



# NEWSLETTER

MARCH 2013

[www.olddux.org](http://www.olddux.org)

Edited by LARRY CROSS



Dear Members

Now that we are on the right side of Christmas and into the New Year are we all present and correct?

I don't really want mention the weather or my current health and medication so what does that leave to chat about?

There is, however, the main event this year for our unique association (apart from our Annual Dinner) the opening of the new Historic Duxford Exhibition.

After many months of graft and endeavour by the staff involved, the launch is imminent.

The letter from Richard Ashton, Director of IWM Duxford, to the membership and those who were invited to be interviewed is seen below.

*"The Historic Duxford exhibition is nearing completion and on track to open to the public at the end of March along with the new heritage trail. I am extremely grateful to members of the Old Dux Association for their support and assistance in gathering together the vital information we needed to be able to paint a vivid picture of daily life at Duxford during its time as an operational airfield from 1918 to 1961*

*Duxford was built for war and through the exhibition our visitors will now be able to discover its place in history, how its people spent their lives both on and off duty and how its buildings and landscape changed over time. The reconstruction of the Watch Office will give them insight into how it might have looked during the late 1930s before the Control Tower was built and the new heritage trail will help to bring the historic site to life*

*As a way of showing our appreciation, I would like to offer interviewees the opportunity to preview the Historic Duxford exhibition on Friday 22 March 2013, before it opens to the public at the end of March. As you wander round the exhibition you will be able to meet up with members of the team who researched and developed Historic Duxford. You will also be able to follow the heritage trail and attend a talk by Stephen Woolford, our Head of Interpretation and Collections, on the making of Historic Duxford"*

*We also feel it is important to extend our thanks to all members of the Old Dux not just those whom we have interviewed. To this end we would like to offer to tie in with your next meeting on the 12<sup>th</sup> May and have some of our team here to go round the exhibition with you. This will give you all the chance to see how we have worked to bring your stories of RAF Duxford to life for our visitors.*

**. Our Annual Dinner this year will be held at the Red Lion Hotel Saturday 11<sup>th</sup> May, details of which are printed on the application form. For reasons of convenience and economy it is printed on Page 6 Please complete and return to Anne ASAP**

Anne has been keeping the theme of this year's dinner a closely guarded secret and is busy, busy, with all the arrangements necessary to make the evening a super do. As always she aims to make each one better than the last – she never stops, which might account for the fact she appears to be getting smaller - but lovely with it! As always we would be most grateful for your kind donations towards the Raffle-a-thon, when everyone is usually a winner !

## **The AGM Sunday 12th will commence at 13.00hrs Learning Space 3 in the Air Space Hangar**

Again, members attending the AGM, and I suggest that you do if possible, please contact Bob Hope on 01554 890520 as soon as possible to leave your name, names of passengers and car Reg.No. Entrance is via the Guardroom Gate.

## **SUBSCRIPTIONS!!!**

Yes it is that time of the year when the association pickpocket's mind turns to his mission, collecting subs. Happy New Year to you all. Your subs are due on May 1st, they have for the 18th year been held at £5. For the forgetful, like myself, or those who simply like to get it out of the way, please do what 42 members did last year, and send me a post dated cheque for £5 and dated May 1st. I will not bank cheques before that date, honest! It now costs 50 pence (10% of your subs) to send a reminder which cost us £26 last year. So please do it now, fire and forget, and save us extra expenditure.

Thank you one and all. Stan Dell, 3 John Hampden Way, Prestwood, Bucks, HP16 9DY 01494 863428  
[janstandell1@btinternet.com](mailto:janstandell1@btinternet.com)

## **Obituary**

Tom Greaves 65Sqn 1953-55 D: February 23<sup>rd</sup> 2013  
A friend of 60yrs RIP Tom. L.C. and all sixty-fivers.

## **Airshows**

Spring Air Show Sun.26<sup>th</sup> May  
Flying Legends Air Show Sat/Sun 13-14th July  
The Duxford Air Show Sat/Sun 7-8th September  
Autumn Air Show Sun 13th October  
Jim Garlinge and the team will be manning the Recruitment Stand on these dates. If you would like to go along and help out, contact Jim on 01322 274245 .

**Peter Taylor** (RAF Police 56-58) seemed to have dropped off our radar, not having been able to make contact over the last few months. I contacted Tony Harbour also ex RAF Police and he managed to find Peter's mobile number which I rang. Peter who lives in Weston-S-Mare suffered a stroke last November, he is on a long road to recovery but can no longer use his P.C. or landline. His mob no. is 07876405604 and he would welcome a call from anyone who knew him.

## Extracts from Biography Synopsis of Sqn/Ldr A.E.Rumble A.F.C.

I was recently contacted via the website by Nigel Rumble regarding his father's biography which he has been researching over the past 35yrs. Nigel kindly enclosed a synopsis of his father's career who had enlisted in the RAF as a Boy Recruit in 1924 and retired as a Sqn Leader. I found it very detailed and most interesting and include the following extract for your interest.

Albert Edward Rumble enlisted in the RAF at Halton 1924 and after initial training began training as a Carpenter/ Rigger 2nd Class Aircraft Apprentice. By 1930 he was an Aircrafthand/1st Class and in September was posted to No5 F.T.S. RAF Sealand. A year later he joined No 32 Fighter Squadron at RAF Kenley, one of the first Sgt Pilots to fly with the RAF.

On the 14th May 1936, when with No.32 Squadron at Biggin Hill, flying Gauntlets, Sgt Pilot Rumble broke the 'Air to Air' and 'Air to Ground', gunnery record, with a score of 90.1%. He took the record from the RAF's, 'idol the day', 'Harry Broadhurst', later to become, A.C.M, Sir Harry Broadhurst, GCB, K.BE, DSO & Bar, DFC & Bar, AFC.

According to the late Peter Brothers, who was a promising young pilot in 32 Squadron at the time, Harry Broadhurst telephoned the C.O. of 32 Squadron immediately, following the week long exercise, accusing Sgt Rumble of having cheated, "as no 'Sgt. Pilot', he said, could 'out perform' an Officer". (An officer but not a gentleman - methinks Ed.)

Sgt Rumble's record stood, and was never broken. 1937 became quite an eventful year for Albert.

In February he underwent a Firing Instructors Course at No3 Armament training camp, Sutton Bridge. In May he took part in Empire Day Air Display at Biggin Hill and Hendon Air Display the following month.

September saw him seconded to No79 Fighter Sqn at West Freugh as an Air Gunnery Instructor.

1937/38 As the lead pilot in the secret RDF/Radar trials at Biggin Hill, Albert made the first interception on an unsuspecting aircraft under Radar /RDF control on a KLM DC2 heading for Croydon.

Sgt Pilot Rumble was retired from the RAF on completion of his service in July 1938 as a Class Reservist.

On re-enlisting in 1939 Sgt Rumble attended No3 instructors War course at RAF Upavon later moving onto instructor with F.T.S. – RAF Sealand and granted a commission as Flying Officer.

In 1941 after taking on two further Staff Flying Instructor positions he was further promoted to Flt/Lt.

Alfred was then assigned to the Air Fighting Development Unit at Duxford as Test Pilot and Air Combat Instructor, known as 'Tubby Rumble' to his colleagues, which of course included our own Len Thorne (Newsletters June & Sept 2011) He made significant contributions to the AFDU team, and as holder of the RAF Gunnery record he was responsible for developing air combat skills to both Bomber and Fighter Command personnel. The AFDU seemingly became a very interesting and exciting unit and the experience and knowledge gained in aerial warfare was very much in demand by both the British and U.S. governments. Subsequently Duxford was visited by many high ranking civilian and military personnel.

During Albert's short stay, (7months ) his list totalled 93, notably, ACM Sir Hugh Dowding, A/Comm H.R.H.Duke of Kent, A.M Sir Sholto.Douglas C-I-C Fighter Command and two names you may also know, W/Co Sailor Milan and Major J Doolittle U.S.A A Corp.

July 1942 saw him posted to Napier & Sons as Test Pilot developing work on the 22,000 h.p. Sabre engine. Many Hawker Typhoons were designed to accommodate this engine and during this time he was promoted to Sqn/Ldr.

In 1943 and until his retirement from the RAF in 1946 he was Chief Test Pilot with De Havilland Propellers at Hatfield and was awarded the A.F.C. in recognition of his sterling work.

Nigel's book has been a labour of love and not inexpensive but hopes to get it all together in the not too distant future. Forward to the book, 'Dancing with the Clouds' can be found on Page 5.

## RAF Police Association (South Downs Branch)

The 17th Branch of the RAF Police Association was started some five years ago with Tony Harbour being advocate and prime mover of the venture and he is also their treasurer. They adopted Blind Veterans UK, formally St Dunstons, who do such wonderful work for our veterans, as their chosen charity and in that time they have helped out at fundraising events, collecting at stations, air shows, garden centres and running raffles.

*Please Note.* Anyone who has served in H.M. Armed Forces and is experiencing difficulty with their eyesight which create problems with their everyday living could be eligible for help and advice. Contact Tony Harbour on 01273 302860



Because of his disability Tony is now also a member of Blind Veterans UK but has supported them for more than 20 years as an escort. This year will be his first marching to the Cenotaph as a member of this great charity and feels honoured to do so."

Many of their members have carried out escort duties at the

Remembrance Parade at the Cenotaph in London including Colin Denley shown here with Falklands veteran Tony Whitelaw. Both Tony and Colin are of course long standing members of the Old Dux.

*Tony at the Brighton centre presenting a donation to David Habershon, Head of Memberships & Reunions.*



Some time in October 1939 a very experienced U. Boat captain, Gunter Prien, took his U boat through the very sophisticated and extensive defences of the naval anchorage at Scapa Flow. Once inside the Prien sank H.M.S. Royal Oak resulting in serious loss of life. Prien then managed to pass through the defences again and take the U boat safely back to Germany. He received a hero's welcome. Iron Cross with oak leaves.

The planners, somewhere in the Ministry decided that aircraft patrols in the area of Scapa Flow would prevent any further incursions. A detachment of 64 squadron would fly the patrols from R.A.F. Wick on northern Scotland. It was later *decided* that Wick was too small and too crowded to accept the detachment so we would fly from Evanton on the Cromarty Forth. This change added 160 miles to each patrol.

Evanton was home to number 2 air gunnery school. It was a small grass airfield with 2 tiny hangers. The gunnery school had to give up 2 barrack huts and two large classrooms to accommodate us. They had to accept two tier bunk beds and two sittings for meals. When we arrived there was a tremendous amount of resentment. We were very unpopular indeed. The crowding was such that all officers and all aircrew lived in a requisitioned hotel 7 miles away.

A few days before we went to Evanton we had a short briefing. We learned that the CO. and his air gunner, Cpl. Blud, would not be going. 'A' Flight Commander, whose name I can't remember, would be in charge and 8 aircraft would form the detachment. Due to lack of facilities at Evanton clerical work, mail, laundry, and all servicing, other than daily and between flight inspections would be carried out at Church Fenton. To support this one aircraft would fly down to Church Fenton every day, most days 2 aircraft went to Church Fenton. This caused the first of many problems.

The list on the crew room notice board showed the "E" was one of the aircraft on the detachment. Travelling by air would be Flying Officer O'Meara, Flight Sgt. Dawson and L.A.C. Pountain. By train L.A.Cs. Foster, McQuigg and Lister. The Blenheims were fitted with a four channel WIRELESS SET, no radio. Because of the requirement to return regularly to Church Fenton, channel 1 was tuned to Church Fenton tower. Channel 2 was the squadron channel to enable pilots to talk to each other when airborne. Channel 3 was tuned to Evanton tower and channel 4 was tuned to a naval officer who, we were told, sat in a wooden hut on top of a mountain overlooking Scapa Flow. He could communicate with ships and naval shore bases. The Squadron call sign, allocated by Fighter Command was FREEMA. Flying Officer O'Meara used the call sign FREEMA DRIVER and flight Sergeant Dawson the call sign FREEMA LEFTIE.

So we flew north and exchanged our very comfortable quarters at Church Fenton for the primitive accommodation at Evanton. Next morning, aircrew briefing with two naval officers present. We were warned that naval gunners were extremely "trigger happy" and early identification was important, identification would be by "colours of the day". Colours changed every three hours and each day, the colours for each 3 hour period were signalled to us, by the navy, at 07.00 hours. The colours were provided by "SINGLE STAR, CHANGE COLOUR. 1½ INCH SIGNAL CARTRIDGES" Three colours were used. Red, yellow and green. The cartridge, when fired, emitted a very bright star of one colour. After 30 seconds, the star changed colour. There were 9 variations available.

Approaching a ship we were to fire a cartridge at 1000 yards out and a second at 500 yards out. The ship would reply with a 10 second exposure of its big signal lamp aimed at the aircraft.

I was sitting between the two pilots. I whispered to Flying Officer O'Meara, "Who is going to fire the signal pistol", O'Meara said to the Flt Comdr. "A problem here Sir", "What's that?" O'Meara indicated for me to reply, I said "The pilot can't reach it sir, the signal pistol housing in on the right hand side of the navigators seat", "But the pilot could surely have it in his hand". "Firing a signal pistol inside an aircraft is strictly forbidden sir, a slight error and you could have a burning star in the cockpit". They look very small in the air but they are actually a ball of white hot material a foot in diameter. "An adjournment, gentlemen, I will go and have a look".

The Flight Commander, with me in tow, went off to the nearest Blenheim. I showed the Flt Cmdr where the stowage was. Conveniently placed for the navigator to fire it. I released the pistol from the housing, gave it to the Flt Cmdr. and invited him to fire - the trigger pull on signal pistols is very heavy. As he attempted to fire the pistol, unloaded, of course, the pistol waved all over the cockpit. "You've made your point," he said. Back inside he said we have a problem and he would seek advice from 12 Group H.Q.

Later in the day a ruling from 12 Group Headquarters said that as the patrols would be so far north any meeting with German fighter aircraft would be very unlikely. In consequence the gunners could fly in the navigator's seat next to the pilot at the pilot's request.

By mid November the ground temperature remained below freezing, the Cromarty Firth was frozen over shore to shore. Servicing aircraft was a real feat of endurance and flying was difficult and positively painful, goodness what the temperature was at 5,000ft. - would it never end.

Eventually it did, patrols ended in March 1940 and we returned to the comforts of Church Fenton and there was a strong rumour that the squadron was to convert to Spitfire 1b aircraft.

Note: As a result of a disastrous raid on Rotterdam when 22 Blenheims out of 23 flying from Watton failed to return RAF policy on part time aircrew changed. From April 1940 air gunners became full time aircrew: It took six weeks to train an air gunner. It took six months to train an armourer.

A few days later the change to Spitfires was confirmed. Six of the Blenheims, including E, were to have all ammunition and pyrotechnics removed and covers and control locks loaded and prepared to fly to Shawberry in Shropshire. Mid morning six Spitfires appeared in the circuit circling to land from our end of the runway. They looked very impressive as they passed us on their way in to land. They were followed, perhaps, an hour later by a very 'second hand looking' Spitfire. We learned later that this was for us ground crew to practice on.

The dinner time airfield bus brought seven pilots over to dispersal, two of them A.T.A. women pilots. Without any fuss they signed up in the F700s, climbed aboard, started up and took off. Seven Blenheim gone and eleven to go, over the next three of four days new aircraft were delivered and our old ones flew away.

How did we learn how to fly and service our new shiny Spitfires? Our neighbours, 72 squadron had over a years experience on Spitfires. Their pilots taught our pilots how to operate the new aircraft, their ground crew taught us the tricks of the trade. For example, two new screwdrivers, carefully ground to exactly fit half inch and three eights DZUS fasteners, made removing and replacing the twelve access panels to the guns and ammo boxes twice as fast, the "good neighbour" system worked well.

*Continued over*

Just a month later 64 squadron was declared OPERATIONAL on Spitfires. We also acquired a new Commanding Officer, Squadron Leader McDonnell, and in the middle of June 1940 the complete squadron moved to RAF Kenley, near Croydon. We now came under the control of 11 GROUP. Although we were, of course, not aware of it at the time, we were in position for the Battle of Britain.

The "Dispersal Area" at Kenley was on the far side of the airfield about three quarters of a mile from the hangers and station buildings, on dispersal were an Ops room, crew rooms and 12 blast pens each housing two aircraft. The two squadrons at Kenley were 64 squadron with Spitfires and 615 squadron with Hurricanes. The blast pens were massive concrete structures with three walls. The back walls were an air raid shelter which we used to store the equipment, clothing and, most important, four re-arms of ammunition.

Our new daily routine started next day. Reveille was at 04.15, breakfast 04.45 and we reported to the control tower at 05.20 to catch the transport that took us round to dispersal. Uncover the aircraft, take out the control locks and store them in the air raid shelter. A loose cover blown into a spinning propeller or into an aircraft intake could cause serious damage. Carry out a D.I. (Daily Inspection). Off to "A" Flight office sign F700 The Scramble bell is a length of water pipe which the Ops room clerk hammers with an old poker. At the first clang we are up and ready. Here comes O'Meara, running like a hundred yard sprinter, up the wing and into the cockpit. Joe helps him strap in, O'Meara raises both arms with his thumbs up.

The propeller starts to turn. A couple of coughs and the big Merlin engine is running a thumbs up to me from O'Meara tells me that he has changed to internal power. I switch off the trolley acc and go in along the starboard leading edge unplug the big lead and close and secure the cover. Bring the lead back with me and pull the trolley acc clear. Arms wave from the cockpit. Joes and I pull the chocks clear, Dave waves O'Meara away and he is taxiing at frightening speed to the end of the runway. We always watch to see them safely away, and off they go. Now to get ready for their return chocks on top of the trolley acc hard up against the blast wall. Eight boxes of ammunition ready. Box lids on tight. Dust and grit on the ammunition is fatal. Now to sit and wait.

Half an hour or so and a mighty roar tells us they are back. We jump up and stand to watch them as they go into "line astern" to fly the down wind leg. We watch carefully for any obvious damage and particularly for "E". The armourers, in particular, listen for "the whistle".

When armourers have completed work on a Spitfire, or on a Hurricane, a daily inspection or re-arm, they fit specially supplied linen patches over the gun ports in the leading edges of the wings. The patches are held in place by red dope which shrinks the patches so that they take up the shape of the leading edge. These patches prevent rubbish, grass, leaves and twigs, from entering the gun ports during taxiing and take off. They also prevent slipstream eddies forming around the gun ports, if the guns have not been fired, no whistle. If the guns have been fired, the patches will have been blown away and a distant whistle can be heard as the air flows through the gun ports and out of the ejection openings. If I can hear a whistle as "E" passes by on the downwind leg there is work to be done.

If the pilot has fired all ammunition and there are no stoppages the re-arm will take me about 28 minutes to complete. If there are stoppages and ammunition to remove my turn round time will be nearer 45 minutes.

This was the basis of our routine for the next 102 days. We worked this routine, day in and day out from mid June until the end of September. The record shows that 64 squadron was not called to readiness on just 4 days of those 102 days. On 6 days the squadron flew 5 full squadron sorties. This put quite intolerable pressure on the pilots and a massive work load on the ground crews. The records also show that on 71 of the 102 days, 64 squadron had 12 Spitfires on the line. 12 on the line was the ultimate goal for all the squadrons.

On the 27 September 64 squadron was withdrawn from the line of battle in 11 group and moved to Leconfield in 12 group. Still operational but the intensity was much lower in 12 group.

At this point I left the squadron to go on a conversion course to fitter armourer and then joined 260 squadron. This newly formed squadron was equipped with Hurricanes. The squadron went to the Western Desert in March 1941 and served throughout the North African campaign. After 6 months the squadron converted to Curtis Kittyhawk aircraft and became a fighter bomber squadron. With the formation of the Desert Air Force the squadron became part of 239 Fighter Bomber Wing.

The squadron served in the Sicilian campaign and through the Italian campaign. Early in the Italian campaign the squadron's prowess as a fighter bomber squadron was confirmed when it became the first non-American squadron to be equipped with the mighty Mustang.

With the war almost over I was posted back to the U.K. I went off to Naples to the big transit camp there I joined up with eight other sergeants, all of whom turned out to be fitter armourers. We came home to the Dispersal Unit which was based somewhere in the Blackpool Tower complex. We were given an advance of pay, £5, a key to a locker to store our kit, and two addresses where we would be given bed and breakfast. Next day we reported back. How much leave is one entitled to - depends on how long you have been overseas. The Sqn / Ldr was astonished to learn that I had been overseas for four years and eleven days. We were paid up to date and issued with travel warrants and leave passes. When would we know where we were to be posted to?



65Sqn Hornet

They would be sent to our leave addresses in the next three days the Sqn/ Ldr told us.

So off we went, two or three days later a large brown envelope arrived. With some trepidation I opened it I need not have been bothered, I was posted to No.1665 Heavy Conversion Unit at Marston Moor. So it was back to Yorkshire and Sam Smith's bottled Dark.

In 1947 I was posted to 65 Sqn at Linton-on-Ouse on De Havilland Hornets, a long range fighter, later converting to Meteor MK 4's then 8's when in 1951 together with 64 Sqn we were re-located to RAF Duxford.

Watching with some awe, the two Bristol Bulldogs of No. 32 Squadron, flown by Sergeants Rumble and Gomershall, performed synchronised aerobatics with impeccable precision at the annual Hendon Air Display. I little realised I was soon to meet, know well, fly with and learn from, the ever popular 'Albert Rumble'.

When I joined the No. 32 Squadron in October of 1936 as a young and very junior Officer, Albert had been in the Squadron for five years and had established a reputation for diligence, excellence and thoroughness coupled with a charming and modest personality. Ever helpful with advice and guidance if asked, I had the good fortune to be trained by him to perform synchronized aerobatics to public display standards.

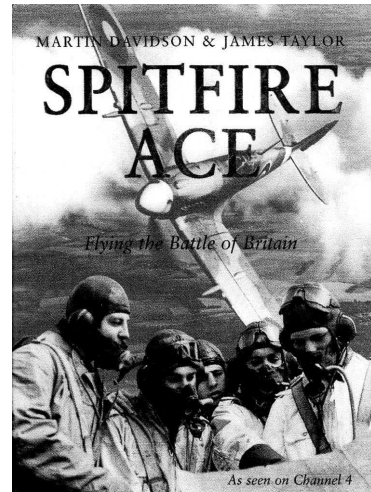
But he was more than just a first-class pilot as he proved in May of 1935 when he achieved the pinnacle of perfection for a fighter pilot by attaining the highest ever score in air gunnery and breaking the then existing R.A.F. record. (A record that he still holds) Not only were we in the Squadron proud of his effort but we also had the benefit of his ability in training us, the advantages of which became apparent when War started.

Sadly for the Squadron he was transferred to the 'Reserve' in July 1938 on completion of his service. Thereafter he made a career as a civil flying instructor until re-called to the R.A.F. in late 1939. Commissioned in 1940, when appointed as Flying Instructor with the Central Flying School at Upavon, he became an R.A.F. Test Pilot with the Air Fighting Development Unit at Duxford, a Test Pilot with Napier's at Luton and Chief Test Pilot with de Havilland Propellers at Hatfield.

He was awarded the A.F.C. in recognition of his sterling work.

It was an honour and a pleasure to know Albert. Those of us who knew him, and those who read this biography will learn, that there is always a need for people of outstanding calibre and talent.

Book Cover: Albert is seen on the left – just visible Pete brothers centre



### **The Brylcreem Boys**

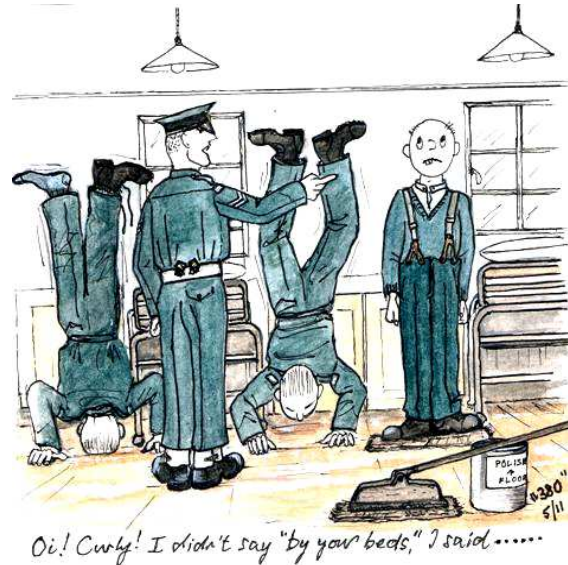
Keeping quiffs neatly in place since 1928, Brylcreem is an iconic product of men's hair styling, founded in Birmingham by County Chemicals and was originally only sold to barbers. Men flocked to Brylcreem in droves to recreate that clean, smart hairstyle that was the fashion at the time. That not-a-hair-out-of-place look remained the fashion for another couple of decades. During World War II, members of the RAF were known as *Brylcreem Boys* thanks to their tidily done hairdos. The 1950s saw an even further increase in popularity when that super-styled Teddy Boy look came in. Slick hairstyles, lasted until the early 60s - until the Beatle Era and when other such popular music groups of the time all had 'Big Hair'

The original cream is still available chaps, in the same packaging it's been in since the 60's but I imagine that most of our male members (no pun intended) would find a similar product now available to be of more use, it's – **Nacker Lacquer ... Adds Lustre to your Cluster.**

The Grim Reaper came for me last night and I beat him off with a vacuum cleaner.  
Talk about Dyson with death.'

### **Fancy dress party**

Bill who had a bald pate and a wooden leg was invited to a fancy dress party. He was a bit sensitive about his disabilities, so he wrote to a fancy dress company for advice. A parcel arrives with a note: Please find enclosed Pirate's outfit. The spotted handkerchief will cover your bald head and with your wooden leg you will be just right as a Pirate. Bill is offended that the outfit emphasizes his disability, and writes a letter of complaint.. Days later he receives another parcel and note: Sorry about the previous parcel. Please find enclosed monk's habit. The long robe will cover your wooden leg and with your bald pate you will really look the part. Bill is really upset now, the company has gone from emphasizing his wooden leg to drawing attention to his bald head. So he writes a really strong letter of



complaint....A few days later he gets a very small parcel from the company with another note: Dear Sir, Please find enclosed a tin of Golden Syrup. We suggest you pour the tin of Golden Syrup over your bald head then stick your wooden leg where the sun don't shine and go as a toffee apple.!

**In the pub** I heard a couple of plonkers saying that they wouldn't feel safe on an aircraft if the pilot was a woman. What a pair of sexists. I mean, it's not as if she'd have to reverse the bloody thing!

### **Pet Subject**

Vera doted on her pet Chihuahua and pampered it to bits. Out doing her weekly shop she popped into her local pharmacy for some hair remover. "Will it be alright to use on my little Chihuahua," she asked. The chemist was very good, he didn't even blink; "Yes it should be fine," he replied..... "but don't ride your bike for three weeks!"



# OLD DUX ANNUAL DINNER

BOOKING FORM

TO BE HELD AT THE RED LION

ON SATURDAY THE 11<sup>th</sup> MAY 2013 7.00pm FOR 8.00pm

Cost £30 p.p.

FROM..... TEL No ..... EMail .....

PLEASE PRINT CLEARLY THE NAMES OF PARTNER/GUESTS

.....

PLEASE INDICATE ANY SPECIAL DIETARY REQUIREMENTS

.....

WITH WHOM WOULD YOU LIKE TO SHARE A TABLE

.....

.....

IF YOU REQUIRE TO BOOK A ROOM IN THE RED LION OR THE HOLIDAY INN THEY ARE GOING TO GIVE YOU A PRICE OF £63 FOR DOUBLE AND £53 SINGLE BUT YOU HAVE TO BOOK AND PAY BEFORE 13<sup>th</sup> APRIL. THE PHONE NO 01223 497070 SAY YOU ARE OLD DUX. AND WISH TO BOOK A ROOM IF YOU DO NOT WANT TO BOOK BEFORE THE DINNER (11<sup>th</sup> MAY) THE COST WILL BE £69 FOR DOUBLE ROOM AND £59 FOR SINGLE ROOM.

IF YOU ARE ATTENDING THE MEETING ON SUNDAY 12<sup>th</sup> MAY (13.00HRS) WE REQUIRE

YOUR CAR REG NO ..... NAME OF PASSENGERS .....

I AM ENCLOSING A CHEQUE FOR £ ..... AS A DEPOSIT/FULL PAYMENT FOR DINNER

PLEASE RETURN THIS FORM **NO LATER THAN THE 14<sup>th</sup> OF APRIL 2013**

THE SECRETARY  
OLD DUX ASSOCIATION  
ANNE GANGE  
8 BENTON DRIVE  
CHINNOR, OXON OX39 4DP

E mail: [annegange@aol.com](mailto:annegange@aol.com)

Tel: 01844 352836