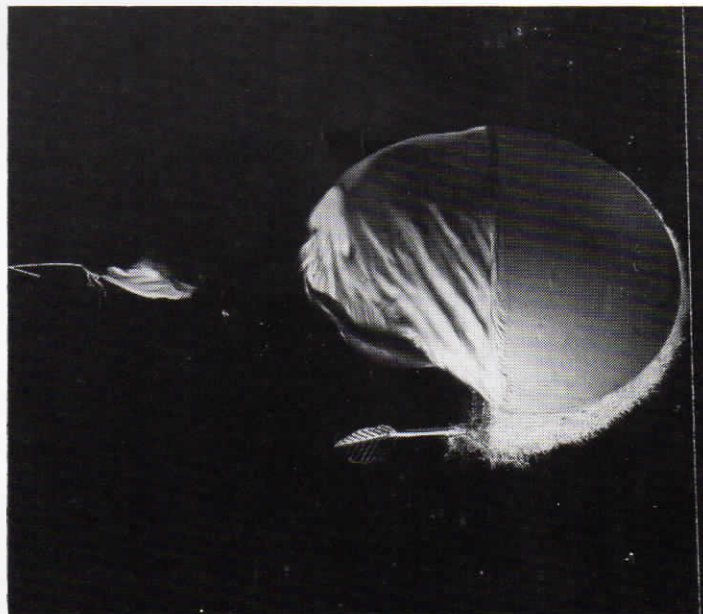
nervous trying to photograph three bashful prize winners and a full of confidence, all teeth and specs M.D., and with my misfortunes, what should appear in the viewfinder but a spider! Now as I've said, what you see in the viewfinder should also be on the film. And here I was attempting to radiate confidence with a spider somewhere on that camera. How I managed to successfully complete the photographs I'll never know, but

continued on page 6

WHAT'S THIS (contd)



High speed photographs by Mike Tizard of Hoddesdon. The front cover picture (and on the left) show a table tennis ball entering water. The others are of water-filled balloons being pierced by a dart. For the technical — and readers of our "Smile Please" article in this issue, the photos were taken on a Pentax M.E. using a 100mm lens (and close-up lens for the table tennis ball shots). An open shutter was used in the dark, and an electronic flash was triggered by sound.



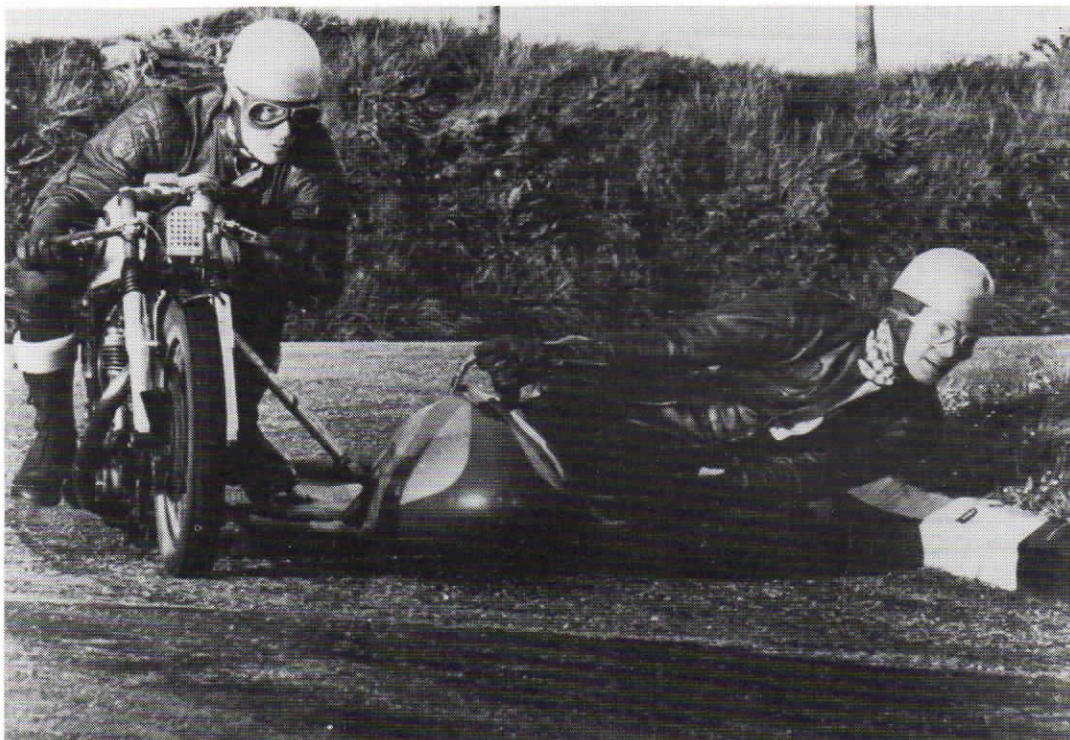
Equilibrium III

Quick Silver

We caught the midnight Isle of Man Steam Packet boat out of Liverpool on Saturday 24th May. Sleep was out of the question, there was far too much excitement in the air. The five hour crossing to the Island was punctuated by frequent trips up to the foredeck to ensure that our precious Norton was secure. Every square inch of deck was filled with motor cycles including about 50 other competition machines. We looked around for other sidecar teams in the hope of acquiring some useful course knowledge but the only one travelling with us was Norton mounted Maurice Beauvais of France. It was his first T.T. also he proved to be no source of information.

The Packet Company finally set us and our cargo down on the quay-side in the dawn light of 5.30 a.m. and we set out to push the mile or so to our digs. The outfit was piled high with tools, spares, leathers, helmets and a couple of cases containing changes of clothes that Jill had insisted we would need. Graham and I couldn't understand how that would improve our lap times but went along with it. By 11 a.m. on the Sunday we had signed on in the race office and received our instructions. We were happy to be appointed lucky No 7. There were, we discovered a total of twenty-five entries in the race, sixteen of which were Nortons. Five of the works Rennsport B.M.W. were entered, one piloted by previous winner W. Schneider, two others by H. Fath and F. Camathias, each of whom were later to become world champions. One entry that was creating a lot of interest was that of ex world champion Eric Oliver. He had prepared an over-the-counter Norton with a Watsonian touring sidecar in which he had seated a lady passenger Pat Wise.

We spent the rest of Sunday visiting the dozen or so trade representatives and signing contracts for petrol, oil, tyres, plugs, chains, etc. This was done to provide advertising rights in the unlikely event that we could finish among the top few. In



Signpost corner. Our first practice with the "Dustbin" off.

return we were provisioned with any of their products required through a week's practice and the race itself.

Race week was to start on 2nd June but we had before us a very full week of practice, familiarisation and modification. Machine preparation for 100 mile plus Grand Prix is different from the set up required to scratch around short circuits. As an example, we altered the front and rear springing four times before we had optimised it to accommodate for the many different surfaces encountered on the Manx roads.

5am Monday morning, the sun was just beginning to illuminate the horizon. Two bleary-eyed individuals stood out on the Glen-crutchery road awaiting the first official practice session. We had been round a couple of times on the Vincent to see which way the corners went.

Until 1960 sidecars did not race on the Mountain circuit but like the 250cc and 125cc machines used the narrow and twisting 10.5 mile clype

circuit. This started in the same place as the Mountain but instead of taking the plunge down Bray Hill turned right at Parkfield and took a back loop which joined the mountain circuit at Cronk ne Mona and headed for about two miles along the course in the reverse direction to Creg ne Baa. Another right took in another four miles of twisting lane

which finished at White Bridge Hill to Onchan through the famous Nursery bends to join the Mountain circuit again at Signpost corner thence back to the start in Douglas.

We had decided between us to put in as many laps as possible on this first session in an attempt to qualify.

continued on page 7



Bradden Bridge on the mountain circuit. We later lost the sidecar wheel.



Waiting for the start of the 1958 T.T.

A FIRST FOR TEK UK

Earlier this year Tek announced a new portable spectrum analyser called the 492. This new FDI (frequency domain instrumentation) product is very significant for Tek since it employs the very latest techniques in microwave, digital and mechanical design and several combined features make the 492 unique and a positive threat to its competitors.

For instance it is produced in a truly portable format, similar to the famous Tek 465, and weighs just 44lb, and that is at least half expected for an instrument of its type. For the technically inclined its frequency coverage is 50kHz to 220GHz (over five times its nearest rival): a microprocessor supervises all major controls and housekeeping functions, including the option of internal tracking preselection, phase lock and digitally refreshed display storage and alphanumeric composition. Frequency stability is sufficient to allow the use of 100Hz resolution at 21GHz (and higher) and for automated environments it offers complete interactive capabilities over the IEEE/488/1978 interface bus; our own 4052 controller would make an ideal companion here. Cost of such performance is also exciting at 30% below comparable equipment.

It is not difficult to understand why the three UK FDI specialists (Mervin Batten SR; Ray Ganderton ER; Alan Julier NR) are extremely enthusiastic about their new baby. Since the 492 release, in Nov, the three specialists have been busy showing it to all their major customers and on March 17th the Eastern Region received the UK's first orders for six 492's, options 1, 2 and 3.

Ray said "Someone has to be first and this time it's us but both Mervin and Alan are bound to have something up their sleeves before the end of fy000".



Tektronix new spectrum analyser, the 492.

“BECAUSE IT’S THERE”

The mountain-climbing photographs in last month's *Tek Times* caused a lot of interest and Paul Smith has been asked by many readers where the pictures were taken. The page 1 photo shows Paul climbing on Pavey Ark, Langdale. The second one on page 2 was taken on Tower Ridge, Ben Nevis last June. The climber in the foreground is Paul's wife Joyce.



Terry Sullivan, Eastern Region Sales Manager, congratulates Ray Ganderton, Eastern Region FDI specialist, on receiving the UK's very first 492 orders. How about that number plate?

Away From It All



The mountains of Rhum.

Have you ever thought of a holiday with a difference? To escape for a while? — away from the all-embracing T.V., escape from the world of strikes, inflation, and the world of the silicon chip?

Then could I suggest the Isle of Rhum, just 20 miles over the sea from Mallaig, but 20 light years away from our everyday life.

The island has a fascinating background — originally owned by various Scottish Chieftains, it was purchased at the turn of the century by George Bullough, a Lancashire cotton magnate from Accrington. His son (eventually Sir George) had aspirations to be a member of the Edwardian Set and built an ornate castle costing the considerable sum, for those days, of £300,000. Kinloch Castle was constructed of red Aran sandstone; 100,000 tons of Ayrshire topsoil was especially imported to enable him to create a garden surrounding large areas of heated glass-houses growing tropical plants, and there was even a heated pool containing alligators which he reluctantly closed at the request of his nervous guests.

Sir George and his French-born wife Lady Monica, entertained

lavishly — guests were ferried from the Scottish mainland to the island by his steam yacht (which he made available to the Government as a hospital ship during the Boer War — hence his knighthood).

The castle is filled with fascinating objets d'art and relics of his world travels, mainly in the Far East. But, for all this show and lust after the aristocratic life which finally eluded him, he and Lady Monica had a genuine love for the island and provided a just and caring employment for many people. They both now lie together in a secluded part of the island overlooking the beautiful seas to Skye.

The island was "given" by Lady Monica in 1964 to the Nature Conservancy who use it as a Study Centre, mainly to observe the life of red deer. It is diamond shaped, 8 miles either way, has no roads, and is only approached by McBraynes Ferry. Permission to stay has to be obtained from the Conservancy, this is normally freely granted; providing one establishes some degree of responsibility. A written declaration is required to acknowledge that no help or assistance is expected in the event of accidents — there are no



Harris Bay, Rhum.



Kinloch Castle, home of Sir George Bullough, Isle of Rhum.

doctors or rescue parties available and mountaineering expeditions should be comprised of at least four people.

Self-catering accommodation is available at the castle at a reasonable charge and there is good camping near the beach. A tiny Post Office sells beer, sweets and week-old newspapers. All provisions need to be carried in (the Canadians call it "back-packing").

For all its 8 x 8 size Rhum encompasses an amazing variety of mountains (highest 2,800 ft.), Ridges (almost as good as Skye), beaches — clean sand with not a soul

in sight — all backed by the most incredible scenery that only Scotland at its best can offer.

To finish the day, there is often a genuine Scottish Ceilidh put on by the locals.

And, you have really got away from it all!

*Paul Smith
Manchester*

P.S. For the technically minded, the island claims the first hydro electric scheme in Scotland — all the power is generated via a dam 1,000 ft. above the castle, which provides 40 K.W. of energy — it is still in use.

Smile Please continued from page 3

afterwards, I could not find the spider at all. Here also is a lesson for anyone else who does amateur photography. A lot of places develop and print films for a reasonable price, but because this was a professional job, I took the film to a professional studio. Now Boots charge, on average, £4.00 to print and develop a black and white 20 prints film. These studios charged £13.40 for 9 prints. Thankfully I was not paying! (And Boots are better).

Of course, owning a good camera does tend to make you snobbish, when at weddings you tend to say to people who own a Polaroid or Instamatic "Oh, you've got one of them!"

And where are all these lovely photographs I hear you say. Well unfortunately, all mine are in colour, which is not very good for printing in a magazine, but should *Tek Times* ever run a photographic competition (hint, hint to the editor) I will, of course, enter.

*Eileen Kircher
Maidenhead*

CALLING ALL KNITTERS

Yet again, *Tek Times* shakes the fashion world with another creation from our resident prestidigitator Mel Pearse. This month, a lacy waistcoat, modelled by Rosemary Ashby of the Test Department at Hoddesdon and photographed by Mick Tizard. The pattern fits 34-36 and 36-38 inch bust.

Materials needed.

10-(11) 20 grm balls of double knitting.

1 pair of number 9 and 7 needles.
6 buttons.

Abbreviations

K. knit P. purl, K2tog. knit 2 together, Rep. repeat, W.R.N. wool round needle, Sts. stitches, Ndl. needles, Dec. decrease, Patt. pattern. Figures in brackets represent the bigger size.

Back

Using No. 9 ndls cast on 71(81) sts, kl. pl. rib for 2½" Change to No. 7 ndls and patt as follows.

1/ k.

2/ p.

3/ kl.* w.r.n. k2tog. rep from * to last st kl.

4/ p.

5/ 6/ 7/ 8/ k.

These 8 rows form the pattern rep until work measures 15" from start.

Shape armholes

Cast off 8sts at beginning of next 2 rows. Carry on without shaping until work measures 21½" from start

cast off 11 (16)sts at beginning of next 2 rows. Cast off remaining sts.

Right front

Using No. 9 ndls cast on 37 (41) sts and work 2½" rib change to No. 7 ndls and work as back until armhole shaping has been reached. With right side facing cast off 8sts at beginning of next row, patt to last 2 sts. work 2 tog. Continue dec 1 st at neck edge until 22 (26) sts remain. Carry on without shaping until work measures same as back. Cast off.

Left Front

Work to match right front until armhole shaping. With wrong side facing cast off 8 sts. Work to last 2 sts work 2tog. Carry on working to match right front dec 1st at neck edge until 22 (26) sts remain. Complete as right front.

Armhole bands

Sew up shoulder seams. Using No. 9 ndls pick up and rib for 12 rows 94sts, cast off loosely.

Front bands

Using No. 9 ndls and right side facing pick up 136sts up right front to centre off back and kl.pl. rib for 3 rows. Next row * kl. pl. w.r.n. k2tog rib 15* rep from * until 6 buttonholes have been made rib to end. Work 8 more rows in rib cast off loosely. Work left band to match right band omitting buttonholes. Sew up side seams press and wear.

Devised by: Mel Pearse

Product Control, Hoddesdon.



EQUILIBRIUM III

continued from page 4

We could then spend the remaining sessions sorting out the machine. It was agreed that a thumbs up as we crossed the start line would take us on another lap, a thumbs down would take us into the pits. So goggles down, a good push to start her and flat onto the platform. I was soon to realise that the banging one took from stretches of this road was more like the grass than the smooth circuits we had become used to. I was also to learn the penalty for even a moment's lapse of concentration. We had navigated as far as Hall corner eight miles out (Hall is a really tight right requiring the passenger to get well over the back wheel), unforgivably I had forgotten what came next so I remained poised on the back of the platform to scan the road ahead. Graham knew this bit well and blasted down Whitebridge on full bore. I sailed straight out of the back, fortunately just managing to keep a grip on the rear handhold. I was dragged a fair way down Whitebridge before Graham became aware that his passenger was flapping about in the breeze. As he rolled the power off, I floated back in. It was thumbs down from me at the finish line but the

bike was really on song, so as I cursed silently he just grinned and pressed on. Two laps later we overshot at Governor's Bridge then at Parkfield we mounted the pavement and almost demolished a garden fence. It turned out that we were not getting enough air to the front brake, it had faded, so next time round we pulled into the pits, Graham took the dustbin off to let in more air, Jill pulled off what was left of my toenails and plastered over the toes of the boots and we set off for a last lap. We had qualified!

A quick warming cup of chocolate in the Cadbury tent and time to share a few yarns with other competitors. We met our French friend Beauvais again, he had put in some good practice times for a newcomer.

Having considered the possibility and the problems involved in modifying our dustbin, we decided it was best left off. After all, that would be less weight. It was one thing less to go wrong, people had been known to retire with farings falling off, and there were only two places on the clype where it would give any advantage at all. So the remainder of practice was done without streamlining and our lap speeds went up.

Race day eventually dawned. It was one of those cloudless scorching hot June days, records were

expected to tumble but the tar had melted on the road in many places leaving very treacherous changeable conditions. The atmosphere for the massed start was electric. Shell had checked the petrol, Dunlops had checked the tyres and dusted the floor of the chair with french chalk, a useful aid considering one was to slide out for more than 500 corners before the finish.

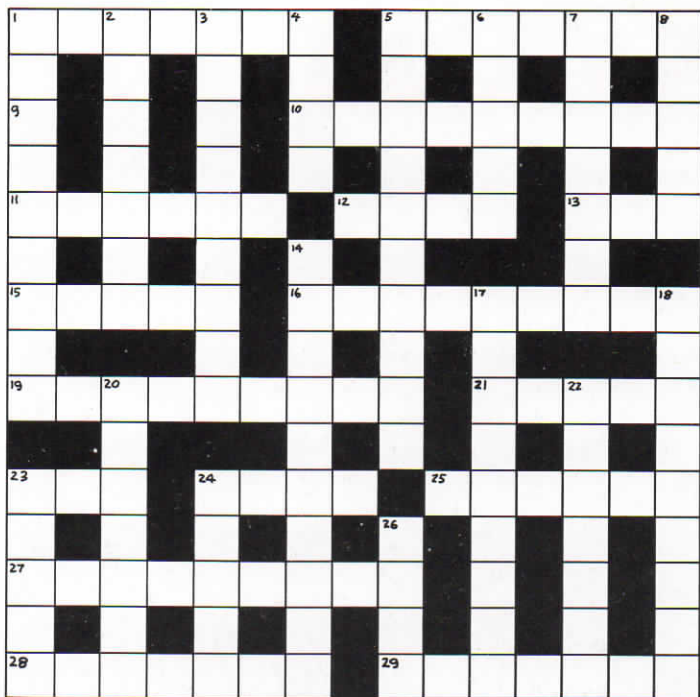
Two minutes to go, the hooter went and the road cleared of all but competitors. This was it, we waited for the flag to drop, when it did we seemed to push for ever before the Norton fired and we were last but one into Parkfield at the start of lap one. As we approached Cronk ne Mona, I remember seeing Beauvais just ahead. The Cronk is a fast left and as I climbed out on the chair side I watched poor Beauvais slide right across the road on the wet tar and smash into the wall opposite. All that preparation for four miles of racing! We got by nobody else on that lap but going past the pits we overtook Eric Oliver with Pat Wise in the sidecar. As the race progressed we passed a few more. One I recognised as Muhlemann from Switzerland. I knew he had been well placed in the past so felt quite happy about that. On lap six a board went up from the pits saying Bronze, that

meant we were in the top 10 at that stage. We had caught Pete Wollot but could not pass him. On the twisty bits it was too narrow to get by. On the straight he had a little more speed, that could be because we had taken the faring off. We followed him for the next four laps and finished one second behind him.

Schneider and Camathias on the works B.M.Ws had finished first and second, both had smashed the previous record lap after lap. In those days Silver replicas were awarded down to sixth place, Bronze down to 10th. We had finished seventh and were delighted to have collected a Bronze at our first attempt, but could not help reflecting that after 100 miles of racing one second separated us from a Silver.

I spent the next fifteen years in search of that Silver but fate continued to decree otherwise. I had collected six Bronze replicas, four finishers awards and had been in the winning club team three times. Once in 1968 when riding with ex grass champion Derek Yorke we were well within Silver time when the sidecar wheel came off. After the T.T. of 1973 I joined Tektronix and retired from racing. But who knows, perhaps one day one more time?

*Dave Fynn
Maidenhead*



Crossword

ACROSS: 1 Transported by Sea (7); 5 Candidly (7); 10 Given advance notice of danger (9); 11 Intemperance (6); 12 Unemployed (4); 13 Sick (3); 15 Additional (5); 16 Effective speech (9); 19 Plotters (9); 21 Supposedly fills all space (5); 23 Vegetable infusion (3); 24 Continuous pain (4); 25 Thin defensive covering (6); 27 Advised to take heed (9); 28 Neckwear fasteners (3-4); 29 Increase in size (7).

DOWN: 1 Lifeless (5-4); 2 Unlawful (7); 3 Body of Servicemen empowered to force men into service (5-4); 4 One easily deceived (4); 5 Small rodent (5-5); 6 De-grade (5); 7 Expedition in balsa-wood craft (7); 8 To change the voice frequently to falsetto whilst singing (5); 14 Instruments for reproducing sound at a distance (10); 17 Not morally acceptable (9); 18 Ninety degrees north of the Equator (5-4); 20 Written law (7); 22 White is said to be lucky in Scotland (7); 23 Silently implied (5); 24 Plea of absence from scene of the crime (5); 26 Averse to labour (4).

Devised by: Bob Orrock
Product Control, Hoddesdon

Solution to Keith Patterson's "Question", (page 4 of Tek Times No. 16)

	1	2	3	4	5
Cigarettes	Kools	Chesterfield	Old Gold	Lucky Strike	Parliaments
Owner	Norwegian	Ukranian	Englishman	Spaniard	Japanese
Colour	Yellow	Blue	Red	Ivory	Green
Drink	WATER	Tea	Milk	Orange	Coffee
Pet	Fox	Horse	Snails	Dog	ZEBRA

Solution to Double-cross Words Puzzle

Printed in Tek Times No. 16



Solution to Crossnumber Puzzle

Printed in Tek Times No. 16

1	0	6	6			1	2	1	2
1		6				1	9	2	6
		6				3	2		5
1	0					1	0	0	0
8		1	9	7	2	1			4
1	9	8	4					7	0
2			5	3		3			
	1	2		7		6			4
2	3	5	9			3	6	0	0

Letters to the Editor

Dear Editor,

May I, through your Tek Times correspondence column, thank all my friends and colleagues at Hoddesdon for their very kind wishes during my recent illness.

Yours sincerely
Amy Eveleigh

Dear Sir,
I have Heard
Shot
Plucked
Stuffed
Cooked

and eaten the first Cuckoo of 1980 while on a recent visit to Yorkshire.

D. Norris
of Tektronix & Lancashire

The mail gets through!



Pat Coulson in Livingston sent us the envelope shown here. Judging by the date, stamps, and the date it was

received in Livingston, the letter was not delayed unduly.

Tektronix on wheels

The Computer Graphics Mobile Exhibition bus is just about to embark on an extensive tour of Britain, calling at no fewer than 21 different locations, from Glasgow in the north to Plymouth in the south-west. The tour will begin on April 14 and end just 4 weeks later, but this is just routine to driver Dick Rothwell, whose job has taken him to most countries in west and east Europe.

Sensing a possible source of good stories for Tek Times, your editors have pursued Dick for many months for an article, but understandably, he is too busy keeping to a very demanding timetable. We did manage to get some photographs from him, though. These were received entirely without captions or explanations, so we have used a little editorial privilege and invented suitable captions to fit the scenes.



Explaining to Serbo-Croat speaking customs officers that crate of bottles marked "Guinness" is new type of engine coolant.



Dick runs out of fuel at a critical moment during tour of Greek Islands.