

# Tek Times

## American Withdrawl

Firs Hall at Winchmore Hill was the scene of a pleasant little gathering on Thursday 17 June. Pleasant it certainly was, although rather tinged with sadness, for this was the Southgate staff making their formal farewell to Pam and Ed Morrison, at the end of their five years in England.

The pre-lunch sherry time gave plenty of opportunity for conversation and circulation. The conversation continued apace throughout the excellent luncheon, lubricated most fittingly with glasses of Chateau du Pontet and Piesporter.

The eating concluded, it was time for the business section of the proceedings. At times such as this it is customary to say a few words and give the guest of honour a "going-away" present.

Maurice Parker led the way with warm words about Ed's stay with us and his very positive influence on the Company and on all those with whom he came into contact. He spoke of Ed's almost encyclopaedic knowledge of Britain and especially of London, which tended to leave the natives open-mouthed in admiration - *did* he really take the taxi-drivers' training course? Maurice then presented Ed with a framed "illuminated address" (illustrated right) designed and painted by Ron Tradgett.

Next to speak was Betty Houpt, Ed's secretary, who presented a handsome wine-cooler, to which many Tek employees in all three divisions had subscribed. Most suitably, this presentation also included a bottle of Moet and Chandon - what better accompaniment to a wine-cooler?

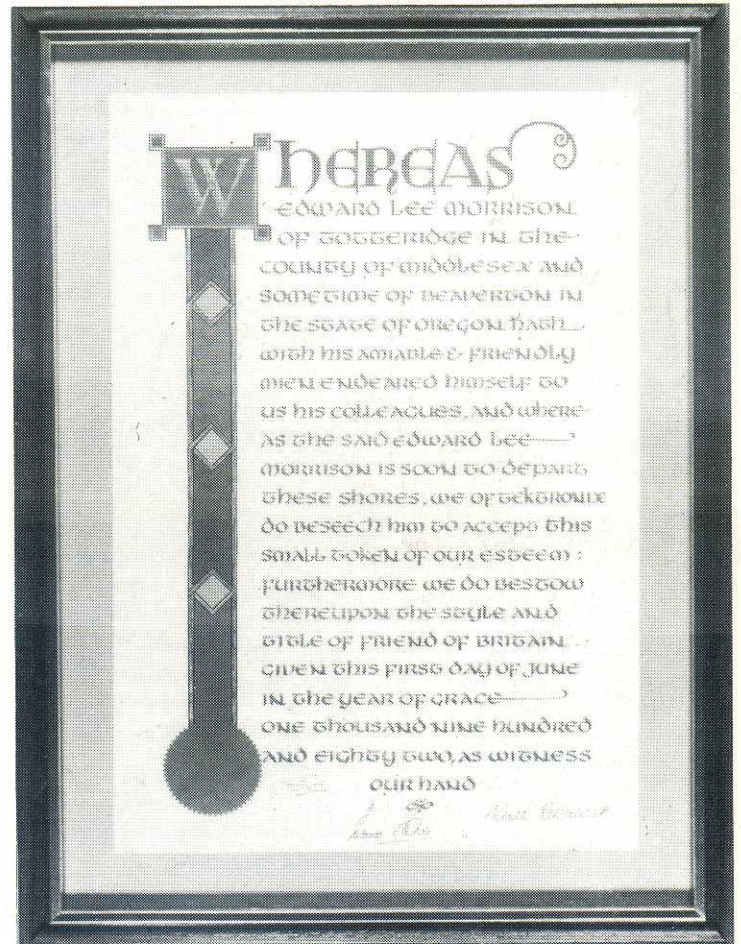
In reply, Ed thanked everyone for the gifts and for the warmth and friendship which had been extended to him and his family over the past five years.

He said that from his own point of view, England was going to be a very difficult place to have to leave, and that he would be taking many happy memories back to Oregon with him. Tammy and John, having spent a considerable portion of their formative years in London, would doubtless notice the change even more. Ed recalled various stages of his time with Tek UK - his first initiation to Telequipment manufacturing, then his spell of operating from Channel Region, which sometimes gave the impression of moving from one European capital to another, changing 'planes almost in mid-runway, and only going home occasionally for a fresh supply of laundry!

By way of a tail-piece to this event, a presentation from the Tek UK Area Reps was made by the co-ordinator, Ron Tradgett, in recognition of Ed's encouragement and friendship towards the Area Rep activity. The idea for this presentation - a book of Victorian wood-engravings of old England and a folder of Geoffrey Fletcher's drawings of London - was suggested by Hoddesdon Area Reps.

Thus ended a most enjoyable and friendly gathering, shared by all Southgate employees (except two, who were on holiday) in a relaxed social atmosphere.

Our good wishes go with Pam and Ed, Tammy and John as they return, with their memories to a new stage of their lives, in Oregon.



Cover Girl this issue is Harpenden-based Julie Howes who has been with Tektronix for four a half years and is secretary to Graham

Williams - IDD National Sales Manager. Her hobbies include badminton, rounders, volleyball and keeping a chipmunk!



# Fame for Fred Rose.

The following article appeared in the July issue of *Wireless World*. Many of you may not realise that Fred was very much one of television's pioneers.

'In "CQ-TV", DJ Long, G3PTU suggests that for amateur television transmissions on bands above 432 MHz consideration should be given to frequency-modulation of the vision channel. With the approach of direct broadcasting from satellite, components for f.m.-type tv receivers will become more readily available. The problem may be to find 27 MHz or so of available radio spectrum. Grant Dixon, G8CGK draws attention to the availability of one-chip analogue/digital converters (at around £66) that provides 6-bit (64 level) coding, sufficient for experimental digital-video systems. The British

Amateur Television Club will hold its 1982 convention at the Post House Hotel, Leicester on September 4-5. John Wood, G3YQC, editor of "CQ-TV", has started trying to compile a history of amateur television from the earliest pre-broadcasting days. Amateur tv enthusiasts in the Bath and Leicester areas are seeking to establish atv repeaters.

It was just 30 years ago, in May 1952, that what is believed to have been the first amateur two-way high-definition tv contact was made on 432 MHz by Harold Jones, G5ZT/T of Plymouth and Fred Rose, G3BLV/T who lived in Sunderland but brought his equipment by car down to the Plymouth area. The a.tv. stations had taken some three years to build.'

# 'You Done Good!'

A couple of pleasant surprises came my way at the recent European Sales Meeting in June. The purpose of the meeting was to review performance in FY200 and prepare plans for FY300. In appreciation of Tek UK's performance in FY200, I was presented with two wall plaques, recognising our achievement in Communications Division and Design Automation Division. All three product groups in Comms. Div. - Spectrum Analysers, TV and TDR were well above plan, and in DAD, we comfortably exceeded plan in DCA and

Logic Analysers and got within a whisker in MDP (far exceeding any other European Subsidiary).

Congratulations and thanks to all those who helped to achieve these results. The UK is, once again, the top selling subsidiary and your efforts are noticed and appreciated.

Just carry on through FY300 the way you finished FY200, and we should have no problems in picking up a few more wall hangings in a year's time!

*Derek Philpott*



Above - Communications Award,  
Below - Design Automation Division Award.



# Stan Retires.



Stan shaking hands with Guan Tan - Manufacturing Manager - amidst the many cards and presents given to him by all his friends at Hoddesdon.

Stan Townsend, Machine Shop Supervisor at our Hoddesdon Manufacturing Plant, joined Tek on the 16 July 1963. His retirement was to take place on 11 March this year, but Stan agreed to stay

on for a further 3 months until a successor could be found and trained. Thus Stan's retirement actually took place on 11 June 1982.

# QUOTE:

A husband is a bachelor whose luck finally failed.

# 'L' Test - Russian Style.

If you have the time and the money you may be able to own a car and pass the driving test in Russia. Firstly, to own a car may take up to three years to earn enough to buy the cheapest car, which must be paid for outright.

Secondly, the time. Those taking tuition must allow 268 hours. 140 hours are needed to learn how the car works and its maintenance. 60 hours are required to learn traffic regulations and the Russian type of Highway Code, whilst road safety takes 20 hours, first aid 16 hours, and actual driving takes 32 hours of tuition.

The charge by the Soviet School of Motoring is £60 for the whole course spread over 3 1/2 months. A professional driver has 5 months

of full time study, amounting to 840 hours tuition.

On the Examiner's central control panel can be displayed 8 different traffic situations chosen from 40 different illustrated questions. The candidate must then press the appropriate button from 1 to 15 to give the correct answer, after pressing a key to select his question.

You may, therefore, be a driver at last, once you are suitably knowledgeable about technical theory, car maintenance, road safety, first aid, a medical examination, and finally actually driving the car on the road!

Good luck, Comrade!



# Page Three Boys.



**John  
Seaman.**



**Bill  
Tatton.**



**Paul  
Smith.**



**Brian  
Ellison.**



**Keith  
Retallick.**



**Derek  
Philpot.**



**Bob  
Garrett.**

*Our page three photographs are drawn from a 1966 publication "TEKTRONIX IN A NUTSHELL" which was kindly loaned by Derek Smith - Eastern Area Manager.*

# Thankyou.

Vice Admiral Sir Lindsay Bryson, KCB, BSc, FEng, FIEE, FRAeS



Controller of the Navy

MINISTRY OF DEFENCE

Main Building, Whitehall, London SW1A 2HB

Telephone (Direct Dialling) 01-218 2299

(Switchboard) 01-218 9000

780/13

Mr K Retallick, Managing Director  
Tektronix UK Ltd  
Beaverton House  
PO Box 69  
Harpenden  
Herts

8 July 1982

Dear Mr Retallick,

I would like to express my appreciation for the excellent service that your Company rendered to the Royal Navy in the Falklands Crisis through your rapid response in meeting demands for test equipment. I would be grateful if you would extend my thanks to all in the firm who played a part in meeting our demands.

*Yours sincerely*

*Lindsay Bryson*

Early in the Falklands Crisis we received an urgent request from the Royal Navy for a substantial number of spectrum analysers to fill a vital role in conjunction with other military equipment. We are unable to give details for security reasons. We have subsequently been informed that the instruments performed satisfactorily.

Tektronix responded to the

request in an exemplary manner - Beaverton shipped the Analysers within 48 hours and they were delivered to the Royal Navy within a week.

In appreciation of our efforts on their behalf we received this letter of thanks from Vice-Admiral Sir Lindsay Bryson, Controller of the Navy.

*Keith Retallick*

# The supervisor is never right.

If he is late for work in the morning, he is taking advantage of his position. If he gets in on time he is too eager.

If the job is running smoothly, he is superfluous. If the going is rough, he is a poor organiser.

If he does consult his staff, he is in desperate need of ideas. If he does not, he does not appreciate the value of team work.

If he tries to get more staff, he is an empire builder. If he does not,

he is a slave driver.

If he is friendly with staff, he is ingratiating. If he keeps to himself, he is a snob.

If he tries to cut red tape he has no regard to system. If he insists on going through channels, he is a bureaucrat.

If he enjoys reading this, he has a sense of humour. If he does not think it funny ... he is probably right.

*Anon.*



# Lands End...



Ready for the Start - 7.30 a.m. at the Lands End Hotel. Left to right - Ken Livermore, Eric Pritchard,

Dave Miller, Ken Burton. Saturday 26 June 1982.

Despite punctures, crashes and poor weather, the three Tek cyclists who set out from Lands End on Saturday 26 June all managed to reach John O'Groats on schedule at the end of 858 miles of hard riding.

## Day 1

The mini-bus ride down to Penzance was fairly uneventful with much idle banter hiding the nerves we all felt. A 5.45 am call was arranged with the intention of setting off by 7.00 am but devious tactics employed by one of the riders, who shall be nameless, successfully delayed the start by at least 30 minutes on this and each subsequent morning.

Our first puncture stop came soon after Penzance as the weather started to close in, torrential rain began to fall as Bodmin Moor loomed up in the distance and we passed streams of holiday traffic. Lunch was taken near Okehampton, followed by a gruelling climb on the main road to Exeter. 119 miles had been covered and with 45 still to go on this first day, we were beginning to tire. Welcome relief came at Cullompton on the old A38 where Chris Hadder and Neil Davidson, our support team, had prepared an instant meal of malt loaf, fruit and Mars Bars to sustain us to the stage finish at Bridgewater.

## Day 2

Day two dawned with a shock for the Tek contingent, Eric Pritchard of Thorn./EMI, who had been one of the most enthusiastic members of the team, decided to retire from the event because of problems with an old knee injury. The first thirty miles that morning were ridden in an air of uncertainty ... if Eric had been forced to drop out already, how much further would the rest of us be able to ride?

This apprehension was made worse later that morning when Ken Burton, taking evasive action to avoid a runaway dog, brought

Dave Miller down in a heap in the road! Dave struck his head on the kerb and was out cold; he had sustained severe bruising to his left eye, shoulder and thigh and we decided that the best way to tackle the problem was to get him straight back on his bike before he had time to realise the extent of his injuries! As we later joked, being knocked senseless was something of an advantage when you consider that there were still more than 600 miles to go!

Around Gloucester we encountered some other cyclists who were raising funds for Lukaemia research by riding to Lands End and back from Birmingham; fortunately their support car was able to administer First Aid and, suitably patched up, Dave bravely rode on, and with the prevailing South-Westerly wind at our backs, we fairly streamed along to the second overnight stop at Whitchurch.

## Day 3

Wigan isn't the most inspiring place in the country, especially not in heavy rain on a Monday morning!; however, opposite the North Western Station, we found the most incredible pie and cake shop! Steve Poulter, a local racing cyclist, had joined us for the day and, with the van languishing in Warrington with ignition problems and no team support, the four of us sat down to a super "nosh-up" of meat and potato pies, pasties, jam tarts and cream cakes followed by lashings of black-currant pie and ice cream. Suitably sustained with carbohydrates we pressed on through the gloom of a wet day in the industrial North West, eventually breaking through into the sunshine of Morecambe Bay at Carnforth, the Gateway to the Lake District.

We had been saving our strength for the major obstacle of the day - a tough climb through Cumbria to Shap Fell. It's difficult to visualise

one continuous hill, *fourteen miles* long, but that's what Shap is and the memory of that lonely road winding ever upwards through the mountains to the rain-lashed summit at 1,109 feet will live in our minds for some years to come!

The section of road to Carlisle was not, as we had imagined, all down hill; however, with the van back in action, we rode strongly Northward to the Border City and our third overnight stop.

## Day 4

The south-westerly wind had assisted our progress all through England but once across the Scottish border on the A74, the road veered sharply to the left to begin the long climb to Beattock and a severe cross wind made us actually grateful for a puncture stop. The handsome country town of Moffat was soon reached and by now we had really arrived in Scotland, a stop for a snack giving us our first encounter with "funny money" and great difficulty in understanding the local dialect was experienced by our Cockney contingent.

After a good rub down we set off to climb the six miles up to a 1,349 feet summit near the Devil's Beef-tub, and despite Ken Burton taking a tumble near Broughton, we arrived at the dinner stop at Penicuik on schedule.

The main topic of conversation by now had turned to the progress of Mike Coupe, a Manchester racing cyclist, who was due to pass us somewhere near Edinburgh during his attack on the Lands End to John O'Groats record. He too had taken a pasting along the A74 and was suffering badly when we eventually saw him cross the Forth Bridge and set off on the long haul North: for us the stage was to end at Perth.

## Day 5

We had a breakfast rendezvous with the van at Blair Atholl on the initial leg of the fifth stage after a steady ride along the A9 in brilliant Highland sunshine.

At 1,516 feet above sea level, Drumochter Summit was the highest point we were to reach on the entire ride, the temperature falling noticeably on the climb and it was no surprise to see the remnants of winter snow-caps when we reached the top.

After the ritual photo stop there followed a most enjoyable 25 miles down hill run along the Spey Valley all the way to our lunch stop at Aviemore and the pure luxury of burgers and chips in the Cairngorms!

Some hours later at the end of a hectic chase over the top of Slochd Mor and all around the Beauty Firth we sat down to dinner at a farmhouse near the Muir of Ord, some considerably more shattered than others!

The news filtered back to us that evening of Mick Coupe's success in breaking the record - it must have required phenomenal will-power for him to have covered the

full course in the incredible time of 44hrs and 39 minutes!

## Day 6

And so to the final hurdle, the sixth stage of a mere 125 miles up to John O'Groats! Skirting the North Sea as it does for most of the way, we expected the route to be relatively level but we soon found to our cost that the thin red line, which is the A9 going North on the map, makes those little squiggles shown in order to gain height - and this it does with monotonous regularity!

The lonely Aultnamain Inn was passed, 22 miles from the start, standing bleakly in its desolate moorland location high above Dornoch Firth. We then dropped sharply down to Bonar Bridge; this was a town of special significance to us as Eric, who we left at Bridgewater, had planned to add more than 50 miles to the journey by forking left at this point and paying a visit to Cape Wrath before completing the ride! A special salute was made as we wheeled firmly *right* and headed into Caithness and our last lunch stop at Helmsdale. There being very few fish and chip shops locally, a meal was quickly arranged at one of the nearby hotels and the staff proved very helpful - showing great interest in our project.

The subsequent 10 miles, north from our stop, truly lived up to their reputation of being a make or break point for record aspirants and, as soon as we passed through the snow gates outside the Helmsdale (designed to protect people from themselves in bad weather!), we commenced yet another winding mountain ascent - this time up past the Ord of Caithness. Almost immediately after the summit post the road fell away right down to sea level and then, crossing Langwell Water on an ancient stone bridge, we began the tortuous climb of Berridale's notorious hairpins. Although not a long hill by Scottish standards, this really was a killer and as we grovelled past a graveyard near the top, we could imagine where previous End to Enders had succumbed!

From here on in we were in a celebratory mood, rolling along the rugged coastline past castles andcroft cottages, some still inhabited but many others abandoned and, in their ruined state, providing the sheep and cattle with some degree of protection from the elements.

After passing the Latheron Wheel Hotel, we finally reached the *real* Capital of the North, Wick.

Sixteen miles to go now and nothing could stop us, not even Warth Hill - the most northerly climb on the British Mainland. Once over the top the three of us rode down into John O'Groats at last, our support team were on hand to record the arrival for posterity and, following a photographic session in front of the famous Hotel, it was all over bar the shouting. After cycling the entire



# To John O'Groats.

length of the country, it was a peculiar feeling to have finished and have nowhere to go!

Now we are all back to earth at work again and the mammoth task of collecting the sponsorship money has begun. At the time of writing we have already paid more than £700 into the special Midland Bank account at Hoddesdon and by the time all our donations are received we have high hopes that the boys and girls at the New Mossford Home for physically handicapped children will benefit to the tune of around £2000.

Arrangements are currently being made to present our cheque to their staff once the summer holidays are over, and full details should appear in the next Tek Times. Meanwhile if anyone has not been approached and would like to make a donation, no matter how modest, would they please forward it to Dave Miller in the Hoddesdon 2200 Test Department.

Our gratitude goes out to many people without whose generous assistance the ride could not have taken place; space restricts listing them all but mention must be made of the Tek management for authorising the use of the mini-bus and other practical help, to Alma at the Hoddesdon Cafeteria, the Warrington garage of CD Bramall, Betty Edwards and all those who ensured the success of the bring



and buy sales. Special thanks are due to everybody who sponsored us on our ride and to Jean Dewbrey for deciphering my long-hand and doing all the typing. However, we must not neglect the

roles played by Chris Hadder and Neil Davidson who backed us all the way - we could not have done it without you!

Ken Livermore  
July 1982

*THE FINISH AT LAST! (after 858 miles) Left to Right Ken Livermore, Dave Miller and Ken Burton outside John O'Groats Hotel, Thursday 1 July 1982.*

## Route

(Saturday 26th June - Thursday 1st July 1982)

### The Schedule

#### Mileage & Route

0 Lands End Hotel  
10 Penzance, A30  
28 Redruth by-pass, A30  
57 Bodmin by-pass, A30  
78 Launceston by-pass, A30  
98 Okehampton, A30  
119 Exeter, A377  
134 Cullompton, B3181  
146 Wellington by-pass, A38  
153 Taunton, A38  
164 Bridgwater, A38  
196 Bristol, A38, A4018, A38  
230 Gloucester, A38, A430, A38  
240 Tewkesbury, A38  
256 Worcester, A38  
270 Kidderminster, A449, A442  
283 Bridgnorth, A442  
297 Wellington, A442, A41  
319 Whitchurch, A41  
332 Taporley, A49  
353 Warrington, A49  
365 Wigan, A49  
381 Preston, A49-A6  
402 Lancaster, A6  
424 Kendal, A6  
451 Penrith, A6  
469 Carlisle, A6

#### Date

Stage One  
Saturday  
26th June  
164 Miles

478 Greta Green, A74  
487 Ecclefechan by-pass, A74  
507 Moffatt A74, A701  
527 Crook Inn, A701  
552 Penicuik, A703  
558 Fairmilehead, A701, A702  
571 Forth Road Bridge, A90  
603 Perth, A90

617 Dunkeld, A49  
636 Blair Atholl, A9  
661 Dalwhinnie, A9  
674 Kingussie, A9

702 Tomatin, A9  
718 Inverness, A9  
733 Muir of Ord, A9

745 Evanton, via Dingwall, A9  
757 Aultnamain Inn, A836  
766 Bonar Bridge, A9  
787 Golspie, A9  
804 Helmsdale, A9  
821 Dunbeath, A9  
841 Wick, A9  
858 John O'Groats House Hotel

Stage Two  
Sunday  
27th June  
155 Miles

TOTAL DISTANCE

Stage Four  
Tuesday  
29th June  
134 Miles

Stage Five  
Wednesday  
30th June  
130 Miles

Stage Six  
Thursday  
1st July  
125 Miles

**858 Miles**



# Harpenden 'Super Salesman' 1982.



Ed Morrison presenting the victorious Roger Alexander with the Supersalesman Shield

All too quickly, time ran out in FY200 for the Eastern Region salesmen to prove that they really were worth keeping for another year, and the last day (28 May) was taken up with a final test of their abilities.

Firstly, the total E.R. sales force, T&M and IDD, were penned in a room away from the summer sunshine in which they normally spend the working day, so that Messrs Ganderton and Krystman, District Sales Managers, could test individuals' stamina with strings of terrifying graphs of performances against target, and with grave predictions for FY300. This was reassuringly followed by a presentation and discussion on the subject of insurance cover for the family after the death of a breadwinner. Time was then allowed for arrangements to be made with a local insurance salesman before individuals were led off to the more hazardous tests of the day at the Gosling Sports centre in Welwyn Garden City.

Here, the courageous bunch were

made to strip before being re-clad in identical blue Tektronix uniforms, and sent off to the first test. (The uniforms were designed to reduce any destructive illusions of individuality within the group).

The first test was one of intelligence: All the salesmen were lined up on a row facing Mr Krystman at 100 metres distance. The idea was to work out the best course of action when somebody from behind the line illegally shouted "Go"! All failed this test, and so had to stagger back to the starting line for another attempt! After the second stagger back to the starting line, it was revealed that there were more tests to follow immediately, and so with heavy and thumping hearts the intrepid band set off, unaided, to the next rendezvous point. Here, the emphasis changed slightly from measurement of intelligence to that of phycological agility: Each salesman was to be tested to see how quickly he could put the ball back into his opponent's court - using symbolic bat and ball equipment.

This was organised as a knock-out competition, and as might be expected, the final match was between the two eldest and most experienced salesmen in the force.

The group was then led into a room full of sinister metal contraptions incorporating several heavy weights, some attached to complex ropes and pulleys! More supervisory staff were present here, although no explanation was given as to why. Instead, an effort was made by Mr Ganderton to reassure the more apprehensive individuals by inviting them to lie on a soft mattress while he sat on their legs. They were then timed to get up from this position in the space of a minute. Meanwhile, another taskmaster was dealing with a few salesmen who appeared to be regaining some of their original energy. The remedy here was to force them to do a kind of horizontal frog-leap continuously until they were once more exhausted - or else a minute had elapsed, whichever came first.

Then, the awful moment when each exhaustee was led to one of the terrifying machines. After first being weighed (so that the machine could be adjusted to give him a fair chance!) each man was attached via his arms to the ropes and pulleys. The effect on those who were still standing after this experience was that their arms were seen to hang limply by their sides, as they slowly shuffled their way to the final rendezvous point, and a pleasant surprise...

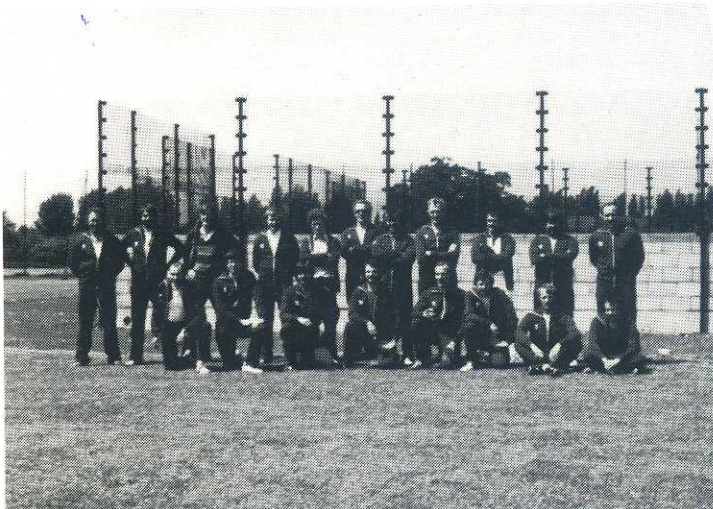
It was announced that the tests were over and it was "playtime". There was a noticeable revival in salesmen's spirits on hearing this, and very soon many were forming themselves into teams and organising some excellent games of basketball. (This, despite one IDD salesman, known by his colleagues as "Hard Sell Dell", who caused considerable confusion by not revealing which team he was actually playing for when calling for the ball). Other activities

that began to appear included "football around the traffic cones", an exciting egg-and-spoon race, (next year, it is planned to use fresher eggs), and 5-a-side football. In fact, spirits were soon running so high that "opening time" arrived unnoticed and there was some mild panic to get back into civilian clothes once more before re-assembling at "The Swan" in Wheathampstead.

Here, strategies were discussed for the evening's sporting activities, featuring a darts match at the Harpenden Conservative Club, where a room and a splendid buffet had been prepared specially in honour of those successful salesmen who survived the day. This was an excellent opportunity for different groups within the marketing organisation to integrate their ideas, for managers to congratulate their teams, and for salesmen to forge new links with their secretaries, in a free and relaxed atmosphere. The climax of the evening arrived all too quickly when a trophy was presented to the salesman who had scored the most points over his colleagues in the afternoon. Ed Morrison accepted the invitation to make this presentation to the "Super Salesman" of the year - Roger Alexander - amidst enthusiastic applause from all. Roger then had the honour of giving Ed a different trophy, to commemorate his departure from the UK. It was a soft parcel which kept everyone guessing as Ed removed the outer covering to reveal - yes - a blue Tektronix uniform, just like all the others, for Ed to take back with him and show to our American colleagues.

By this method, it is hoped that one day, the Tek Inc sales teams will realise the tremendous value of events like the "Super Salesman Contest", and they too might follow this shining British example set by the Eastern Region, and so train their salesmen in the same way.

Allen Matthews  
July 1982



Supersalesman '82 Contestants



Scenes from 'The Torture Chamber'





# Hoddesdon Happenings.

## Sponsored Walk.

Despite a somewhat disappointing turnout, the ten mile walk organised by Hoddesdon Sports and Social Club raised £315.00. This was sent to aid the appeal launched by London's Great Ormond Street and University College Hospitals to buy laser equipment used in the treatment of brain tumours in children.

An additional £18.50 was raised to purchase accessories for shower facilities which are planned for the Hoddesdon plant.

Numbers were well down on last year with only 16 participants but spirits were high and it was a tired

but happy band that assembled at the 10 mile journey's end - the Huntsman (Goose Green) - for a well deserved tippie.

Amongst the first arrivals were Eddie Curran and Mark Dickinson who were also the last to leave! They started out one hour later than the others but passed most of them one by one during their 87 minute run to the finish.

Thanks are due to Ciaran Byrne and Andrew Hartwell who marshalled during the event, and to all colleagues and friends of Tektronix for their generous sponsorship.



Above - All sixteen participants outside The Huntsman after the walk.

## Bar-B-Q

On behalf of all who attended we would like to thank Management for the splendid Bar-b-q given for the Hoddesdon people.

The weather turned out to be fair and the menu was superb (thanks to Alma and her staff). It was a totally enjoyable afternoon for all concerned.

We would also like to thank everyone who made a contribution for the kitchen staff and helpers. We can assure you it was greatly appreciated.

Sharon Barnes  
Jean Dewbrey  
Linda Hughes



Super Salesmen Photos continued...

Below and Below Left - Girls versus Boys TUG OF WAR - The Girls won, but doesn't the one at the front look masculine!



## Social Club future events.

Monday 13 December - Calais  
Christmas Shopping  
Proposed ... Sports Day,  
Chas and Dave - "Blazers"

Windsor  
September - "One More Time" -  
The Phoenix Theatre



Ed Morrison opens his gift under the watchful eye of Joe Krystman - IDD District Sales Manager



Ray Ganderton T & M District Sales Manager checking his budget with Chris Oak, Management Accountant



# Caption Contest.



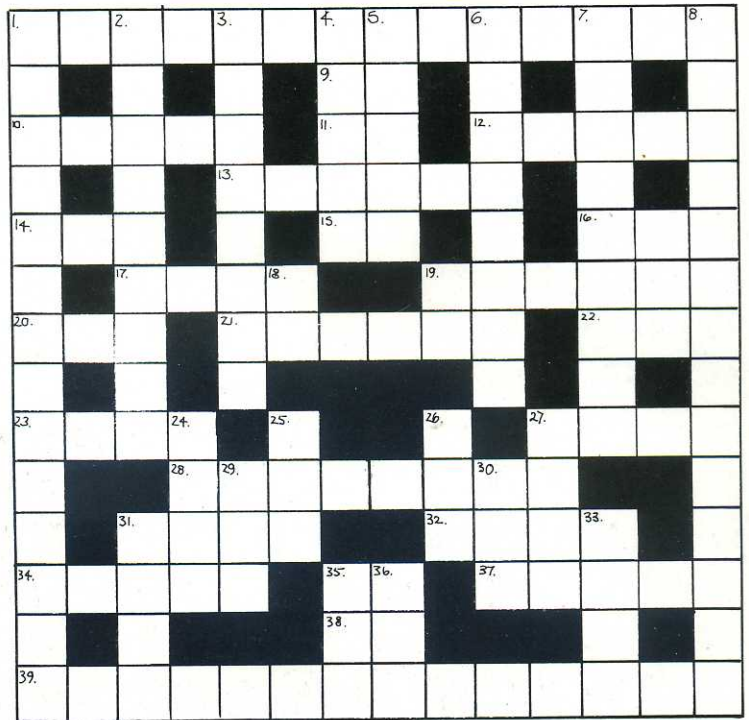
Suggestions please to the Editor, Tek Times, Harpenden.

## Last Issues best captions are:

- "Nobody leaves until you make a decision"  
*Homer Speer - Beaverton*
- "Just you try and Buy one"  
*Ray Ganderton - Harpenden*
- "Oh shucks, you change the C.R.T."  
*Reg Smith - Harpenden*
- "I'll be glad when this darned Circle Meeting is over"  
*Larry Pullen - Harpenden*



# Crossword.



### Across

1. May be seen at Ethiopian Bazaar (14)
9. Often coupled to behold (2)
10. Holiday transport (5)
11. Medal from Somerset (2)
12. Does this mixture spell closure for British Leyland (5)
13. Just the location for sandcastles (6)
14. The Princess of G. and S. (3)
15. Indefinitely part of man (2)
16. Usually needs a tonic (3)
17. Popular timer with Englishman and foaming friend (4)
19. Northern island resort (4)
20. Responsible for Capital amenities (3)
21. Place to relax? (6)
22. Bar account (3)
23. English flower mixed underground (4)
27. Muddles contest measure the land (4)
28. Colourful quartz (8)
31. Happy to have her name shortened (4)
32. Winged on the chess board (4)
34. Concord (5)
35. Exclaim relief (2)
37. He works

- with the process from 23 (5)
- 38. Regal mum (2)
- 39. Branch of science frequently seen in the tropics (14)

### Down

1. Take in to the seaside (7,7)
2. Not a summer holiday hazard (9)
3. Relations (8)
4. Greeting from the islands (5)
5. Lives beside the Trevi fountain (5)
6. Left (8)
7. Describes walking holiday (9)
8. Equestrian uniform (6,8)
18. Is this number negative (2)
19. Relative density (2)
24. Crystals from the sea (4)
25. Before Breakfast (3)
26. Ray gets confused in Scotland (3)
27. Very small part in Gala Tombda (4)
29. Holidays often start thus (3)
30. Signals disaster (3)
31. To be more blessed (4)
33. Unable to get airborne in The Antipodes (4)

### Solution to Crossword in Tek Times No. 33



## QUOTE:

Before borrowing money from a friend, decide which you need more.

*The Money!!*