

APRIL

USH TELEGRAPH

73

# BUSH TELEGRAPH

M  
a  
g  
z  
i  
n  
e

## Wood Lane's Club

Editor

Peter Revell

Editorial Board

Dave Castle  
Denis Groombridge  
Richard Hammond

cover: Original idea by Carol White  
Patience by Dave & Richard

vol. 19 no 3

## EDITORIAL

This Edition of the Bush Telegraph is special in many ways.

Daedalus expounds on the use of the tax payer's money and on Biggles, the squares DG and DG tell you how to win a navigation run, and we have interesting features on films, where to drink, and the start of our new serialisation of the History of Wood Lane.

We are also very pleased to announce that the prize for winning the Round Britain Quiz will be a holiday for two in the Bahamas (the resort of the winners choice) PLUS a new, this years model, Box of Matches.

We are very grateful to the Management for allowing us to award this prize. By the way, this prize is only available to persons entering the competition who were : born in Iceland, now live in London, have been married three times or more and wear size  $4\frac{3}{4}$  shoes.

Unfortunately, we could not press-gang anyone into assembling the BT yesterday ( Sunday 1st), so we'll imagine it's the 1st April today.

*Etc.*

If anybody has been in the area of Heathrow Airport recently you must have noted the large number of hotels, of all shapes and sizes, springing up over the adjoining country side like daisies. In all, nine new hotels have been built totaling 3,500 bedrooms (all with bathroom, of course) and by the end of 1974 another five will be completed to bring the total bedrooms to 8,000, which is twice the number of hotel bedrooms in Wales! The latest to be opened was the Sheraton Heathrow Hotel which cost £4,500,000 to complete and requires an 80% capacity to make it pay its way. Whats all this to do with me?, I can hear you all saying, well, dear taxpayer, the Sheraton when it ends this year will have cost our pockets some £50 million in hotel grants. It makes me wonder what all the travellers did before all this accommodation was available, I certainly don't remember any American tourists being homeless and sleeping in Hyde Park and surely with your 10% V.A.T. going on hotel bills the hoteliers trade will be decreasing, certainly in the home market. Coupled with this, Heathrow is now running close to capacity (I'm sure those of you living adjacent to the place will agree) and the new airport at Maplin is being planned, I felt that this is more money wasted on businessmen and their expense accounts. A further example is Concorde costing about £1.5 million per week but that is another tale.

Whilst in my local supermarket, practising at being a Grand Prix driver with my trolley (it's the only way I can keep the cost down), I noticed a new product from Watneys, a pack containing 6 sachets of their beer (0.25 litre or 0.44 pint for 42p) obviously a new idea. The sachets were developed at a cost of a million pounds by I.C.I./Watney Mann over a 5 year period and Watney's claim that these polyester packs are "easy to handle, solves small problems and most important of all produces no tainting of the beer flavours". I don't know what small problems Watney's have but throw away plastic containers cause much more of a smaller problem than tin cans which eventually rust away where as plastic just remains on rubbish dumps inert and blocks up any water drainage. Although I have not tried the packs yet I wonder how they are easy to handle when the plastic sachets contain beer, which should not be flat, under pressure. It reminds of those plastic soft drink containers one use to buy in Cinema's where one opened them by sticking a straw through a recess in the top and usually lost most of it by giving, a drink, to the back of the person sitting in front of you! Still such are the advances in our technological age and we can hardly wait until the next new invention appears to make our lives easier to handle!!!

Finally it was recently reported that a Teachers Action Group has drawn up a list of "blacklisted" books which should be withdrawn from school and public libraries, they include Noddy, Mary Poppins and a few Biggles books. I wonder when someone will think of banning Billy Bunter because of his obesity or Wind in the Willows as stoats and weasles are really such nice creatures? Surely everything can't be good all the time?

Daedalus

# Answers to Round Britain Quiz

We apologise to all our readers for the numerous mistakes that somehow crept into this competition last month. Despite overwhelming odds, however, we received 9 replies, out of which 8 were correct.

The name drawn out of the suitable receptacle was V. Semmens. Congratulations on winning the prize. We also extend our thanks to the following for making the effort to attempt the puzzle:

P. Walton  
J. Heggie  
Miss C. White  
Mrs. G. Derrick

J. Blissett  
J. Ruben  
Mrs. A. Smith

And now for the solution:

N	E	W	P	O	R	T	P	A	G	N	E	L	L
H	A	S	T	I	N	G	S						
D	U	N	D	E	E								
A	Y	L	E	S	B	U	R	Y					
D	O	V	E	R									
L	U	N	D	Y									
P	O	R	T	S	M	O	U	T	H				
G	R	E	E	N	W	I	C	H					
M	I	L	F	O	R	D	H	A	V	E	N		
E	D	I	N	B	U	R	G	H					
N	E	W	B	U	R	Y							
H	A	R	R	I	S								
C	A	M	B	R	I	D	G	E					

RICHARD

BURTON

A	S	T	O	N	M	A	R	T	I	N
B	A	T	T	L	E					
C	A	K	E							
D	U	C	K							
H	O	V	E	R	C	R	A	F	T	
I	S	L	A	N	D					
N	A	V	Y							
O	B	S	E	R	V	A	T	O	R	Y
R	E	F	I	N	E	R	Y			
R	O	C	K							
R	A	C	E	H	O	R	S	E	S	
T	W	E	E	D						
U	N	I	V	E	R	S	I	T	Y	

# Round Britain Quiz



This month's Round Britain Quiz is the last in the present series. The clues have been mostly provided by several individuals around the site - our thanks to you.

You must all know the idea by now: simply complete the blank boxes provided for Towns and Associations, and make up the name of a famous person from the first letters of the latter. All the boxes must be completed to qualify. The completed page should be sent to the Editor by not later than 18th April.

1				D																
2							A													
3	A																			
4									T											
5									G											
6					R															
7				T																
8		L																		
9																		E		
10		E																		
11							O													
12	L																			
13								O												
14					I															

## Towns

## Associations

Name .....

Dept. ....

Answer

1			G																	
2										L										
3										L										
4										I										
5														M						
6		S																		
7														C						
8														L						
9										S										
10																			Y	
11																			S	
12																			U	
13																			V	
14																			E	

..... (3)

# History of Wood Lane

The History of Wood Lane was compiled some 14 years ago by A.E. Morrison and G.F. Holder and printed in the Bush Telegraph of the time. We thought that it would interest the many members of staff who joined the Company since that time and so we are reprinting it chapter by chapter every month. The sources of information used were wide and varied, from Company archives and local history, to the staff who had many interesting facts and fantasies to relate from the "good old days". The investigations went back further than the beginning of the laboratories and indeed much further than the building of the Old Power Station which formed the nucleus of the site.

The ten chapters so far cover the history up until the building of the McFadzean Laboratory and we think that it is important that the history be completed from then until the present day. To do this will require quite a lot of research from longer serving members of the staff and we would appreciate any assistance with offers of stories, events and other notable happenings to make the task easier. We would, of course, be willing to allow someone to undertake this task, should they feel they would like a place in the History of Wood Lane, so let's be having your offers please.

## CHAPTER ONE - INTRODUCTION.

The Road from Tyburn - Wormwood Scrubs -

The Grand Union Canal - The Railway

If we digress occasionally from our chosen theme, the History of the establishment which has become known throughout the Company as "Wood Lane", it is to include a number of interesting facts which are intimately connected with the main thread of the story in much the same way as the physical development of "Wood Lane" is inextricably bound up with the development of its surroundings and of the Parent Company. With this in mind, let us put the historical background in its proper perspective.

The first mention of the road now known as Wood Lane, as far as can be traced, appears under the cryptic direction "To Wormhold Wood" on a map (1) of "the Great Road from Tyburn to Uxbridge", dated about 1769. But prior to this, a map of London of 1741-5 (1) refers to it as Turvens Lane and marks the presence of Turvens House on the site of the present L.T.E. Depot. At that time, the now well-known Lane couldn't have been much more than a cart-track, bounded by open fields. No prominent buildings existed and the railway was yet to appear.

Another map (1) dated 1810 also marks Turvens House Farm, but on a plan of the Parish of Hammersmith (2) dated 1895, the name appears to have become Eynham House and Farm. Between these two dates, on a map of 1833 (1) the name of Wood Lane Farm appears, but on checking our facts most carefully we came to the conclusion that this was in fact the next farm "up the lane", being situated on what is now the site of T. C. Jones. Unfortunately, we have been unable to determine to which of these farms the site we now occupy formerly belonged, but it seems certain that it was the property

of one of them, probably the former. Many years later, traces of the farming activities of the area were to be uncovered, (including a very well-rotted manure heap:) during excavations under what is now the private road leading up to the Research Laboratories, for the White City Underground Line extensions out to Acton.

In passing, it is of interest to note that the road known as Wood Lane, as distinct from the country lane which preceded it, was built in 1812 by "the Military", who had taken over Wormholt Scrubs (now Wormwood Scrubs) as a rifle range and exercise ground for the Guards (3).

About this time, i.e. the early 1800's, activities were springing up in the area. The Grand Union Canal was opened in 1801 and old prints of the occasion (1) make it seem as if the main use of it would be for pleasure, the utilitarian aspect being sadly neglected. In 1837 the "Sport of Kings" arrived on the scene with the opening of a race-course on the side of Notting Hill (1). This course covered some 200 acres and was bounded on the East by Portobello Road, on the North by a line between the present Cornwall and Lancaster Roads, and on the West by a "public way from Notting Barns Farm" which is now approximately covered by Clarendon Road.

Unfortunately, (?) the venture only lasted five years and the Hippodrome Race-course, as it was known, was closed down due, at least in part, to public feeling over the closure of a public footpath which ran across the course. (Ref. (1) goes into considerable detail here).

The first railway systems were appearing at this time and the Great Western Line (as far as Maidenhead) was opened in 1838, to be followed by the West London Railway in 1840. In or about 1858 the Hammersmith and City Line (which is now the Metropolitan Line) was opened.

The latter part of the nineteenth century saw the erection of the West London Iron Works on the site now occupied by T. C. Jones and signs of activity on the site which we now occupy.

## MOTOR SECTION

Now that the hazards of the "Winter Navigation Run" are behind us and the chances of having a "Hairy slide" first thing in the morning on a frosty road are considerably less, is anybody interested in a visit to the Ealing Skid Pan? You will require, £1.50 (at least - VAT?) and a half day off. Participants are taken in three's for 1 hour; the car and instruction are provided. If you have not been before I am sure you will find this a very enlightening although rather expensive afternoon.

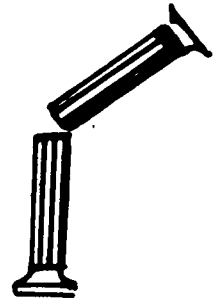
The tools and gadget hire scheme is now running very successfully and I have decided to reduce - yes make smaller, the hire charges which are now approximately 1p in the £1 value of the item. Anybody who has a job to do which requires a special tool, contact me I might be able to help.

Contact GCT on 322



# The Page 8½ Column

*a monthly miscellany*



FROM LABORATORY EQUIPMENT DIGEST:

Arnold Horwell Ltd. have introduced a new electric bench burner to the Horo range of laboratory heating equipment!!! - surely central heating would be more convenient?

Also

British Patent No 1,296,679. Discus Aircraft is able to fly and sail on or under water. It is of disc shape and lenticular cross section, and is provided with elevators, rudders and a retractable landing gear. Closable inlet and outlet ports for propulsion jet engines are positioned on the upper surface of the saucer, and a propeller is provided for under water operation. - Anybody seen any U.F.O.'s recently?

LAST SEEN STAGGERING UNDER THE WEIGHT OF A SUITCASE FULL OF BANKNOTES .....

Our thanks to Mike Hagger for this, from the Times, Wednesday. 28th February:

On the subject of the previous day's "Honesty Boxes" at Airports due to the Customs Officers strike:

Only one form had been completed at the airport after several hours. It was signed "Ronald Biggs, of Wormwood Scrubs", and declared crowbars and chisels. The purpose of his visit was given as "Detention during Her Majesty's pleasure - if she catches me".

IF YOU HAPPEN TO BREED VAMPIRES, READ ON.

Recently seen advertised at a local Cinema:

Saturday Afternoon family programme, March 17:

Camp on Blood Island (X)

The Revenge of Frankenstein (X)

Now available from IEEE Press:

"Winter 1972-73 New Titles and Complete blacklist"

## EFFECT OF HUMMING ON WATCHING TELEVISION

Rushton has shown that humming causes the eyes to vibrate and this, in turn, produces a stroboscopic effect when a sectored disk is viewed in steady light. He demonstrated this phenomenon by using a black-and-white sectored disk rotated on a phonographic turntable. When a subject hummed at the correct frequency (determined by the speed of the turntable and the number of sectors on the disk), he saw the sectors standing motionless. Slightly lower and higher pitched hums produced apparent motions of the sectors in the clockwise and counterclockwise directions, respectively.

Although unaware of Rushton's humming effect, one of us (P.C.W.) observed a related phenomenon while watching television. Humming caused the appearance of horizontal lines on the screen. The lines were visible only to the person who was humming. They could be made to stand motionless or to drift upwards or downwards on the screen, depending on the frequency of the hum. Harmonic frequencies generated multiples of the lines and very high frequencies caused a noticeable decrease in line widths.

The effect is most clearly seen if the subject stands well away from the set. This would seem to support Rushton's idea that the effect is due to the displacement of the image on the retina because the effect of small displacements caused by vibration would be more enhanced the smaller the visual angle being subtended.

The strips show up as grey and indistinct areas on both black-and-white and colour sets. Apparently some visual information is being encoded for: if it were not, the strips would probably look black.

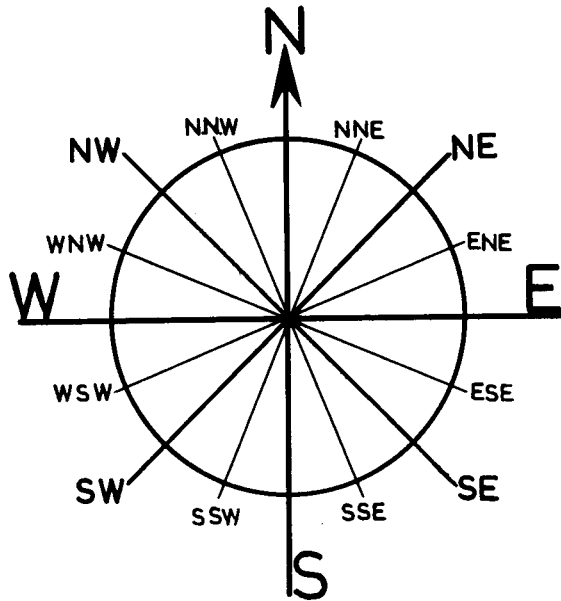
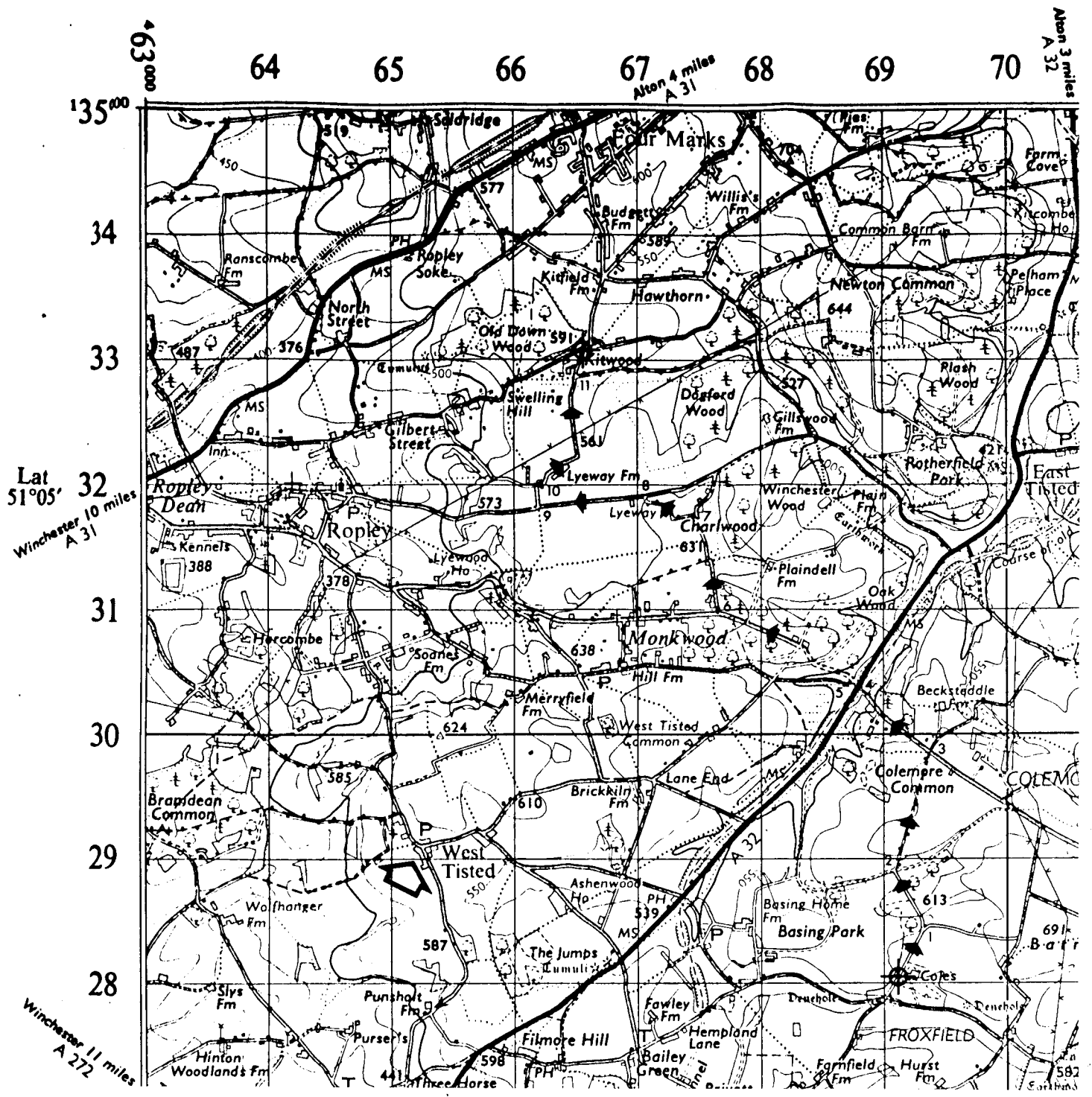
## ***The Plain Man's Guide to Navigation Runs***

Most navigation trials are based on Ordnance Survey maps with a 1 inch to 1 mile scale, an enlarged section of one is reproduced here, but only in black and white. At the bottom of each map there is a self explanatory key to all the symbols and markings used to indicate salient features. This is worth studying as any of these may be used to notate the route to be taken on a trial.

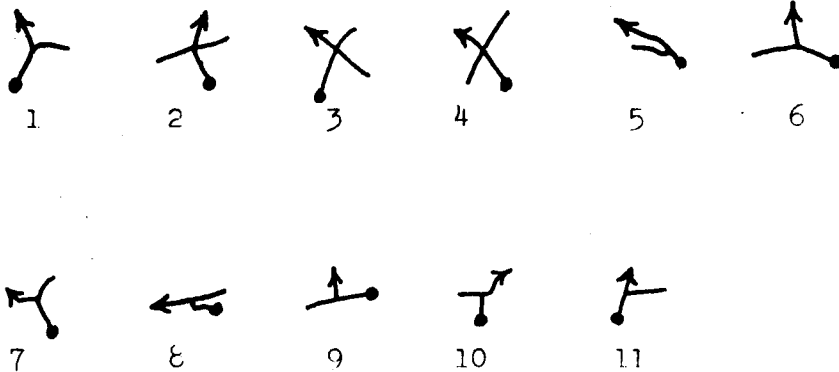
Also superimposed on the map is a grid system where each individual square is equivalent to a 1000 metre square, and by subdividing these into 1/10 ths. it is possible to locate any point on the map to within 100 metres. The vertical and horizontal bars of the grid are given numbers, which can be found at the edges of all OS maps, and from these a grid reference can be obtained. The method of using the grid system is printed at the bottom of the maps, but an example of the use of a grid reference is given later.

Marked (small arrows) on the enlarged portion of a map is a typical route that could be used in a navigation trial and each junction has been numbered to aid identification later. Four typical methods of indicating the route to be taken are given below.

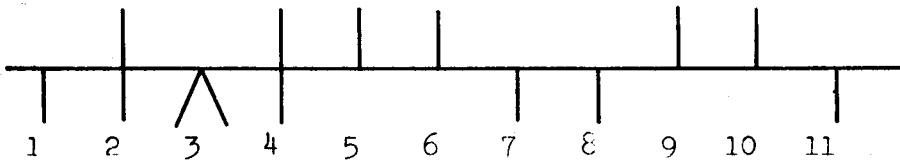
The start and finish of the route are given by grid references, the first three figures are the eastings, read from left to right across the map, the second three figures, northings, are read from bottom to top of the map. As an example the grid reference of the junction in West Tisted (arrowed) is grid line 65 at the top of the map plus an estimated 3/10 th of a square, this being written 653; likewise the northings give grid ref. 29 with an estimated 1/10 th ie. 291; thus the grid ref. of the junction is 653291. Note that it is essential to take the eastings first and the northings afterwards, otherwise you will be completely lost.



1. Go from grid ref. 691281 to 666331 via the following Spot Heights: 613, 631, 561, 591.
2. Leave start at Coles; north to Colemore Common; pass between Monkwood and Plaindell Farm; on to Lyeway Farm; finish at Kitwood.
- 3.



4.




In the above instructions the shortest distance consistent with these instructions is taken.

1. Spot heights are marked on the map in bold type and, as expected, are the heights at those particular spots. Find these heights and plot the route.
2. This is quite straightforward and only requires careful study of the map to locate the places named.
3. Tulip diagrams shown above are freehand drawings of each junction that you will meet or pass through; enter by the dot and leave by the arrow. These are numbered for clarity and correspond to the numbered junctions on the map.
4. The straight line route is perhaps the most difficult route to follow. The route should be considered as a straight line and each road off this, which is not taken, will lie to the right or left of this line. To try and make this system clear the first five junctions are described in turn.

- Junction 1: indicate that you should miss (pass by) a road on the right.
- Junction 2: indicates that you should go straight over crossroad; ie. miss a road on the left and one on the right.
- Junction 3: this is again crossroads, but in this case you must miss two roads on the right, ie. turn left.
- Junction 4: as junction 2.
- Junction 5: indicates that you should miss a road on the left.

and so on.....

Another symbol not on this route but that may be encountered is  and this indicates a triangular junction, which may be a small triangle of grass for instance. Other methods of route notation are basically straightforward such as abbreviated instructions; TR (turn right), FL (fork left) SO at XRs (straight on at crossroads), etc.

Compass bearings are sometimes used, often in conjunction with other symbols or place names. Usually sixteen of the points are used and these are shown in the diagram in case you were never a boy scout or girl guide.

Basically the directions and instructions in a navigation trial only require a little thought to sort them out and even a beginner should be able to take part without any qualms. However it must be stressed that all instructions be carefully read and used in conjunction with the key of symbols on the OS map.

Everyone entering should have an enjoyable afternoon's motoring along some of the prettier more interesting minor roads of the English countryside, answering some rather inane clues on the way. The end of the route is always a beer house where you can slake you thirst and have a bite to eat.

So, how about having a Sunday afternoon doing something different for a change; fill in the entry form for the Spring Navigation Trial in this magazine. One last point, it is not a test of how fast you can cover the route; the average speed usually works out at about 15 mph for the whole course allowing for stops to look for clues etc. Penalty points are often given for arriving too early.

Happy motoring.

(D.G.)<sup>2</sup>

-----

**STOP PRESS**

**V.A.T.**

*will not affect*

*the price of your*

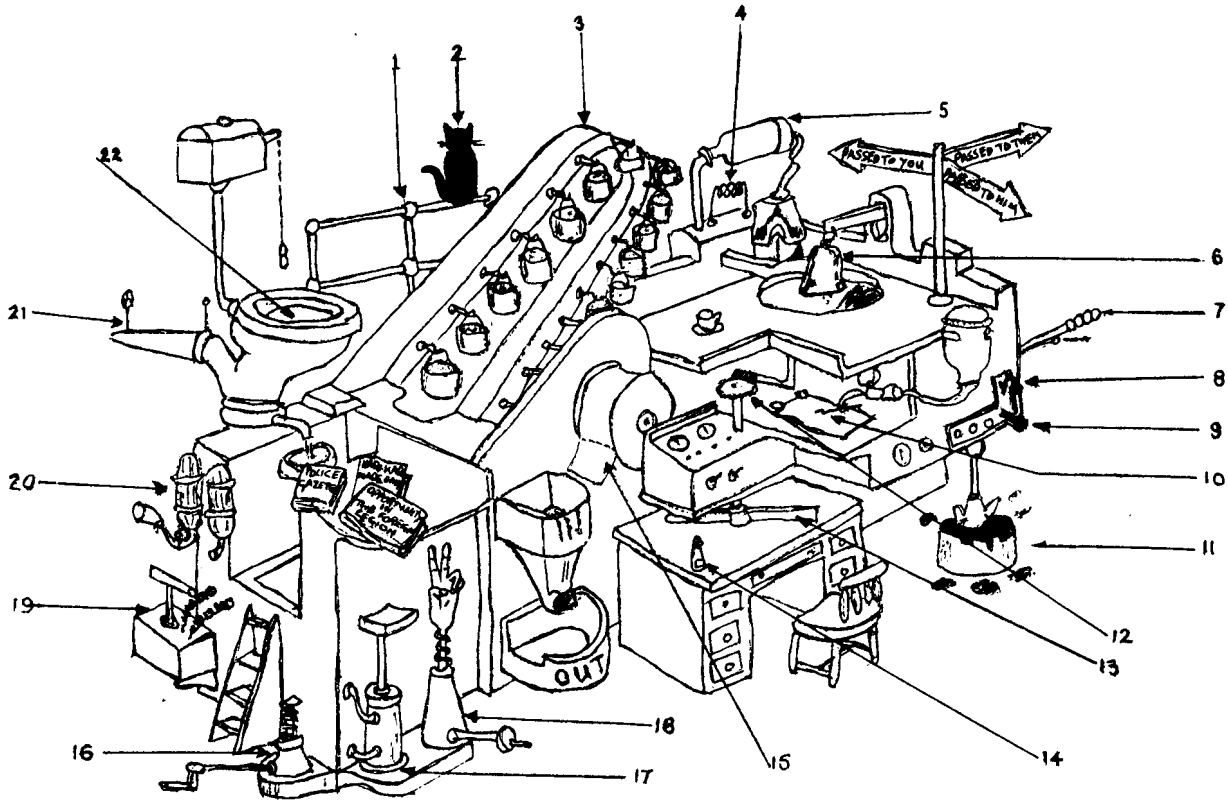
*B.T.*

# Current Section Secretaries

<u>SECTION</u>	<u>SECTION SECRETARY</u>	<u>TELEPHONE NO.</u>
ANIMAL LIFE	R.W. Hall	255
BADMINTON	M.J. Squelch	283
BAR	P. Walton	323
BRIDGE	R. Fraser	323
BUSH TELEGRAPH	P.J. Revell	277
CHESS	J.A.H. Counsell	266
FILMS	Mrs C. Tilbury	365
HORTICULTURAL	F. Walker	279
MODEL RAILWAY	G.A. Ward	280
MOTOR	G.C. Taylor	322
MUSIC	R. Grigsby	336
PHOTOGRAPHIC	A. Boardman	311
TENNIS	A. Tarr	295
THEATRE VISITS	Mrs E.W. King	233
WHIST DRIVE	Mrs E.W. King	233

# THE BUCK PASSING MACHINE

# MACHINE



## GUIDE TO THE BUCK PASSING MACHINE

1. Fence for sitting on.
2. Cat for not letting out of the bag.
3. Can carrying device.
4. Search coil for finding unsuspecting victims.
5. High frequency checking valve for checking the checker who checks the checker's checks.
6. Clanger dropping gear.
7. Flap suppressor lever.
8. Heliogratiator and ganganolater switch- Automatically blames it on to the bloke who left last year.
9. Groggle box control or simple issue complicator.
10. Device for writing illegible signatures.
11. Patent mud stirrer.
12. Worm and wheel (for worming out).
13. Special wiper for keeping desk clear.
14. Smelling salts - to be used when asked to sign something.
15. Expense sheet (in 500 yd. rolls).
16. Screw jack for pushing up the estimates.
17. Hydraulic jack for bringing down to earth gently.
18. The "I'm all right Jack!"
19. Resignator plunger - or "I'm leaving at the end of the week" indicator.
20. Brandy and oxygen cylinders for those asked to make a decision.
21. Device for shooting a line.
22. In tray

Reprinted from the Bush Telegraph, April 1959.

# *Presentations*

## Mr. G.H. BRADBERRY - LONG SERVICE AWARD, 50 YEARS

Mr. G.H. BRADBERRY, Works Engineer of CRED completed 50 years' service on 5th February, 1973. The presentation, made by Mr. E.H. Reynolds, was delayed until 26th February owing to overseas commitments of Mr. Reynolds.

Mr. Bradbery joined Callender's Cable and Construction Co. Ltd. on 5th February, 1923 as a junior clerk at the Head Office at Hamilton House. He transferred to the then Research and Outside Testing Department on 30th March, 1930 to inaugurate and operate a costing system.

He joined the Territorial Army on 5th February, 1925 and was embodied at outbreak of war in 1939 and saw service in the Western Desert and through the Italian campaign. He was commissioned in 1942 and was demobilised in 1946 in the rank of Major. Was mentioned in despatches and is the holder of Territorial Decoration and Bar. On cessation of hostilities he continued to serve in the Territorial Army and finished in the rank of Colonel.

He was reinstated at Wood Lane on 8th April, 1946 as Plant Engineer and was subsequently appointed Works Engineer, which appointment he at present holds.

\* \* \* \*

## 20 YEAR PRESENTATION TO MISS M. G. KINGSTON

The presentation was held on the 21st March 1973 and made by Mr. E. H. Reynolds.

Margaret was initially employed in the Rubber and Plastics Department being one of several people engaged on literature surveys. After a short spell as a secretary she moved to her present position in the library in 1957.

## **THE LINK**

Any information for inclusion in the **May** edition of the Link should be sent to R. G. Hammond before the 11th April.



# *Retirements*

Two retirement presentations were held on the 28th February.

## Mr. J. EASLEY

John Easley joined the company in 1958 having previously served 24 years in the Royal Navy leaving as a Lt. Engineer. Prior to this he was employed for 10 years by the Great Western Railways Region in his home town of Swindon.

During his 15 years at Wood Lane he has worked in the Works Engineering Office. Over the years he has been a regular contributor to the Bush Telegraph and provided many ingenious puzzles.

Mr. E.H. Reynolds made the presentation of a nest of tables and the Oxford Companion to Music.

## Mr. F. Wileman

Frank joined the company in 1948 after serving in the Army Airborne Corps. during the War. During his time at Wood Lane he was employed in several posts around the site. Initially he was employed as the oil van driver and then the site driver before moving to the stores. From the stores he moved to the machine shop stores where he worked until his retirement.

Mr. Bradbury made the presentation, of a cheque, on behalf of Frank's colleagues.

## *Drinks all round*

As spring is almost here I thought it would be a reasonable idea to cover some pubs outside of the London area which might be visited in a weekend outing or a short trip in the lighter evenings.

One of the easiest towns to visit, by motoring, is WINDSOR an historic town but best to visit at this time of the year to avoid the hordes of foreign tourists that tend to swarm from Easter onwards. One of my favourite Windsor drinking establishments is the ADAM AND EVE in Thames Street adjacent to the Royal Theatre. A cosy friendly pub but now very large so it does get crowded later on in the evening. A pub with theatrical connections, one will find signed photographs of the principle players, that have acted in the theatre, on the walls. At one time the orchestra from the theatre, in dinner jackets and bow ties, used to rush in after playing the introduction to quickly sup up their drinks, that had already been lined up on the bar, only to rush back to the theatre in readiness for the interval! The beer is Courage and snacks are available at the bar.

Not quite so far west is the SWAN AND BOTTLE, Oxford Road, UXBRIDGE. (Oxford Road runs from the Denham round-about to the round-about near the new shopping precinct in Uxbridge).

Another Schooner Inn which lies sandwiched between the Grand Union Canal and the Colne river, there are two buildings one a 350 year old coaching inn, the other containing the Canal Bar and restaurant. The beer is Watneys and as with all Schooner Inns their trade is based on the £1 steak which from personal experience is excellent. Well worth a visit for a meal or just a drink.

Finally for those who want to visit the countryside in London, why not combine your stroll across Hampstead Heath (not Ted) with a visit to the SPANIARDS INN in Spaniards Road (Worthington and Snacks). Originally this historic inn was the lodge for the toll-gate opposite and the name is supposedly derived from the nationality of a former landlord. Other names in history linked with the Spaniards are Dick Turpin, Thackeray, Coleridge and it is also mentioned in Pickwick Papers. The bar is low beamed with an open fire place and alcoves, there is also a pleasant garden, not to mention the whole of the Heath to rumble on!

**proposed**

## History and Genealogy Section

The response to last month's notice in the Bush Telegraph was encouraging, we even had a most enthusiastic enquiry from THE LINK, and an approach to the Executive Council for a grant towards the establishment of a small library of helpful documents was received with interest and a request for more details.

Anybody interested in investigating their own, or somebody else's, family history is invited to contact Mike Kendle or Mike Hagger (both tel. No. 208).

We hope to compile a few notes on the mechanics of historical and genealogical research for future publication in the BT. In the meantime, if you start searching you never know what you may find.



Reproduced by kind permission  
of the Daily Mirror (9.3.73)

# the FILM column

## FILM COMMITTEE NEWS

At the Film Section's AGM on 19th February both the Chairman Ted Morrison, and the secretary, Mike Dennis, announced that they were not standing for re-election to the committee. After many years valuable service they will therefore be standing down at the end of the present season.

Another member of the existing committee to stand down is Clive Robeson. The remaining members (Annette Mattock, Richard Grigsby, Pete Higgins, Tom Ruben, John Watson) were all re-elected, and they are joined on the new committee by one newcomer, Carol Tilbury.

The process of planning next season's entertainment is about to start. Let's have your suggestions and requests for films, please.

## BILLY BUDD

Our next film show, on Wednesday 11th April, features Peter Ustinov's film of Herman Melville's novel BILLY BUDD, which stars Terence Stamp and Ustinov himself. Supporting this are TO SEE OR NOT TO SEE, an excellent Canadian cartoon, and a film all about ALASKA - THE GREAT LAND.

## FILM RECOMMENDATION

This section was a regular feature of the column some years ago. It is now being revived, but not necessarily on a regular basis since advance information of film programmes is not normally available. The aim is to draw attention to worthwhile films which may be neglected by the regular film critics.

This month's choice is KING BOXER, a spectacular "Eastern Western" produced in Hong Kong by Run Run Shaw and showing at the Warner West End.

## NATIONAL FILM THEATRE

Lots of good things this month. A season of Women's cinema includes Barbara Loden's WANDA (11th) and Agnes Varda's LION'S LOVE and LES CREATURES (25th). Then there's a season of new Romanian films (16-20th), a view of German Television (2nd-12th), a Henry Hathaway season with THE HOUSE ON 92ND STREET (26th) and continuations of the Ealing Studios retrospective and the Best of World Cinema series including the Argentine HOUR OF THE FURNACES and Bunuel's EL (10th).

# Round The Council Table

The effect of Value Added Tax on the Club was discussed by the Executive Council at the last meeting. The Treasurer stated that the annual turnover was well below the £5000 limit but that the Club could still register through the Company. This would enable the Club to recover some of the tax paid on purchases, but would involve keeping detailed records of every transaction of all the Sections. The Treasurer thus recommended that the Club did not register and this was unanimously supported by the Council.

A number of applications for membership had been received by the Secretary.

Mr. S. Narayan	Chemistry Dept.
Mr. J.A. Gibson	Works Dept.
Mr. J.W. Clark	Works Dept.
Mrs. G. Derrick	Chief Engineer's Dept.
Mrs. A.V. Smith	Chief Engineer's Dept.
Mr. C.R. Coleman	Polymers Dept.
Mrs. M.G. Siva	Polymers Dept.

The Council were pleased to welcome them.

The formation of a new section has been proposed by some Club members. A case for the formation of a History and Genealogy Section prepared by Mr. J.M.R. Hagger was tabled. The purpose of the section would be, in the first instance, to provide advice and information to Club members who wished to research their family trees. The Council discussed the application and were pleased that there was interest in forming a new section, although, it was felt to be slightly unusual as it was not particularly athletic or social. However, if the proposers could substantiate the application with a list of those interested, then the Council would reconsider it.

The Vice-Chairman informed the Council that, as had been discussed at a meeting some months previous, the Badminton Section had tried playing with plastic shuttles, but the majority of players did not like them. It was then decided that feathered shuttles and best quality plastic shuttles would be available on Club nights, but that on other occasions only the plastic shuttles would be available. It was also decided that a humidity box be built for the storage of feathered shuttles.

---

SEEN IN THE WEST SUSSEX GAZETTE

OF SEPT. 21ST 1972:

## Change about

An evening class at Hove for women on how to mend and maintain the family car is fully booked, but there are still vacancies for a course on cooking for men.

# Badminton

## 8th American Handicap Doubles Tournament

To be played on the 1st, 2nd and 3rd May 1973.

### Entry Form

Name.....Dept. ....Tele No. ....

Tuesday\*  
1st May

Wednesday\*  
2nd May

Thursday\*  
3rd May

\*Please delete the day you are unable to play.

Entry forms when complete should be sent to the  
Tournament Secretary, M.J. Squelch no later than Monday 23rd  
April 1973.

## Spring Navigation Trial

The Spring Navigation trial for the "Nellie Trophy" will  
take place on Sunday, 6th May. Time 1400 hours for 1430 start O.S.  
Map No. 159 The Chilterns.

Return entry form by Friday, 27th April to D. Groombridge  
or D. Goff.

Driver ..... Tel. .... Navigator ..... Tel. ....

I wish to take part but need a \*Driver/Navigator

You will need Pencil, Writing Pad, Rubber, Torch.

\*Strike out whichever not applicable.

**11th APRIL**



USTINOV'S

**BILLY**

**BUDD**

**terence stamp  
peter ustinov  
robert ryan**