

3p

Harlequin

Leisure Magazine of the United Kingdom Atomic Energy Research Group and Associated Organisations



An example of DIVERSIFICATION is the hiring out of the site for television companies. First it was the futuristic NRPB building for 'Dr. Who' sequences, then a 'Blake's Seven' episode at the Rutherford Laboratory.

More recently came Anglia Television to film, over several days, happenings unfortunately less fictional: scientists passing secrets to the Russians during the 1940s. Harwell was a natural choice for the scenes as two of the scientists, Dr. Klaus Fuchs and Dr. Bruno Pontecorvo, lived and worked here before their deception was discovered. Harwell's Public Relations helped Anglia to select the right locations and to get the real-life events in the correct order. Photo: Reg Wilkinson, MRC.

In this issue

URANIUM MINING ADVISERS

CRAFTSMEN AT WORK

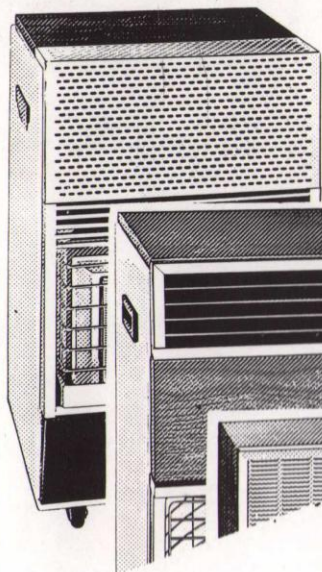
"ATOM SPIES"

ABINGDON

BATTLE OF BRITAIN DAY

THROUGH THE MONTH

NOVEMBER 1979



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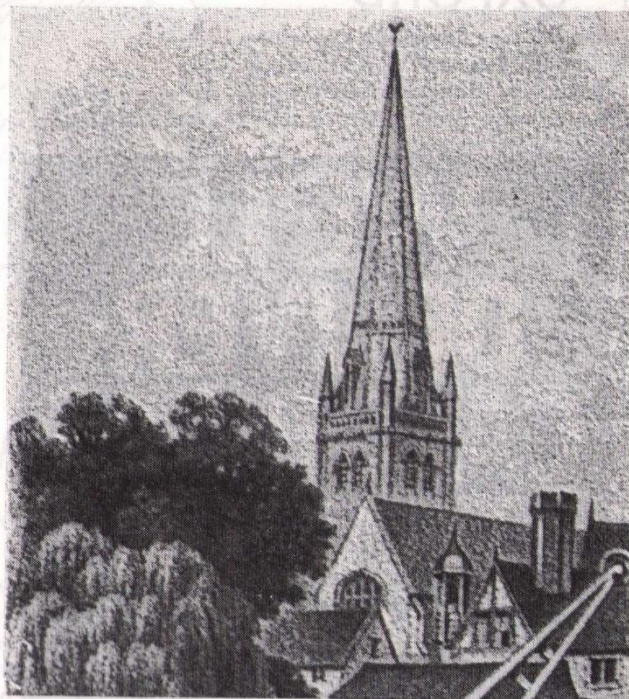
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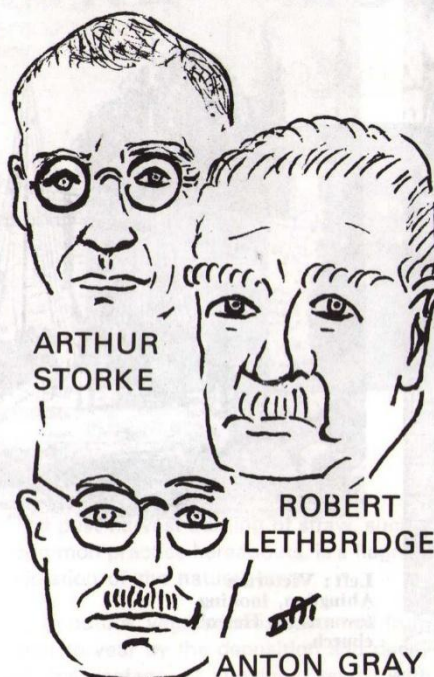
The death on 16th September of ROBERT LETHBRIDGE brings to an end a line of Mining Advisers to the Ministry of Supply and to the UKAEA who guided the purchase of over 70,000 tons of uranium costing many hundreds of million of pounds.

His predecessors, ARTHUR STORKE and ANTON GRAY, were both US citizens, born in 1895 and 1898. Storke graduated as a mining engineer, Gray as a geologist after working as a miner. Both served in the US Army in the First World War – Gray taking part in perhaps the last cavalry charge in history when Texan Lancers overrode a German field battery. Both had to struggle hard to live in the 1920s, sometimes working on mining company staffs in the USA, sometimes eking out their livelihood as independent consultants. Both found jobs on the Rhodesian Copperbelt as a result of US investment there. Storke rose to international standing as General Manager of Roan Selection Trust and Mufulira mines, which post he held for 18 years. Gray achieved fame because of his part in the detection of the hidden copper ore body at Chibuluma.

Storke's service in Rhodesia brought him the CMG and the notice of the British Government. He was consulted by the Ministry of Supply on mineral problems in Malaya after the outbreak of war and, when in 1944 the atomic energy project was taking shape, on our relations with the great Belgian Congo mining company, Union Minière. Although there were known uranium mines in the US and Canada, the road to the atomic bomb started at the massive Shinkolobwe mine. Its pitchblende, with over 50% U_3O_8 , was later to be succeeded by ore supplies with only a fraction of 1% U_3O_8 . British service and American nationality made Storke an ideal member of the Combined Development Agency, in which the US and UK pooled their efforts to procure uranium. He negotiated on behalf of the Agency, almost single-handed, the first long-term Congo contract. Drawn repeatedly to Washington on uranium business, he returned to a US job as President of Climax Molybdenum, and was about to become President of the great Kennecott Copper Corporation when he was killed in an aircraft crash in Quebec on 9th September 1949 – a crash due to the planting of a bomb by a would-be insurance swindler. Several members of the Kennecott Board were also killed in the crash which was the worst in the mining world until Jacques Mabile, the Director of Production of the French CEA, was killed with many other CEA people, and the later disaster killed several RTZ executives (including one of Lethbridge's sons) near Churchill Falls in Labrador.

THREE OF A KIND

by John Clarke

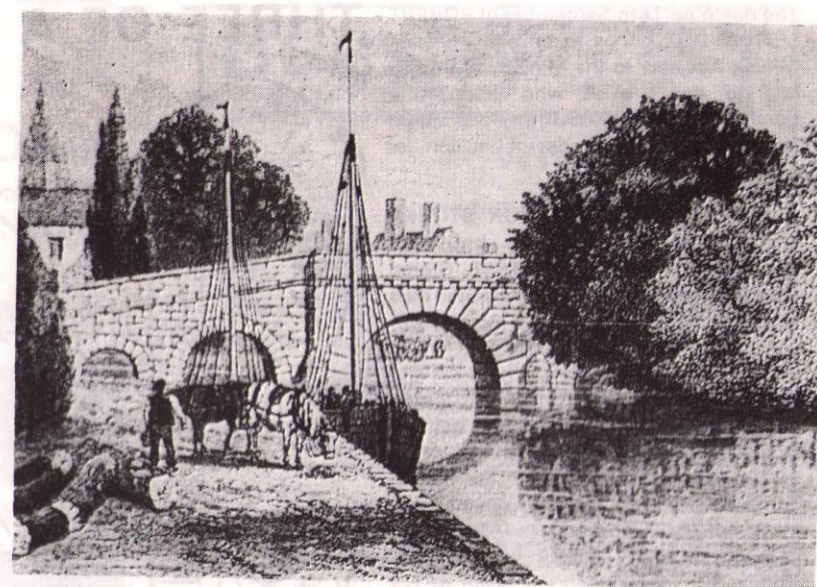
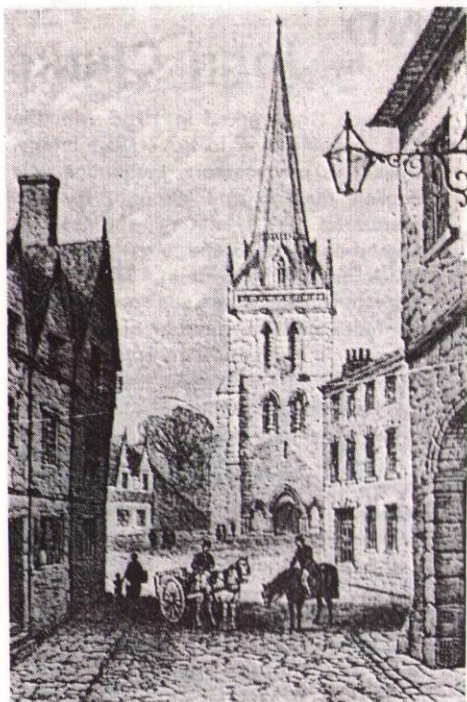


The crash in which Storke died catapulted Anton Gray to Board level in Kennecott. Like Storke, Gray's service in Rhodesia had made him a natural choice to visit Shinkolobwe on behalf of the US side of CDA, and later to be sent to talk to Field Marshal Smuts about the possibility of working low grade uranium in the South African gold mines. Advising on uranium took him back to America and brought him to Kennecott's notice. As Vice President of that company he became one of the leading mining men of the world till ill health led him to retire to England, which he loved more than his native land. This convalescence coincided with the Authority's reorganisation to meet their need for uranium for a civil power programme, all existing supplies being tied up for military purposes. Soon came the dizzy years 1955 to 1958, when the Authority's requirements were thought to have risen from several hundred to several thousand tons a year, before falling back sharply with more sober views in 1959/60. At one time he was advising on the operation of Authority geological teams in Rhodesia, Kenya, Uganda, Swaziland, Guiana and New Zealand. When interest switched to beryl in the wake of the Authority's short-lived interest in beryllium-canning, a new, brief lease of life was given to the operations in Rhodesia and Uganda. He was less interested in the painful process of contraction and renegotiation which followed, until the 1965 Dungeness 'B' tenders revived uranium demand and led to the Rio Algon contract with Canada in 1966.

Anton Gray retired in 1966 with the CBE, handing over to Robert Lethbridge. Unlike his predecessors, Lethbridge was English through and through. He had graduated as a mining engineer at Camborne in 1923 and, after a period in Brazil, he took his bride in 1927 to a log cabin in Quebec where she spent much of her first Canadian winter alone – he went to work in Yugoslavia on gold, lead and zinc. After returning to England to try his hand as an independent consultant, he was asked at the outbreak of war to go back to Yugoslavia to take part in the effort to keep as much of Yugoslavia's mineral resources as possible from the Axis powers. He escaped – just – when the Germans invaded, and his extensive Balkan awareness kept him in Middle-East Intelligence throughout the war. Thereafter he spent four years in Malaya and had another spell as a private consultant. In this role Gray – who knew him from Yugoslav days – secured his service to buttress the UKAEA team, then about to negotiate in Sydney with RTZ for the development of Queensland's Mary Kathleen mine. He gave the team such technical superiority over that on the other side of the table as markedly to lower the price – and to find himself a few weeks later the recipient of a most attractive offer to join RTZ. This he did, and became Head of RTZ Mining and Exploration Department till 1966. Then he resigned and came back to the Authority to join in the long search for a second new contract to follow that with Rio Algon. The 'best buy' turned out to be with the giant Rossing mine in South West Africa. (For the search of these years see Lethbridge's article in 'Harlequin', March 1978.)

When the Authority handed over the task of uranium procurement to BNFL in 1974, Robert Lethbridge accepted the invitation to become their Mining Adviser and shared in UK efforts to get a foothold in the newly-found deposits of the Northern Territory of Australia. He remained in the service of the Authority and was an occasional visitor to AERE when research and development problems interacted with those of the mining world. His last job was to advise Culham on long-term supplies of lithium. His status in his profession was reflected in his Presidency of the Institute of Mining and Metallurgy.

These brief words do less than justice to three great careers. The service rendered by Arthur Storke, Anton Gray and Robert Lethbridge over a third of a century was of a quality which great enterprises do not often enjoy.



Left: Victorian Abingdon, looking towards St. Helen's church.

Above: a wharf and barge on the Oxford canal.

"One of the most attractive in England, the town has become the home of MG cars and a dormitory of the scientists of the Atomic Research Establishment at Harwell" – "AA Book of English Towns".
To Abingdon commuters Abingdon is more than a place to sleep in: it is a place to live in and relish a rich heritage. We welcome the attempt to record its history in this new book.

Ambitious book on Abingdon

by Reg Wilkinson

NIGEL HAMMOND's *Book of Abingdon* recently joined the volumes on Marlow, Sonning, Windsor, Maidenhead, Banbury, Wallingford, Thame and Henley-on-Thames which are published by Barracuda Books of Buckingham. Mr. Hammond is well qualified to write about Abingdon and its surrounds as his family has farmed in the Vale of White Horse for generations. This is his fourth book on the region and his first, *The White Horse Country*, initially published in 1972, was recently re-issued by Blackwells.

In fact, Mr. Hammond does not start his history of Abingdon until the third chapter of his book because the first two are written by David Miles, the Deputy Director of Oxfordshire's Archaeological Unit. The latter explains how the first occupied site in the district was probably a Neolithic causewayed camp, so called because the circular ditches which surrounded it were crossed by causeways.

The site of the present town was south-west of the Neolithic camp and was apparently first occupied in the seventh century BC during the Iron Age. Later on there was a substantial Romano-British settlement at Abingdon and it became a significant Saxon market place.

Abingdon literally means *Ebba's Hill* in the Saxon tongue. However there is some controversy surrounding the name of the town. Writing in the twelfth and thirteenth century the monks of Abingdon Abbey reported that the original monastery foundation was located on Boars Hill and that it was given the name *Abbandum*.

Mr. Hammond takes up the story at the point where the abbey and the town of Abingdon were developing in uneasy proximity. The abbey grew to dominate the community and this caused a great deal of resentment among the townsfolk who revolted and turned out the monks in 1372. The abbot appealed to Edward III and the Kings' Justices condemned twelve rioters to the gallows. A similar rising was

crushed in 1431 and the head of the ringleader was exhibited on London Bridge.

In addition to the abbey, Abingdon boasted a number of early churches. St. Helen's sometimes known as "The Little Church in the Gate", dates from the thirteenth century and is probably one of the finest churches in England. Two ancient guilds were located in St. Helen's and the earliest, the Guild of Our Lady, flourished in the thirteenth century. The Fraternity of the Holy Cross, the second guild, became active two centuries later. These organisations provided the town with almshouses, bridges and finance for educational establishments.

Writing the chapter on one particular educational establishment in the town, generally known as 'Royse's', probably gave Nigel Hammond a great deal of pleasure because he was educated at the school before going to university. Refounded in 1563 by John Royse, the establishment is now officially known as Abingdon School and Mr. Hammond is Head of its Economics Department and also school archivist.

In subsequent chapters he tells how Abingdon was granted eight charters and thrived as county town of Berkshire with its own County Hall until Reading became more important in the late 1800s.

He also explains how turnpike roads, the River Thames, the Wilts & Berks Canal and the arrival of the railway had a great influence on the industries which were established in Abingdon.

The last chapter is mainly concerned with the changes which have affected Abingdon in the twentieth century, such as the increase in population from under 7,000 in 1901 to around 22,000 at present. However the past is not entirely forgotten. Morris dancing still takes place regularly in the town and the ceremony of Bun Throwing from the balcony of the County Hall, which started at the coronation of George III, has taken place at every coronation since then and now also takes place during local celebrations.

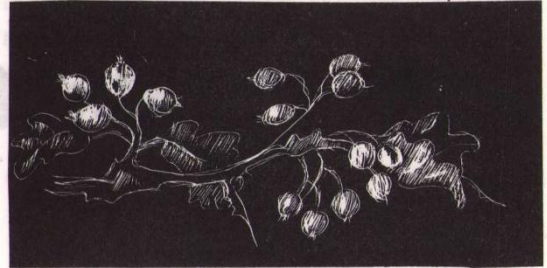
The Book of Abingdon is Nigel Hammond's most ambitious work to date. Along with many others I have been looking forward to its publication since I heard that it was to appear more than a year ago. The wait has been worthwhile. Illustrated with nearly 200 photographs, extracts from various publications and maps *The Book of Abingdon* is published by Barracuda Books Ltd., Radcliffe Hall, Radcliffe, Buckingham (tel. Buckingham 4441/2) at £9.95.

THROUGH THE MONTH

with TED NORVELL,

Grounds Dept.

Illustrated by
SISTER STANTON



Best of a bad month

November is the most maligned of months.

The pervading gloom is brightened only momentarily by the frightening tribal ritual on the fifth, and the kindest reference to November in literature seems to be to its having only 30 days.

The romantic mists of October have suddenly become fog, and the splendid autumn leaves now lie wet, brown and slippery on footpaths and roadsides. And the British people, so recently bronzed and vital on the summer beaches, now huddle, pale and sniffing, in sexless thermal underwear.

Nature's alternative to a winter of discontent, with fuel bills and soaring prices for out-of-season foodstuffs, is hibernation, and there's something to be said for it. Perhaps we could be hypnotised into this condition - wrapped up in duck-down and rolled into a convenient corner, with the metabolic processes slowed down to a mere flicker - and woken up again with a snap of the fingers as soon as the first lettuce is ready in the garden.

But for the time being at least, we must make what we can of November. The landscape is not without colour, and what remain of the fine elms through the Vale are now splashed green and yellow. Hedgerow berries will remain on the branches right through the month, and often well into the winter, and they are more conspicuous now as the leaves fall away.

Redwings and fieldfares are arriving from the north in their scattered flocks. They feed in the open fields so long as the ground is soft, and on hedgerow berries. Unusual birds of prey are reported every year on nearby high ground, and for enthusiasts, there's nothing quite like a good long November walk along the Ridgeway for cleansing the mind.

The romance of muck-spreading

The post-harvest burning of straw, such a common practice hereabouts, is a flagrant violation of the natural laws.

In nature, vegetation is sustained from year to year by the deposition and decay of the leafage of previous years, with bacteria in the soil releasing elements essential to plant growth.

Nitrogen is the most important of these elements, and its uptake during the growing season, return to the soil in the dead litter, and eventual re-use in the growth of subsequent years, is part of a phenomenon called the "nitrogen cycle".

As well as supplying nutrients, the decomposing organic material is the source of humus, which maintains the healthy dark crumb structure of topsoil.

In the old days, straw was used as litter for the farm animals, stored afterwards to decay in the farmyard, and conscientiously returned to the land. Well-rotted farmyard manure, as the gardening books call it, is lovely stuff; it is rich and sweet and full of life, and used as a face-pack last thing at night is said to be very good for the complexion.

Muck-spreading on the land has been quite properly romanticised in ethnic song, and the success of this simple, unquestioning method of husbandry has been there for all to see in our increasingly fertile soils.

Agricultural scientists now tell us that grain can be grown year after year on the same ground and the crop residues burned off, and from soil analyses, they can decide exactly how many bagfuls of each plant food to put back to sustain maximum crops. They also claim that the decaying roots of grain crops provide sufficient organic material to increase soil fertility, and to the old "muck and mystery" school that is the biggest mystery of all.



Autumn spectacular

But there are swings and roundabouts in nature, and October's vital statistics add up to ideal conditions for a spectacular display of autumn colour.

The sunshine helps, of course, but the absence of wind and frost will allow leaves to remain on the trees much longer than usual.

The brightest native trees in this area were beech and horse-chestnut, with a range of colours seldom seen even in a garden context.

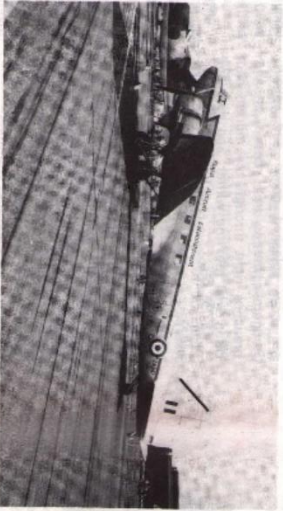
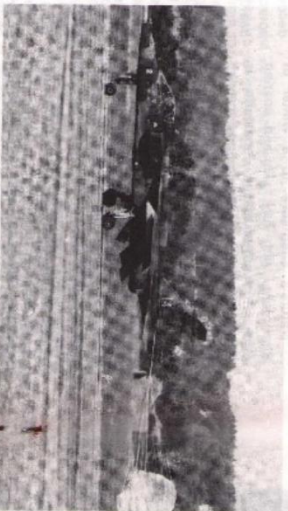
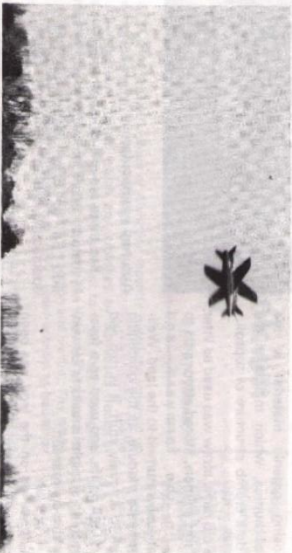
The Norway Maple, smothered in yellow-green flowers in spring and shapely at all seasons, has been a revelation in shades of red and yellow. Despite the exotic name, this relative of the sycamore has been around in Britain for centuries, and seedlings grow like cress in any friendly situation.

How they remembered The Few

Battle of Britain At Home Day

A
B
C

D
E
F



A The Red Arrows' Gnat aircraft during their 'undercarriage roll-backs and Chiswick flyover' manoeuvre

B The Red Arrows Synchro-pair avoid each other by just feet as they meet at a closing speed of about 700 mph. Technical note: photo taken by pointing the camera at the estimated meeting place and pressing the shutter release when the aircraft were many hundreds of feet apart; if the shutter had been pressed one-quarter of a second earlier or later the picture would just have been empty sky. If the time of pressing the shutter had been out by one-third of a second either way the aircraft wouldn't have overlapped at all. This photograph won first prize in the print section at the annual photographic competition of the Brize Norton Aviation Society. The BZNAS meets at 7.30 p.m. on the first Thursday of each month at RAF Brize Norton - for further information contact Barry Cooper.

C OV-10A spotter aircraft from the USAF base at Sembach in West Germany - one of the very few propeller-driven aircraft fitted with ejection seats!

D The two SF-260 aircraft of the Belgian Air Force's 'Swallows' aerobatic team race past each other in one of their opposition manoeuvres.

E Jaguar GR1 streams its braking parachute while landing after an invigorating demonstration of the aircraft's capabilities.

F This C.47 Dakota was manufactured in December 1942 and is still going strong! This particular aircraft served with the US Army Air Corps before going to the Royal Canadian Air Force in September 1943; after being declared surplus in 1971, it was purchased by the Ministry of Defence and now serves at RAF Farnborough.

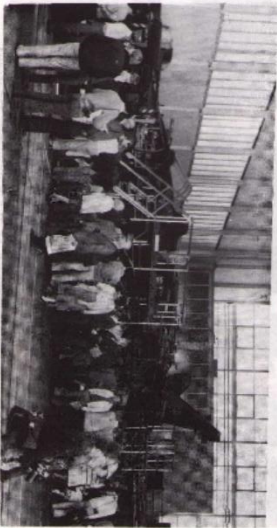
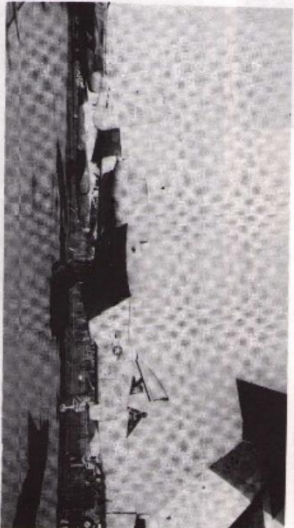
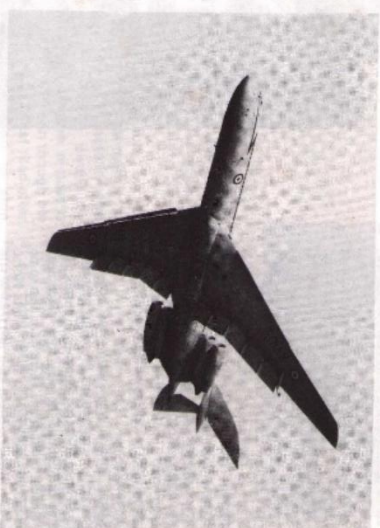
G A graceful fly-past by a VC-10 jet transport from nearby RAF Brize Norton.

H 'Tank-busting' A-10A Thunderbolt aircraft of the USAF from Woodbridge/Bentwaters in Suffolk.

I Part of the 70,000 crowd at RAF Abingdon getting to grips with the intricacies of Jaguar maintenance inside 'F' hangar.

RAF Abingdon

Photographed by
Barry Cooper
Computer Science & Systems Division



TV play filmed at Harwell

The play "Atom Spies" by Ian Curteis, was screened on June 9 this year. It starred Andrew Ray as Dr. Fuchs, Michael Craig as Dr. Pontecorvo and Edward Wilson as Dr. Alan Nunn May, the third scientist involved in passing secrets. The author said that the play was a work of "faction" — fifty per cent research and fifty per cent guesswork based on the available facts.

Much of the action took place on the estate of prefabricated bungalows which was constructed to house scientists and technicians when the research establishment opened just after the last war. Fuchs and Pontecorvo both lived in prefabs for a time. The estate is still in use today and the removal of modern television aerials took priority before filming could commence.

Some of the filming was carried out near Ridgeway House, one of the old RAF buildings which was converted into a hostel to accommodate scientists and which is still in use today. Motor vehicles of the correct vintage were supplied and road signs were changed at this location before any filming took place.

Klaus Fuchs was very fond of the Berkshire Downs and his favourite spot was White Horse Hill. Consequently a number of scenes throughout the play took place near the ancient monument. There were also some splendid views over the Vale of White Horse and a particularly good shot of Dragon Hill taken from the air.

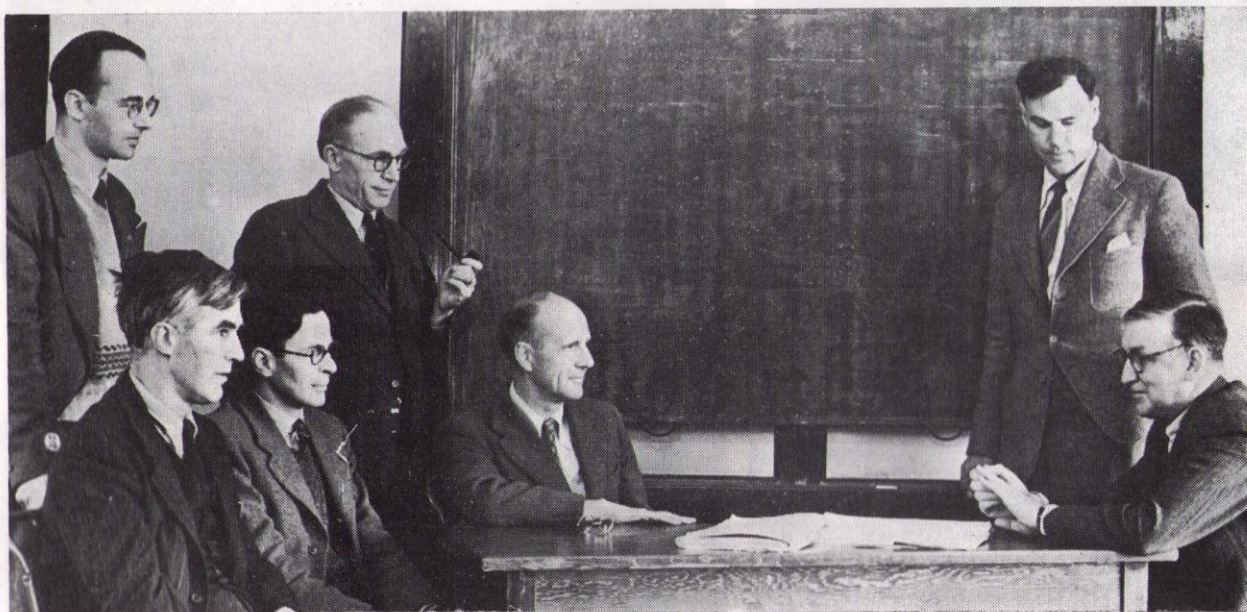
As a result of their crimes Nunn May and Fuchs were sent to prison for ten years and fourteen years respectively. Pontecorvo

escaped to Russia before he could be brought to trial. After serving ten years of his sentence as a model prisoner Fuchs was released and took up residence in East Germany

He is now sixty-seven and has retired to live peacefully in an anonymous suburb of Dresden. A far cry from the prefab estate where he once lived and the Berkshire Downs which he liked so much.

by Reg
Wilkinson
MRC

In the play
Atom Spies,
Andrew Ray (centre)
played Fuchs,
Edward Wilson
(left) played
Nunn May, and
Michael Craig played
Pontecorvo.
Photograph by
permission of
Anglia Television Ltd.



ABOVE: Sir John Cockcroft and some of his senior staff at Harwell in 1947. Left to right, Dr. K. Fuchs (head of the Theoretical Physics Division), Dr. H. W. B. Skinner (head of the General Physics Division), Dr. B. Chalmers (head of the Metallurgy Division), Mr. H. Tongue (head of the Engineering Division), Dr. E. Bretscher (head of the Nuclear Physics Division) and Dr. R. Spence (head of the Chemistry Division).



Andrew Ray and Victoria Fairbrother rehearse *Atom Spies*



The Second United States – United Kingdom – Canada Declassification Conference 1948. In this photograph, taken outside Ridgeway House, Sir John Cockcroft is seen second from the left. Second from the right, standing beside Dr. Spence, and nervously puffing a cigarette, is Klaus Fuchs, then aged thirty-six and with a promising future that could have lain before him.

Any plausibility that this 105-minute play achieved was due to Andrew Ray as Fuchs. For the past six years he has been seen as King George VI on stage and television in 'Crown Matrimonial', then at the end of last year he played George VI in 'Edward and Mrs. Simpson'. Here he portrayed a man who repayed his adopted country by handing over vital secrets.

Richard Last in 'The Daily Telegraph' wrote of a remarkably sensitive performance:

Describing his impressions of the test explosion (climatic moment), or seen enjoying domestic tranquility with his undemanding mistress Betty, the enigmatic physicist became almost a credible likable figure; even though his actions (handing over crucial files after he had apparently decided to stop helping the Russians) remained inexplicable.

But much of the rest of the over-long

piece was bedevilled by woodenness, both in writing and direction Perhaps the most notable lack was of atmosphere. The enclosed world of Harwell, which I can recall visiting with awe in the late '40s, was hardly evoked at all. Fuchs and his colleagues might for most of the time have been discussing the embezzlement of divi-club funds, rather than the most chilling and complex research the world had then known.

How to become a spy

1 Let it be known to your friends, casual acquaintances, and strangers that you have secret information, or are in a job where you may be able to obtain it one day.

This should attract treasonable propositions or threats, which it may or may not be possible to resist.

2 Think you are cleverer than you are. Be conceited. Tell yourself that you are fully capable of handling any regular association with Soviet bloc officials without informing your superior officer or local Security officer.

If the Soviet bloc man is a diplomat, convince yourself that it's only your fascinating personality, wit, and friendship that attracts him. If you can believe that, you can believe anything. You're on your way.

3 Develop a few vices, especially abroad, so that with luck you can be compromised and blackmailed.

4 If you cannot manage a vice or two, just be foolish, with the same end in view. If you can't be foolish, be incautious.

5 Accept favours and hospitality from Soviet bloc officials, so that you put yourself under an obligation to them. When, in return, they ask some harmless service in exchange for good money, accept at once. This encourages them, and, if you pursue the matter to a logical conclusion, you should land yourself safely in prison one day.

How not to (In not-so-easy lessons)

1 If you find yourself in touch with a Soviet bloc official, mention the matter to a superior officer or your company or departmental Security officer. He will give you advice, and you may be able to continue the association if you so wish. Keep him informed all the time. It costs nothing, and is easy.

2 If you become friendly with a foreigner, especially a Soviet bloc diplomat, ask yourself two questions:

- (a) Is he really seeking friendship—or information?
- (b) Why should he choose *me* in order to learn, for example, about 'the British way of life'?

3 Avoid performing any paid service, however innocent it may seem, for a Soviet bloc official. It could be the beginning of the end for you.

4 If you are already, innocently enough, friendly with any of these people and have not reported the matter, safeguard yourself by doing so at once. Your forgetfulness will doubtless be overlooked, this time.

5 If you are abroad, in the Soviet bloc, remember that you may be led into a trap and blackmailed. Do not make the mistake of thinking that you could be of no use to an enemy Intelligence Service. You might be.

Craftsmen at work

by Ron Rigley
Experimental Div. 'B'
Culham Laboratory
Secretary of the local
branch of the CSMA.

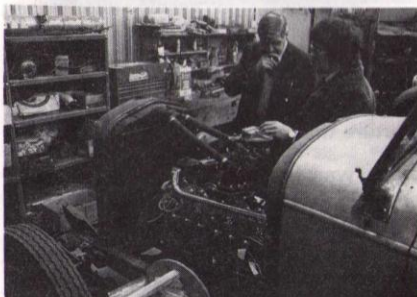
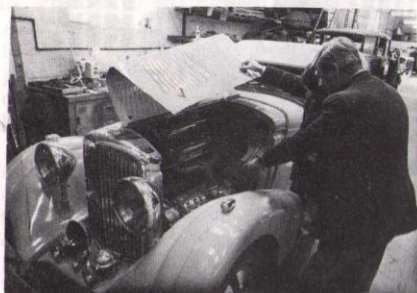
country with the set of instructions supplied.

The panels for the body are hand made from 16 gauge aluminium using traditional panel beating equipment of sand bag, hammer and dolly. The finish is truly amazing. Quite often a vehicle is brought in after being discovered half buried in some old barn, hardly recognisable. The remains of the body are soon removed and the chassis stripped for examination and if needs be renovation. A doubt must always exist with the engine which, having laid idle for years, may have serious damage under all the exterior dirt, so a complete rebuild is the order of the day. Finding replacements for these parts must cause quite a problem, but this does not deter this team of craftsmen who have accepted the challenge.

The paint job, also executed on the premises, is first class, rarely seen these days outside of the motor show models which are of course specially prepared. The upholstery and trim neatly finished in Connolly hides gives the warm luxury only found in quality leather. The floor is carpeted in household quality Wilton which, when fitted by experts is a pleasure to behold. Most of the models being renovated were in need of specially made windscreens, individually tailored for its particular body. They are fitted with either nickel or chrome frames, depending on the age of the car. A traditional feature is the miniature deflector screens at the side which did double duty as aero screens. The hood frame can be finished in polished stainless steel and the company uses the expensive but durable German hooding. Many of the smaller items have to be in keeping with the age of the replica. North Stables Coachbuilding pay a lot of attention to the details of fittings. How annoying if excellent replica coachwork were spoiled by modern fixtures and fittings. For example the locks, although they are out of sight, they are specially produced and these of course vary from body to body. The same goes for door hinges, completely hidden on the modern car, but very prominent on vintage models. The hinges are cast from brass, the intricate pattern being faithfully reproduced.

However one modern concession, much for the better, is using rubber strip between the body and chassis instead of a length of felt which was the origin of many body-rotting problems of the past.

Surprisingly perhaps, at a time when many of the old crafts seem to be preserved by an ageing and diminishing band of specialists, the North Stables team consists of young men. Their average age is around 30. Indeed most of their efforts are spent on machines which were built before the men working on them were born. The organisation of the team is also unusual. Tony Robinson spends most of his



Top left: Derby Bentley

Top Right: Ron Rigley and John Hill having a close look at a Derby Bentley after renovation.

Middle Left: A Lincoln receives attention of Ron Rigley and John Hill.

Middle Right: Bentley with a new bodyframe for panelling with aluminium sheet.

Bottom Left: Bill Hipson (left) shows how a Rolls-Royce body and chassis looks when it first arrives.

Photos by Chris Carpenter.

ONCE in a while, one gets the opportunity to gain an experience which leaves a lasting impression. This was the case when a party of members were invited to visit North Stables Coachbuilding at Milton Trading Estate, near Abingdon in Oxfordshire.

The team of craftsmen is small, only about 12 in all, but all have their own specialised skill. The leader of the team is Tony Robinson who freely admits that the business started almost by accident. Tony bought himself a 4½ Litre Bentley and found that it needed rebodding. Although he had not tackled anything like it before, he decided to "have a go". When the body had been restored, members of the Bentley Drivers Club wanted similar work carried out, it became quite evident that there was a need for this type of unique business.

Now North Stables can take on most makes and models although Rolls-Royce and Bentley work predominates. About 75 per cent of their business is done for the trade and on the frequent overseas contracts a body is often built without even seeing the chassis. In these cases a set of drawings are produced for the customer and once approved, a slave chassis, made of wood is used to reproduce the appropriate shape and dimensions. Hardboard templates are cut for the body panels, a process which requires considerable skill. This company naturally enough uses English ash for their body frames, similar to British coachbuilders in the past. These timber body frames can be supplied in kit form and many are exported to individuals who wish to re-frame their "Pride and Joy" themselves in their own

time travelling, meeting people, examining cars and dealing with the vast amount of correspondence both from the UK and overseas. He visits Milton two or three times a week but insists that each man has equal responsibility as craftsman, ambassador and decision-maker whenever he is absent. Everyone is regarded and treated as an equally important member of a democratic team and it is not unusual for Tony to accept majority

decisions counter to his own vote. Maximum flexibility is encouraged and most of his men have at least one and sometimes two other skills.

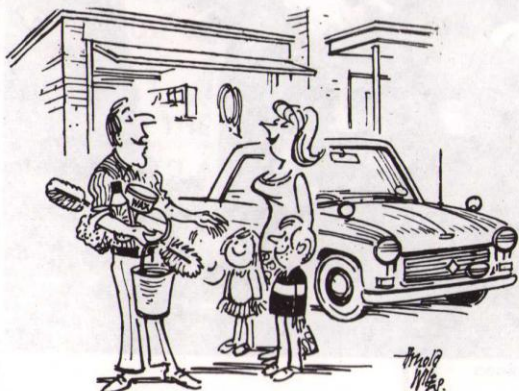
Much time and money have been invested in furthering Tony's unusual management theories, mainly in training men to the high standards of skill and integrity involved. While extremely unorthodox, his philosophies have produced an extremely skilled team of

which he regards himself as an integral part rather than the leader. Most of the men have been with him since they were quite young and enormous enthusiasm and job satisfaction appear to be the cornerstone of this fascinating enterprise.

Tony Robinson and his team are certainly producing an excellent range of replica coachwork, long may it continue.

RITUAL WORSHIP

Arnold Wiles takes a wry look at the weekly washers and polishers



"Right, I'll wash and wipe, you wax and polish, you clean the upholstery, and you concentrate on chrome and optional extras"

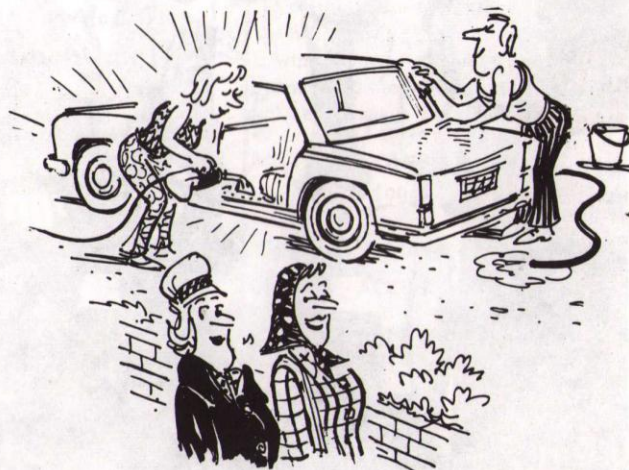


"It's not my idea of a Sunday jaunt into the countryside"

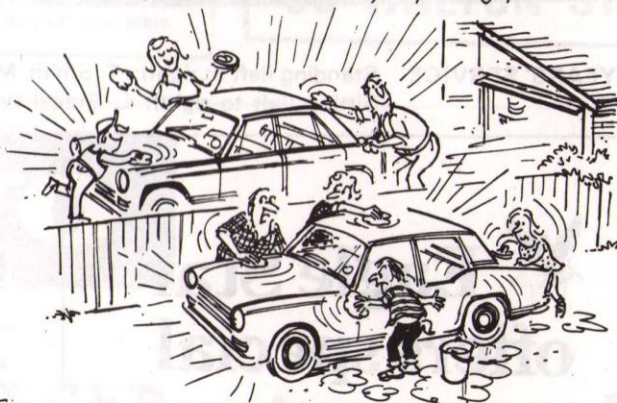


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"More polish—they're gaining on us!"



"What! Go for a spin and get it all dirty again?"



30 YEARS' SERVICE Standing (left to right): T. Smith, M.O. Deighton, W.G. Sparke, J.D.H. Hughes, A.W. Gardner
Sitting (left to right): L. Bradshaw, J.G. Frelford, G.H. Barnes, A.N. Thompson



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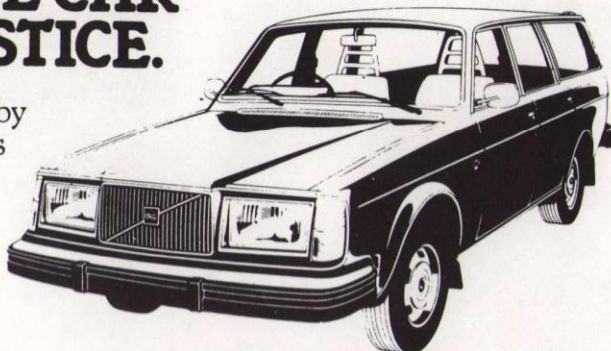
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