



ELLIOTTS STRONG AT FARNBOROUGH — In the Air and On the Ground

ALLIED for the first time with English Electric and Marconi, Elliott-Automation is mounting a major exhibit at the SBAC Farnborough Show on September 16, showing a spectacular variety of aviation and space equipment, and featuring prominently in most of the advanced aircraft. The indoor stands are Nos 286-287 and 294-296. The BAC weapons display will also be featuring the Elliott Nomad computer-controlled fighter and missile control system. Altogether, at least ten Elliott computers will be on show.

Farnborough lasts this year from September 16 to 22, and the last three days are open to the public, from 10.00 until 7.00 pm. The flying display starts at 3.00. Friday is expensive, costing £1 per car and £1 per head. On Saturday and Sunday, £2 10s covers a car and up to five occupants. Entry on foot costs 10s. Train from Chatham to Farnborough station, via Waterloo costs £1 for a cheap day return and there is a half-hourly train service. Special bus services from station to airfield are virtually certain. An alternative route is via Waterloo and Aldershot, with bus to the airfield. A well-loaded car, with off-main-road navigation, is probably the most cost-effective method.



MISS ELLIOTT 1968

Another AEID girl won the Miss Elliott title at the Annual Elliott Rochester Fete on July 13. Elaine Lee-Frost, newly elected Miss Elliott, is here being presented with the trophy by Mr J. E. Yates, Managing Director of E-A Control Valves, while Mr J. E. Pateman, EFA's Joint Managing Director, lends a helping hand with her cape. Elaine is 18 years old and has been a Banda operator, in AEID for a year. She says her hobbies include modern dancing, reading and knitting. (Picture by Gay Lancaster.)

A Snazzy Set-up

ADD's New Production Area

ONE of the most striking, attractively designed areas in the Elliott Rochester establishment, is the new ADD production area, now in operation in the space previously occupied by Gear Division. ADD is now tackling the quantity production of head-up displays for US Air Force and US Navy A-7 Corsair 2.

This colourful ultra-modern air-conditioned area, with its brilliant contemporary strip lighting gives, in many people's opinion, ideal working conditions.

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These cheerful smiles in ADD's new production area belong to (front row, left to right) A. Bakewell, production manager, G. Ramsey, production controller, J. Roberts, F. Pearce, C. Bennett, D. Burgoyne, W. Harbottle and J. Griffiths. In the back row are, left to right, E. Rose, D. Mayes, R. Barry, D. Searle and J. Dodds.



Thanks from Lockheed

LOCKHEED Georgia made sure that EFA got its share of credit for the successful first flight of the mighty C-5A Galaxy, which got airborne on schedule on June 30.

Mr Montgomery, Lockheed's C-5 electronics purchasing manager, sent a cable to Rochester saying "Lockheed appreciates Elliott assistance in meeting the on-schedule first flight on the C-5 aircraft. This flight would not have been successful as it was without the efforts and dedication of many Elliott people."

"However, we would like to specifically recognise the fine efforts of Bob Jelley, Bob Shipp, Chris Frost and Tony Hodson on central air data computer during the hectic period of time just prior to flight".

Shipp, Jelley and Hodson were mentioned in the last EFA News as Elliott representatives at Atlanta,

Georgia, supporting the C-5 project. Chris Frost, who was FID C-5 project manager at Rochester and is now the division's chief engineer, is, incidentally, one of the World's leading authorities on air data systems.

In addition to the cable, which was duly forwarded by EFA to our men in Atlanta, Lockheed sent to Rochester within a fortnight, a sound, colour movie film of the first flight and several other films about Lockheed Georgia and its products. These were widely shown at Rochester and aroused considerable interest. Mr Montgomery, who visited Rochester early in July, also gave a detailed briefing on the first flight.

Efforts Appreciated

It feels good to work for a company which makes this kind of effort to recognise the contributions of its suppliers.

The two Elliott air data computers in the C-5A played a major part in the success of the first flight since they provided the aircraft's main speed and height reference. By August 1 the two units had completed well over 1,000 hours running in the aircraft without a single failure.

Also on board the first C-5A are the AEID indicators of undercarriage leg position. EMAC and the crosswind steering computer are scheduled to be phased-in later in the test programme.

Fred Haskett

One of the many EFA people who know Fred Haskett, deputy marketing manager, will have been saddened to hear of his illness. He suffered a heart attack on August 23, but is now recovering at home in Bearsted, under the care of his wife Sarah and one of his daughters.

He will probably be away for several months, but we all wish him the best possible recovery and look forward to seeing him back in action in due course.

Elliott Man in Atlantic Race



NOEL BEVAN, technical manager of Elliotts Naval Division at Frimley, made the headlines when he came eighth in the Observer single-handed trans-Atlantic yacht race after a 37 day crossing in his ocean racer *Myth of Malham*. He is an electronics engineer as well as a highly experienced yachtsman and designed and made for the voyage a complete range of communications and navigation radio and a temperature sensor for detecting the presence of icebergs. Before the voyage he used the Elliott digital Hydroplot system to calculate corrections for radio bearings over the Atlantic.

On July 12, Bevan began the return voyage, accompanied this time by his wife, eight-year-old son and Mrs Livingstone, the yacht's previous owner. They were due to call at Plymouth on about August 9 before returning to home base on the Solent.



Ken Billing (IND), showing one of his bitches "Cinderella of Kentracann" at his kennels in Strood.

Champion Dogs

TO eventually breed a Cruft's winner is the ambition of at least two Elliott employees.

Ken Billing and Chris Potts, both of IN Division, have been breeding dogs as a hobby for many years, and this year they both had bitches qualifying for entry to the Cruft's dog show. Chris specialises in Golden Retrievers at his kennels, called Jucridor, in Walderslade. His main interest is in breeding dogs for beauty showing. At present he has five dogs, including his original bitch. Of the three showing, two are restricted by their maternal duties, while the third, Nina of Jucridor, is doing exceptionally well and has already qualified for entry to 1969 Crufts.

With 12 years' dog breeding experience behind him he is frequently asked to judge at shows throughout the South East.

Ken's kennels in Strood, are called Kentracann, and he has been breeding English Setters there for the past three years. At present he has three generations of bitches. Two of them have been winning this year and the third made her show debut at the Kent County Show on August 3. All his dogs are named after wild flowers, and have their own runs, sleeping at night in his kitchen.

Owners Trained

Chris is chairman of the Gravesend and Medway Towns Canine Society and the Medway Dog Training Club. Ken is on the committee of both. Through these societies, dog owners and dogs are trained in preparation for National events.

Ken and Chris also instruct in the finer arts of showing and controlling dogs, at obedience and dog training classes at St Andrews Hall, Chatham. Any dogs, pedigree or not, can be taken to these classes. It is their owners who are trained, not the dogs.

Anyone interested in joining either of the clubs mentioned or wishing to attend dog obedience classes should contact either Ken Billing, Int. 303, or Chris Potts, Int. 302.

A SNAZZY SET-UP continued from page 1

Suggestions from within the division contributed to the final compact layout. With the production office, environmental, electronic and optical test departments, stores and even the library located alongside the main assembly and wiring area, efficiency is now the key-note. As proof of the fact that careful planning can yield results, a very pleased Eddie Rose, production foreman, reports a noticeable increase in rate of production.

Behind brilliant orange curtains at the far end of the assembly area, are the dark rooms used for all optical tests on the display units, now getting under way.

Jim Calling the Ladies

Knowing how fashion-conscious most women are, Jim Collins, social club secretary, intends to stage a number of fashion shows at Elliott clubhouse. Before making the necessary arrangements he needs to know how many ladies would be interested enough to go. If you would, contact either Jim, or his secretary, Jean Greenfield, on Int. 217.

Ladies can you throw a dart? Jim hopes to hold a Ladies Inter-Divisional Darts Tournament at the clubhouse. If you have a keen eye and are interested, let him know.

If darts doesn't appeal to you, why not try netball? As part of next year's sports day activities, Jim hopes to include an Inter-Divisional Netball Knock-out Competition. If you would like to compete, again contact either Jim or Jean.

By mid-1969 the production will reach its peak and the electronic units will be coming off the line at the rate of two a day.

These units contain 25 cards, each mounting up to 64 flat pack integrated circuits. The cards are subjected to about 500 tests each and the assembled electronics unit to about 4,000 tests.

An Elliott 903 computer, already installed in a special room beside the production area, forms the basis of an automatic test equipment being prepared by ATED. Called FATE (Factory Automatic Test Equipment), ATED's new equipment will

CAR PARKS AGAIN

EFA NEWS Investigates

THE soulful letter below, addressed to EFA News, drew attention once again to the apparently intractable problem of car park space. The letter is followed by an EFA News investigation, which raises a small glimmer of hope for "depressed" Elliott car owners.

"Whilst awaiting the No 1 Maidstone and District Sardine Special, soaked from the knees down, soggy from the knees up, feeling utterly miserable and depressed, I was given to pessimistic thoughts about the enemy who usurped my right to use my dry comfortable car. Why, I thought as the first 'full-up' bus went by, should I continue doing this for the next 20 years or so. I have already been with the firm for seven years, that would make a total of 27.

"27 years deprived of comfortable travelling to work. . . .

"Perhaps if I moved house outside the limit (wherever that is) I might be granted a parking disc. . . .

"Once out of the rain my optimism asserted itself. Perhaps, I thought as I grieved at a lonely figure waiting in the wet, if I suggested a points system or something, somebody might take notice: points for travelling distance, points for availability of bus routes, points for length of service. . . ."

EFA News interviewed Mr Moore, security and safety officer, who is responsible for administering car parking, to ascertain the facts.

Every working day some 2,000 cars are parked in the areas surrounding the factory and on the nearby dog track car park. Basically, there simply is not room for any more. All the land immediately surrounding the factory area is zoned in connection with the airfield by the Board of

Trade as successors to the Ministry of Aviation. The playing field behind the towers belongs to the Kent education authority and is scheduled as an open space.

Some cars are parked "off limits" on ground formerly used by Thorns, but this is not controlled by Elliotts. Parking on Saturdays and Sundays is, incidentally, unrestricted.

Parking is arranged as follows. Divisional chief engineers or produc-

tion managers upwards receive specific parking spaces. Others are authorised to use the car parks and receive badges coloured according to the area in which they may park.

It was established some years ago that no one living inside a clearly defined area extending to a maximum of two miles round the factory is given parking space. They have to rely on public transport or on two-wheeled vehicles. Parking space for motorcycles and cycles, incidentally, is unlimited and unregulated. Seriously disabled people are allotted space for invalid cars as close to their place of work as possible. No contract-hired people are given parking space.

Waiting List

Mr Moore fully appreciates that 2,000 spaces will not accommodate all those who want to come to work by car. There is at the moment a waiting list of about 500 people who have filled in the standard application form issued by Mr Moore. As spaces become free, people on the waiting list are accommodated in strict rotation, without any consideration of seniority, length of service or similar factors.

Points schemes and priority ratings have often been considered, but it is virtually impossible to establish priorities acceptable to all the categories of people looking for parking. So far, strict rotation has proved the only practical method. In any case, a priority rating does nothing but rearrange the "picking order". It does not solve the basic shortage of space. The turn-over in spaces is spasmodic and not predictable.

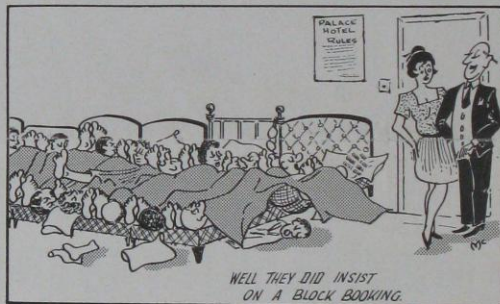
Mr Moore reports that the basic problem is to find room for more cars, and he has not been inactive. A scheme for building an upper deck over the existing park between the canteen and the airfield was investigated in detail, but proved impracticable. It could provide room for only 50 or 60 cars at the cost of no less than £1,000 per car and threatened to infringe the clearances required for aircraft landing and taking off. The cost could not be recovered, because the company is by law not allowed to charge for parking.

Some Prospects

There are moves afoot to obtain more parking land, but until all the difficult legal and local government problems have been sorted out, neither Mr Moore nor Mr Williams, the Works Engineer, is prepared to be more specific or to raise hopes unduly.

In summary, then, there is no prospect of lifting the two-mile geographical restriction on those entitled to park. There is certainly energetic action, if not a clear prospect for extra parking space, which might possibly eliminate the waiting list.

In the meantime, the use of two-wheeled transport and an even more organised use of shared transport and lifts are probably the best prospects of arriving at work by private transport.



A CASE OF MISTAKEN IDENTITY

This scene might have resulted after Mrs Margaret Wilson (Gyro Division) telephoned the Drury Lane Theatre to make a block booking for "The Four Musketeers" for a Gyro Division outing. Drury Lane booking office apparently transferred the call to the advanced booking office, and the following conversation took place:—

Woman: "Can I help you?"

Margaret: "I would like to make a block booking for between 58 to 60 people for any Saturday in October".

Woman: "Just a minute . . . How many did you say?"

Margaret: "Between 58 and 60".

Woman: "Just a minute . . . Do you want singles?"

Margaret: "I want a block booking?"

Woman: "Just a minute . . . What date did you say?"

Margaret: "Any Saturday in October".

Woman: "Just a minute . . . How many did you say?"

Margaret: "Between 58 and 60 people".

Woman: "Just a minute . . . Do you want singles?"

Margaret: "No. I want a block booking".

Woman: "Just a minute . . ."

This continued for some five minutes until eventually the woman asked, after another pause, "What is it exactly you want?"

Margaret replied: "I want a block booking for between 58 and 60 people to see the show on any Saturday in October".

Then the woman replied, sounding rather surprised, "Show? . . . This is the Strand Palace Hotel, you know!"

THE BIG MATCH

Don't miss the annual "Scotland vs England" football match on October 12, when Elliott Rochester play Elliott Cowdenbeath at home. A thoroughly energetic game is guaranteed and Rochester is determined to improve on last year's away result, a 2-2 draw.

After the match the visitors will be entertained at a dinner, to be followed by an Elliott dance in the main canteen. There will be a full cabaret and bands.

Elliott Rochester Fête

Fine weather attracted a record number of Elliott employees and their families to the Annual Elliott Rochester Fête held at the sports ground, Featherby Road, on July 13. More side shows than ever before provided good entertainment for the thousands there. With many competitions and a packed programme of events, the day was, once again, a great success.



The three finalists in the Miss Elliott competition were, left to right, Maureen Harker (MACD) placed second, Elaine Lee-Frost (AEID) elected Miss Elliott, and Linda Fitzpatrick (TACD) placed third. (Picture by Gay Lancaster)

Baby Julie Ann Evans is proudly held by her mother, Carol Evans, after winning the 0-9 month class of the bonny baby competition. Her father John Evans works in FID.



Winners of the Fancy Dress were Bonnie and Clyde, on the left. Second was the Witch; third the mighty little Adam on the right. (Picture by Alan James)

AND IT CAME TO PASS...

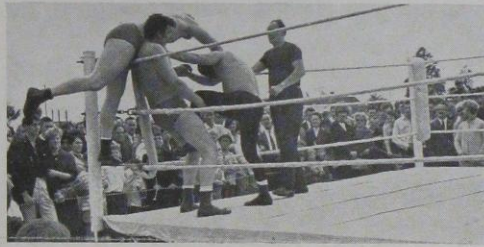
THESE dwell in the City of Manch an Inspector of a Turbine Factory and it came to pass that his chief spake unto him, saying "Lo, there is, in the wilderness of Traff, a maker of bolts, and he has made two score and five special bolts. They be Sooper-Dooper Bolts and great is the tensile strength thereof, that they may fix the top of a cylinder casing even unto the bottom.

"Get thee hence and inspect them. And take micrometer and things, that thou shalt gauge them unto within the wideness of a certain part of a gnat. For I say unto thee, if thou shalt release them and they be found wanting, then will I tear a strip off thee.

"Yes, if the bolts be not properly inspected, then will I cause a great misfortune to fall upon thee."

And the Inspector replied "That which is asked for by Drawing and Specification, even that will I do".

And he departed and journeyed unto the maker of the bolts who spake



A highlight of the afternoon's entertainment was a tag wrestling match between the Welsh Boys, Mel St John and Brian Jenkins, and the Black Masks.

The match proved very popular with the large crowd who gathered to watch. It ended in a free-for-all after the referee, Ray Shardlow, disqualified the Black Masks for dirty play. (Picture by Gay Lancaster)



Soaked in beer, but smiling TACD Engineers posed for this picture after winning the finals of the Push Ball Competition against a team from Gear Division, Dartford.

In the back row, left to right: A. Fraser, R. Featherstone, D. Norwood, R. Oakes and J. Smith. Front row: B. Freeman, H. Mote and R. Pearsons. (Picture by Alan James)

Visitors from outer space

RUMOURS circulated for a time in July about the possible origin and purpose of a strange shape sticking up above the trees at Fort Bridgewood, beyond the Thorn factory. On first investigating the reports, EFA News could not decide who was more worried, the people who wondered what it could be or those who supposedly knew what it was.

Careful enquiries however, showed that the "thing" was nothing more sinister than a towed target for aerial gunnery practice—just a streamlined shape with a few aerials inside, which is towed on a long wire behind an aircraft to give fighter pilots practice in air-to-air gunnery. It is

he gauged the threads by the law of Go and Nogo and the law of Best Cylinders.

These things and many other which are in the Sacred Book he did perform with great cunning.

And when all these things had come to pass it was the evening of the nineteenth day and he made out a release note and inscribed therein all the necessary details. And he signed it and put his stamp upon it and upon the bolts also.

But lo, it came to pass, that they were rejected, for they had been fashioned in an obsolete issue of the drawing.

Painted in high-visibility red to make it easier for pilots to spot.

What a pity that such an attractively sinister object turned out to be entirely passive, explainable and essentially uninteresting.

The Trophy Returns

Back once again in the show cabinet at the personnel entrance to the main works is the Sir Leon Bagrit Trophy for inter-establishment sports. This highly decorative trophy was competed for at Lewisham's Inter-Company Sports Meeting on June 29.

Rochester's athletes won it by 13 points from Borehamwood, who captured it two years ago and retained it last year.

COMBINED OPS

CSDE and ATED Join Forces

AFTER the recent uprising in which the CSDE flight attempted to commandeer the towers, but were repulsed in a rearguard action by the ATED poet, the two sides have combined forces to combat a common enemy, the Royal Engineers at Brompton.

After one or two reversals in the preliminary manoeuvres at tippet and snooker, a combined task force gained some convincing victories at squash, indoor bowls and bat and trap.

Post-battle de-briefing sessions in the WO's and sergeants' mess and Elliott club house revealed the Army's superior performance on the ode, with devastating deliveries of the story of a certain eskimo lady, but ATED engineers are planning to return to the fray with a Mark III divisional song book.

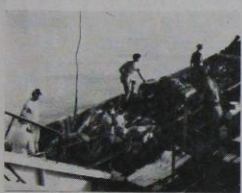
Profitable year for MACVEST

AT the annual general meeting of MACVEST, the investment club formed originally in MACD but now with a wide spread of EFA and ESWAL members, an increase in value of the unit share from 4/3 to 7/6 was reported. This represents a profit of £1,300 on the club's assets of £1,687 at the beginning of the financial year.

The club has a wide range of shares, covering the entertainment field as well as engineering. Star shares this year were Western Mining, an Australian mining company, and Albany Tyres, who own a number of tyre depots.

The club was formed with a limited membership to give members an opportunity to become familiar with the world of finance and learn how to make profitable use of savings. This year's results indicate that the club is beginning to benefit from the experience gained during its four-year existence.

The following members were elected officers of the club for 1968-69. C. Eve (ASCD), Chairman; P. Chesmond (MACD), Secretary; P. Hobson (ATED), Treasurer; M. Polly (MACD), Assistant Treasurer; C. Nurmohamed (MACD), and R. Scrivens (ATED), Auditors.



Bombs Away

GEORGE HOTCHKISS (AEID), a volunteer soldier in the Territorial Army, was one of a team of forty-three officers and men sent on a two-week bomb disposal mission to Penang in Malaya.

The purpose of the operation was to clear parts of the jungle for the Malayan Government, to investigate certain tunnels suspected of containing bombs and to dispose of any found.

The men, all specially trained for bomb disposal operations, formed Unit 590, a specialised unit of the Royal Engineers (TA). On June 14, they flew by RAF VC10 from Lyneham, Wilts., to Singapore. After two days' acclimatisation they flew on to Butterworth and then to Penang where they joined their host unit, the 2nd Battalion Queen Mary Gurkhas at Minden Barracks.

To do the job, the unit split into groups of five and worked in shifts, each group taking a turn at each task. The longest shift worked from 8.00 am to 6.00 pm clearing the jungle. Shorter shifts worked at digging out the bombs, loading them onto waiting trucks, transporting them to a tank landing-craft and taking them out to sea to be pushed overboard.

247 Bombs Found

In the one tunnel where bombs were found, 247 were finally removed. With each bomb weighing 120lb, a total of 12½ tons of unfused bombs were eventually dumped at sea. None of the other tunnels investigated contained any bombs, but some that were obviously unsafe, were collapsed.

Are you interested in Horticulture?

Ken Macdonald, chief draughtsman in ATED, is keen to start an Elliott Horticultural Section. Many of his drawing office colleagues share his interest and he hopes other divisions will also.

Ken wants to form a group to organise public flower and vegetable shows and auction all entries afterwards. If the group is affiliated to a local flower society members will be able to buy plants, fertilisers and other materials at reduced prices. Anyone interested can contact him on Int. 577.



Smiling confidently before the start of the raft race is the seven-man crew for the Elliott entry "Phoenix". They are Derek Burgess, Stuart Macfarlane, Doug Christy, Colin Murray, David Butler (cox), Len Martin and Danny McSweeney. (Picture by Paul Chesmond)

Apprentices Afloat

WET and weary, after rowing two and a half miles in heavy rain and strong winds, Elliott apprentices for the first time succeeded in crossing the finishing line in the Annual Apprentice Raft Race on June 22. They were placed ninth.

The race, organised by CAV Ltd, the Rochester engineering company, as part of their Gala Day, produced its usual minor misfortunes. Of the 11 rafts competing only nine finished. One was towed back and a CAV entry, looking more like a canoe, actually sank.

The Elliott raft *Phoenix* was designed, made and crewed by the apprentices themselves. Built from large oil drums and planks, it needed eight

men to carry it to the water.

For the first part of the race, *Phoenix's* crew battled hard against the tide, before turning and coming down with the current. Rafts with sails had the advantage on the return straight as the wind blew them past the finishing line like speed boats. Many masts were bent nearly double under the strain.

Coffee and beer welcomed the *Phoenix's* crew when they beached, still cheerful despite the weather. Dave Butler, the cox, enjoyed the race and is keen to compete next year, but hopes to row in order to keep a little warmer and less wet. Plans are already in hand for a more streamlined and lighter raft for next year's race.



Justine 'Tina' Brown of ADD charmingly modelled the new 80 Series head-up display for publicity photographs shortly before the first working unit was hurried to Seattle, Washington, for exhibition at the Airlines Pilots Association conference. This was the unveiling of the 80 Series as the first head-up display designed specifically for existing and planned civil airliners.

ELLIOTT SPONSORED COMPANY WINS AWARD

AUTO-PRISE, the Young Enterprise Company sponsored by Elliott-Automation, was judged the best company of the 1967-68 year, and received the Rotary Club Shield.

The Young Enterprise scheme in England was started in 1963 in the Medway Towns and now covers most of England. Based on the American idea, Young Achievement, the principal aim is to teach young people about business management.

Established commercial companies sponsor Young Enterprise companies and provide voluntary advisors who attend weekly meetings and instruct the youngsters in business procedures. They teach them the best ways to form, register, finance and run a company. Once all the usual company officers have been appointed, the rest of the members become directors and concentrate on manufacturing and selling. Money is raised by selling shares to friends and relatives and a maximum dividend of 10% per share may be paid by a successful company.

Top Dividend Paid

This year Auto-Prise made novelty snowmen, a few letter racks and costume jewellery which were sold at Christmas and at the Young Enterprise trade fair in March. The jewellery sold well, although it proved expensive to make, but the company made sufficient profit to pay their shareholders the maximum dividend. Additional funds were raised by raffling a Giant Cracker. N. Evans (IND), J. Roche (Fisher) and D. E. Nightingale (Fisher) were this year's Elliott advisors.

AS & RD LIKES 'FLIP CHARTS'

He rubbed his hands with obvious glee "Flip charts are in by God" says he "Go get your tools and do the task. Complete them all, that's all I ask". We sympathise. We'll do our best Give us the tools; we'll do the rest.

We'll do the job; We'll do it well We'll letter fast like merry hell. Felt pens with points so worn and thin

We'll not play or make a din. Paper, pencils, pens and brushes Sweating, cooling; red hot flushes.

So all night long we struggle on With failing hearts and minds near gone.

Until at last when dawn is near We all let go a glorious cheer. But hush! What's this? They've changed the list!

Oh rot the job! Let's all get p . . . d

HOPES FOR A BETTER SEASON

More Footballers Needed

ONCE again the football season is here, and once again Elliott Football Club faces the grim prospect of a not too successful year. Last year's team captain, Syd Hissett, complains that from the thousands in the Rochester Establishment "the club, last season, managed to recruit a bare two teams". More good players and committee members are needed.

The teams play one match a week with an occasional mid-week match if necessary. The first team competes in the New Brompton and District League, and the reserves in Division Four of the Rochester and District League. Both teams hope to improve on last season's result.

Excellent facilities are offered to the players. Showers are fitted at all the grounds visited, including Elliott's own, travelling arrangements are made and the team's red shirts and navy shorts, provided by the club, are regularly laundered by Bert Richardson's wife. Bert (Fisher Welding) is a former player and now serves on the committee.

Training for the new season started in July. Regular practices are held on Monday and Wednesday evenings at the club's home ground in Featherby Road.

Any enthusiastic potential Elliott footballer should contact either Reg Flood (Fisher Welding), secretary, or Syd Hissett (CMS), committee member.

On being Identifiable

Identification badges are a must You still wear yours, or so I trust, But summer dress means innovations

And now they're worn in fresh locations.

There are those types who draw attention

To nether parts one should not mention

And some who think it is a must To sport them on an ample bust. (A few there are, you may have seen them)

Who tend to wear it in between 'em!

Some of us, the not too few Wear them so they're in full view But bashful types you soon can tell You'll find their face behind lapel And then there's those like Mr X Who keep 'em in their office desk It matters not red, blue or green They should be worn so they are seen

For after all, we have to show We've been to Fenn Clark's studio!!!

Geoff Rands IN Division