

Tek Times



Troisième Tour-De-Tek. **STOP PRESS**



**Tek UK
long service lunch
photographs
inside**

Autumn now has an additional meaning for a number of Tek UK employees. Time for Tour de Tek - now in its third successful year.

Organisations to benefit from the money raised this year were the Geddings Adult Training Centre in Pindar Road and the Holyport Home for Handicapped Children near Maidenhead. See centre pages for full story and more pictures.

Ready for the off following the rest halt at Harpenden are left to right Mike Bundred and Dave Fynn (Maidenhead) and Len Stewart (Tek Europe).

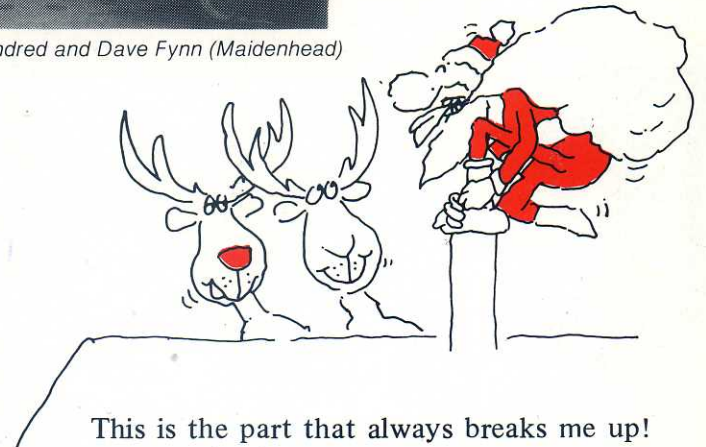
Cover Girl.



Jackie Green is the issue's Cover Girl. Jackie joined Tek at the Manchester office 2 years ago and works as a Secretary in the Information Display Sales Division. In her spare time she doesn't keep a chipmunk but does keep white rabbits.

Area Representative Conference

The next Area Representative Conference will take place on Thursday 27th January 1983 at Harpenden.



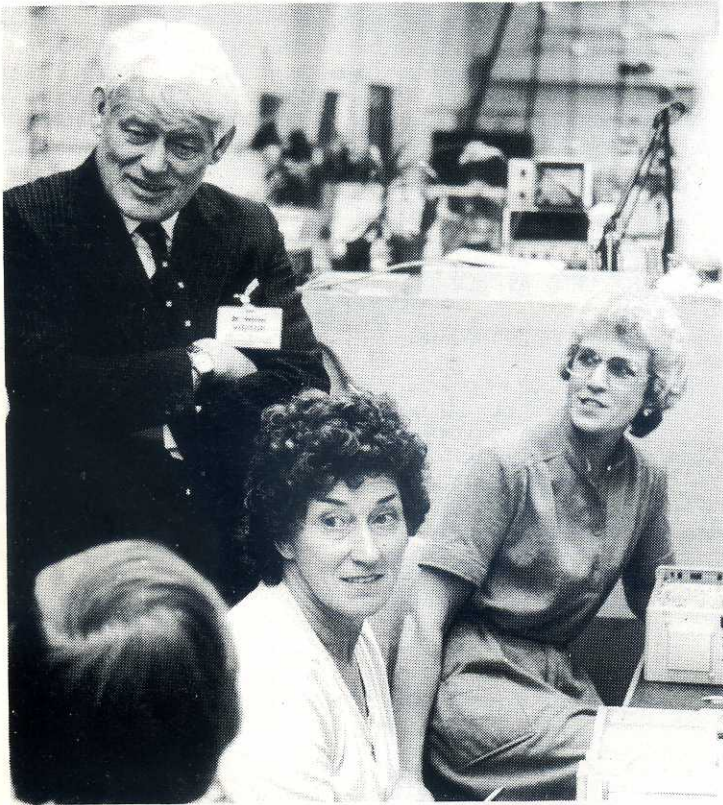
This is the part that always breaks me up!

**Happy Christmas
to all our readers.**

**(Keep the articles flowing in
remember, this is your magazine!)**



Hoddesdon Filing.



IN

IN John Garnett of the Industrial Society during a visit to Hoddesdon. Here he is pictured deep in conversation with Sylvia James, Jackie Morgan and Keith Stubbs.



PENDING

PENDING. Guan Tan, Manufacturing Manager, presenting Diplomas from the Institute of Supervisory Management to Dave Forshaw and Ron Donogue following their successful completion of a one year course at Barnet College.

Schizophrenia hits Harpenden.



OUT

OUT on 1st October 1982, Jim Ansell retired. Jim is a well known and respected figure within Tek Manufacturing and worked in the Maintenance Department since joining the company in 1970. Jim is pictured here receiving a retirement gift from his colleagues presented by Eddie Curran, Manufacturing Services Manager.



Pictured above is Harpenden catering assistant Maureen Ryan who was about to discover how a joint of meat feels! Maureen and her partner in crime (also pictured) volunteered to put on a magic act for their local church Harvest Festival Supper. It was a great success and she claims she actually enjoyed being sawn in half.

Tek UK Long Service Awards.

Our 1982 long service lunch was held on Friday 3rd December, once again at Hatfield Lodge. This year 121 employees with over 10 years service were present, and 32 presentations were due to be made, the pictures show those who attended and received awards. Those due awards but

unable to attend were: 10 years — Paul Dalley, Roy Mathias, Joan Simmons, Mark Wiggins, Vernal Wright, all from Hoddesdon, and Peter Tong from Southgate. 20 years — Bryan Staples from Maidenhead. The awards this year were presented by Guan Tan, General Manager, Manufacturing.

20 year Award.



Back row standing: John Horrex (Hod), Eddie Curran (Hod), Neville Gresty (Hod) Front row sitting: John Murphy (Hod), Fred Rose (Harp)

30 year Award.



Ted Gibbs (Livingston)

10 year Award. Hoddesdon



Back row standing: Paul Johns, Stan Ripsher, David Knuth, Tony Radford, Dave Allin, Martin Duckett, Barry Lindsley.

Front row sitting: Ron Newman, Val Haines, Josie Sawyers, Kath Peden, Reg Taylor, Stan Townsend.

10 year Award.



Back row standing: Chris Maynard (Harp), Doug Hack (Harp), Jack Brown (Harp) Front row sitting: Ellen Coles (harp), Rita Squires (harp), Maureen Sanger (Southgate)

How not to sell a Micro.

(scenario: gullible punter entering "Hard Sell Del's Fast Micro Takeaway")

Customer: Ah, good morning. I'd like to buy a microcomputer, please.

Salesman: Yes, certainly sir: may I enquire for business or personal use?

C: Oh, personal, I think. I don't really know enough to make a living out of these electronic beasts.

S: Don't let a little lack of knowledge stop you sir: we certainly don't.

C: I'm sorry?

S: Nothing sir, just a bit of polite conversation to put you at your ease. Right, we have comprehensive selection of all the most modern models: do you have a particular model in mind sir?

C: Errr, no, not really.

S: Oh good, good, I find an open mind does so help in choosing these machines. (Evil grin spreads across his face as he contemplates his naive victim with predatory glee.)

Well then, are there any particular features that you are looking for — any specific operational parameters you would like to place special emphasis on?

C: Well, I'd like it to be small, and if it could match my hi-fi system, that would be a plus.

S: Very wise, sir, I'll see what I can do.... oh yes, here we are: the Cybernaut 279¹/₂.... very popular model, sir.

C: Does it have a full ASCII character set?

S: Come again, John?

C: Is the keyboard full ASCII standard?

S: Best quality plastic pushbuttons sir — don't worry about that — none of your cheap stuff. **C:** Is it a CP/M operation system?

S: The operating system????

C: Yes, the operating system — what is it?

S: Well, you have to press the buttons — see these things at the front here with letters written on them — look, like this. Tell you what, I'll turn it on for you shall I?

C: Yes please... How unusual! The prompt appears to be a small, green, space monster.

S: Errr...yes! American standard, sir.

C: Really! But not CP/M though, is it?

S: Well not as such guv, no, not your actual CP/M but very nearly, though.

C: What is its basic RAM capacity?

S: Well sir, it's not really designed for keeping sheep in.

C: Its memory capacity, imbecile!

S: Look sunshine, this machine can remember lots of things, understand, lots.

C: A figure? 16k, 24k, 48k?

S: Yeah!

C: Which one?!

S: All of 'em!

C: What do you mean "all of them"?

S: Versatile, eh, mate — lovely colour case, eh? Good green plastic, none of your cheap chrome here, eh? (Obviously been on a PSS2 course — Editor)

C: How about colour graphics

S: Oh yeah, the instruction book is in full colour, lots of pictures.

C: Floppy disks available?

S: No way, 'course not mate: no cheap stuff, all ours are solid. Got a lot of keys hasn't it, pretty colour aren't they?

C: What is its band rate to cassette?

S:good the way the letters are in black, makes them easier to see, eh; errr, shall I pack it for you now?

C: The band rate, please, sonny?

S: Lovely little on-off button at the back....

C: What is the band rate?

S: A lot.

C: How many?

S: Errr...two!

C: Two? Two! Is that all?

S: Oh band rate, sorry — thought you said bored rate, yes band rate, oh well, that can be as much as, oh say 15?

C: Have you any other machines here?

S: Yeah John, lots, don't you want the Cybernaut, then?

C: Thank you, no....

S: I'll throw in a free "Star Trek in seven dimensions" game... and a set of plastic stick on ears....

C: No! Look kid, have you got any real computers here, say any of the Sinclair machines?

S: Errr... No! Not much call for them around here, sunbeam.

C: But it's the most popular model in the world.

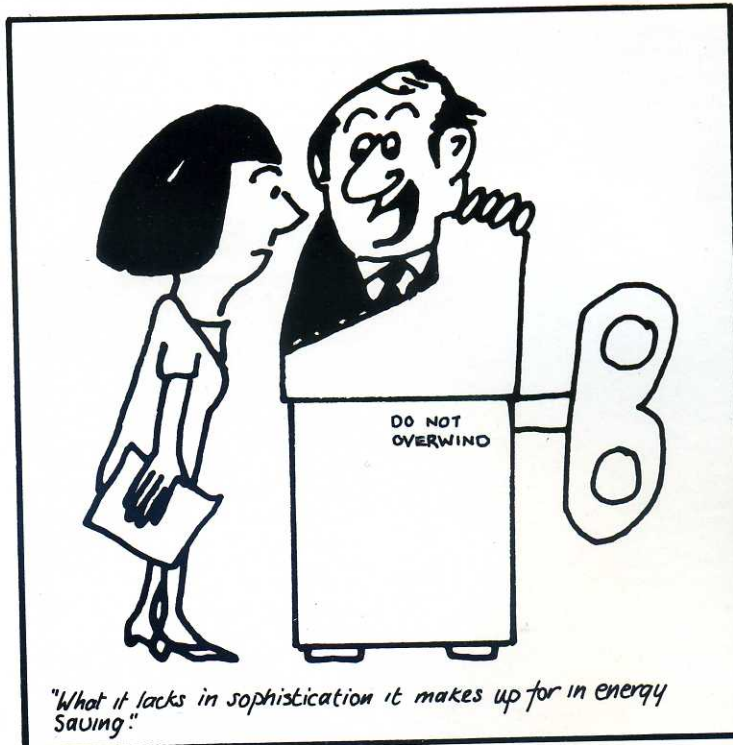
S: We find the buttons drop off, so we don't stock them.

C: The Pet?

S: Sorry sir, no livestock, this is a computer shop, after all.

C: (Now getting very impatient) So you keep claiming: Superbrain?

S: Kind of you to say so sir. How about the "Milton Keynes 9" with built in concrete cow locator?



C: How about the T.R.S.—80? The Apple?

S: Out of date now sir, but if you wanted a good game of "Alien Throttler", the NewportPagnell battery powered ZX—8e is unbelievable....

C: What about a 4052 or the 4112?

S: They both stop just across the road, usually turn up late or in convoy.

C: How long have you been selling computers?

S: Very experienced staff we have here, sir.

C: How long?

S: Three weeks, and that's a long time in this business and I've been on a course.

C: How long did that last?

S: Errr... 25 minutes actually: we learned how to load "Space Invaders" cassettes.

C: Good-bye.

S: Want to buy a toaster?... colour TV.?

Based on a recent article in *Computer Talk*

Teleequipment Lives On!

It is good to know that, despite the changes brought about since Tektronix first acquired Telequipment back in the sixties, the name of TELEEQUIPMENT still holds a place in the heart.

It was especially gratifying, therefore, to learn of Mr. Fred Cross of Pinson, Alabama USA, writing to the Postmaster General, London, England (sounds quaint, doesn't it?):—

"I am trying to obtain the address for an electronics equipment company located in your country. The name of the company is TELEEQUIPMENT."

Somebody in the hallowed halls of the Post Office passed Mr Cross's letter to B.T. (Not Barry Towner — British Telecom, dear

reader, in case you still think in terms of "G.P.O.") who in turn sent it on to "Techtronics" (sic.)

Let us hope that Fred Cross gets his Teleequipment unit before the last model joins the dinosaur, the dodo and the valve oscilloscope in the pages of history.

Ron Tradgett — Southgate

"The Sixth Form driving lessons will begin in September. Three boys and girls will be taken on each lesson, and each will spend 20 minutes driving under instruction and 40 minutes in the back gaining experience." — from a school magazine, quoted in *Financial Times*.

Mt. St. Helens.

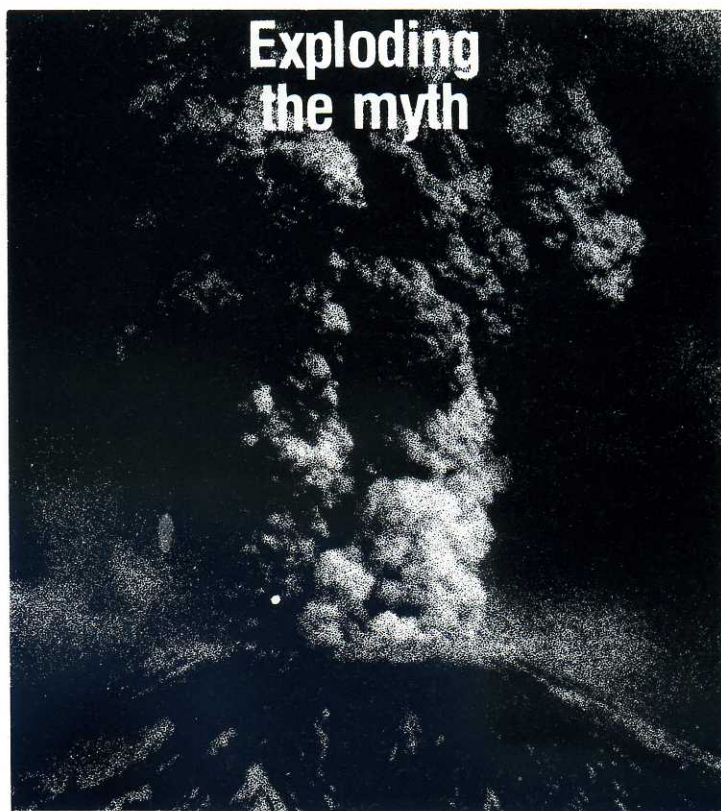
Well, a trip like this takes a lot of planning, about a day, so check over my provisions, salt, hard tack, flour, salt pork, beans and dog food (well actually it was ham and cheese, an apple, thermos flask of tea and a full gas tank!). Out with the map, decision time, should I take the North face or the more popular 15 approach. Yes 15 it would be, so down 217 onto 26, over Portland (or was it under Portland) no matter, 15 at last, better rest the car there's a long way to go, some 70 miles.

On reaching the first outpost, Castle Rock, a homestead type of place with the odd wooden shack and Motel, odd gun smoke or was it exhaust fumes, I mosey on up the track to Toutle, a nice little place snug in the tall pines. Start to sense danger and hazards, car a bit twitchy, trail getting narrow and the signs are up "NO ROAD AHEAD", still press on, after all this is frontier land. Run down to the Toutle River, fill the canteen or just collect some volcanic ash, there is tons or so about. It is at this point

one starts to see the devastation, whole trees washed away, river bank gone and the river grey with ash. I drive on to where the logging camp used to be, now just washed away. At this point I am still some 15 miles away from Mount St. Helens, makes me think of the great force of nature. After looking and pondering for a while I drive back to where 504 meets 505 and on up to Toledo, nice name for a little town which is not so peaceful now - funny how destruction on this scale brings people to view 'a new attraction'. At Lewes and Clark site you can, through film, relive the eruption but already some plants and small animals are returning to the mountainside so life goes on.

As you can see from the enclosed it is still a very hazardous area but I enjoyed my visit, hope you will as well, even if it's via a letter.

Best regards
Wild B Staples
Beaverton Outpost



When the mountain erupted.

Welcome to the Toutle River Valley - site of some of the most spectacular results of the historic Mt. St. Helens' eruption. On a quiet Sunday morning on May 18, 1980 at 8.32, Mt. St. Helens erupted with a violent force, causing millions of tons of mud, debris and volcanic ash to rush down the North and South Forks of the Toutle River. Simultaneously, a lateral blast completely devastated or singed the forests within a 12-mile arc on the northern side of the mountain.

The valley floor of the North Fork of the river was raised 200 feet by the cascading ash, large chunks of rock and other volcanic pyroclastic material. The material also filled nearby Spirit Lake, changing it from 185 feet deep to only about 80 to 100 feet.

Steam explosions sometimes occurred when the hot pyroclastic flows hit cool water. When large chunks of ice were melted by the hot mud, "kettle holes" were created, and in some places, lie hidden under a thin layer of apparently solid mud. Buried ice and water were sometimes turned into steam by the hot debris, sending steam explosions tearing through the surface mud. Water carved 20 to 30-foot deep channels through the mud while large rocks blown from the side of the mountain were trapped like large islands in the sea of mud and ash.

Hazards Still Exist

The awesome landscape you'll see is filled with dangers. Please be careful! Although another explosive volcanic eruption similar to the one on May 18 is unlikely, geologists say Mt. St. Helens probably will be an

active volcano for decades. Visitors should be aware of the following hazards:

Flash Floods: The major volcanic eruption destroyed trees, grass and other ground cover which prevented major water runoff. The lack of ground cover along with steep, unstable canyon walls created by the explosion and mudflows, have created a high potential for flash floods during even light rains. During heavy cloudbursts, sudden bursts of water and mud can race through these areas with devastating results. Unstable mud bottoms and the force of the water can cause sudden changes in water direction, making it difficult to escape by running toward "shore".

Mudslides: The same conditions which make flash floods highly probable. The mud created by Mt. St. Helens is extremely slippery and heavy. It could easily sweep even heavy vehicles off roads or block evacuation routes.

"Quicksand": Wet weather also creates another hazard in the area. Pools of loose, water-soaked mud can act as quicksand, trapping a visitor. Again, it's best to stay off the mudflows.

Mud Pits: Although the mudflows may appear solid, thinly-covered holes can suddenly give way. Visitors can find themselves trapped or even buried in a slippery, inescapable pit.

Truck Traffic and Visibility: Logging roads can be dangerous anywhere, and those in the Mt. St. Helens area can prove especially hazardous. Logging traffic is much heavier than normal as landowners try to salvage the damaged timber.

"Widow-makers": Dead or loose limbs still on trees are referred to as "widow-makers". When these limbs break loose unexpectedly they can hurt or kill unwary loggers. The Mt. St. Helens area has numerous widow-makers varying in size from relatively small, suspended limbs to standing, dead trees. These may fall at anytime without warning. Avoid wooded areas which were affected by the volcano's blast.

Fire: The major safety concern in the area of the volcano is forest fire. Thousands of acres of trees were blown down, killed or scorched by the May 18 blast, which acted as a giant furnace. The timber remaining is like kiln-dried fire-wood, waiting for a spark to ignite it.

In addition, if a fire were to begin, fire-fighters would face a tremendous access problem. Roads were blown away, washed out or damaged beyond repair, leaving helicopters as the most likely means of firefighting.

Don't go into the forests around the mountain unless you must, and if you must enter, *don't smoke, don't light fires* and be extremely careful with spark-producing equipment.

"Hard Hat" Areas: These are construction work areas where the Corps of Engineers is rehabilitating the Toutle River course. The areas can be extremely dangerous to visitors, due to heavy equipment at work and unstable conditions of the work areas. These areas should be avoided at all times.

Water: Water from streams and lakes may contain *disease-causing organisms*, even though it appears clean. All water obtained from

these sources should be treated before it is used for drinking, tooth brushing or cooking. Any water that looks acceptable for drinking can be made safe by vigorous boiling for one full minute. Any debris should first be removed by straining through a clean cloth. When possible, however, carry and use water from an approved source.

Ash: Much of the heavy ash deposited by the May 18 and subsequent eruptions has worked into the soil, washed off into streams or dissipated by wind. But surface ash still remains, cemented to soil, plants and buildings during wet weather and will become air-borne again with drying winds. There is no indication that inhalation of ash will cause serious disease although inhaling large dust particles can irritate the throat and mucus membranes. If you suffer chronic bronchitis, emphysema, or asthma, take special precaution to avoid undue exposure. You are advised to carry face masks for immediate use.

Closure Areas: "Red" and "Blue Zones" are lands surrounding Mt. St. Helens which have been closed to public access in the best interest of public safety. Entry into these areas is limited to those people who have legitimate business within the closure areas and possess entry permits. If you do not have business and permits for entry into these areas, stay out. Closure laws are strictly enforced. Therefore, know where you are. Ignorance of where you are is no defence.

Reproduced from Mt. St. Helens Hazard Information

Tour-De-Tek '82.



Paul Gatens, first rider to arrive back at Hoddesdon with Gypsy Ken Livermore in the background.

It is alleged that Ken Livermore, organiser of the Tour de Tek, has a crystal ball! For the third time in succession a date was chosen that gave almost ideal weather conditions for the 103 mile sponsored bike ride.

This year the charities chosen were Geddings Adult Training Centre, Hoddesdon, and the Holyport Home for Handicapped Children, Maidenhead.

Many seasoned riders participated again this year including two who had recently ridden from Lands End to John O'Groats, namely Ken Burton and Ken Livermore. It was felt by many that this was rather excessive training for the Tour de Tek!

The pace from Hoddesdon to Harpenden was fairly brisk with many riders arriving well before the video unit. It was at Harpenden that we found that Jacqui Gladwyn had modified her route and was somewhat dismayed to find that Hatfield was not on the itinerary after all. The rescue unit piloted by Chris Astall was despatched immediately to aid the damsel in distress.

Having been refreshed with vitamin pills, energy giving drinks and Ma's bars the intrepid group of cyclists set out for Maidenhead,

no doubt looking forward to the pleasures of riding up the steep hills. Dave (bionic legs) Fynn amazed everyone yet again with his power packed style of riding. Whilst the other riders searched for gears to take them up the carefully selected mountains, Dave remained in the same gear as used on the flat and pounded his way to the top. For the non-cyclist readers the pain of attempting Dave's tactics has got to be believed. Oxygen, last Wills and Testaments and other necessary items were supplied at the top of all the major hills by ex-brain masseuse Jean Dewbrey, ably chauffeured and assisted by Dave Allin who each year threatens to ride. The video unit manned by Mark Wiggins captured the looks of sheer joy and pleasure exuded by everyone as their aching limbs told them how fit they were. Linda Hughes carried out videoed on the spot interviews with many of the participants during some of the short interludes from riding.

Maidenhead proved to be a welcome haven with more refreshments and the chance to sit down (off the bike) and be revived.

It was at this stage that we found that two riders had a more competitive instinct (I prefer the use of

the word skullduggery), than the rest of us. Whilst the majority of the riders were still being refreshed, two individuals bearing a close resemblance to Stan Ripsher and Cliff Brazil leapt on their bikes and set out for Southgate. I am assured that they left at the correct time and everyone else was late. I have since bought a new watch! Having learnt of the escape of Stan and Cliff the remaining riders set out in hot pursuit, (well, they did for at least one mile).

Jerry Loe was riding extremely well when disaster suddenly struck. On a slight incline the left hand pedal and crank parted company with the rest of the bike bringing Jerry to a swift if somewhat untidy halt. He was assisted by Ken Livermore who exchanged bikes with him and

lost participants and covered 180 miles plus on his motorbike on the tour. Chuck Nobles from Beaverton and ace Dutch mountain rider Len Stewart decided to call it a day at Ickenham, a very worthy attempt on their first outing, especially on borrowed bikes.

Southgate provided sanctuary for those who had just completed the alpine route of Totteridge Lane and the realisation that it was downhill for the rest of the ride. Peter Bavage was pedalling like clockwork and decided to joust with the cars on the A10 by riding straight down the middle of a traffic jam.

First home at Hoddesdon was Paul Gatens closely followed by Stan Ripsher, Ken Burton and Cliff Brazil, a very creditable performance by all. The remaining riders drifted in between 5p.m. and



Tek Europe participant Len Stewart trying to smile for the camera.

Ken, showing his expertise as an ex-professional rider, then rode the last 10 miles using only one pedal after the crank refused to stay on any longer.

Up ahead were Keith Stubbs and Andy Forbes marking out the route with arrows which proved to be effective for most people. Unfortunately several groups of riders took a wrong exit from a roundabout and returned to Southgate by different routes. Four riders, Brigit Collins, Delwyn Jones, Sean Ephgrave and David Dorkin chose a return route via Staples Corner on the North Circular; this was almost the equivalent of going from England to Scotland via France.

Mark Rider and Teresa Cooper, two riders who had looked particularly strong during the day, were yet another casualty of lost direction. Graham Bridgeman had a field day attempting to find the

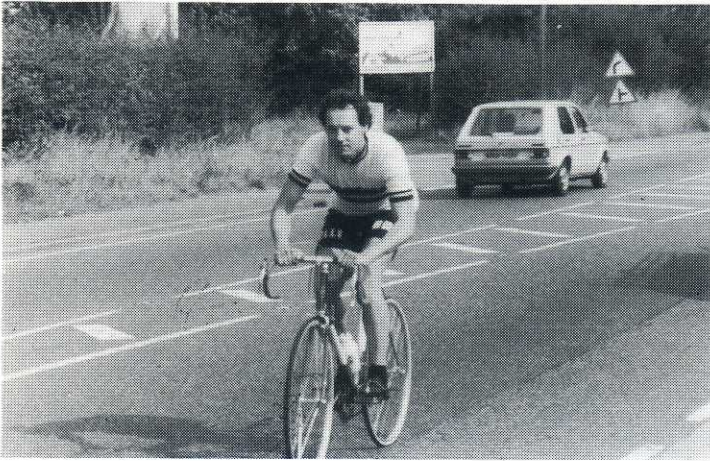
8.30p.m., the latter time being claimed by Peter Holness who has always completed the ride irrespective of the time taken. Special mention must go to David Braik of Harpenden who was sponsored to the sum of £100+ for the ride, a magnificent contribution.

My apologies to all those not mentioned (my memory is no longer co-operating with my pen) who either rode or helped and without whom the day would not have been such a success. Our thanks are also extended to Philip Joice for taking the photographs.
Eric Bidwell - Hoddesdon



Interview time at Harpenden with Linda Hughes (the one with the Terry Wogan mike) and overseas competitors Chuck Nobles and Len Stewart.

Tour-De-Tek goes International.



Ken Livermore, the inventor of this evil torture.

Three years ago Ken Livermore and "friends" conceived an ambitious plan which involved enticing a number of gullible participants into attempting a sponsored cycle circuit of the four Southern Tektronix locations.

So successful was that first event, raising as it did about £2000 for local charities, that it has now become an integral part of the Tektronix calendar. Interest in the event and the number of able-bodied men, and ladies, taking part has increased each year.

Also on the increase has been the now traditional sales management team entered from Maidenhead, who are never averse to slotting in the occasional ringer, this year contrived to swell their ranks by seizing upon the heaven-sent opportunity of seducing two unsuspecting visitors from over the water.

Thus it was that two innocent participants, Len Stewart, European Project Manager (Logic Analysers) and Chuck Nobles, LA Engineering Manager on visits to Maidenhead from Amsterdam and Beaverton respectively found themselves agreeing that nothing could be more civilised than to conduct part of their meeting whilst wheeling sedately through the green and sunny lanes and byways of the rolling Chiltern Hills.

The first seeds of doubt concern-

ing the sanity of this decision were sown as the intrepid pair were roused from their couches with a 5.30a.m. call, breakfasted, and transported for the start to the Hoddesdon plant which at 7.30a.m. was shrouded in a characteristic grey morning mist racing from the River Lea.

These same seeds were further nurtured as various enthusiasts arrived making last minute adjustments to professional-looking machinery and exchanging knowledgeable views on tyre types, gear ratios and the merits of various brands of anabolic steroids. At this time our two international stalwarts were introduced to their velocipedes for the day. It is rumoured, but without proof, that when Len Stewart saw the saddle on his machine he attempted an overdose of Philosan.

Notwithstanding, a full field took to the road. By the time Hertford had been navigated, five miles out, the sun was showing the real promise of a lovely September morn. Jacqui Gladwin, Maidenhead's sole lady participant, was inexplicably lost, later to phone in from Hatfield, miles off course, and George Allen was last reported in a cycle shop engaged in discussion on the advantages of various types of chain link extractors.

Without further ado the surviving remainder assembled at the

Harpenden base, there to enjoy refreshments and to treat the incumbents of the front offices with a colourful if chaotic scene.

Our international stars, who were by now feeling more confident, stripped right down to their "Red Hot and Rolling" overcoats, the better to display their physiques to the lady press correspondent. At this stage Mike Bundred was seen to abandon a removal van conveying his lady wife and all their domestic effects to their new home. Mounting a bicycle, he rode the stage from Harpenden to Maidenhead and was reported by Barry "I walked it" Towner to have later departed to the Grenville Arms, muttering something like "She should have unloaded that lot by now."

Meanwhile, those attempting the next stage gingerly eased themselves back into, or rather onto, their saddles and made for South-

grassy Ickenham roadside verge, there to enjoy the afternoon siesta which evidently in their respective offices remains the tradition.

Unfortunately, whilst lying in such sweet repose, the "sag waggon" had passed them by. Recent accounts suggest that they slept through a protest march and a carnival only to be discovered later that evening under the waste paper when the council workers arrived to clear the streets.

Len Stewart later claimed that it is not uncommon for visitors from Amsterdam to experience jet lag when cycling from Hoddesdon to Ickenham.

In any event, the sporting participation of both Len and Chuck was very much appreciated. It is to be hoped that as popularity for Tour de Tek increases, it will remain an international event. Certainly the invitation will remain open to all

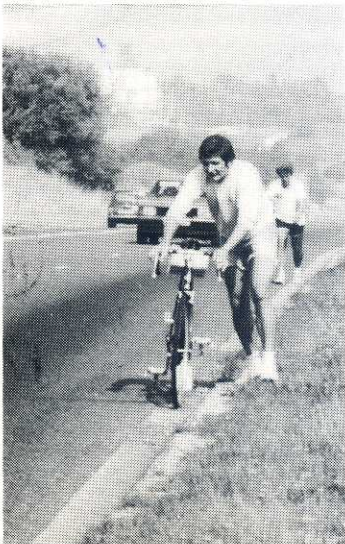


Mike Bundred bids farewell to the furniture van!

gate. It was here that the rescue call first hit the wires. Apparently our visiting friends, having arrived at the 70 mile stage, had succumbed to the lure of an invitingly

current track top holders. But please keep in front of the sag waggon.

Dave (Mafia Man) Fynn
Maidenhead



Cheats! We know you didn't really ride up.



Having a well earned hilltop break, Jerry Loe, Dave Fynn, Ken Livermore and Ken Burton.



Jerry (My Brain Hurts) Loe giving the video unit a few tips.

Helpers

Dave Allin	Graham Bridgeman	Andy Forbes	Keith Stubbs
Chris Astall	Carol Collins	Linda Hughes	Mark Wiggins
Sharon Barnes	Jean Dewbrey	Philip Joice	

Riders and distances covered.

Hoddesdon

Eric Bidwell	103 miles
Cliff Brazil	103 miles
Ken Burton	103 miles
Brigit Collins	103 miles
Tony Collins	103 miles
Teresa Cooper	103 miles
Mark Dickinson	103 miles
David Dorkin	103 miles
Sean Ephgrave	103 miles
Paul Gatens	103 miles
Peter Holness	103 miles
Delwyn Jones	103 miles
Ken Livermore	103 miles
Jerry Loe	103 miles
Mark Rider	103 miles
Stan Ripsher	103 miles
Andy Woodcock	89 miles

Maidenhead

George Allen	40 miles
Peter Bavage	103 miles
Mike Bundred	35 miles
Joe Galsworthy	103 miles
Dave Fynn	103 miles
Barry Towner	55 miles
Jacqui Gladwyn	30 miles

Harpenden

David Braik	103 miles
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Geddings Adult Training Centre

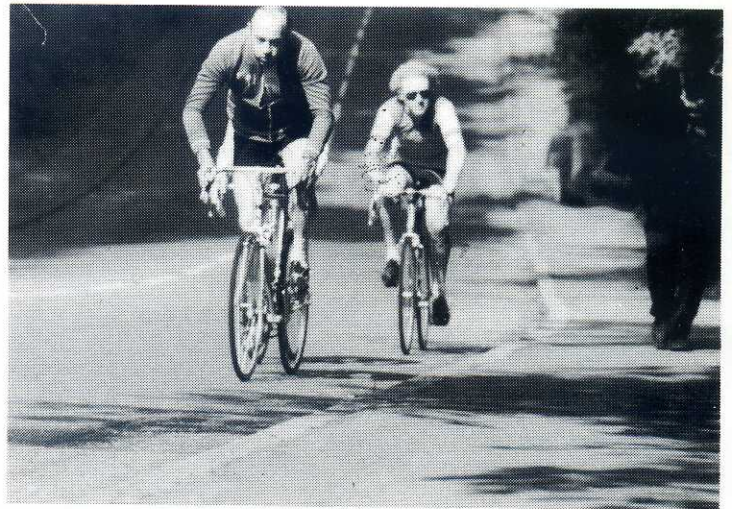
Bernard Murphy	20 miles
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Beaverton

Chuck Nobles	70 miles
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Amsterdam

Len Stewart	70 miles
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Peter 'Basically physically' Barage and Paul Gatens.

Debra tops RAF class list.



Debra proudly holding the badge of the Central Air Traffic Control School.

The Service Centre at Manchester has always been a male domain, and when the position of Instrument Refurbishing Technician (Scope Washer) became vacant, it was assumed that the replacement would be another male.

The local job centre could only offer one person and "it" was female. Debra Ellis, a school leaver with very good qualifications waiting to join the R.A.F. turned up for an interview and it was decided to offer her temporary employment until a suitable full time person was found.

Debra started in October 1980, and it soon became obvious that not only could she do the job, she could do it better and faster than anybody else who had previously had the job.

The R.A.F. was going through cut backs and Debra's starting date kept on being pushed back! She was offered full time employment and for eighteen months worked in the Service Centre, performing a wide variety of tasks ranging from receiving and dispatching goods, control of the stores system, administration of spares, wiring

and basic electrical repairs and complex mechanical repairs, in addition to her normal job.

The R.A.F. eventually offered Debra a place and she left to join the W.R.A.F. in May 1982, leaving an enormous gap.

Having finally joined the Air Force she was an outstanding student at her basic training course in Hereford and then moved to Shawbury near Shrewsbury to pursue her ambition to become an air traffic controller.

Despite the fact that only two per cent of controllers in this country are women, Debra was not only top trainee, but was also awarded the Haughey Flight Trophy.

This trophy has been open to trainees in several previous courses at Shawbury, but until Debra came along, no-one had proved them-selves sufficiently worthy to qualify for it.

Her friendly efficiency impressed us and she gained the respect of all who came into contact with her. As you can see the R.A.F. is now equally impressed.

Ian Jones - Manchester.

Maidenhead employees donate computer.

The cycling/pub crawling efforts of the fund raising section of Tektronix—Maidenhead Employees Sports and Social Club (T.E.S.S.) were rewarded recently when they were able to make their Christmas gift to the disabled children of Holyport Manor.

The Staff of Holyport had seen in a sister school, a computer, which was providing considerable assistance and realising some very promising results in training some of these less fortunate children.

Unfortunately such a piece of equipment was well outside the constraints of Holyport's limited supplies budget.

T.E.S.S. heard about this and elected to sponsor the scheme for the children. The funds raised have bought a PET computer, some appropriate software and a cassette tape machine.

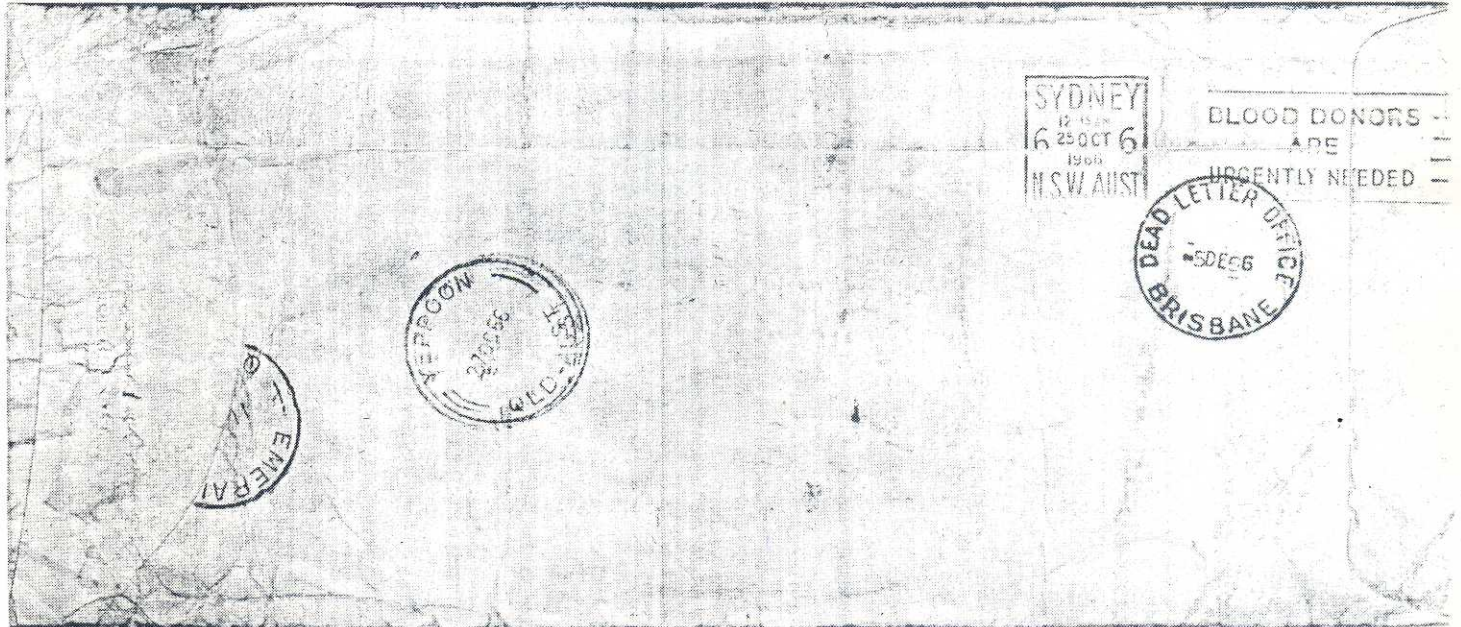
T.E.S.S. also intends to make a Christmas donation to their other charity WAMDSAD:

Dave Fynn Maidenhead

Holyport Manor joins the computer age. The School's micro-computer is commissioned with T.E.S.S. representatives providing technical support.



Bits and pieces.



One of Tek Harpenden's staff submitted this envelope for publication as being of interest to fellow BatTeks. He also pointed out a paragraph in a recent copy of Tekweek...

Next Tek Employee blood drawing will be held Friday, October 22, 11.30 a.m. to 4.30 p.m., in the Walker Road cafeteria (Building 96) for buildings 92-93-94-23-41-53-54-56. Employees who wish to donate blood should contact their Area Rep or call Irene Perkins (Community Relations) ext. 8147 (Y3) for an appointment.

Oddjob.

A mailshot from a firm specialising in odd jobs arrived in the office recently. It included the following examples of tasks already covered by them:

Provide 500 corpses for a horror film,
Remove the words 'Free Sample' from 30,000 sachets,
Collate sets of playing cards $5/8$ " x $7/16$ ",
Shake powder out of 48,000 pairs of Hong Kong jeans,
Write message by hand and address 20,000 post cards,
Pack Chromium plated bananas,
Paint 200 glass eyes to look bloodshot,
Affix stickers to brochures irremovably,
Remove the above!,
Fill 2000 medicine bottles with whisky,
Put 2 tons of sand into 1 oz bags,
Cut, pack and mail 14,000 pieces of wedding cake,
Sew 10 man-size baby's bibs for world sausage eating contest
....more next issue!

The Telephonist.

Here I sit all alone,
Accepting all the grunts and groans,
I'm not a robot or machine,
Just a normal human being.
It's said that patience is a virtue,
This job needs it, I assure you.
Most calls nice, but others rude,
And other times just downright crude.
I sometimes feel like answering back,
But if I did I'd get the sack.
I've only got one pair of hands,
But people just don't understand.
They flash their lights when tired of waiting
And moan at me, and always stating,
'Why don't you get this call of mine?'
Don't they know I've just been trying?

Bells are ringing, people are shouting,
My efficiency they are doubting.
Explanations are in vain,
I always have to tax my brain,
Trying to think of things to say,
They don't believe me anyway.

Anon.

Ancient bill.

Discovered at Telscombe in Sussex, for services rendered to the murals in the church:
To renovating Heaven and adjusting the stars, washing the servant of the High Priest and putting carmine on his cheeks, brightening up the flames of Hell and putting a new tail on the Devil; doing odd jobs for the Damned and correcting the Ten Commandments...£10,0.0d.

Maidenhead fancy dress, three legged 'Pub Crawl.'



Anyone seen my camel?
Sue Dormer and Sheik Ahand

Once again the peace and tranquility of Maidenhead was shattered one Friday evening as Tektronix embarked on its second three legged fancy dress "pub crawl".

To an outsider it would have been difficult to distinguish this Friday evening from any other, but the residents sensed a certain air of expectancy and knew that this was not going to be a normal Friday evening.

Much against their wishes, the participants were forced to visit ten pubs around the town centre, starting at The Rose.

It was soon clear that the group was divided into two distinct



Flasher friend with Jacqui Gladwyn

camp, those who were trying to get round as quickly as possible and those who would have taken most of the weekend had it not been for our strict licensing laws.

Sue (quicker by Camel) Dormer soon took up the lead, and not wishing to be outdone managed to deprive most of the inhabitants of Maidenhead of at least 10p each.

Those who were reluctant to part with their cash were exposed to the "Maidenhead Flasher" which usually resulted in a quick 50p into the collecting tin. Those who showed extreme resistance to generosity were given a good "going over" by Fingers Fynn (when he could find his glasses).

Acknowledgement must be made to Gotham City for allowing their "Caped Crusaders" to take part, who, through their diligence and perseverance prevented many criminal acts taking place such as drinking fruit juice instead of gin.

Maidenhead like most towns has its seamier side but I am pleased to report that due to the divine presence of Father Towner several young girls were saved (for later).

Due to severe congestion at many of the taverns the event took longer than it should which resulted in Andy Pandy making a quick exit as it was past his bed time and he was due to make a guest appearance on Magic Roundabout the following day.

Sadly, every event attracts a certain undesirable element and whilst all efforts were made to maintain the standard of dress, three of the participants looked decidedly "iffy". At first this caused considerable concern but then it was discovered that they were really another organisation's salesmen wishing to join Tektronix.

An event such as this was bound to create publicity so it was no surprise to find a couple expecting to audition for a part in "Mary Poppins". Unfortunately they were just too late as the part of the "chimney sweep" had just been given to Phil Joisce who has consistently shown promise in this direction.

As with the previous event the final pub to be visited was the "Rats Ole" which being convenien-



Watch your trigger finger! Teresa (The Moll) Lamming and Fingers Fynn.



Holy D.M.S. Batman! (in joke) The Dynamic Duo Gillian Gorvel and Julie Wright



Here John, this is the strangest interview I've ever had.

tly placed next door to the Tektronix site provided a grand finale to what, I know, was a most enjoyable evening.

The gifts of money so kindly donated by the inhabitants of

Maidenhead will go the Holyport Manor School for Handicapped Children.

**The Reverend Barry Towner
Maidenhead**



Reverend Towner with a lost soul.



Time to go home...but we're only just arrived! Dee Bagshaw and Andy Pandy?!

BELT UP! - Official... January 1983.

As you are all probably aware, there is legislation being introduced in January 1983 which makes the wearing of seat belts compulsory. Hopefully, this article will answer any questions you may have and solve any problems relating to your safety and that of your passengers.

Who does the law affect?

From January 1983, drivers and front seat passengers must wear seat belts if they are travelling in a car, light van, or three-wheeler where seat belts are required to be fitted by law, i.e. Cars - 'C' registered, Light vans - 'E' registered, three-wheelers - 'J' registered.

Is it the driver's responsibility to ensure seat belts are worn?

No, each individual is personally responsible. Failure to comply could result in a fine of £50. The driver is responsible for children under 14.

Are there any exemptions from these regulations?

Yes - generally for:-

- a) Local delivery rounds people;
- b) Reversing;
- c) Certain certified medical conditions (specific information can be obtained from the Dept. of Transport).

What is the legal position if the seat belt breaks or becomes ineffective during the journey?

If a seat belt breaks, you are exempt from the regulations for the duration of the journey. However, replacement or repair must be arranged as soon as possible to avoid prosecution.

Do I have to wear a seat belt if I am pregnant?

Pregnancy is not automatic grounds for exemption. In fact, a seat belt can provide a safeguard for both mother and unborn child.

Which medical complaints qualify for exemption?

There is no specific list of health reasons which will automatically exempt people. If appropriate, see your doctor, who may issue a certificate of exemption for which he will charge.

Is it compulsory to fit and wear rear seat belts?

No - however, if fitted and worn, they will give additional protection to rear seat passengers.

How does the law affect children?

- a) Children aged 14 and under must be restrained if they are in a front seat (as per adult).
- b) Children over one year can wear either an approved child restraint or an adult belt with a booster seat.
- c) Children under one year in the front must be in an approved child restraint suitable for their age and weight.

Things to avoid

- Don't use a restraint which has been damaged.
- Don't buy a second-hand restraint if the webbing is badly cut or frayed or the parts distorted.
- Don't attempt to put an adult seat belt round two children.

Carry out these checks on your belts

- Is there any sign of wear (frayed or cut webbing?)
- Do the buckles fix securely and release easily?
- Are the fixing bolts, where the bolts and buckle stalks are fixed to the car, properly secured?
- With inertia reel belts, do they lock on sudden braking? (Check the traffic behind you before you try this!)
- With static belts, do the length adjusters work all right, without slipping loose when the belt is on?
- Do the securing brackets at the top of the door pillars swivel freely?

How to keep your belts safe

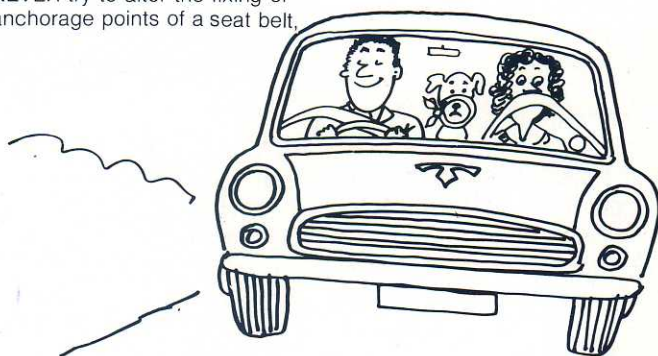
- Clean the webbing occasionally with a warm, damp, soapy sponge. (Besides spoiling your clothes, a grimy belt may lose its grip in the length adjusters). Never use petrol or spirit, because this can attack the fabric.
- NEVER try to alter the construction of a seat belt, child seat or harness.
- NEVER try to alter the fixing or anchorage points of a seat belt.

child seat or harness in a vehicle. Anchorage points in all cars since 1965 are determined by the manufacturer and cannot be safely altered. NEVER tamper with the reel casing or mechanism of an inertia reel belt. If it gets damaged, or doesn't lock in the way it should, consult a dealer or get in touch with Britax. If your car has been involved in an accident where the seat belts have been subject to serious strain, fit new belts and have the anchorages checked.

This information has been supplied to us by Britax, whose Customer Service Department have told me that should anyone need further specific information, they would be only too pleased to help. Their address is:-

Britax Customer Services Dept.,
Chertsey Road,
Byfleet
Surrey,
KT14 7AW
Tel: 09323 41121

Jim Rockall - Southgate



SUPERTEKTRONIXEPIALADOCIOUS Kevin Deane and Caroline Fynn.



David Bailey - who's he ?

Caption Contest.



Nicola (daughter of Southern Region Sales Engineer Vince Ganley) at work with a DAS system.

Captions please to the Editor Tek Times Harpenden.

Last issues best captions are:

"Fynns ain't what they used to be"

Ron Tradgett - Southgate

"True to Life"

Alan Hutley - Harpenden

"Arfur Daly? Never Erd of Im"

"Dave old buddy, a brief word company image wise"

John Trew - Maidenhead

"If Mr Broadbridge says no credit, it's NO CREDIT!"

Ray Ganderton - Harpenden

"I'd like to know who pressed these trousers"

"Demonstrating Tek's new portable rocket launcher"

"Dave Fynn modelling the latest from Oxfam of Sicily"

"Giovanni Fynn - released after 10 years for intimidation, he claims he was framed by jealous sales managers"

Chris Hugill - Maidenhead



Letters.

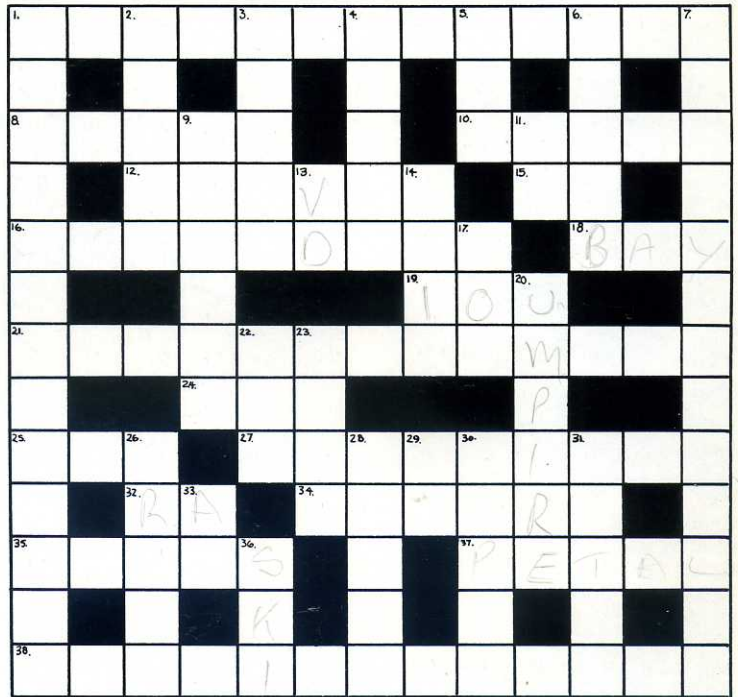
I would like to correct an error in your issue 34 cover girl story. I have met Julie's husband and he doesn't resemble a chipmunk in the least!

Paul Morgan, Maidenhead

Cross Words.

How many of you spotted the deliberate mistake in last issue's crossword... Yes, there was a black square missing! P.S. Apologies to Derek Smith who wasn't credited for compiling the crosswords in issues 33 and 34.

Crossword.



Across

1. Not good listeners
8. Trunk
10. Navigational Aid
12. A small fish
15. Honey collector losing direction
16. Took a tumble
18. Coastal inlet
19. Credit note
21. Without which a singer could be lonely
24. Her past
25. Aural rearrangement of age
27. Treelike crystal form
32. An artist probably is, initially
34. Thin and flexible
35. Not at odds
37. Part of a flower
38. Usually so

Down

1. Stimulation
2. Wives undoubtedly hold them
3. No longer wanting

4. A dissent who does, is
5. Equality is
6. Down on the farm
7. Clay rails cast differently
9. Flavour
11. A rating perhaps
13. Socially taboo complaint
14. Restrainer with arrest
17. Official workers division (initials)
20. In charge of the field
22. Mended the sea without finish
23. Look the same from either direction
26. Tall Asian palm
28. Sustaining our servicemen
29. They usually have the computers (initials)
30. Gum
31. Rarely typical
33. Chemical symbol for actinon
36. Do this on this in snow

Compiled by Derek Smith - Harpenden

Solution to Crossword in Tek Times No. 34.

