

# The Chronicle

Aston Abbots Parish Magazine

DEC 86

ISSUE 40



# Editorial

THE CHRONICLE's 40th EDITION - and one of the largest we have ever produced. My apologies to those whose articles do not appear in this issue, they will be in the January edition.

Life, they say, begins at 40; and it may well be true. The Chronicle is now in a more stable economic position than it has ever been. My thanks go to everyone who has helped keep us alive, and especially to the fund raisers [please see Michael Cox's 'Friends of the Chronicle' article on page 22] and those who provide written and visual contributions. Dean Sykes begins what I hope will be a regular cartoon spot by the younger generation and my thanks go to 'F. Retloup Snr.' for his fascinating article on the 'Early Days of Motoring' [pages 13-16], which I know will be enjoyed by many. I need more articles like this please. I know many people are not too keen on putting pen to paper, or don't believe they have anything to say. Don't worry about the first - when its printed you will find it reads perfectly [apart from my typing errors!] and the second is just not true. We have thought 'A Day in the Life of ...' series would be enjoyed or perhaps the story of a memorable holiday or just a memorable meal - when, how, why it was memorable. Such articles need not be long, half a page is just as useful as longer contributions. What about life in the village when the Abbey flourished, or life in Aston during the last war? I occasionally hear stories of the P.O.W. camp could somebody write them down for me? Is there anyone who would agree to do a monthly gardening column or edit the Aston Abbotts Cookbook? If you can help please do.

Now to my apologies - first for the lack of a 'Bystra' cover last month - it was not Andy's fault. The drawing had been done but in my rush to get the edition printed before half term I left the damn thing at home - sorry. You will however be able to see the November sketch in THE CHRONICLE CALENDAR FOR 1987, which we hope to have available soon.

Apologies too for the lack of explanation of last months page nine. The article mentioning Colin Higgs was from the Autumn 1986 issue of 'The Countryman' magazine pages 177-181.

Finally, a word of congratulation to Andrew Parker on being made captain of the Leighton League Representative team [see page 12] - I'm very proud of him!

A VERY HAPPY CHRISTMAS TO YOU ALL,

*Graham Parker.*

Graham Parker.

DEADLINE FOR THE JANUARY ISSUE: 14th. DECEMBER PLEASE

HOW TO PASS ON ARTICLES/INFORMATION FOR "THE CHRONICLE"

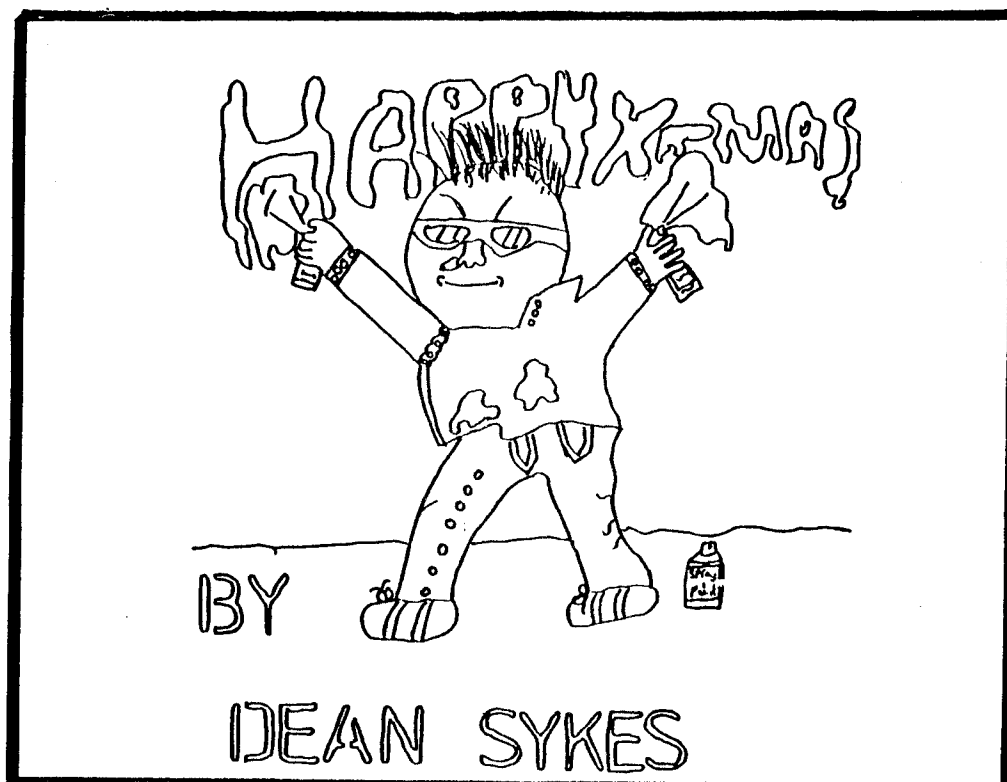
1. By telephone to Graham on Aylesbury 681325.
2. By dropping a note through his door - The Cloisters.
3. Use the box in the Village Shop or the Post Office.

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Published by Graham Parker for Aston Abbotts Parish Council.  
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# NOTICEBOARD



## THE 1986 CHRISTMAS SHOW

The good news is that the tickets are going well and Chris reports that Saturday has gone.

As a reminder, to get tickets please contact Chris Brandon or phone him on 681425.

Money with the order is the rule of the day.

The prices are as follows:

Thursday and Friday :Adults £ 1.50 ,Children £ 1.00

The dates for the show is 11,12 and 13 th of December.

Rehearsals are the usual shambles but the quality of the scripts are very high.. that's the paper and not the words !

Remember we need raffle prizes so please feel generous.

We also need army uniforms or hats and things of that sort.

We're all going to enjoy the show,I hope you will as well.

We will take orders for the video of the show afterwards.

Some one said to us 'Where does all the money from the show go ?'

Well,the recreation ground was bought solely from money raised from the village and the majority of the show money goes to the upkeep of the ground and this year the major effort is to replace the well worn mower.The Chronicle also benefits in a modest way



# NOTICEBOARD

## CHRISTMAS SHOPPING BUS CONNECTIONS

ASTON ABBOTTS 7.48; 9.30[11.30 Tuesdays] 2.00 To AYLESBURY  
 AYLESBURY TO READING 8.40 Return 2.44 then 4.50 home.  
 LUTON 8.40; 10.40[12.05 Tuesday] Return 3.05, then 4.50 home.  
 OXFORD 8.35; 10.35[12.35 Tuesday] Return 3.15 or 4.15 then  
 4.50 or 5.50 home.  
 WATFORD 8.52; 9.52; 11.52 Return 3.00 or 4.10; then 4.50 Or  
 5.50 home.  
 HIGH WYCOMBE 8.40; 10.15; 12.15; 2.45. Return 11.15; 3.45; 4.45, then  
 12.38; 4.50 or 5.50 home.  
 ASTON ABBOTTS 8.35; 10.35 Tuesday; 1.00 To LEIGHTON BUZZARD  
 LEIGHTON BUZZARD TO LUTON 9.06; 11.06; 1.36 to Luton. Return 12.35; 4.05; 4.35.  
 Then 1.35 or 5.40 home.  
 MILTON KEYNES 11.36(tuesdays) Return 4.50, then 5.40 home.

\*\*\*\*\*

## ROAD SAFETY IN THE COUNTRY

Treat the country lanes as if there is always a flock of sheep round the corner; it does help when there really are some sheep, but it also makes you drive more slowly and carefully, and since most country roads are not in the best of condition its kinder on your car.

DON'T IGNORE ROAD SIGNS.

ARE YOU FIT TO DRIVE ?

Use you lights to be seen and see yourself, but do dip when another vehicle approaches, dazdale can cause accidents. Check lights regularly, don't drive around with dirty lights or incorrectly aligned lights or even lights that do not work. It's dangerous and illegal and you could be fined. Keep your distance, especially in bad weather conditions such as heavy rain, snow, fog, and icy roads. Ensure your windscreen is fully clear, and tyres are in good condition, worn tyres cause skidding and accidents.

Cyclists and pedestrians - remember road signs apply to you as well. If there is a cycle track use it. Wear light or reflective clothing, never weave in and out of traffic or ride on footpaths or alleyways that say 'No Cycling' - its dangerous and you could be fined.

ENSURE YOUR LIGHTS AND BRAKES WORK

POLICE ARE DOING SPOT CHECKS ON THESE DURING DEC.

YOU HAVE BEEN WARNED.

BUT, ABOVE ALL DON'T DRINK AND DRIVE, IT KILLS.

\*\*\*\*\*

## YOUTH CLUB

The jumble sale held on Saturday November 8th, raised a grand total of £48.83 for club funds. May I take this opportunity to thank everyone who so generously supported us in this event.

Events during the month of December are as follows:-

- December 5th - Disco - 8.00-11.00pm
- December 12th - No youth club
- December 19th - Christmas party (including parents!)

## EARLY LIGHTING-UP TIME FOR CRASH BLACKSPOT

A scheme to put lighting at the notorious Wingrave crossroads is set to go ahead this year — earlier than was at first thought.

The £12,000 project should be completed by the end of the current financial year. The earlier completion date has come about because cash has become available in Bucks County Council's planning and transportation budget.

On Thursday the committee agreed to proceed with the scheme to put up street lights on the main A418 and on approach roads to the junction from the villages of Wingrave and Aston Abbots.

Cllr Reg Keen, who has been pushing for the plan to be given approval at County Hall, said he hoped it would be completed by April.

He added that other changes are to be made at the junction soon, including putting in new advanced cats' eyes.

Local vicar the Rev John Heffer had a recent protest at the spot, after the latest serious accident in which a Wingrave villager died.

### WHAT'S ON IN DECEMBER

- Thursday 4th. : BINGO in the Church Room 8p.m.  
Note change of date.
- Tuesday 9th. : WHIST DRIVE in the Church Room at 7.30 p.m.
- Thursday 18th.: CHRISTMAS WHIST in the Church Room at 7.30 p.m.
- Saturday 20th.: CHRISTMAS BINGO in the Church Room at 8 p.m.
- BOXING DAY : FOOTPATH WALK - meet at The Green at 11a.m. All welcome.
- Sunday 28th. : FOOTPATH WALK - meet at The Green at 2 p.m.
- Saturday 6th. : 1st. WINGRAVE BROWNIES & GUIDES BAZZAR & JUMBLE at Wingrave School at 2.30 p.m.  
All Welcome.

### Bingo night at Aston

ANOTHER Good Samaritan bingo evening was held in the Church Room, Aston Abbots, when Mrs L. Scutchings was door steward and Mr C. Higgs the caller. Refreshments were served in the interval by the committee.

Winners were, lines: Mrs P. Dixon, Miss A. Hayward, Mrs Fletcher, Mr D. Waite, Mrs Kempster, and Mr M. Brooks.

Houses: Mrs Bailey, Mrs Angryk, Mrs G. Brandon, Mrs Dixon, Mrs Hayward, Mrs D. Hinds and Miss A. Hayward.

Special: 1 Mrs G. Brandon, 2 Miss Hayward. Raffle: 1 Mrs G. Fox, 2 Mrs Angryk, 3 Mrs D. Hinds. The snowball was unmelted.

### Ladies' Club

## Ruby clocks off after 11 years as treasurer

A MEETING of Aston Abbots & Cublington Ladies' Club was held in the Church Room.

Miss B. Bennett, the newly-elected chairman presided and welcomed Mrs P. Stevens, who has rejoined the club.

After the business had been completed Miss Bennett presented Mrs Ruby Rickard with a clock and signed card in appreciation of her work as treasurer of the club for 11 years, Mrs K. Dines has taken her place.

Miss Bennett welcomed Mr Dorrance, who gave an interesting talk and slide show on the National Trust.

Mr Dorrance told how the Trust was formed and showed many beautiful pictures of houses, gardens, woodlands, lakes, coastlines and villages bought or presented to the Trust.

He also talked about the enormous sums of money needed to maintain, preserve and repair properties, and of the interest and help given by many young people.

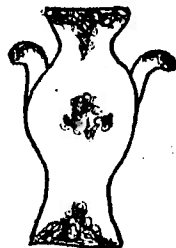
He was thanked by Mrs Little.

Tea hostesses were Mrs E. Brock and Mrs R. Christopher who provided cakes. Mrs E. Gutteridge won the raffle.

#### Events in December

- 4th. Mr.Curnow will be talking on "Well Dressing in Derbyshire".
- 18th. Carol Service at Cublington Church, followed by tea, to which everyone is welcome.

## Bric-a-Brac



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Mrs Elaine Harris  
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Tel: Aylesbury 681116

AYLESBURY VALE HOSPICE APPEAL

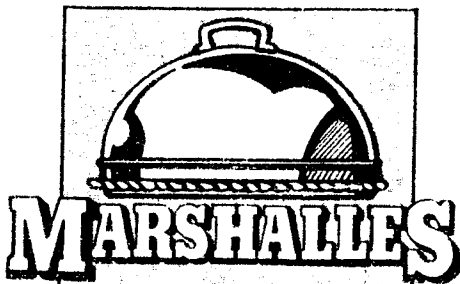
I wish to say a big THANK YOU to all those who helped to make our Hallowe'en Supper such a great success. We made the handsome sum of £255.95 towards the Appeal and the Church topped it up so that I was able to hand over £300.

There are so many of you who deserve thanks. I am extremely grateful to those of you who donated money, especially the "Senior Citizens". Then there are those who gave raffle prizes - 15 in all. To name three people in particular, Ruth Watts who decorated the Church Room so well in the Hallowe'en spirit, Victor Scott who entertained us with his fantastic slides and Marshall Webb who lent us so much cutlery and crockery, not to mention the wine glasses and who even took a lot of it back to wash up himself!

I must also thank those who helped to organise it all, those who helped with the cooking and the shopping and, of course, all those ladies who made an apple pie for the sweet.

We don't stop there because so much of the food was donated too - the soup, potatoes, cream, milk, coffee, sugar. In fact, when I come to think of it most of the village contributed in one way or another - whether it was in cash or kind, whether you bought raffle tickets or bought a ticket and came to help make the evening a success. I am only sorry we could only seat 60 people. Who knows how much we would have raised if the Church Room had been larger?

KAY DINES.



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SUNDAY PAPERS.

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REQUIREMENTS PHONE ME,  
KAREN, ON 681425. DONT STOP  
ME IN THE STREET BECAUSE  
I DONT SPEAK TO STRANGERS  
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# People

## OUR MONTHLY COLUMN ABOUT VILLAGE PEOPLE

Edited by Bridget Brandon.

\*\*\*\*\*  
BIRTHDAYS

- 11th. December ALISON HEWITT
- 16th. December PAULINE DIXON
- 18th. December MARGARET CHESHER
- 25th. December ANDREW LOVELL
- 26th. December GILLIAN ROFF (21st.)

CONGRATULATIONS

Pam and Mike Cox for producing another off-spring. Their son made his arrival on November 9th.

Gillian Roff, who is getting engaged on her birthday.

THANK YOU

Tony Hewitt for taking charge of the bonfire and firework display on Guy Fawkes night.

FROM "THE GRAPEVINE"

BRIDGET B. happy 40th birthday, let life begin, love Chris.

BRIDGET B. is 40 really really really old! To us you are but a spring chicken. love Karen, Marc and Hannah.

GRAND PRAM, WHEELBARROW OR PUSHCHAIR RACE

NEW YEARS DAY at 11.30a.m. sees what could become an annual event. Teams of a maximum of four people will charge round a set course in the village, and may even get a chance to sample some ale en route. Entry forms will be available from December 6th. from David Brown at 2 The Acorns. It will be a fun event, so if you're game for a laugh, get your wheels, your entry forms, your friends and come and join us!

50/50 AUCTION

Judging by the number of CBS people, it must have been some sort of record. Now we know where the Car Boot Sale folk go in the winter. We had virtually everything for sale, including a kitchen sink. Toys, trousers, carpets, cupboards, coats, roller skates, washing machines, old records and old players on which to play them. A bed, a bedspread to go over and a guzunder to go under. We even had a couple of pouffes, which just goes to show, you never know what to expect at a 50/50 auction.

It was a lighthearted evening enhanced by the expertise and wit of auctioneer Richard Roff who, as two years ago, gave his services free of charge. Any thanks must go to Richard who rattled through some 159 lots in one and a half hours, and even stayed to help count the money at the end. The Church Room Committee were on hand to see their funds boosted by nearly a hundred pounds, and the CBS people left with laden cars and a smile on their faces. Many thanks to all who donated and helped.

BAR CHAT

HELP : DO YOU HAVE A SPARE BEDROOM ? A YOUNG LADY (28) WISHING TO LEARN ENGLISH WOULD LIKE TO LIVE "EN FAMILLE" FOR 6-12 MONTHS. FURTHER DETAILS - OLD MASTERS RESTAURANT (AYLESBURY 681432).

It's a very sad story and hard to understand. There was this pub that was which had a very strong whiff of embalming fluid about it. There was a very select clientel... Well, to be truthful just the odd one or two loyal regulars. And then one November night it changed. Glory be, it became trendy with a brand new landlady and landlord. The crowds flocked in and as they increased then the louder the music got. Parties went on and we saw some quite remarkable sights. For me, in the chair, it was quite entertaining. But, suddenly, the pub has got quiet again. Have they spent all their money? Was it something I wrote? No, No, that's impossible. I have this theory. I believe it is all down to the size of the barmaids that they are employing nowadays. Well, it stands to reason if you think for a moment. The one thing to put a person off drinking is to have a whacking great and voluptuous barmaid in front of you. It makes it very hard to swallow in a gentlemanly way. Ah well, happy memories!

This is the last of the Bar Chat columns so thanks to all my readers. and thanks to those who have been trying to find out who it is.....it's the Vicar!

# BILL AND BUTCHER

85 THE GREEN  
ASTON ABBOTTS  
TEL: 681520

BARRY MARALYN AND STAFF WOULD LIKE TO WISH ALL  
OUR CUSTOMERS A MERRY CHRISTMAS AND A VERY

HAPPY NEW YEAR



## CHRISTMAS MENU

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SOUP  
PATE

ROAST BEEF OR TURKEY  
SERVED WITH TRADITIONAL ACCOMPANIMENTS

SELECTION OF SWEETS INCLUDING  
CHRISTMAS PUDDING

MINCE PIES  
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£9.75 INC. V.A.T. BOOKING ONLY  
FROM 1st DEC.

ALL CHRISTMAS ENTERTAINMENT POSTED IN BAR

CHRISTMAS DRAW - 1st PRIZE CORDLESS TELEPHONE  
TO BE DRAWN ON MON DEC 22nd 10 pm.





BRITISH RAIL

Table 114

Aylesbury and Amersham to London

Table with columns for stations (AYLESBURY, Amersham U, London Baker Street U S, London Marylebone U), departure times (d), arrival times (a), and frequency markers (C, Same). Rows are grouped by day type (MONDAYS TO FRIDAYS).

Table with columns for stations (AYLESBURY, Amersham U, London Baker Street U S, London Marylebone U), departure times (d), arrival times (a), and frequency markers (C, A). Rows are grouped by day type (MONDAYS TO FRIDAYS CNTD).

Table with columns for stations (AYLESBURY, Amersham U, London Baker Street U S, London Marylebone U), departure times (d), arrival times (a), and frequency markers (C, Same, A). Rows are grouped by day type (SATURDAYS).

Table with columns for stations (AYLESBURY, Amersham U, London Baker Street U S, London Marylebone U), departure times (d), arrival times (a), and frequency markers (C, Same). Rows are grouped by day type (SUNDAYS).

Table with columns for stations (London Marylebone U, London Baker Street U S, Amersham U, AYLESBURY), departure times (d), arrival times (a), and frequency markers (MX, A, Same, C). Rows are grouped by day type (MONDAYS TO FRIDAYS).

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Table with columns for stations (London Marylebone U, London Baker Street U S, Amersham U, AYLESBURY), departure times (d), arrival times (a), and frequency markers (A, Same). Rows are grouped by day type (SUNDAYS).

Plain figures = through trains Italic figures = connecting trains Note:- Not all Baker Street to Amersham journeys are included here.

U = Stations have interchange with Underground Services a = Arrival time d = Departure time A = Change at Wembley Park C = To/From Aldgate MX = Mondays Excepted S = Other London Transport services operate between Moor Park and Harrow-on-the-Hill and London Baker Street

This is an abbreviated Timetable. For full details consult Table 114 issued by British Rail.

BRITISH RAIL

Table 115

Aylesbury and High Wycombe to London

Table with columns for stations (AYLESBURY, Princes Risborough, High Wycombe, Beaconsfield, Gerrards Cross, West Ruislip U L, London Marylebone U), departure times (d), arrival times (a), and frequency markers (S, SATURDAYS).

Table with columns for stations (London Marylebone U, West Ruislip U S, Gerrards Cross, Beaconsfield, High Wycombe, Princes Risborough, AYLESBURY), departure times (d), arrival times (a), and frequency markers (MX, SATURDAYS).

U = Stations have interchange with Underground Services a = Arrival time d = Departure time MX = Mondays Excepted

L = London Transport (Central Line) also operates services between West Ruislip, South Ruislip and Greenford, generally with a 12 minute frequency; Monday to Friday Morning and Evening Peaks 3-12 minute frequency; Monday to Saturday Evening 20 minute frequency; Saturday Mornings and Afternoons 15 minute frequency.

S = London Transport (Central Line) also operates services between Greenford, South Ruislip and West Ruislip, generally with a 12 minute frequency; Monday to Friday Morning and Evening Peaks 7-12 minute frequency; Monday to Saturday evenings 20 minute frequency; Saturday Mornings and Afternoons 15 minute frequency.

This is an abbreviated Timetable. For full details consult Table 115 issued by British Rail.

# QUIZ PAGE

A little variety this month to stave off the boredom of Christmas television ..... when the 'Trivial Pursuit' questions have run out and 'I Spy' has failed to retain Grandma's attention, try some of these on family and friends. The page that is half upside down contains the answers!

## Whose treasures?



CAN YOU SAY WHAT THEY ARE: WHERE THEY ARE: AND ARE THEY WHERE THEY SHOULD BE?

## CRICKET QUIZ

### 1) Captains

#### Which England Test captain

- 1) hummed themes from Beethoven's Opus 59 at the wicket?
- 2) was recently fictitiously portrayed having an affair with a lady Egyptologist from the British Museum?
- 3) was falsely accused of contributing Latin verses to the *Times*?
- 4) was the grandson of a Poet Laureate?
- 5) featured in the *envoi* to a poem by Francis Thompson?
- 6) became a bishop?
- 7) called himself after a pop singer?
- 8) remained a professional doctor throughout his career?
- 9) was born in Milan?
- 10) spent most of his life in Hollywood?

### 2) Firsts

- 1) Whose first Test century was a score of over 300?
- 2) Who scored 314 runs in his first Test match?
- 3) Which batsman who first became a national hero going in at No. 11 later shared a first-wicket Test record?
- 4) Which regular No. 11 batsman helped to put on 53 and 45 for the first wicket in a Test match, his side's highest opening stands in the series?
- 5) Who was the first batsman to wear a protective helmet? (Clue: it was made by his wife.)

### Village life

- 1 Upping stocks were once a familiar sight in many villages. Were they:
  - (a) A form of punishment?
  - (b) Steps from which to mount a horse?
  - (c) A device used in cattle breeding?
- 2 Is a tithe barn:
  - (a) A place for storing farm produce levied in tax by the Church?
  - (b) A place where village feasts were held?
  - (c) A place for storing harvesting equipment?
- 3 From the 13th to the 19th centuries, most villages had a petty constable or bailiff to maintain law and order. To help him in his duties the village kept special punishment equipment. There were three main types of equipment. Can you name one?
- 4 Piddletrenthide is a Dorsetshire village. 'Piddle' originally meant a marsh; 'trente' is the French for 30; and 'hide' was a measure of land. So the whole name can be translated as 'the marsh of 30 hides'. Most English place-names incorporate terms from Saxon or Scandinavian. What is the meaning of the following terms found in many English place-names?
  - ham
  - ton
  - by (as in Ashby)
  - thorpe
  - thwaite
- 5 Is a 'corn dolly':
  - (a) A demented woman?
  - (b) A harvest charm?
  - (c) A dance?

### ROUND ABOUT BUCKS

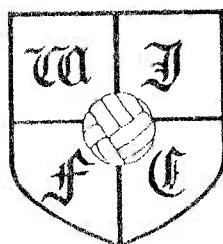
by Colin Higgs.

Where is .....

1. the oldest surviving smock mill ?
2. 'Cobblers Hill' ?
3. Milton's cottage ?
4. Worlds End ?
5. "The Devil in a Boot"?



## WINGRAVE JUNIOR FOOTBALL CLUB

**LEAGUE LEADERS !**UNDER 14's

The Under 14's go into December as league leaders after a series of impressive performances. The crucial battle for the league title could well be the return match against the powerful Arrows side. A win then could result in the League being decided on goal difference. Results since our last report are:

- Oct. 26th. WINGRAVE 6                      CHEDDINGTON 3  
R.Hickson 3, S.Meagram,  
D.Scott, A.Parker.
- Nov. 2nd. NO MATCHES. The League Representative side lost 1-4 to Bedford in an enjoyable game, superbly hosted by Wing F.C.. Four Wingrave players took part: JAMES GREENHILL in goal as the second half substitute; STEVEN WARD, who scored Leighton's only goal, finishing a move that was all Wingrave, converting RICHARD HICKSON's cross in a spectacular manner. Richard had been set free by a penetrating pass from ANDREW PARKER who also had the honour of captaining the League XI.
- Nov. 9th. WING 3                              WINGRAVE 4  
R.Hickson 2, S.Meagram, D.Scott.
- Nov. 16th. WINGRAVE 10                      WOODSIDE 2.  
R.Hickson 7, S.Ward 2 and J.Keighley.
- Nov. 23rd. WATER EATON 1                      WINGRAVE 5.  
S.Ward 3(1 pen), R.Hickson 2.

UNDER 12's.

The Under 12's have had a trying month with injuries not helping when they faced an outstanding Wing team on the sixteenth, but the lads put on a brave second half fight back in difficult conditions.

- Oct. 26th. CORINTHIANS 0                      WINGRAVE 0.
- Nov. 2nd. WINGRAVE 3                      999 1.  
D.Sykes 2, G.Sorace.
- Nov. 9th. NO MATCH.
- Nov. 16th. WING 7                              WINGRAVE 2.  
A.Bishop (pen), C.Arnold.
- Nov. 23rd. MATCH POSTPONED - PITCH WATERLOGGED.

UNDER 12

	P	W	D	L	F	A	Pts
Wing.....	7	7	0	0	46	5	14
Woodside.....	7	6	0	1	33	6	12
Wingrave.....	6	3	2	1	20	12	8
999.....	8	4	0	4	16	25	8
BR Foxes.....	6	3	0	3	18	16	6
Corinthians.....	7	1	3	3	4	15	5
Arrows.....	7	2	1	4	9	26	5
Brooklands.....	7	1	1	5	7	28	3
Cheddington.....	7	0	1	6	4	30	0

UNDER 14

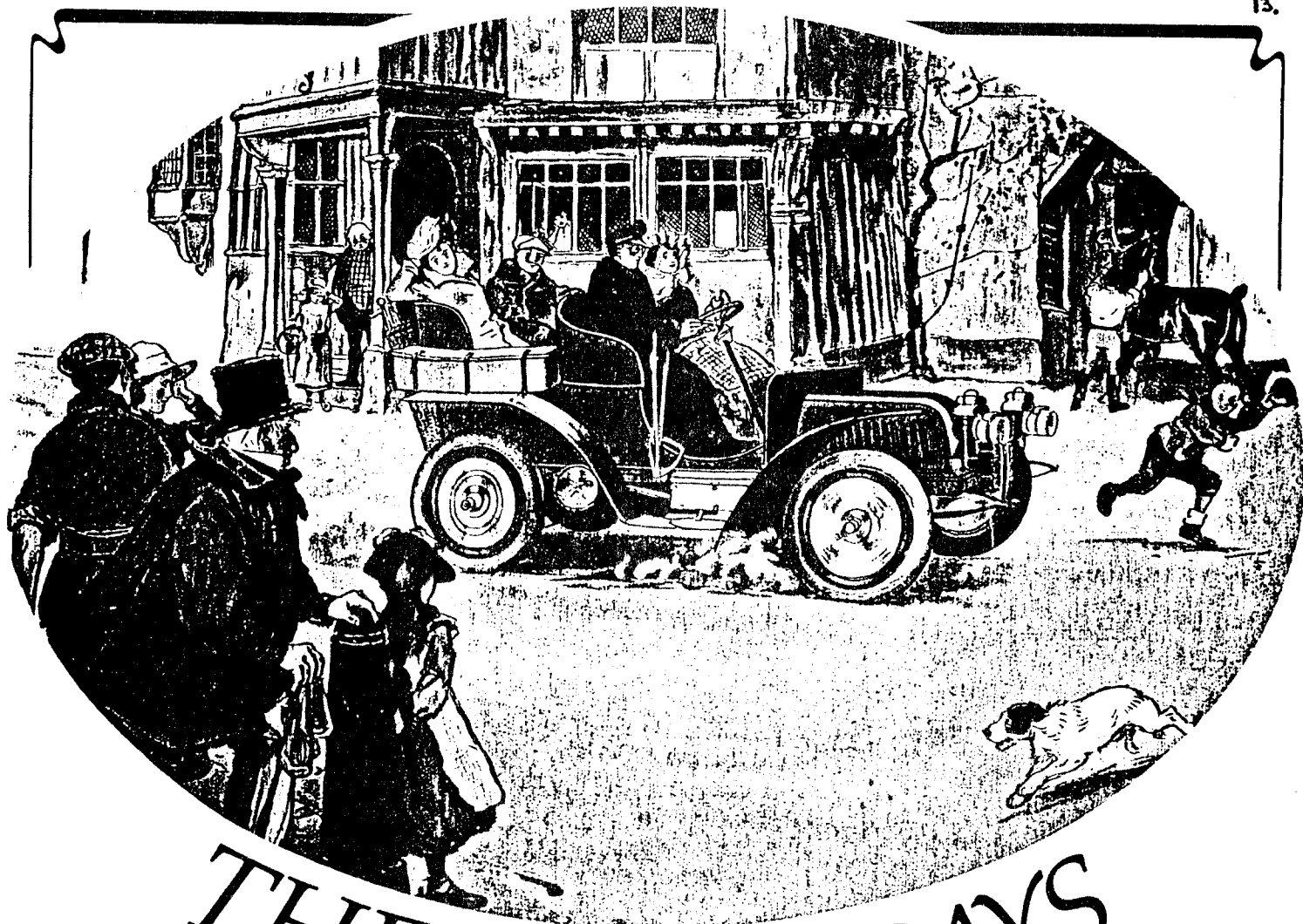
Wingrave.....	7	6	0	1	35	18	12
Arrows.....	5	3	0	2	20	5	10
Water Eaton.....	7	4	1	2	21	10	9
Wing.....	6	2	2	2	13	12	6
Arrows Colts.....	5	1	1	3	6	14	3
Brooklands.....	7	1	1	5	7	19	3
Cheddington.....	7	1	1	5	8	21	3
Woodside.....	4	0	2	2	5	16	2

DECEMBER FIXTURESUNDER 14's

- DEC 7th : v.ARROWS COLTS (Away)
- DEC 14th : v.ARROWS (Home K.O. 2.15 at the Recreation Ground. This is the big one, please come and support the lads.
- DEC 21st : v.CHEDDINGTON (Away).

UNDER 12's

- v. BROOKLANDS (Home K.O. 10.30 a.m. at the school)
- NO MATCH on the 14th. Dec.
- v. CHEDDINGTON (Away).



# THE EARLY DAYS OF MOTORING

by **F. Retloup Snr.**

**Motoring and the Motorist.** Words which mean so little to the average person today, but which to some of us now well past the "flush of youth", the word "motor", as a means of transport, gives rise to much thought of days long past.

For myself, whilst staking no claim as one of the early pioneers, I do feel that I may perhaps have contributed something which helped to bring the internal combustion engine to its present state of universal acceptance.

My experience goes back to the turn of the century, when, as a very young lad, I was fortunate in having a father who, apart from being a craftsman in bespoke tailoring, was also greatly interested in things mechanical, especially as a means of getting about. My earliest recollection of his first motorbike, although to describe it as such is a gross exaggeration and a true case of "gilding the lily", was an ordinary cycle to which Father fitted a 1½hp internal combustion engine of German origin known as the Fafnir. This engine had what was known as an automatic inlet valve which depended upon a spring, which under heat became greatly affected, so diminishing the "automatic" intake of gas, as to make it most unreliable. Ignition was by an accumulator and propulsion by a rubber belt operating from a pulley, presumably on the crank-shaft, to a large rim fitted to the spokes of the back wheel.

I was very young in those days and my part consisted mainly of cleaning the contraption and acting as passenger when Father decided to venture forth into the unknown, by way of Epping Forest, rather than continuous circuits of our local park. Fortunately he retained the foot pedals as a means of propulsion, which was a brilliant decision as human effort was often needed. My role as a passenger was interesting in that my seat consisted of a cushion tied on to a rough contraption called a "carrier" which also acted as a stand when the machine was at rest. What I did with my legs when "under way" I do not remember, but I do recollect that whenever we ventured forth my "equipment", amongst various tools, consisted of a spare accumulator in one coat pocket and a pint bottle of petrol in the other. (Petrol in those days was sold by some oil shops and cycle repairers.)

And so I now come to the year 1910, when I was of an age to take an interest in things mechanical and was able to really understand what made the wheels go round and also why they stopped involuntarily much too often!

By this time Father and I had learnt a lot. He had built and discarded a 3-wheeled contraption, which we termed a Runabout, but a more misconceived name cannot be imagined. It was indeed the fore-runner of a very popular 3-wheeler made and sold under the name of "The Morgan" which was the brainchild of a Midland engineer by name of H F S Morgan. This was a wonderful machine and I owned 4 in the late 1920's.

Dad's "baby" differed from the Morgan in that it was most unreliable and broke down continuously, due to the fact that the V type engine fitted in the front was placed "in line", or to be more precise one cylinder faced forward and the other cylinder faced towards the rear. The net result of this was that the front cylinder, when in motion, received a full blast of air, whilst the rear counterpart got so hot as to make sitting in the passenger seat with the driver quite unbearable. Transmission was through a 2-speed gear box to chain drive on the rear wheel. A puncture in the rear wheel necessitated removal and was indeed a major operation.

I could write pages on our excapades with this monstrosity, but suffice it to say that I, and I believe Father also, was glad to see the back of it. I cannot remember how it was disposed of, but hazard a guess that if somebody bought it we did not remain friends!

By now, having related the foregoing, we have arrived at the time when I possessed a Driving Licence and was thus able to take a motor driven vehicle on the King's highway. Licences in those days were granted to all and sundry, who upon reaching the age of 14 years cared to apply, irrespective of any capability in the handling of a vehicle, and always of course provided one paid the fee of 5 shillings. My first licence, which I still have, is dated 1911/1912 and I was indeed very proud of it.

By this time Father and I had gone from strength to strength and great excitement was experienced, by me anyway, when Father brought home his first Motorcycle Combination (A 3hp Lincoln Elk Motorcycle - no pedals on this lot! - with a cane sidecar attached.). Now nobody had told Father that driving a motorcycle with a sidecar was a very different proposition to driving a solo motorcycle and perhaps I should explain the difference. Solo one just steered forward, right or left as desired, but with a sidecar chassis bolted to the frame on the left side at 2 or sometimes 3 points, a left-hand turn became a truly hazardous operation. Unless the driver leaned well over to the left and put his left foot on the sidecar chassis to keep the sidecar on the road, the whole contraption lifted (wheel and all), which was really frightening to the inexperienced driver - to say nothing of the passenger, if one was carried, who by this time was giving further assistance by "shoving down" the sidecar to keep it on the road. The natural tendency of the driver, when this event occurred, was to turn the handlebars to the right, usually with disastrous results. Father's first drive, fortunately

without me as passenger, took him along one of our local roads, which finished at a T-road at the top and one had an option of either a left or right turn. Unfortunately he chose left and up came the sidecar and Father finished up in the entrance to the Saloon Bar of a public house - The Clarendon - at the end of the road. This experience caused him to lose much of his enthusiasm for combination driving so much of this fell to me, for which I was very thankful.

Thus I gained much valuable experience in both driving and mechanical techniques. Believe me, driving a single speed motorcycle with a sidecar attached and a passenger around 11 stones was no mean achievement, and one soon became quite expert in sorting out journeys where hills did not abound. After about 18 months the Lincoln Elk was replaced by a 3 $\frac{1}{2}$ hp Triumph of single speed variety and, I think, chain drive, with a clutch operated by the left foot from the driving seat. How the clutch worked completely escapes me now, but it was very efficient and gave little trouble.

By now we were approaching the year 1914. Lots happened inbetween - motorwise - of which I will not bore you, but for me 1914 was a really momentous year. In August the Great War broke. By the end of the year the fighting forces, realising that the internal combustion engine was to play a big part, introduced the motorcycle into the Expeditionary Force. The Motorcycle Dispatch Rider Unit was formed and became part of the Royal Engineers Signals. Competent motorcyclists were not, in those days, found on every street corner. This was proved by the fact that we, the early volunteers of the Force, were paid the unprecedented sum of 5 shillings a day and made full corporals in the Royal Engineers. The rank and pay remained throughout my service, but was, I believe, amended in 1916 after conscription was introduced. This gave me the opportunity I was seeking; that I would have a motorcycle at my disposal.

Early in 1915 I was enlisted and became a soldier of the King. I could write pages about my experiences, but suffice it for me to give but brief details. I reported to Bletchley (Bucks) - Beriton House - and was speedily sent to Birmingham (Brook St Barracks), then a depot of the Royal Engineers. There I received my (part) uniform and spent 4 weeks "square bashing". Thus I learnt how to march in step, form fours (yes, fours in those days) and so to conduct myself as a corporal in the Royal Engineers, which at that time was termed as "the right of the line and the pride of the British Army". So far I had not seen a motorcycle.

After about 6 weeks from the day I joined at Bletchley, I was sent to Houghton Regis (near Dunstable, Beds), which had become the HQ of the Royal Engineers Dispatch Riders. Here I was issued with a Triumph motorcycle with 3 speeds all contained in the hub of the rear wheel. I spent a few weeks careering round the lanes of Beds, Herts and Bucks, learning the art of map-reading. Eventually the day dawned when I was issued with a tin hat, gas mask and a 6-chambered Colt revolver and a pouch containing 20 rounds of live ammunition. Home for a few days leave and then a boat from Southampton landed me and 14 other Dispatch Riders at Rouen. Then we travelled by river boat up the Seine to Abbeville, the then Dispatch Rider assembly point. Here we were issued with a new Triumph motorcycle with a 3-speed gearbox and chain drive, by countershaft, throughout. My day was made! A few days driving around France, out of the war area of course, and then I was posted "up the line" as a fully fledged Dispatch Rider with the 9th (Lowland) Scottish Division, just in time for the first Battle of Arras.

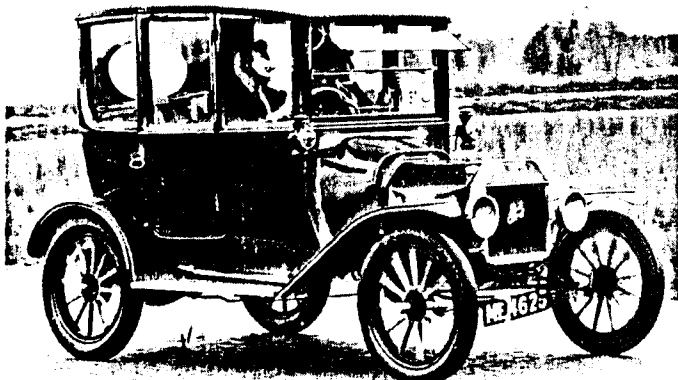
I do not propose to burden you with a "war history" and thus I would say that my 3 years overseas taught me an awful lot about motors, including cars, and also people. Driving at night, without lights, in a strange country I would not recommend to anybody. Even more so when, as often happened on DRLS to the Brigades

at night, even a cigarette would bring a sniper's bullet to add to the joy of the ride (no heroics intended). Early in January 1918 I returned home to train for a commission and early in January 1919 I was discharged from the Army, far wiser of both people and motors in general than I was 4 years earlier.

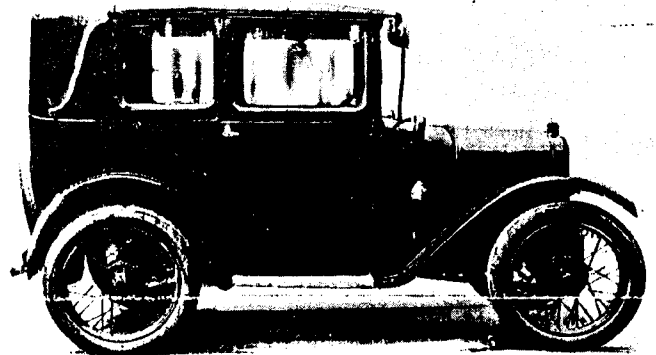
I very soon started "playing" with motorcycles and in 1920/1921 I rode in several Reliability Trials, which were "the thing to do". The London-Edinburgh, London-Land's End and others occupied a lot of my time. Brookland in Surrey, which was I think England's only race track, greatly fascinated so I knew many of the old time racing fraternity of those days. Names which come to mind as I write, such as Freddy Dixon, Bert Le Vack, Stanley Woods and a host of others, revive for me fond memories.

By now I was beginning to cultivate an interest in motor cars, which again differed from present-day vehicles and necessitated more than just driving in order to keep going. I had some experience with cars and lorries in the Army, so I was not exactly a novice. The cars of that period needed to be "driven" and it would be very interesting to watch some of today's drivers in the process of changing gear.

Around 1923 I went over to the 3-wheeler and had a couple of A C Tricars and one or two Morgans. The latter were V twin engines of Jap or Anzani manufacture. They were efficient, but in inclement weather a bit of a pest in keeping on the road - the rear single wheel had a great tendency to skid. The Austin 7 had by now made its



The Ford Model T, 1917. Henry Ford's mass-produced models of 1908 came to Britain in 1913



The Austin Seven. One of the successful small cars from Herbert Austin's Company at Longbridge. Begun in 1922, it was selling at the rate of 20,000 a year in the 1930s before being discontinued in 1938.

appearance and it was not long before I became a proud owner. This was a real motor car in every sense of the word, with a 4 cylinder engine, 3-speed and reverse gearbox and shaft driven by differential in the rear axle.

I still competed in motorcycle trials and later in the 1920's went on to grasstrack racing. In 1927 I assisted in organising the first dirttrack race held in this country for many years. I was an active member of the motor trade and, on reflection, I would not have wanted it any other way.

In 1985, due to failing sight, I was compelled to give up driving and, after 74 years on the road, this was indeed a bitter blow, from which I have never fully recovered.



Headmaster: I. Andrew B.Ed.  
 Telephone: AYLESBURY (0296)  
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WING COUNTY SECONDARY SCHOOL  
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## **A LETTER FROM WING.**

You may remember, from previous notes, that we were thrilled when one of our pupils was selected to take her 6th Form Studies at the World College of the Atlantic. Recently she wrote to school and I am using part of her letter because it shows clearly what a strenuous but enjoyable course she is following.

"The College is just amazing. I am enjoying it here so much. Everyone is so friendly, helpful and kind but they are also extremely good fun. It is impossible to describe the atmosphere in a letter, but I wish I could because it is so unique. I cannot believe how fortunate I am to be here. I don't think that I could ever have imagined that it would be so enjoyable. I have learnt such a lot here, not just academically, but culturally; to be living with people from all over the world is a real experience and extremely interesting.

There are four of us in my dormitory; my two second years are from Canada and Hong King and my first year is from Namibia.

For my subjects I'm doing Maths, Physical Science and Geography at higher level and English, French and Russian at subsidiary level. Physical Science, however, takes up the time of a higher level subject and a subsidiary one so really I'm taking seven subjects. At the moment I am thoroughly enjoying all my subjects although they are extremely difficult, especially Russian and Maths.

Surprisingly enough I am doing ILB Inshore Life-Boat Rescue as a service. It was a bit of an impulse decision, but I am really pleased I am doing it now because it is extremely good fun. Last week I worked out in the boat. This week I was assistant beach master so I had to help launch all the boars. ILB can be a dangerous service if the waves are large. I have service twice a week. On Tuesday I have sea-going and on Thursday I have maintenance. On Thursday we train for our RLSS and also learn about the boats, weather conditions and how to use the radio.

I am doing three activities: Modern Dance, Africa Activity and I'm learning the flute. At the moment we are choreographing a dance to some music from 'Cats'. Africa activity is extremely interesting because we learn about African culture, politics and history. The flute is going well.

So many things are happening at the College. Two weeks ago we had a Chinese Open Day where there were demonstrations and films on different aspects of Chinese culture. It was very interesting last week there were Buddhist monks here. I went to one of their meditation sessions and it really was an experience. There is a theatre in the College and yesterday I went to see 'Hard Times'."

-----  
 The P.T.A. continue to be very active and are organising a Christmas Whist Drive on Saturday, 6th December at 7:30 p.m. and a Jumble Sale on Saturday, 24th January at 2:00 p.m.

IVAN ANDREW  
 13.11.86

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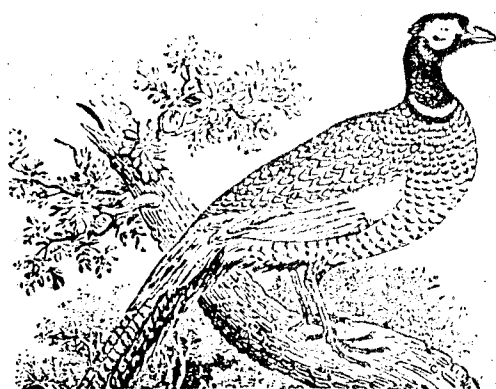
## SOMETHING FOR THE YOUNGER CHILDREN

All the answers to the Christmas "Crossword" clues have been hidden in the diagram. They have been printed across (backwards or forwards), or up or down, or diagonally, but always in a straight line without letters being missed out. You can use some of the letters more than once. Answers in next months issue.

## Christmas

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

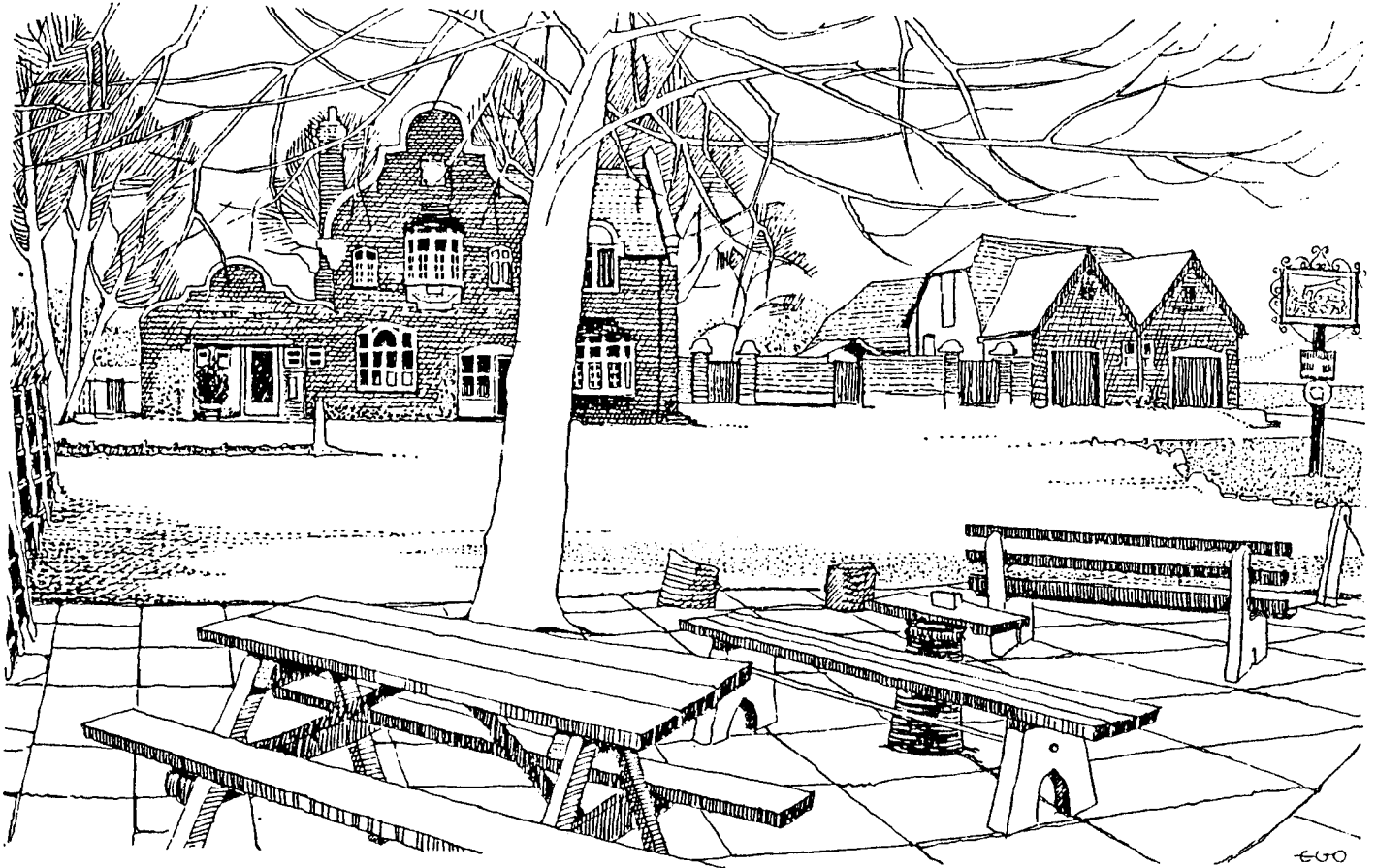
- |    |                            |    |   |
|----|----------------------------|----|---|
| 1  | Christmas song (5)         | 14 | Yet another tree topper (5)                       |
| 2  | Tree topper (5)            | 15 | Santa's transport (6)                             |
| 3  | Another tree topper (4)    | 16 | Christmas bird (6)                                |
| 4  | Brings presents (5,5)      | 17 | The night before Christmas (3)                    |
| 5  | Berries for decoration (5) | 18 | Traditional fare to crack (4)                     |
| 6  | To hang on the tree (7)    | 19 | To set the pudding alight (6)                     |
| 7  | For hanging up (8)         | 20 | Specially iced (4)                                |
| 8  | Chime for Christmas (5)    | 21 | Carol singers (5)                                 |
| 9  | Christmas sweet (4,7)      | 22 | Hot Christmas drink (5)                           |
| 10 | And another (5,4)          | 23 | Season of good . . . (4)                          |
| 11 | Given and received (8)     | 24 | To put presents under (4)                         |
| 12 | Silver string (6)          | 25 | Parsley and thyme, sage and onion or chestnut (8) |
| 13 | Hang across ceilings (8)   |    |   |



# Portraits of Buckinghamshire

No.15. THE HARE & HOUNDS, LEDBURN.

Sketch by Elizabeth Ogan, notes by Elizabeth Gull, from their book 'A Picture of Buckinghamshire'.



*The Hare and Hounds Inn, Ledburn, built as a hostel for the Mentmore stable lads.*

The Hare and Hounds Inn at Ledburn, a tiny hamlet between Mentmore and Ascott, was built as a hostel for the Mentmore stable lads and huntsmen, and Ascott House was bought by Meyer's brother Leopold as a family hunting box and kennels for the Rothschild staghounds. It seems slightly ridiculous to hunt a half-tame stag over good fox-hunting country, but the reason is given in *Echoes of Country Life* by J. K. Fowler, who enjoyed many a day's hunting with 'the Baron'. He remarks that nothing is worse than days when the

hounds do not 'find' and the hunt returns home tired and dispirited. Such days, he says, are bad enough for the countryman who has the opportunity to hunt whenever the hounds turn out, but for the visitor who gets the opportunity to hunt only once or twice in the season, they are a disaster. As good hosts, the Rothschilds would not have their guests disappointed; by introducing tame stags, they could guarantee a day's good hunting, though naturally the hounds were never allowed to harm such valuable animals.



# The Chronicle:

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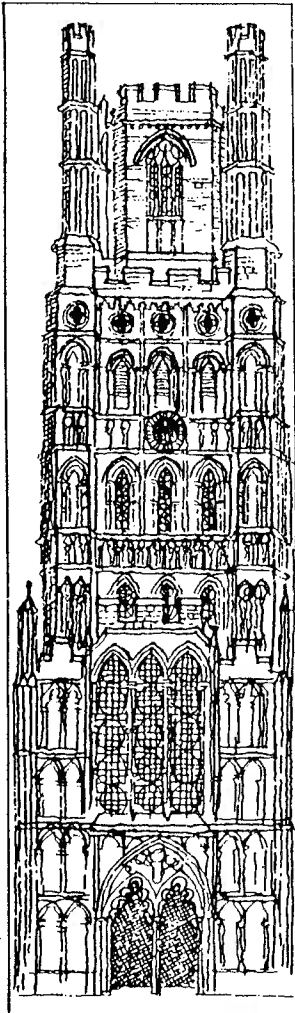
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I don't know about you but Christmas seems to be upon us earlier than ever this year. I suppose it has something to do with the superd autumn weather. As I write this we have yet to have our first real frost and so our gardens still have much colour. The trees too have been as colourful this autumn as I can remember for many a year. All these things remind me of the Glory of God. I never cease to be amazed at the complexity of the balance of nature and indeed the complexity and balance of our own bodies. It is a most wonderful creation of which we are part for our short span and it is right that at Christmas we should 'rejoice and be glad' in order to celebrate the birth of Jesus Christ whose short life shows the way to live. So please come as you did last year and fill the church to overflowing this Christmas.



ELY, Cambridgeshire: The west front of the cathedral. Originally a monastery (founded in 673), it was sacked by the Danes in 870, then rebuilt and, eventually, made a cathedral in 1109.

MARCH: 120 angels, 12 Apostles and the devil are carved on this magnificent medieval church roof.

There are two special services. The Carol Service at 3.00 p.m. on Sunday 21st. December and the Family Service at 10.00 a.m. on Christmas Day itself. Last year no fewer than 132 people were at the Christmas Day service. Let us see if we can top that this year. Needless to say, we expect the Christmas tree to bear fruit on that day and are hopeful of having mince pies and coffee after the Carol Service. Whether we can arrange a photograph as I suggested in last January's Chronicle remains to be seen.

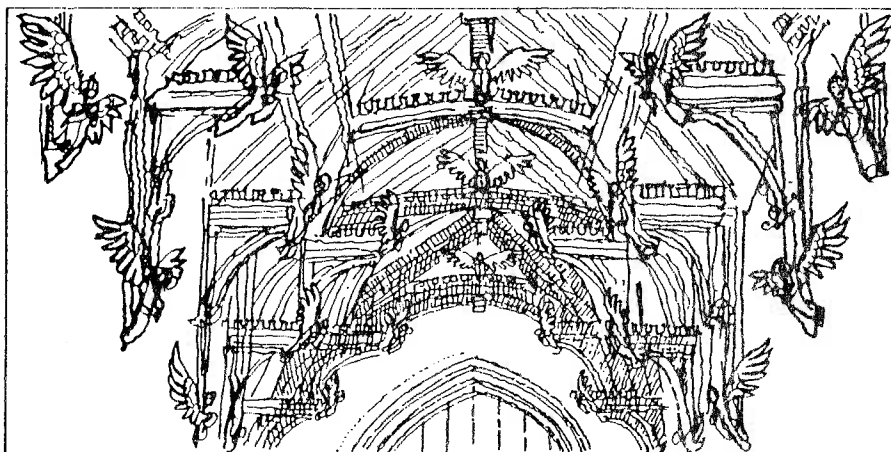
### CHURCH SERVICES FOR DECEMBER

		Sidesman
7th. Dec :	FAMILY SERVICE 11.15 a.m. Isaiah 55(1-11) 426 John 5(36b-47).	Alison Hewitt
14th. Dec :	HOLY COMMUNION 11.15 a.m. Isaiah 40(1-11) 432 John 1(19-28).	Colin Higgs.
21st. Dec :	CAROL SERVICE 3.00 p.m.	John Ford.
25th. Dec :	CHRISTMAS DAY FAMILY SERVICE 10.00a.m.	Churchwardens.
28th. Dec :	NO SERVICE.	

### CHAPEL SERVICES

7th. Dec: Mr.Windle. 14th.Dec: Mr.Smith.  
21st.Dec: Mr.Proir - Carol Service. 28th.Dec: Aylesbury.

All start at 6.00 p.m. EVERYONE WELCOME.



# Friends of the Chronicle

Well, we are definitely under way in raising the necessary finances and paying off our debts. The Church Room Committee have given a generous cheque towards our debts - thank you - and we are still hopeful that some other committees will help clear the balance.

Our future is slowly taking shape thanks to some magnificent individual efforts. Trish and Marshall organised a marvellous cheese and wine evening; Neil Chesher has used his charm(?) and goodwill to obtain some very generous sponsorship; and Christine Fox is arranging the Carol Singing on Tuesday and Wednesday 23rd & 24th of Dec. If you can sing or better still play a musical instrument why not join in the fun? The carol singers will be meeting on the Green for a 7.00 p.m. start. If you cannot participate then please just support them financially.

I would like to say a big thank you to our most consistent supporters - our advertisers. You undoubtedly have kept us afloat and we are most grateful. However all of us can support the Chronicle by using those advertisers, particularly as we approach Christmas - you can obtain your provisions and they can supply all sorts of presents as well. If you wreck the place over Christmas repairs are on hand as well!

So, as you can see, we are making real progress. However we are still seeking a major sponsor and we are thinking of some New Year fund raising events too - we still have a long way to go. Have you any ideas? Can you help in any way? If so please let me know.

Michael Cox.

4 Ham and ton are Saxon. Ham means homestead, so Otham is Otha's home. Ton means an enclosure round a house), and thus, eventually, a village.

By Thorpe and thwate are Scandinavian. By means the village, and thus, a village of ash trees.

Thorpe means a hamlet, and thwate is a clearing, or meadow. It is particularly common in Lake District place-names—Breith-wate, Hoshwate and so on.

5 (b) is correct. A corn dolly is a charm for a good harvest. It was thought to be unlucky to cut the final sheaf of the harvest, so the growing produce was set aside for storage in a thwate, and stored in a thwate barn.

3 The three types of punishment equipment were whipping posts, ducking stools and stocks. They were usually sited in the market square, on the village green or in some other prominent place.

form in parts of England. still survives in modified than 7000 years ago and it in the Middle East more year. The custom originated good harvest the following season and kept to ensure garded, carried in process-dolly was then dressed and reaped, thrown sickles. The corn dolly and fell by the harvest, so the growing century until 1935, a thwate 2 (a) is correct. From the 9th

1 (b) is correct. Upping stocks were stone steps from which a horse was mounted. They are often found outside farmhouses, and were essential in the days when womanfolk customarily rode pillion behind the men.

2 (a) is correct. From the 9th century until 1935, a thwate (length) of the village's farm produce was set aside for storage in a thwate, and stored in a thwate barn.

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- 1) Captains: 1) Mike Brearley; 2) D. R. Jardine; 3) C. B. Fry; 4) the Hon. Lionel Tennyson; 5) A. N. Hornby; 6) David Sheppard; 7) Robert George Dylan Willis; 8) W. G. Grace; 9) E. R. Dexter; 10) A. C. (Aubrey) Smith.
- 2) Firsts: 1) G. Sobers; R. B. Simpson; 2) L. G. Rowe; 3) W. Rhodes; 4) H. Verity (1936-7); 5) Patsy Hendren (1933).
- ROUND ABOUT BUCKS
1. Lavey Green.  
2. Near Wendover.  
3. Chalfont St Giles.  
4. Wendover.  
5. Winslow (a pub).

## CRICKET QUIZ

THE ELGIN MARBLES - part of the collection of sculptures from the Acropolis of Athens, that were removed by the 7th Earl of Elgin and sold to the British government in 1816. They are now on display at the British Museum, and form the largest surviving group of Classical Greek sculpture. Many people, particularly the Greeks, consider they are not in their right place and should be returned to Greece for display at the Acropolis.

THE BENIN QUEEN'S IVORY MASK - part of the magnificent collection of bronze and ivory sculptures that were brought to England from Nigeria in the days of Empire. Benin was a highly developed African civilisation that had grown up in the southern part, of what is today, Nigeria in the 13th & 14th centuries. Again, many people, especially Nigerians at this time, believe that the Benin treasures, at present on display at the British Museum, should be returned to Nigeria.

THE SPHINX : THE ARTS : - a monster of Greek mythology, with the head of a woman and the body of a lioness, that proposed riddles to travellers, and strangled those who could not solve them. The sphinx pictured here is one near the Pyramids at Giza in Egypt... and, yes, its where it should be!

## QUIZ ANSWERS

December 1986

Tel. Aylesbury 681623

A MESSAGE FROM THE RECTOR

One Christmas morning, the vicar went into the church. As soon as he entered the building he became aware that something was wrong. Looking towards the crib, he noticed that the figures were not in their usual places. To his horror he found that the figure of the Christchild had been removed from the manger.

Naturally, he was upset. And he went round the church to see if anything else was missing. To his relief all seemed to be in order. Then he heard a noise emanating from the main door. Someone was trying to open it - with considerable difficulty. The vicar hid behind a pillar and saw a small boy wheel in a very new-looking, red wheelbarrow. He watched the child push it to the crib, and, with a good deal of puffing and panting, lift out of his wheelbarrow the missing figure of the Christchild. As he returned the figure to the manger, the vicar heard him say: "There you are Jesus, I promised that if you could get Father Christmas to bring me a wheelbarrow you would be the first one to have a ride in it."

I am very fond of that story because, for me, it points towards the simplicity of Christianty. It is most certainly not a childish religion. But to be childlike is a necessary attribute for our understanding. Jesus, himself, said: 'unless you become like a little child you cannot enter the kingdom of heaven.' (Matthew 18(2)).

And, for the Christian, Christmas is all about a little child. Primarily, the Festival is about the birth of a child in very humble and ordinary circumstances, and yet One who is Christ the Lord. We miss out entirely if we don't bear that simple truth in mind.

Festivals, when all is said and done, are celebrations. So, why shouldn't there be parties and special food and drink, and crackers and decorations, and talk of reindeer and presents! But, hopefully we shall remember to worship God in Christ with a childlike faith. No complicated formula. Just TRUST; trust in the God who gave (his only Son) and who goes on giving his love to us.

So, in return, 'What can I give him?...Give my heart.' Which simply means: to give him my Time, my Talents, and my Treasure, - my All.

A happy and blessed Christmas to you,

From the Rectory

24. YOUR PARISH CHURCH AT CHRISTMAS TIME

ASTON ABBOTTS:	21st December	3.00 p.m.	Carol Service
	Christmas Day	10.00 a.m.	Family Service
		10.40 a.m.	The Christmas Communion
CUBLINGTON:	21st December	3.00 p.m.	Carol Service
	Christmas Day	8.45 a.m.	The Christmas Communion
WINGRAVE:	14th December	6.00 p.m.	Christingle & Carol Service
	21st December	10.00 a.m.	"Nativity Scenes"
	Christmas Eve	11.00 p.m.	Midnight Mass
	28th December	10.00 a.m.	United Benefice Eucharist

NOTES Gifts of toys brought to Cublington Carol Service and/or the Wingrave "Nativity Scenes" by the Junior Church are given to the MacIntyre School.

The Christingle on Sunday, 14th December, has a collection for the Children's Society. Lessons and special carols involve children from our day School.

The Wingrave Singers on Christmas Eve sing carols in Wingrave Church from 10.30 p.m. in preparation for the Midnight Mass starting 11.00 p.m.

On Christmas Day there is a Family Service at Aston Abbots Parish Church when children are invited to show their Christmas toys to the rector.

The three parishes have the opportunity of coming together for worship in Wingrave Parish Church on Sunday, 28th December AT 10 o'clock, when festive beverages of suitable kinds! are served after the Service.

Anyone who receives Communion at the Midnight Mass may receive again on Christmas morning.

CHRISTIAN MARRIAGE

Cublington Parish Church:

8th November: Patrick John HAWKINS AND Sarah Jane SWABY

22nd November: John BRAMBLE and Caroline Mary HOARE

FUNERAL 5th November: Walter BRADLEY-DAVIES (Service in Cublington Church)

SUNDAY LESSONS

		(ASB)	
December 28th	1st after Christmas	(450)	"The Incarnation"
	Isaiah 7(10-14)		John 1(14-18)
January 4th	2nd after Christmas	(454)	"The Holy Family"
	Romans 8(11-17)		Luke 2(41-52)
January 11th	1st after Epiphany	(463)	"Jesus' Baptism"
	Acts 10(34-38a)		Matthew 3(13-17)
January 18th	2nd after Epiphany	(467)	"The First Disciples"
	Jeremiah 1(4-10)		Mark 1(14-20)



# INSIDE THE BACK PAGE

## HOW HIGH IS THE SKY

The art of success in examinations has always depended on an ability to read the mind of the examiner. Often a question can be answered in several ways ... but which is the one that will gain the most credit? This dilemma becomes the more acute as you face more advanced examinations. What follows is a cautionary tale for both student and examiner:

A question in a physics examination at the University of Copenhagen was: "Describe how to determine the height of a skyscraper with a barometer".

One student answered: "You tie a long piece of string to the neck of the barometer and then lower the barometer from the roof of the skyscraper to the ground. The length of the string plus the length of the barometer will equal the height of the skyscraper".

This answer so incensed the teacher that he failed the student. The student appealed to the university on the ground that his answer was indisputably correct. So the university appointed an impartial arbiter, a visiting American professor called Alexander Calandra, of the University of Washington.

Dr. Calandra ruled that although the answer was technically quite correct, it did not display any noticeable knowledge of physics; and to resolve the matter, he called the student in and gave him six minutes in which to answer the question verbally in a way that showed familiarity with the basic principles of physics.

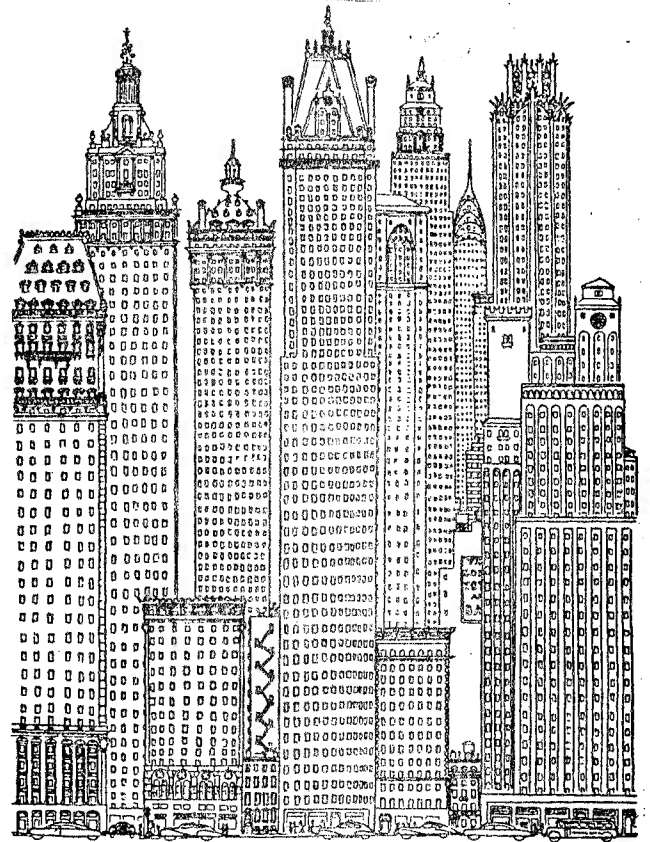
For five minutes there was complete silence. The student sat there frowning, deep in thought. Dr. Calandra told him that his time was running out, to which the student replied that he had several relevant answers to the question, but could not make up his mind which one was the best.

"You had better hurry up", said Dr. Calandra.

"All right then", said the student. "You take the barometer up to the roof of the skyscraper, drop it over the edge, and measure the time it takes to reach the ground. The height of the building can then be worked out in terms of the formula  $H = \frac{1}{2}gt^2$  (height equals half times gravity - time squared), but bad luck on the barometer.

Or if the sun happens to be shining, you could measure the height of the barometer, then set it up on end and measure the length of the

shadow of the skyscraper, and thereafter it is a simple matter of proportional arithmetic to work out the height of the skyscraper.



If the skyscraper has an outside emergency staircase, however, it would be easier simply to walk up it and mark off the height of the skyscraper with a pencil, in barometer lengths.

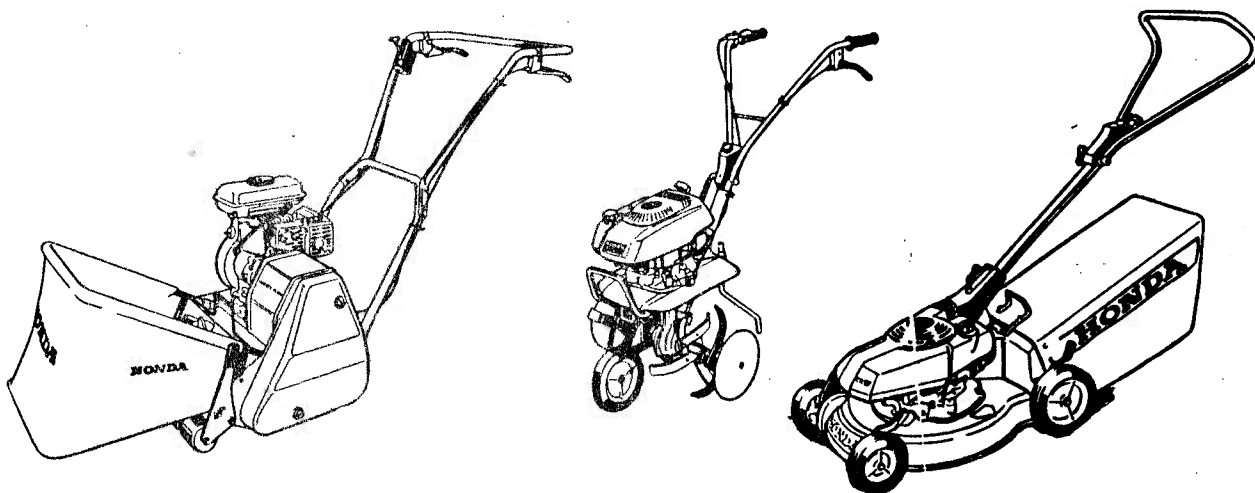
But if you wanted to be highly scientific about it, you can tie a short piece of string to the neck of the barometer and swing it like a pendulum, first at ground level and then on the roof of the skyscraper, and work out the height of the building by the difference of gravitational restoring force.

If you merely wanted to be boring and orthodox about it, you could of course use the barometer to measure the air pressure on the roof of the skyscraper, and convert into metres the difference in millibars with standard air pressure on the ground.

But since we are constantly being exhorted to exercise independence of mind and apply scientific methods, undoubtedly the best way would be to knock on the caretakers door and say to him: "If you would like to own a handsome new barometer, you can have this one if you tell me the height of the skyscraper ...."

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