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Life with the stars

TODAY'S BIRTHDAYS

Strong co-operation enables you to do much more than you felt was possible. Others do everything to make your passage easier. Contact with someone overseas will bring surprising results.

ARIES (March 21 to April 20): Awkward trends foil plans for a social outing. Home ground will provide more rewarding interests.

TAURUS (April 21 to May 21): Personal initiative will achieve success but don't let impatience spoil things.

GEMINI (May 22 to June 21): A good day for travel, or social visits.

CANCER (June 22 to July 22): You may not get the best deal in a shopping bargain.

LEO (July 24 to Aug. 23): There may be some uncertainty in a romantic matter, but don't let your mood show this.

VIRGO (Aug. 24 to Sep. 23): Don't lose sight of common sense when making a special personal decision. And watch cash matters.

LIBRA (Sep. 24 to Oct. 23): Domestic conditions may be slightly uncomfortable.

SCORPIO (Oct. 24 to Nov. 22): Fairly routine start for the day, but there are likely to be thrilling developments later.

SAGITTARIUS (Nov. 23 to Dec. 23): Recent tensions will relax. An important new friendship will take your mind off matters.

CAPRICORN (Dec. 23 to Jan. 20): New activities will test your abilities.

AQUARIUS (Jan. 21 to Feb. 19): The pattern of your personal matters are following is very much to your liking if your partner is pleased with you.

PISCES (Feb. 20 to March 20): A personal ambition may be realised, but it could be at the expense of something else.

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PART FOUR

Searchlight in the WEST

Hushed-up: The crash of a UFO

by Bruce Sandham

The pilot of the Norwegian Air Force Catalina flying-boat was bored. For over four hours, as the aircraft droned deeper into the long Arctic shadows, he and his crew had seen nothing but a vast expanse of grey sea and white ice-floes.

Only occasionally was the sombre scene lit by a shaft of dim, watery sunlight that coloured the vast ice-pack off Norway's North Cape a dim, delicate pink.

It was May, 1952 and the Catalina was on a routine ice-survey mission from its base in northern Norway.

Ahead of the aircraft, the jagged snow-capped peaks of Spitzbergen rose from the icy sea.

The pilot turned slightly, bringing the Catalina over the islands' western shores. Dwarfed by the mountains that towered above it, the aircraft cruised on.

Glimmer

Another half hour or so and it would be time to set course for home.

Suddenly, a flash of reflected light caught the pilot's eye. There was something down there, something that glittered ameng the icy crags.

Skimming past a sheer mountain wall, the pilot brought the Catalina down for a closer look. Whatever was down there appeared to be metallic.

The long polar shadows made it difficult to pick out the exact shape of the object — but it looked like the crumpled wreckage of a crashed aircraft.

If it was, there might be survivors and in that freezing climate, help to be effective, had to be quick.

Analysis

As the Catalina climbed away from Spitzbergen, its radio operator flashed a priority signal to the Norwegian air rescue service.

Within half an hour, rescue teams were on their way by air to the island.

As the Catalina flew homewards, its crew were unaware that their discovery on the barren island of Spitzbergen was destined to become one of the biggest mysteries of modern times — a mystery which has remained closely guarded secret for the past 16 years.

Whatever the rescue teams actually found on Spitzbergen, it was certainly not an orthodox aircraft.

And a few days later, the Norwegian government released an amazing statement to the newspapers.

It claimed that the object found on the island was, incredibly, the wreck of a flying saucer — a disc-shaped craft that was "definitely not of this earth."

The statement added that a thorough investigation and analysis of the alien object was being carried out by Norwegian, British and American experts.

Journalists flocked to Norway seeking more information — but the Norwegian government refused to make any further comment.

After the initial earth-shaking announcement, the security wraps came down. From then on, there was only silence and complete secrecy.

Science

The silence was broken very briefly a few months later, when an unnamed United States Air Force spokesman told a newsman that the mysterious craft had been of Soviet origin, and carried Soviet markings.

The newspapers were by no means satisfied but they did have a story as unusable through lack of reliable information — and forgot it.

Then, in September 1955 the Norwegian government revealed that a Norwegian general staff board of inquiry had practically completed an investigation into the nature of the mystery object, and was about to make its findings public.

The chairman of the board, Norwegian Air Force Colonel Gernod Darnbyl, stated emphatically that the wrecked craft could not have originated on earth.

For the materials used in its construction were completely unknown and had defied every attempt at analysis.

The statement that is was of Soviet origin was false. Furthermore, a detailed examination of the disc had revealed certain technical features which were beyond the grasp of terrestrial science.

Colonel Darnbyl went on to say that a team of air force specialists — who had been keeping a close watch on the Arctic regions since the crashed disc was discovered — now believed that the area within the Artic Circle was being used as a base by alien craft.

The specialists had logged a great deal of Unidentified Flying Object activity during their three years of surveillance.

The statement concluded that the true facts behind the affair were of sensational importance, and should be made known to the public without delay.

The full report, it was said, would be published after discussions with the British and U.S. governments.

But the report was never released. One rumour was that a NATO partner — either America or Britain, or maybe both — had clamped down on any release of further information.

Certainly, since the early Fifties, both the United States and Britain have been classifying information about UFOs under the heading of secret.

Opinion

To issue the standard type of explanation in connection with the Spitzbergen saucer would have been futile, particularly in view of the announcements already made by the Norwegian government.

Is this why the whole affair was cloaked under a veil of "No further comment"?

And what finally happened to the Spitzbergen saucer? Did the Norwegians find its crew dead inside it?

Were its technical secrets ever unlocked?

These are questions which, for the time being, at least must remain unanswered.

One day, perhaps, public opinion may force the authorities to lift the curtain of secrecy that hangs over that May afternoon when invaders from space landed amid the Arctic ice.

TOMORROW: The shining discs of death

HALT ON A MAJOR ROAD

Another setback for the West is strangely disclosed by the Transport Ministry.

The stretch of the M5 motorway from Avonmouth to Edithmead will not be open until autumn, 1972.

This means a year's delay.

No hint of this was given a week ago in the Government's reply to the proposals of the South-west Economic Planning Council.

On the contrary, all that this reply gave to the West was a statement to the effect that the Government agreed with the Economic Planning Council's view that high priority should be given to the building of a spine road from Bristol to Plymouth and Penzance.

Even this pledge now seems worthless.

Meaningless

For "high priority" is rendered meaningless by a lost year.

If this can happen to a small section of this new road, we can only suspect that the whole enterprise will be attended by further setbacks.

The news has leaked out oddly.

On Tuesday we reported how Bristol's Housing committee had been told by the Transport Ministry that the M5 bridge across the Avon at Avonmouth had been deferred for a year.

This also will not be completed until 1972.

Yesterday's news on the Edithmead delay came in the tortuous form of a letter from one Transport Ministry Parliamentary Secretary to another.

Betrayal

From Mr. Neil Carmichael to Mr. John Ellis.

Mr. Ellis, of course, is also a Bristol MP, representing the North-west constituency.

His main task is betrayal: To assist in the transfer of his city's docks to the Transport Ministry which he now serves.

West MP Mr. Ellis sits in the centre of power inimical to his constituents.

They will not forget when next they go to the polls.

STUDENT THEFT

A girl student caught shoplifting in Oxford blames her crime on having to live on a grant of £195 a year.

She was caught with another girl, who also blamed her lapse on money troubles.

Girl No. 1 has a widowed mother.

No doubt all this was taken into account when the amount of her grant was fixed.

It may well transpire that this girl has been given too small a grant.

But the fact remains that, as ever, parents make sacrifices today to send their children to colleges and universities.

Quite rightly, too.

£4 a week

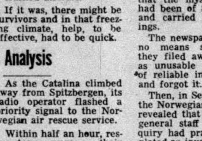
On the other hand genuine poverty should be no bar to academic progress. In such cases the State must step in realistically.

In the Oxford case, one of the girl's tutors told the magistrates that she had lived on £4 a week after rent. That £4 had to cover books, food, heating and clothes.

If the tutor knew this, why did he not tell his superiors?

Once again we come back to the disquieting situation in which many university and college authorities seem unable to discipline or tend for the students in their charge.

The students seem to be allowed to do as they wish, including shoplifting to avoid starvation.



No. 10 by G. R. LANE

Return of the jazz-mobile

Engineer Fred Duesenberg's brief was simplicity itself: "You must build the biggest, fastest, and most powerful automobile the world has ever seen."

It was 1925 when the first Duesenberg rolled out of the Indianapolis factory — and it had refinements which most of today's manufacturers have not yet got around to fitting to their cars.

The Duesenberg was the car of the jazz age, the car in which Gable, Garbo, and Capone set the era alight.

Millionaires vied for the most expensive models: A few, glittering with gold plate, sold briskly at 35,000 dollars.

The last Duesenberg was made in 1936 — the year depression hit the United States.

But now it's back: A group of Chicago businessmen have designed a new version which should be on the market this autumn.

It's in the grand tradition. It weighs three tons, is bigger than a Cadillac and will cost around 15,000 dollars.

Basically, the new Duesenberg will be the same as the one which sent the world wild in the Roaring Twenties: A 116 mph, 265 horsepower straight eight which will do 80 mph in second gear.

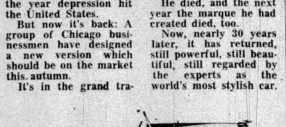
"They called it the SJ and Duesenberg himself considered it the ultimate in motor-car design.

He had one himself and loved it dearly. Eventually it killed him.

He was driving it through Western Pennsylvania in July, 1935 when the car skidded off the road and overturned.

He died, and the next year the marque he had created died, too.

Now, nearly 30 years later, it has returned, still powerful, still beautiful, still regarded by the experts as the world's most stylish car.



THE DUESENBERG

Our new star spot

STARTING today — the first in a great new series of Guest Reviews in which Long Thin Columnist Brian K. Jones asks the top names in pop for their views on *OTHER* people's discs.

And first on the guest list are the Status Quo, the group that was virtually unknown only two months ago but rocketed to stardom with the fabulous Pictures Of Matchstick Men.

Next week in the guest spot we hope to have The Move, pictured below, who reached the No. 1 spot in the charts last week with Fire Brigade.

But now over to Brian and the Status Quo . . .

We had a listen to three new releases as follows:

CONGRATULATIONS: Cliff Richard (Columbia). "Yes, very good and commercial. Should win the Eurovision contest." Roy chimed in here to say: "My sister likes it, must be a very popular number."

Cliff isn't really us but what can you say about him." True enough and with the record already in the top twenty this will indeed be a big one.

HANDEL WITH CARE: The Peddlers (CBS). Ricky Parfitt jumped in as soon as the record started to play — "fantastic, it's the Peddlers. Nothing to say about them, they are great."

John Coghla agreed. "Very good, could be the best they have done but it won't be a hit, they'll never have a hit, they are too way out."

I must disagree with them here, I rate the Peddlers as the greatest, they are a group's group, everybody raves over them but their records do not sell enough. This MUST change, talent MUST one must top and this adaption of Handel's Largo could just possibly be the one to do it. I hope so.

WILL YOU LOVE ME TOMORROW: Four Seasons (Philips). The boys did not really go a lot on this one. "Dreary, although we like the harmonies. Doesn't really do much. It's an old number isn't it?"

Yes lads, a big hit many years back for the Shirelles. I agree, this will not be a hit.

TEENAGE

The Move: Roy Wood, Bev Bevan, Christopher Kefford, Trevor Burton and Carl Wayne

The Spinners, for home-spun folk

Conversation with Tony Davis, of The Spinners, can be a bit of a strain. Not that he is inarticulate, or reluctant to talk. Far from it.

by JO BAYNE

But unless you also happen to be 6ft. 7ins. tall, or somewhere near it, you are liable to get a crick in the neck peering up at him.

The situation was complicated by the fact that the group was in the middle of rehearsals for a radio show when I met them.

And no sooner had we dispensed with the introductions than a disembodied voice, relayed from the producer's van outside, inquired: "Ready for the next number Tony?"

They diveg back to the microphones with an apologetic gesture.

Mick Groves and Hughie Jones tinkered about on their guitars while Cliff Hall, the Jamaican member of the group, fished in his pocket for his harmonica.

TYPES

"The Fox in G, okay," called Tony to pianist Geoff Head.

"Okay, Brian (the producer). Ready. Good evening ladies and gentlemen. We begin with rhubarb, rhubarb, rhubarb . . ."

Actually it was The Fox that followed — and not rhubarb, but rehearsals are like that.

Anyway, it sounded good.

The Spinners, who came together in Liverpool ten years ago, have a very catholic repertoire.

They do not believe that folk should be set apart from other types of popular music and labelled Do Not Touch.

Cliff brought with him from the West Indies many traditional songs and added to them from his experience in Britain.

Hughie has become the group's shanty expert, but he also writes songs on topical subjects.

One of Mick's favourites is Dirty Old Town, which is about Salford, the town where he was born.

REGION

Tony said: "A lot of singers spend ages searching for old and obscure songs, despising the well-known ones like Widecombe Fair and Dashing White Sergeant. With the Smoothing Iron, because they are sung everywhere.

"But surely the whole point about these songs is that they have remained popular because they are good songs.

"You will find that other singers wouldn't be seen dead singing the songs that are generally associated with their region, like Blaydon Races in County Durham."

Rehearsing with the Spinners were Somerset's Adge Cutler and the Wurzels.

Hughie sat grinning as Adge sang his earthy Don't Tell I, Tell 'E.

"That's his kind of song," said Mick.

Cliff had a curiously intent expression on his face as Adge and the boys burst forth with The Champion Dung Spreader.

"Cliff is making a study of British tribal customs," said Tony. "I expect he'll have all the words of this written down before we go."

Cliff is the driver for the group. "It's as tiring travelling from place to place as it is performing," he said.

"And if we have to stay in a bed and breakfast place, we don't get much rest. You're woken up at eight in the morning, for breakfast at half-past and kicked out at nine.

"Then we have to hang about and waste the rest of the day because we have nowhere where we can even rehearse.

A DUET

"It's not a life I'd recommend to anyone, unless you really love what you're doing. If you're not cut out for it, you wouldn't last five minutes."

The Spinners obviously are cut out, or spun for their job.

As I left they were discussing whether to borrow Adge's souzaphone player for Goodnight Irene to include a duet with Tony on tin whistle.

THE TOP TEN

This Week	Last Week	
1	(1)	Cinderella Rockefella, Esther and Abi Ofarim (Philips).
2	(2)	Legend of Xanadu, Dave Dee, Dozy, Beaky, Mick and Tich (Fontana).
3	(6)	Delilah, Tom Jones (Decca).
4	(3)	Rosie, Don Partridge (Columbia).
5	(7)	Dock Of The Bay, Otis Redding (Stax).
6	(—)	Lady Madonna, Beatles (Parlophone).
7	(5)	Jennifer Juniper, Donovan (Pye).
8	(4)	Fire Brigade, The Move (Regal Zonophone).
9	(—)	Me, The Peaceful Heart, Lulu (Columbia).
10	(10)	Green Tambourine, Lemon Pipers (Pye Int.)

New Musical Express Chart.

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THE LONG THIN PALE AND INTERESTING COLUMN

Rock'n' Roll will come back—but not quite as wild as before. Not just my opinion but the general feeling of a pretty fair cross section of the public—teenagers, deejays, group members and the like.

Last Saturday I looked in at the Locarno Ballroom and did a 30-minute rock n' roll revival spot with deejay Roger Bennett.

This really was an experiment as the ages ranged from about 12 to 17 — some were only babes in arms when Bill Haley was sporting his famous kiss curl.

The honking sax of Haley's Rockin' Rebopbill stopped the kids in their tracks — for the next 30 minutes a classic beat was intermixed with soul and tamla sounds and after a slow start a fair percentage of the audience actually started bopping, jiving, call it what you will.

Needless to say, the two most requested numbers were Bill's Rock Around The Clock/Shake, Rattle and Roll and Buddy Holly's Rave On and Peggy Sue.

Must tell you, my biggie this week, If I Only Had Time, by newcomer John Rowles . . . in the charts this week, If I Were A Carpenter by the Four Tops. Nice, but for me I prefer the Bobby Darin version . . . The Mirror can be seen and heard supporting the Move at Bath Pavilion on Monday . . . Everyone who saw the Symbols at the Locarno Ballroom last week rate them as the most professional act ever seen in Bristol. You must not miss them next time round—come to that, neither must I . . .

Had a nice letter this week from Roy Cowell, manager of the Kynd. You may recall I opened up the Kynd before last with a what - has - happened - to the-Kynd query.

Roy writes to tell me that despite recent upheavals this talented local outfit is now back on the road again.

It seems that when Boz Boskey left, having leaven up playing guitar, he was replaced by Andy Davies from the Strange Feeling.

Andy, apart from playing guitar also plays piano, harmonica and sings very well. This meant dispensing with vocalist Malcolm (Steve) Milson and leaves the group now wanting to add to their strength a good organist. Seems a good opportunity for anyone with ability.

The Status Quo joined in the rock 'n' roll at Bath this week by including three or four rocners in their very good act. These lads, despite such a big hit with their first record, are very much unaffected by it all and brought a refreshing change with them. Bang, bang, bang—number after number, no time wasting. A very good act and ample proof that they played on Matchstick Men, it sounded identical to the record . . . Blue Notes Jazz Band very good indeed . . .

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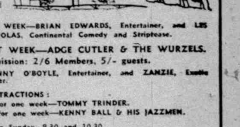

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