

AUGUST 1971

EFFICIENT ORGANISATION WINS AWARD FOR BRIMS



The photograph above shows Mr. Heyman, the Chairman of the English Industrial Estates Corporation presenting their Annual Achievement Award to Mr. Whitaker.

The presentation took place on Thursday, 8th July 1971, in the Board Room of the Central Administration Building at Team Valley. The following is an extract from the Corporation's own press release:

"The Company were awarded a contract for the construction of a 75,000 sq.ft. extension to the factory occupied by Dunlop Limited on the Team Valley Estate, Gateshead and agreed a time schedule some seven weeks less than would normally have been expected. Despite alterations to the original plans and many unexpected problems which arose Brims completed the project exactly on time contradicting the suggestion that their schedule was unrealistic. The site organisation was a model of efficiency prompting the

architect to comment, "this was the best organised contract I have ever handled."

Speed of completion, however was not achieved at the expense of good workmanship which was well up to standard. The floor of this building has in fact been quoted many times by the Chief Clerk of Works of the Estates Corporation as an example of the standard to be aimed for.

The Award, first instituted in 1967, is given by the Estates Corporation for outstanding achievement in any field directly connected with its activities and is in the form of a truncated pillar bearing the phoenix emblem of the Corporation and mounted on a plinth to which is affixed a silver plate inscribed. "Presented to Brims & Co. Ltd., for speed, efficiency and quality of workmanship in completing a 75,000 sq.ft. Team Valley factory extension 1970/71."

(We could not have said it better ourselves.)

After an informal luncheon with Mr. Heyman, his Board colleagues and guests, Mr. Syrett, the General Manager and his senior staff, Mr. Whitaker expressed his delight and satisfaction in accepting the award and thanked Mr. Heyman on behalf of Brims & Co. Ltd.

Well, here is another trophy to hang on the wall and further evidence of Mr. Whitaker's statement in our April issue that "our reputation with Clients stands high and we shall succeed."

This is not an isolated successful contract; Seal Sands Link Road was completed 6 months ahead of programme, Scotch Corner 6 months ahead of programme, to quote only two and of course all the "team" jobs came out on time. 'They' said we could not do it, we said we could and we did! The impossible takes a little less.

A.P.



PROGRESS IN DEPARTMENT 1

Civil Engineering has been the basis of Brims & Co.'s activities for most of its 100 years existence. In the early years contracts were mainly carried out for shipyards, engine works and the coal shipping industry, all of whom required marine structures around the three rivers of Tyne, Wear and Tees.

Department 1 are carrying on this tradition (e.g. our reconstruction contracts in Swan Hunter Yard) although the nature and locality of many of our contracts has changed somewhat over the years. From a small company with only 2 or 3 contracts running at any one time we expanded greatly after our acquisition by Swan Hunters. (There are still a few of us who were with the Company before this happened!). Our contract chart today shows some 23 contracts in progress.

In September 1969 the structure of management was reformed placing the responsibility for estimating and obtaining contracts in competition on the divisional and regional construction managers. I am happy to say that due to the efforts of all concerned Department 1 has maintained its function successfully in this task and has provided its budgeted share of profitability to the company.

In the April edition Mr. Whitaker mentioned the shortage of our order book for 1971 and 72 throughout the company. We hope that this has now substantially been overcome in Department 1 thanks to the concentrated

efforts of our estimators over the last few months and helped in no small way by planning assistance from outside staff.

Approximately £15m. of work has been tendered for over the last 3 months and this has necessitated a great deal of overtime and hard graft.

Since the Spring a number of our larger contracts have been successfully completed. Wolviston Seal Sands road and Scotch Corner contracts have each been opened several months ahead of schedule. Alderman Arthur Grey, Leader of the Newcastle City Council, officially opened the first multi-storey car park in July and this structure can certainly be ranked with the leaders of our design and construction projects.

Work continues on a number of structural contracts in the area. The chimneys at Sunderland and South Shields incinerators tower over the maze of plant and buildings being constructed below. These two contracts have provided a substantial part of our turnover over the last 18 months and much hard work has been expended by Toney Toomey and his men.

A variety of other engineering works some small and intricate and others busy and productive make up the essential turnover of the Department at the present time.

Department 1 is run under the management of three engineering executives, David Gibson, David Weatherly and Len Pascoe. It is due to the efforts of these managers and their

very competent staff that success has been assured over the last year or two and a fine spirit of progress exists. Our recent achievement in obtaining the Gretna Green Bypass gives us a filip for 1972. John Dean is busy forming his team to make an all out attack there as soon as possible this summer.

Road and bridge works have contributed considerably to our turnover and profitability in recent years. Starting with Sadberge Bypass in 1966 we have built up management and technical expertise in roadwork construction as good as any contractor operating in this field. There are many in our ranks who are emerging ready for more responsibility in the future. A programme of additional roadworks recently issued by the Government will help us in this direction. We must, however, continue to improve the quality of the finished work. Accuracy of setting out and the texture of finished concrete are all important these days. If we can continue to give satisfaction to our many customers there is scope for plenty of interesting opportunities ahead in the area in which our operations now extend i.e. from South Scotland to North Yorkshire. We shall progress further afield as opportunities occur.

C.P.B.G.

THE CRACK IS...

Elsie, the Transport Dept. Queen, insisted that Jack Fairbairn started a tall, dark, good looking Transport Superintendent. Jack, being what he is and trying to keep the peace, is rumoured to be starting a 7 foot Zulu.

A bore is one who opens his mouth and puts his feats in.

A closed mouth gathers no feet.

The quickest way to get a lot of undivided attention is to make a mistake.

Surveyor's Motto: Keep frowning and get credit for thinking.

The new starter ignored the Foreman. "Do you realise who I am?" asked the G.F. "I run this entire site. I'm in charge of 100 men". "You got a good job", said the labourer, "don't louse it up".

"Money Talks" is an obsolete phrase. It goes without saying.

Agent to foreman

"Will you come to Gretna with me?"

"Hell, I like you but I don't want to marry you!"

What is an Australian labourer with artificial limbs called: - A MECHANICAL DIGGER

Contracts Manager to Q.S. on hearing that typist is on a Yoghurt diet:-

"The only trouble with that is that Yoghurt is a living orgasm."

The best two balls hit by John Dean at Hexham was when he stood on the Green-keepers rake.

Would the Site Agent who left his handbag at the Depot, please collect same soon.

I never forget a face, but in your case I'll make an exception.

LETTERS TO THE EDITOR

Dear Ed,

Having heard conflicting complaints on the quality and quantity of the Head Office canteen food, I decided to try out its facility myself.

I found the food to be appetizing, plentiful, most reasonably priced and the serving ladies pleasant and helpful.

My only complaint was the dining hall was very warm, but then, what do you want for 15p? Dancing Girls?

Well done the catering staff!

HAPPY EVENT?

It is with deep regret that we announce the passing away from bachelorhood of Richard Allen, C.D.E.

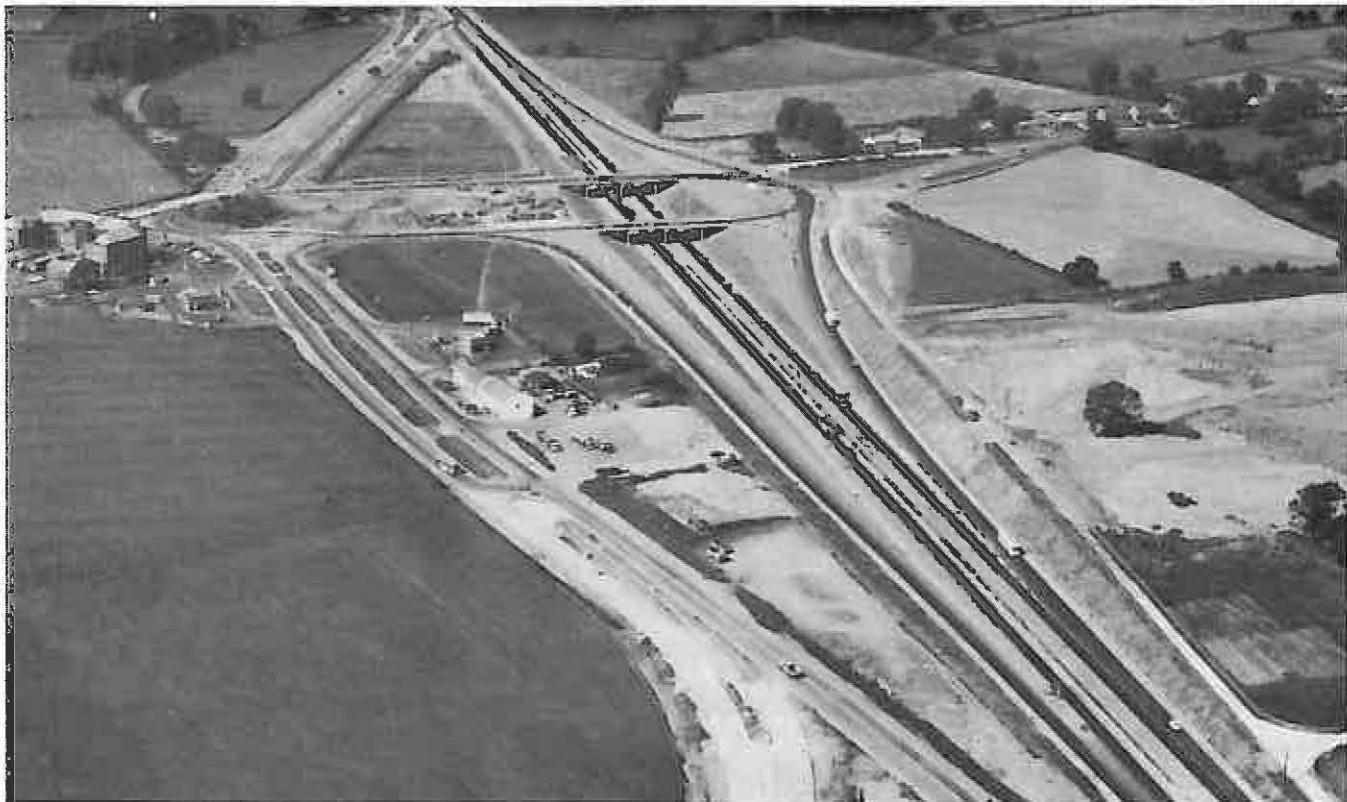
Richard contracted marriage fever last christmas and after six months of unsuccessful struggling finally succumbed on Saturday June 19th 1971 when he married Miss Christine Pickard at All Saints Church, Gosforth.

Richard, a fine example of the bachelor tradition, was the star guest at a wake held in his honour at the Royal George, Gosforth, when the mourners sadly passed away the time in the bar before proceeding at a slow unsteady pace to the Cavendish Club where they were all entertained by a transvestite comedienne who along with his partner Terry Richards made a happy end to an excellent evening.

A.N.O.

NEW CONTRACTS

| Contract | Approx. Value | Starting Date | Duration |
|--|---------------|---------------|-----------|
| Advance Factory for E.I.C.E. at Blyth | 70,000 | 19th July '71 | 22 weeks |
| British Steel, Elevated Welfare Block, Cleveland Works | 4,800 | 5th July '71 | 10 weeks |
| British Steel, Services Block, Lackenby | 14,500 | 5th July '71 | 13 weeks |
| Cheviot Housing Assoc. 72 No.3 storey housing units at East Denton | 285,000 | August '71 | 52 weeks |
| Wilkinson Sword Ltd., Extension to Cramlington Works | 185,000 | 12th July '71 | 28 weeks |
| E.I.E.C. Factory extension at Cramlington | 45,000 | 22nd June '71 | 22 weeks |
| Burrell & Maurice, Design & Const. Factory extension at Ryton | 44,000 | August '71 | 22 weeks |
| Seaton Valley U.D.C. 78 FrameForm dwellings at Shiremoor | 340,000 | August '71 | 40 weeks |
| Esso Ltd., Alterations to buildings at Tynemouth Terminal | 4,500 | July '71 | 8 weeks |
| Teesside County Borough Roads & Sewer at Hemlington | 80,000 | July '71 | 30 weeks |
| E.I.E.C. Factory for Flymo Ltd., at Aycliffe | 114,000 | August '71 | 26 weeks |
| A.H. Thompson, New Depot at Birtley | 13,000 | June '71 | 16 weeks |
| Swan Hunters, Repairs to Crane Gantry | 1,000 | July '71 | 2 weeks |
| British Rail, drainage alterations and new oil interceptor at D.M.V. Depot S. Gosforth | 37,000 | June '71 | 26 weeks |
| N.C.B. Renewal of Rail Bridge over A.1 at Seaton Burn | 14,433 | July '71 | 3 months |
| Dumfries C.C. A.74/A.75 Gretna Diversions | £2.6m | August '71 | 30 months |
| Pharr International (U.K.) Ltd. Factory and Offices at Irvine, Ayrshire | | 5th July '71 | 36 weeks |



SCOTCH CORNER DIVERSION

OPENED 5½ MONTHS EARLY

Client: North Riding of Yorkshire County Council as Agent Authority for the Department of the Environment.

The Job: Construction of a new dual-carriageway road bypassing to the east of the existing trunk road, and the provision of a two level interchange with the A66 including two bridges over the new A1, and necessary slip roads.

Value: The tender figure was £574,000.
Duration: A contract period of 18 months.

Our Scotch Corner Diversion Contract was officially opened to traffic on Monday 19th July '71: exactly 12½ months since we started on site, by County Alderman Major F.W. Chadwick, J.P., Chairman of the North Riding Highways and Bridges Committee, so marking the end of the usual frantic last fortnight making sure everything would be ready in time.

Scotch Corner roundabout has become a landmark to most motorists, although it was only built in 1940 when the A1 was still single carriageway. At that time the A1 carried 4,500 vehicles per day, which has now risen to 27,000 vehicles per day on the A1 with a further 6,800 using the A66. The contract splits into three main parts. The

first phase consisted of the main bulk excavation of 250,000 c.y. of heavy boulder clay, containing large 'boulders' up to 6 y.c. in size, together with some bedrock, and the construction of one bridge.

This phase was completed in January when local traffic was diverted over the completed bridge to allow work to start on the second bridge. The second phase was completion of this second bridge together with work on the main carriageway.

All the above work was off the existing A1, and the third phase involved making connections with the existing A1, with all the traffic diversions this involved. Included in this phase has been realignment of the A66 and A6108 Richmond road which couldn't commence until parts of the new road were opened.

Some facts about our work: The two bridges, which are identical, are of reinforced concrete construction, each 170 feet in length in four spans. The piers are pin jointed at the base and carry simply supported pre-cast pre-stressed deck units resting on bank seat abutments at the extremities. The bridges contain 2470 y.c. of concrete, 87 tons of reinforcement, and 1¾ miles of pre-cast beams. The carriage-

ways generally comprise of 12" sub-base, 7" Water Bound Macadam, 3" Dense Tar, 2½" Base Course and 1½" Wearing Course, giving a 2'2" depth of construction. Total length of carriageway, two lanes wide, is 5¼ miles, and we have used 49,000 tons of sub-base.

There have been 6.1/3 miles of various diameter drains, requiring 14,000 tons of gravel fill material, and the total depth of manholes constructed is 96 fathoms.

On the earthworks side we have seeded 17½ acres of topsoil and laid 4¾ miles of turf.

Although the job is now open to traffic we will still be on site for a further six weeks completing the last bits and pieces, and clearing up. The whole works have steadily pressed onward to completion and despite the problems that always crop up, everyone concerned with this project is to be congratulated for their keenness and willingness to get on with the job.

Included in these congratulations are all our sub-contractors, suppliers, the R.E.'s staff, all the men employed, our own staff and of course Head Office and Plant Yard staff.

E.A.B.

PEOPLE & PLACES

TYNESIDE & PROVINCES

Stan Davidson has formed a group practice with Tony Cunningham and John Sturrock at Blyth. The two schools are on programme and piling has started on the factory.

Biff Smith is the three way Office Manager, friends will be pleased to hear he has an earphone for the radio now. Billy says "It may be due to pressure from "look at me when I talk to you".

Jock Bradley has squared off Wilkes and is raring to get started on the Denton Housing Scheme. To maintain interest and mark off his fishing rival "Wor Jackie" he has written up the Plant Schedule in Swaheele.

Don Thirlwalls Crew have put Shorts, Scottish Lands and Simonside behind them Billy Mayes has Morganite Resistors to start, Charlie Bell - Burrell & Maurice, Stu Boyd is well through A.H. Thompsons at Birtley.

Jim Adams and Ken Patton are off to a good start on the two Wilkinson Sword Contracts. The two Hens are doing a good job on the Kerbs, John Prest is the office manager and shares an office with Dennis Regan, a new member of Dennis McGloins Production Analysis Department.

We have gone Pharr at Irvine with George Wightman in charge supported by Joe Holmes and Mr. Shackley who are fattening Tommy Henderson and Norman Wilkinson on bacon sandwiches, Joe and Shack are keeping the tatties for themselves. Progress is good on site and all new starters have to sign Pinky & Perky's petition for longer drinking hours.

Jim Scotts merry band are swinging with Bob Grant at the Airport Hotel. The Polytechnic Sports Hall and Sacred Heart Convent to start. Ron Tucker is doing well at the Killingworth Telephone Exchange. Jim reckons that since Ron got on to the Home Brew Kick he has put so much weight on that the crack is he is to be measured for an expansion joint.

Girl of the Issue is Olwyn in Reception. We understand that the boys in the lunch time casino have approached her with an offer as hostess with a promise of half Bob Gilhespys cut in the takings.

Down in the engine room the hustle and bustle continues, Crusher Curry and Mate Dunn compete with Racer Arcol and Smoothie Brennan for the shortest nails as results pour in from customers anxious to take advantage of the services we offer. Our head buyer Fred has Sid Welford and the boys looking for heads. Whilst he thinks up little cruelties such as no bricks for 6 weeks and increased prices.

On the top deck the Accounts and Wages Department led by Colin Karate Todd and Ridley Bowers compete with Jeff Duggan and Alan Richardson and the Quantity Surveyors for the title of Doomwatch. Actually our nomination goes to dear old Basil Clay.

Sorry folks, the carrier pigeons haven't got through with the Teesside and Southampton news.

A.P.



"BIG" Bill May (shown above on his 'steed') has been with the company now for 15 years. He is presently working at our New York Drainage Contract driving the only NCK 605 in the company. When asked on which contracts he had worked he replied "You name it! . . ."

WELCOME BACK

We welcome back to work, after a long illness, Les Crowthers, one of the mainstays of Len Pascoes Department.

CONGRATULATIONS

To George and Liz Watson on the birth of their son Glyn on Sunday, 20th June. The baby weighed in at 7 lbs. 4 ozs. and mother and son are doing well.

To Miss Helen Tate of the Comp. Section on her engagement to Barry Sewell of Cost & Bonus on Tuesday, 15th June. Best wishes are sent from all their colleagues.

To Stan and Anne Tomlinson on the birth of a baby daughter on Thursday 3rd June. Claire Anne weighed in at 7 lb. 6 ozs. and both mother and daughter are doing well.

The wedding of John George Purvis to Aileen Crillie took place at St. Augustines Church, Leam Lane Estate, on Saturday 31st July, 1971 and the Reception was held at the Black Bull, Washington.

John and Aileen will live at Tyne-mouth.

The wedding of Company Training Officer, Alan Wigham, to Hazel Anne Dawson took place at the Benton Methodist Church, Station Road, Benton, on Saturday, 24th July, 1971 and the Reception was held at the Banqueting Hall, Brandling House, Gosforth Park.

Alan and Hazel will live at Stakeford.

To the following on passing their examinations.

| | |
|--------------------------------------|----------------------------------|
| Chris Finch (N'Cle Airport) | Intermediate I.Q.S. |
| Martin Danby (M'Boro.) | Final Part II.Q.S. |
| Crawford Dunn (Scotch Corner) | Final Part II.Q.S. |
| Gordon Sanderson (College of Art) | Final Part II.Q.S. |
| Trevor Phillipson (New York) | O.N.C. Civil Eng. (4 credits) |
| John Gibbon (S'Land) | C. & G. Carpentry/ Joinery |
| F.S. Brown (Percy Main) | C. & G. Carpentry/ Joinery |

To Harry Tarn on being selected to play for the County Team at cricket.

Harry is currently having a successful season as opening batsman for Gateshead Fell.

D.M.M.G.

SAFETY CHATTER

SITE SAFETY SUPERVISORS

Section 5 of the Construction (General Provisions) Regulations 1961 demands that every employer who undertakes work to which these regulations apply and who has twenty or more men on a site shall specifically appoint a person as Site Safety Supervisor. The act states he has to be specially charged with the duties of advising the Contractor or employer as to the observance of the requirements for the Safety or protection of persons employed imposed by or under the Factories Acts 1937 to 1959. He has the added duty of exercising a general supervision of the observance of the aforesaid requirements and of promoting the safe conduct of work generally on the whole contract. His name has to be displayed on the Abstract of the Regulations which is posted up for all to see. Site Documentation, Registers, etc. are normally an added responsibility. Quite a sizeable task you will agree, but then we must remember he has his own job to do as well, whether he be Agent or General Foreman. In my opinion this Act is a very poor means of Legislation to promote compliance or to make conditions of work safer. Little wonder that Death and Injury take a terrible toll. The stark fact behind the nations most dangerous industry is that in 1969 the Construction Industry accounted for fifteen per cent of the country's work-force, but forty per cent of Industrial Fatal Accidents. The number of Accidents on Building and Civil Engineering Contracts is out of all proportion to the number of men working on them. What can be done to cut this toll of Accidents, and why is the Industry so lethal. The answer I feel to the first part is Management Supervision carried out more in line with that of other dangerous Industries, and with the further requirement of stringent site discipline imposed as a condition of employment on all employees. Most people in the Industry don't seem to realise the high degree of risk until something goes drastically wrong.

Secondly the simple answer is that with a moving labour force and a variety of work being carried out in all types of weather, sometimes at great heights, and often handling massive quantities of materials, the Industry is bound to be dangerous, thus demanding planned precautions and safe conditions of working for each job that comes to hand. Pity then the poor Site Safety Supervisor as he does his routine inspection and completes his registers, only to find that on a visit of the Factory

Inspector or Company Safety Officer, he is usually left with a list of complaints as long as his arm. On top of that he has the visit of Management, with the usual complaint that the job is not going fast enough, with a profit margin low. What does he do then, I ask you? Today there is a feeling in some directions that changing Safety policies will do away with the Site Safety Supervisor. He will be replaced by a system, and that system as I see it, is likely to consist of a Safety Department at the top and a team of up and coming Safety minded people, maybe foremen and charge-hands, further down the line, who will be educated to a standard of Safety policy demanded by the Companies for which they work, and placed on strategic sites to carry out the work of Site Safety Officers working in conjunction with line management requirements.

But not yet and until change arrives we should all concentrate on the needs of our patient and persistent friend — the poor Site Safety Supervisor. We at Brims have carried out our policies fairly well, and to all Site Safety Supervisors may I say thanks for your excellent co-operation. Keep up the good work!



SCOTCH CORNER SPORTS SECTION

A miscellaneous Brims X1 recently played two football matches against a rival Scotch Corner Garages Team. The results being 4-3 against in the first match and 4-2 for in the return. The team consisted of all ages, shapes and sizes, and was recruited from the men on site and R. E.'s staff. The football was anything but spectacular, but the crack was good and despite aching muscles and bruised limbs everyone somehow managed to struggle to the Bay Horse, for light refreshments and heavy hang-overs.

B. May.

PLANT DEPOT NEWS

'Morning All,

Everyone fit and well these days? Good! Now if you're all sitting comfortably we'll have a little bit of hush and eye's down for your favourite department's news.

Congratulations to Alan Porter and his mob on winning the statuette for the entire gang being good lads at the Dunlop contract. Just in case this is a new era in which awards are to be won, we've decided to make our own awards from Department 8. If you think the award will be as glossy and flattering as the Dunlop one, you've got rocks in your head. Keeping expense to the minimum and in keeping with our department, we've decided to call it the 'Greasy Spanner Award'. It's quite easy to win, all you have to do is to run a dumper or 5/3½ without oil, bray out the big ends and then phone the yard with a good excuse. I will immediately visit the site and award the Agent or G.F. with the 'Greasy Spanner', but instead of making a polite speech etc., will simply wrap the spanner around his throat. (Note: You are only allowed to hold the award for 24 hours).

Congratulations too, to everyone concerned in winning the Gretna Contract. I'm sure there's an awful lot of people who do not realise the enormous amount of work and effort that goes into winning a contract of this size. Well done the lads!

We're well into the holiday period now and it's nice to know that almost everyone clicked for a drop of fine weather.

Holidays are great things to look forward to, and marvellous things to be on, but oh! when you come back and see all the work that's piled up. It's a pity we couldn't all go away at the same time, then at least we'd all be miserable on our first day back. I'm going away this year, "Costa Cullercoats" or "Blyth Del Sol" are the favourites so far, although I've had good reports about "Byker Lido". I've already bought the post cards I intend sending, but don't expect picturesque views this year, they're all *dirty* I wish I knew someone who was going on holiday to Spain or Morocco, they could post the cards for me and that would set you all guessing.

We're expecting to start our new Transport Superintendent this month, and also a new ledger clerk, unfortunately, it's too late to rake together any further information for this Brimsnews, but we'll fill you in on the next issue, photos, the lot.

J.S.F.

BRIMS '71



Right Pendower School for Newcastle City (competitive)

Left Factory for Exquisite Knitwear at Ashington. (competitive)



Left Offices and Workshops for S.L.D. Pumps at Birtley. (negotiated)

Right Award-winning factory occupied by Messrs. Dunlop on the Team Valley Trading Estate (competitive)



Right Factory and offices for Charter Manufacturing at Cramlington. (Turn-Key)

Left Billingham School for Teesside, C.B.C. (competitive)



Left Super Store for Presto at Ashington. (competitive)

Right Sea Defences for Whitley Bay C.B.C. (competitive)



Left Offices & Workshops for F. Short & Sons at Felling. (competitive)

Right Offices & Factory for James Wilkes, Cramlington. (Turn-Key)



Above are some of the contracts substantially *completed* in the first half of 1971 (see also opposite page). Other contracts completed this year — many of which have been featured in "Brimsnews" — are:— Hadrian Road Extension at Wallsend; Multi-Storey Car Park for Newcastle City; College

of Art for Newcastle City; Scotch Corner Diversion; Bebside Bridge in Northumberland; Office Block for the Inland Revenue, Washington; Earsdon Roundabout at Whitley Bay; Wolviston to Seal Sands Link Road; Prudhoe Road Extension; Battle Hill Roads and Subway at Wallsend; Terraced Fac-

ories on Teesside; Courtaulds Stage II at Spennymoor; Various Minor Works on Tyneside and Teesside; C.J.B. Hythe in Hants.

Quite a list and quite a change from say a decade ago!?

CYGNET CLUB

5-A-SIDE FOOTBALL

The league is due to re-commence on 21st September and it is hoped that sufficient members will come forward to make up 8 teams. A proforma has been circulated providing the necessary information.

IS IT A RECORD?

The first man to score a Birdie at Tennis. That may be the doubtful distinction attributed to Alan Wigham after his game against Ken Hails at Leazes Park. During the game Alan served (not for the match I'm afraid) and as the ball crossed the net it collided with a local spuggy in mid air. The unfortunate animal was killed outright and Alan went on to lose the match. There must be a moral in that somewhere!

FISHING CLUB

We regret to announce that, due to pressures of work? Jack Fairbairn has had to relinquish his duties as First Mate/Galley Slave. I'm sure everyone would like to thank Jack for his services in the past and wish him a happy retirement.

David Croucher, our able Transport Depot Accountant, has agreed to step into Jack's shoes, jacket, trousers and anything else Jack wishes to donate, and help Jack (Capt. Blyth) Thompson run the boat.

The supply of bait, organisation of times and dates will now be handled by that overworked and understaffed (I was told to say that) section, the Buying Department under the control of Sid (The Hook) Welford who was heard to say "yet another duty adequately coped with!"

VENTURE CLUB

It is intended to hold the Annual Summer Expedition sometime near the end of August/beginning of September. So far two venues have been suggested namely the Norfolk Broads or sailing up the Caledonian Canal by barge. Members who are interested should contact A.M. Marr at Head Office.



BAR-B-Q 71

BARBECUE

T'was a dull, cold, windy and misty June evening. The drizzle obscured our view as we wound our way along the wet narrow country roads of Northumberland. Surely no one would venture out on a night like this unless they were mad and/or they were going to the annual rain ritual called Brims Barbecue.

We arrived at the scene of this year's ritual, Tranwell Aerodrome, to be greeted by the sight of Mac and Keith Park furiously stoking the charcoal fires beneath a polythene tarpaulin that threatened at any minute to take off, lifting the scaffolding with it. The spartan individuals who had arrived were sensibly propping up the bar — in case it blew away?—and preventing their teeth from chattering by drowning the noise with ale and spirits. Next door the discotheque was in full swing with the younger members of the company, Fred Werndly, Jack Fairbairn, Ken Hill,

etc. cutting a fine figure on the dance floor!

Obviously the most popular event of the night was the cooking of the steaks and sausages. In fact a competition arose to see who could cook all their sausages without having to rescue one or two from the all consuming flames beneath the grid. Once cooked they were devoured at a tremendous rate, if you didn't break your knife or fork that is, and then everyone retired to the discotheque to aid their digestion by gyrating to as good a cross section of pop as you will get anywhere.

At 12.30 with the few bodies on the floor still willing to drag themselves around to the music, the show ended and we went outside to be greeted by that dark, cold, windy and misty June night with drizzle obscuring our view. No one cared, the Barbecue had been a success, our stomachs were full and our heads dizzy with noise—and booze?

A. Wigham.

QUOITS

A very successful quoits competition was played at Ramside Hall on Friday June 1971. Those hardened souls who braved the elements found that Jeff Duggan succeeded at arranging food, beer and sport but he made a diabolical job of the weather. Not to put too fine a point on it, it ?!***+! down.

The games were played in good spirit despite the weight of the steel quoits plus 20-30 fluid ozs. of sticky clay spread from finger tip to armpit. The clay was so wet that the pins slowly disappeared into it as the evening wore on: The teams were split

into two leagues and the league winners played off in the final. The finalists were ALL HEART (Multi-storey car park) & PAMS PEOPLE (Swans) with Pams People sliding through to victory and the bottles of Bristol Cream.

Everyone then adjourned to the ballroom for more beer and the inevitable pie and chips (No squashy peas), some even managed two lots.

This first quoits evening proved to be very enjoyable so please let us have a vastly increased entry at the next one later this year.

P.A. Martindale