

NEWSLETTER



NEWENT & DISTRICT PROBUD CLUB



SEPTEMBER 2025

Message from our Chairman

As we come towards the end of a long hot summer, I am rather looking forward to a bit of rain. The garden is so dry and I am wondering how many of our plants will have survived. At least we avoided the water shortages that I remember from 1976. I recall in particular being told that we should save our bath water to put on the plants. It was so dry that the prime minister, Jim Callaghan, appointed Denis Howell as drought minister. The next day the heavens opened and he became the minister for floods. Hopefully history will not repeat itself, but Howell could have had a claim to be our most successful minister ever.

It is great to see our membership growing and it is always a pleasure to meet new members when they join. Word of mouth continues to be the best way of attracting members and I am grateful to all those who have helped spread the word.

Together with fellowship the glue that holds the club together is having quality speakers. Fraser has worked hard for us in selecting a full programme and I am very grateful to him for doing so. Speakers need quality equipment available and we have had an issue with our lap top. I am therefore very grateful to Ray and John for their work in selecting a replacement to overcome this problem, and all within budget.

Mike

PUB LUNCH

Tuesday September 2nd 2025



The Kilcot Inn

**Ross Road, Nr Newent
GL18 1NA**

*What 3 words
nasal.passports.weddings*

12.30 for 1pm

SPEAKER : TUESDAY 9 SEPTEMBER

KEITH RAY

Subject: Learning from Neuroscience & Philosophy with regards to depression“

“Stop thinking, Start Living”

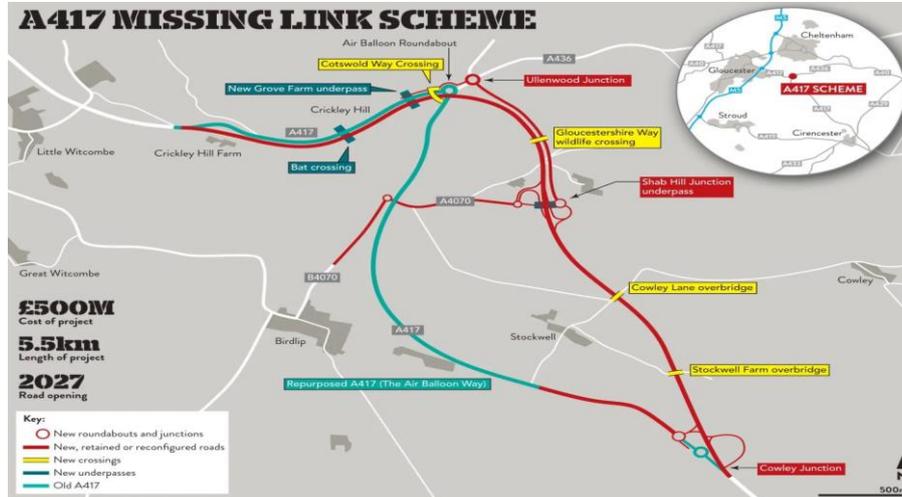


Our speaker Keith Ray, a member of Ross-on-Wye Vaga Probus has self-studied cognitive behaviour therapy and this steered him into associated learnings from philosophy and neuroscience. He is a volunteer with the Prince's Trust helping disadvantaged young people who had largely wasted their education, coming from a poor upbringing and needing help to remove themselves from what was then known as being 'on the dole'. In search of ideas to encourage them to first change their attitude,
A process which is still ongoing today although not with what is now known as the King's Trust.

SPEAKER: TUESDAY 23 SEPTEMBER 2025

CAROLYNE FERGUSON

Public Relations Keir Construction



The A417 Missing Link project in Gloucestershire is estimated to cost £500 million. This project involves creating a new three-mile dual carriageway on the A417 to bypass the congested section near Birdlip, improving safety, journey times, and economic benefits. The project's primary goal is to connect the two existing dual carriageway sections of the A417, addressing the "missing link" at the Air Balloon roundabout. The current single-carriageway section causes significant traffic congestion, particularly during peak hours. The new dual carriageway will provide a continuous route between the M5 at Brockworth and the M4 at Swindon.



Some unusual incidents from my Fire Service Days

"How the heck did that happen?"

Never figured it out

"Quite amusing though"

Out and about in Newent - an occasional series on things to see, do and just enjoy in the market town



Once there was a forlorn emigree from Peru, a somewhat disgruntled bear who arrived at that London rail terminus Paddington, whose name it now bears (*please excuse pun Ed*) with a notice around his neck saying "Please look after me"

Other more recent visitors to these shores from that far off and mysterious country who arrived in a rather more auspicious way was a herd, to use the collective noun, of llamas. Now, instead of trekking around the Andes carrying heavy loads, they instead spend their days in the lush fields of Newent, content to munch grass and revel in the past and strokes of delighted customers of Briery Hill Llamas. The company was founded by lifelong animal lovers Lisa, Angle and Steve Fox, who, after a lifetime farming decided to sell up and live the dream

Now their herd comprises 32 llamas, which contrary to popular myth, do not spit at humans; this is reserved for fellow llamas, usually in a squabble about food. For company they have three rescue dogs, pigs, chickens and two cows – all in 32 acres just a couple of miles to the west of Newent.

Visitors can accompany a chosen llama around the farm and, at the end, can enjoy a cream tea prepared on the premises, booking however, is essential.

Having ascertained that even the sturdiest llama would jib at carrying your correspondent who also just knew that walking the route was beyond him, the task was entrusted to his slave granddaughter.

This is her account.

Recently, as a birthday present, my mum and I took an outing to meet and walk some llamas. Being an animal lover, this experience was right up my alley!

Arriving there, we met the lovely owners of these, Andrew and Jill, and they showed us our walking companions, there were six in total! I felt brave so I walked both Ginny (white in colour and very inquisitive) and Tia (dark brown in colour and loves head scratches) whilst my mum walked Stella (the leader of the group). Following us were the babies of these girls (Moonshine and Brandy), born just last year, and Kahlua, born two years ago and currently in training!

We walked around a couple of their fields, it all seemed intimidating at first, but you soon get the hang of it, they're very laid-back animals. We both had the most excellent time doing it, we even got to give them a snack afterwards!

Jasmine Hayes

Thank you Jasmine I hope others follow your example .

Grandpa Peter



If anyone has ever experienced a stay in hospital, being woken up at 6 o'clock in the morning, being woken up to take a sleeping pill, waiting desperately for a bottle!! This is a wonderful tale.

During a stay in hospital a man had a nurse, whilst meaning well, drove him crazy. Every time she came in she would talk to him like a child. She would say in a patronising tone of voice, "And how are we doing this morning?" or "Are we hungry?" "Are you ready for your bath?" she never stopped.

He had enough of this particular nurse. One day after breakfast, he took the apple juice off the tray and put it in his bedside locker.

Later, the nurse returned and gave him a bottle and asked for a Urine sample.

When she left, he poured the apple juice into the bottle. She returned to collect it she looked at the sample and said in her usual patronising tone, "My, my it seems a little cloudy today"

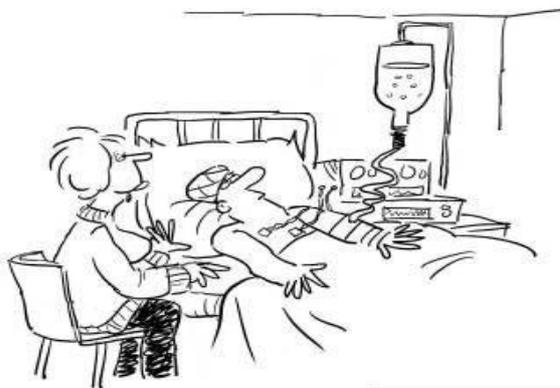
At this, he took the bottle from her, took off the top and gulped it all down, saying "Perhaps if I pass it through again and filter it better this time?" The nurse fainted!, he just smiled and thought....

DON'T MESS WITH OLD PEOPLE

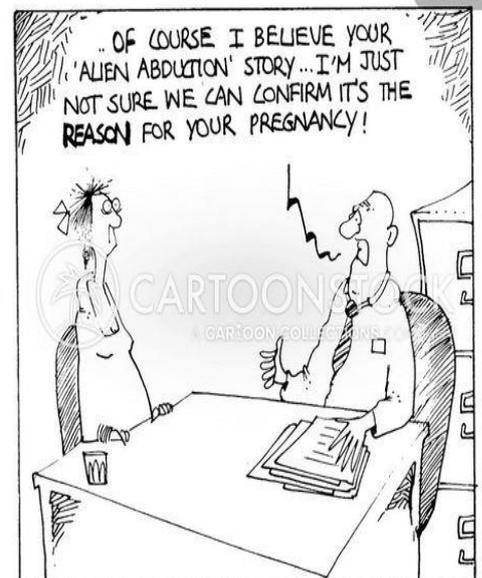
The woman with the turkey

This most ridiculous experience occurred in A&E on a Christmas day when a woman rang up asking how long she should cook her turkey. The nurse who took the call said "It was hardly an accident and emergency problem", to which the woman replied: 'If we don't cook it properly, we're going to get food poisoning and we'll have to come in - then it'll be your problem'.

"We told her to give it 20 minutes per pound plus twenty minutes on top and she seemed satisfied."



Can you ask them if you can have the bottle after as it will make a nice table lamp



DID YOU KNOW?



In the 1960s, Britain had more electric vehicles than the rest of the world put together. Almost every single one was a milk float.

They didn't roar. They glided. Ten miles an hour. Maybe sixteen at a push going downhill. No doors. No seatbelts. Just the soft hum of the motor and the rattle of bottles.

The milkman knew everyone. He knew who liked gold top.

In summer, you might get a bottle of orange juice with your order.

At Christmas, maybe a little chocolate bar for the kids.

And always a cheery "Morning!" no matter the weather.

The float would roll away before the sun was up, leaving fresh milk on the step.

Proof we were driving electric long before it was trendy.[so there Elon]

And a reminder of the days when mornings began with a smile... and the rattle of bottles at dawn.

NB: I can remember coming home from a drunken night out, missing the last bus and train, getting a lift on a milk float... plus a free pint of milk!.... Ah! Those were the days?

ed

Working people frequently ask retired people what they do to make their days interesting.

Well, for example, the other day, Jim and his wife went into town to do some shopping

When they came out of a shop, there was a Police Officer writing out a parking ticket.

They went up to him and I said, "Come on Officer, how about giving a senior citizen a break?"

He ignored them and continued writing the ticket. The husband annoyed, called him a "Prat"

The Officer glared at him and started writing another ticket for having a worn-out tyre. The husband now really frustrated called him a "Moron".

He finished the second ticket and put it on the windshield with the first.

After walking around the car several times, he started writing out more tickets.

The more they abused him, the more tickets he wrote.

Just then, their bus arrived, and got on it and went home.

It's nice to have a little fun each day being retired. 😊

It's so important at our age.

OUT TO LUNCH



Most, if not all, of the pubs where we have our regular lunches, have a Unique Selling Point (USP) be it pies, location or menu size. Our latest one, the King's Head at Huntley, had a simple one – value for money. To find one that offered two courses of sensible portion size for £15 is to go back a decade or more, so double thanks to Paul for finding this particular one.

Sarah Jeffries runs this friendly pub, taking over from her late father Mike who managed it for many years, from the mid-seventies or eighties. Mike, an ex-Marine, ran it with regimental efficiency and the welcome started on its forecourt where gaily decorated flags – a veritable United Nations – would greet the thirsty traveller. Indeed, he had displayed a large banner on his forecourt with the now ubiquitous message “Have a Nice Day” in bright red letters. This American imported greeting was much less familiar in those days. About 25 or so of us met for lunch while numbers understandably being down due to this being the holiday month (or else many of us being Shanghaied for grandparent duties). Ham and eggs was a popular choice backed up by an apple crumble indistinguishable from those that Mother used to make.

If any member has still not tried one of our regular lunches don't hesitate any longer. No formalities nor pomp. Just book with the organiser, turn up and enjoy good food in pleasant company

Peter Hayes



Two priests decide to go on holiday, but don't want to be recognised as priests, so they buy some floral shirts and shorts and go to the beach. As they are sitting drinking beer, a young beautiful topless young girl with just a “G” string walks by, as she passes them ogling her she says “Hello Fathers”! Gobsmacked they say how on earth did she know we were priests. They go back to the shop and get some even more outrageous outfits and return to the beach. In a very short time the beautiful girl, topless and wearing just a “G” String passes by and again says “Hello Fathers”. They are stunned. Then they call after the young girl and say “We are proud to be priests but how on earth did you know we were priests”? The young girl smiles at them sexily and said “ Don't' you recognise me? Its Sister Isabell!



YURI GAGARIN – THE FIRST MAN IN SPACE

On 12 August we had a fascinating and well-illustrated talk from Terry Ransome who had studied electrical engineering at Loughborough and had become intrigued by the space race. Indeed the first man landed on the moon on the day he finished at Loughborough – 21 July 1969. He thereafter worked for a number of institutions connected with space, including spells with NASA, Marconi and BAC Filton from where he was sent to Australia to launch the Skylark rocket from Woomera on 10 May 1971. In this connection he more recently helped the Filton museum to build a Skylark rocket for its display. He was at NASA during the time of the space shuttle development.

His talk entitled “Yuri Gagarin and The Chief Designer” started by reminding us that the Russian News Agency TASS had shocked the world by the announcement on 12 April 1961 that they had put the first man in space. They had already claimed the distinction of launching the first satellite on 4 October 1957. Before these achievements could take place it was necessary for engineers and politicians to work together to make them happen.

The Chief Designer, whose identity was not revealed during his lifetime, was head of the OKB-1 design bureau and in 1953 he was asked to produce a rocket capable of delivering a 5 ton H-Bomb. A new launch base was built in 1955 at Baikonur (now in south Kazakhstan) and a new Inter Continental Ballistic Missile, Raketa 7, was developed. In 1957, the International Geophysical Year, scientists wanted to reach the upper atmosphere but Raketa 7 was not powerful enough. It was further developed with 20 rocket motors and after 4 failures eventually made a successful flight on 21 August 1957. In the meantime the USA had built Explorer 1 for the same purpose, and the space race was on.

Following a “Satellite over Planes” conference in October 1957 the Russians were able to launch the first (very simple) satellite, Sputnik 1. Nevertheless, the UK was only 6 weeks behind with Skylark, which shows how close the competing technologies were. Sputnik 1 weighed 83.6Kg but the first US satellite launched in February 1958 weighed only 13.37kg. UK followed with Ariel 1 and 2 which had been bought off the USA, but the first UK built satellite was the Ariel 3 in 1967. Sputnik 2 on 3 November 1957 took the dog Laika into space, followed by several more live animal passengers. Russia’s Luna 1 was successfully sent to escape earth’s gravity on 2 January 1959 and Russia achieved the first impact on the moon the same year, and Luna 3 brought back pictures from the far side of the moon on 4 October 1959.

In January 1960 Russia wanted 20 cosmonauts to train at Star City. They had to be fighter pilots, around 174cm tall and weigh 70/75kg. Out of 3461 applications some 347 pilots were initially chosen. That figure went down to 206 before the final 20 were selected of whom Yuri Gagarin was one.

He was born in Klushino, since renamed Gagarin, in March 1934. During the war years the family was forced to live in a bunker and on leaving school he trained as a foundryman. He went to technical college and later night school and had an interest in cameras and athletics. He learned to fly before joining the air force and got married in 1957. He had 2 children born in 1959 and 1962, the youngest just 2 months before his space flight.

Meanwhile more Sputnik flights were taking place. Sputnik 4 burned up on recovery, but Sputnik 5 carrying 2 dogs landed safely. Sputnik 9 was also successful with the dog Churneska and Ivan Ivanovich, a mannequin, on board. He was dressed in a cosmonaut suit and was very lifelike. He wore a sign "Dummy" to ensure that if he was found after a mission there would be no chance of him being seen as the corpse of an alien. By March 1961 the US had a suitable rocket for space flight in the Mercury Redstone and announced that they intended to use it for the first manned space flight on 25 April 1961. Nevertheless Russia had had 2 successful trials of their Vostok rocket, their cosmonauts were ready and on 12 April 1961 Yuri Gagarin was sent into space. They had beaten the Americans. In fact there were 2 cosmonauts ready to fly, Gagarin and Titov. They shared a local bungalow on the night before the launch, not knowing which of them would be chosen. On the morning of the flight Gagarin was chosen and he made a short televised speech at 0707 BST before blasting off, and another whilst in orbit. The news startled and amazed the world's press. It led to an increase in advertisements for learning to fly and caused Marjorie Proops to ask why it wasn't a woman who was first into space. The landing was nearly a disaster. The capsule got into a spin due to some trapped cables, but they eventually worked free and Gagarin was able to eject safely close to the ground. Nevertheless he landed 200 miles away from the expected position. The ejection led to some arguing that it was not a proper manned flight, as he travelled by parachute for some of his trip, but such issues were largely ignored. Similarly it was said that he had not completed a full orbit as he had landed off course and thereby slightly short, but it has always been treated as a true orbit.

The success of the mission had a surprising effect on the actions of Russia which until then had been a fatherly soviet state with a denial of the celebrity of any one person. However, this all changed. Gagarin was paraded in Red Square. The Chief Designer had been invited to the celebration but failed to make it as his car broke down! Gagarin then toured extensively outside Russia, which had the effect of reminding soviet citizens that there was an outside world, and he came to UK in July 1961.

What of the Chief Designer?, he held a party for his 59th birthday and told his life story. He had been born in Kyiv on 12 January 1907 and developed an early interest in flying.. He lived in Moscow but in June 1938 was detained as a Trotskyite and was sentenced to 10 years in a Gulag. This was subsequently reduced to 8 years during which he was returned to Moscow to work in a research facility "under confinement". He was also sent to Berlin, as a Lieutenant Colonel in the Russian Army, to study and copy the German plans for the V2 rocket. He died during surgery on 14 January 1966. His name was *Sergei Ravlovich Korolyev*.

As for Yuri Gagarin he was appointed as Head of Cosmonauts. However his life was cut short just 7 years later. When flying a MIG-15 with a veteran pilot he crashed and was killed, aged 34. The KGB blamed mistakes on the ground but others believed the aircraft was flying too low and lost control.

John Wzdzgn



NOT ALL BEER AND SKITTLES

It used to be said that, in the West country, there were three religions, the C of E, the NHS and..... Skittles, narrowly pushing Rugby into fourth place. Back in the day, most urban pubs had their own skittle alley while, in the rural ones, it was almost part of the tenancy rules to have one. In Gloucester, by no means atypical, competition between pub teams made the Celtic versus Rangers football match seem like a vicar's tea party.

Now, in the face of ever-increasing competition from the likes of, yes, the internet and furry kittens on Tik Tok and such media as the ubiquitous mobile phone, numbers are down. Your club is playing its part in reversing this trend, however, by hosting our own skittles evening, played at the nearest thing we have to a "local", the King's Arms; it is hoped that these will again be held this Autumn but watch this space.

When we first held these some years ago, it was a source of amazement to some of us "older natives" that the rules, such as they are, needed explaining. Indeed it was a fortunate "sticker upper" [very often a school boy or girl who stood at the end of the alley and replaced the balls at the end of each bowler turn] who narrowly dodged injury, such was the aim or lack of it from the bowler at the other end.

Yes, again the alley echoed to such cries as *spare**, *flattener*** or *beaver**** while many an unfortunate would be serenaded to the tune of "*Why was he / she born so beautiful? Why was he / she born at all?*" should the unfortunate team member have the temerity to bowl three balls without knocking down a single skittle.

A variation of the traditional skittles match is a game for soloists; the aptly named Killer. In this the first bowler takes aim at the full house of nine pins, the second aims at the remainder and so on until there is only one remaining, then the nine are replaced. To miss is to be eliminated from the match while the last man or woman standing is declared the winner.

Don't believe anyone who says it's only a game!

* Knocking down all nine skittles with the first two of the three balls

** Knocking down all nine skittles with one ball

*** When a player fails to knock down any skittle with all three balls.

PH

WWII TANKS - WHY DID THE BRITISH PRODUCE SO MANY BAD ONES

John Franklin is well known for being a member of our technical team, supporting speaker presentations, but revealed that in his younger days he was a member of a tank crew in the British Army.



His talk commenced by exploring the background to how tanks were developed, and by whom. The British Army is widely credited with developing the tank in WW1. The prototype was called “Little Willie” and closely resembled a large water tank on tracks, hence the adoption of the name “tank”.

However, in 1911 an officer, and inventor, in the Austro-Hungarian army by the name of Gunther Burstyn designed a Motor Gun. This comprised a naval gun turret, with a machine gun, mounted on a wheeled chassis

powered by an internal combustion engine

positions. The design was rejected by the military hierarchy and no prototype was ever produced. Interestingly, in 1941 Burstyn was awarded a medal by Adolf Hitler in recognition of his concept for the tank.

The tank was introduced to the battlefield in WW1 on the Somme in 1915. These were 28 ton heavy tanks with a speed of around 3 – 7 mph. Guns were mounted in sponsons either side of the main hull, to reduce the height profile of the vehicle. They were capable of crossing directly over enemy trenches and breaking through the lines to allow infantry and cavalry to pass through and attack the enemy.



Post-WW1, British military strategy evolved around the concept of “No more European land wars”. As an island nation the strategy favoured investment in the already formidable Royal Navy, and the Royal Air Force, rather than the Army. Horse mounted Cavalry regiments continued in service until around 1937.

Some tank design continued in Bovington at the Department of Tank Design. The basic concept was to create vehicles that could take a powerful gun near to the enemy.

To achieve this the vehicle had to be armoured to protect the crew, to have speed and reliability and of course a gun. In the 1920's Vickers produced a prototype A1E1 vehicle with no less than 5 turrets! It never went into production but it is thought to have inspired a Russian design, the T35, also with 5 turrets.

Other designs were the Vickers Mk IV Light, with a machine gun and capable of a speed of 35 mph. This proved to be quite a successful model. The Vickers Medium was also successful and was in service from 1926 – 38. Somewhat less successful was the small, single-person, “Tankette”. Driving the vehicle and operating the machine gun at the same time proved very challenging!

Although tank development was somewhat limited in the inter-war years, BH Liddell Hart and JFC Fuller, both of whom had served in WW1, became prolific writers with their theories of how mechanised warfare might be fought by the British Army of the future. The Germans and Italians were certainly interested in these writings and the Blitzkrieg strategy used by the Germans was heavily influenced by Fullers theories.

Percy Hobart, later to become well known for developing a range of specialist tanks known as “Hobart’s Funnies”, remained in the Army after WW1 and became brigadier of the first armoured brigade in Britain. He too wrote about his theories for mechanised warfare. Hobart’s “unconventional” ideas led to him being retired from the Army in 1940 but Winston Churchill recalled him 1941, much against the wishes of the Chief of the Imperial General Staff.

British Army strategy for tanks led to 2 categories being created – Infantry tanks and Cruiser tanks. The Germans and Italians didn’t have this categorisation and saw tanks as being general purpose vehicles that could carry out multiple roles. Infantry tanks were generally lighter and slower and led to the development of the Matilda 1 and 2, with the Matilda 2 in service throughout WW2. The A9 cruiser tank had a speed of 25mph, with a 2 pounder gun, multiple turrets, and a crew of 5. Surprisingly this tank could not fire high-explosive shells.

At the commencement of hostilities in 1939, the British Expeditionary Force managed to assemble 715 tanks (Light, Cruisers, and especially Matilda’s). Of this force, only 24 returned to the UK. The German Panzer III’s were too powerful for the tank force, other than the Matilda 2’s. The German’s adapted the 88mm anti-aircraft gun as a wheeled anti-tank weapon to tackle the Matildas.

Post-Dunkirk there was great urgency to recreate a tank force. Churchill decided on a policy of “Quantity not Quality” and this led to a surge in the development of different tank variants. The Department of Tank development was suspended, and individual companies developed their own designs. Unfortunately, this strategy proved very wasteful with many designs not being fit for purpose. Engine performance was a particular issue, due to pre-war restrictions being imposed on the capacity of lorry engines in favour of transporting goods by rail. Some successful designs were produced, such as the Valentine (a cheaper version of the Matilda) and the Churchill, which became a reliable platform for Hobart Funnies.

During the Desert War, 50% of disabled British tanks resulted from breakdowns not enemy action. The REME played a vital role in recovering disabled tanks and getting them back into service. In 1941 the American Mark 4 Sherman tanks became available and were introduced at El Alamein. Although the Sherman had quite a high profile, it was superior in many aspects to the British tanks



In February 1943 the British 17 pounder (77mm) anti-tank gun was introduced. The Sherman was adapted to allow the 17 pounder gun to be fitted into its turret and the variant became known as the Firefly. This variant was particularly effective towards the end of the war, against the German Panther and Tiger tanks. In another development, the engine problem being faced by the British tanks was resolved by an idea from Roy Robotham, head of Rolls Royce (RR) who produced the famous

Merlin aircraft engine, but not all engine components passed the test to be considered suitable for use in aircraft. These components were suitable for ground-based engines and there were considerable quantities of them in storage. A new engine was designed, based upon the Merlin, which became known as the Meteor. This engine became available for the new generation of cruiser tanks, such as the Centurion. Unfortunately, the Centurion only came into service at the very end of the war. It was a very effective tank, with almost 4500 being produced, and it was in service until 1972.

Other than engines, what else contributed to the problems the British Army encountered with tank development?

- The reluctance of the Government and General staff to adopt the ideas for mechanised warfare as proposed by the likes of Liddel Hart, Fuller and Hobart
- The Royal Air Force – who had a monopoly over the engineering companies that would be capable of producing tanks
- British Railways – the width of a tank was constrained by the width of the rolling stock on which tanks could be transported by rail, and tunnel dimensions. This translates into the tank turret size being constrained, with the resulting limitation on the size of the gun that could be installed. It was only when the width was allowed to be bigger that more powerful tanks could be designed.
- British Craft traditions (the pride in hand-made objects) – Ford-style production lines were not available and much of a tank was hand-crafted. For example, turrets were made of welded or riveted armour plating, rather than cast as a single unit. WW2 Production volumes speak for themselves:
 - British tanks – 30,000 units, of which many were scrapped as not fit for purpose
 - Sherman Mk4 (from 1941) – 50,000 units
 - Russian T34 – 57,000 units.

John rounded off his presentation with some very insightful observations of what it was like to be a member of a tank crew, both from within the confines of the tank and the living conditions of the crew, and how the tanks in a troop would operate and communicate with each other.

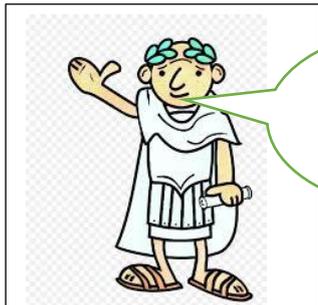
This fascinating talk concluded with a vote of thanks from Peter Hayes and a round of applause from the members.

Chris Yates

A young boy had been discussing WWII at school and asked his father if he had any items from the war he could see. He said “I was too young to be in the war but Grandad was”. He asked his Grandad if he had anything from the war, after some thought he said “I think I have still got an old Great Coat somewhere” The young boy said excitedly “Can I see it?” His Grandfather said “I believe it’s in the loft over the tank” The young boy screamed in excitement “ YOU HAVE A TANK!!”

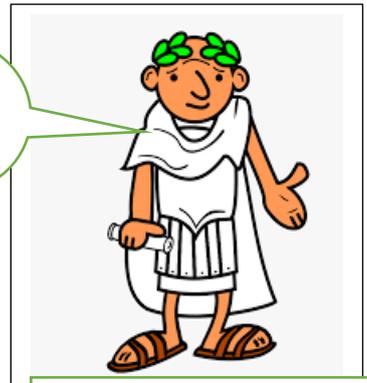
Peter Hings

IN RESPONSE FOR THE VATICAN'S SUPPORT FOR LATIN AS A EUROPEAN LANGUAGE MILES KINGSTON PRODUCE A TOURIST GUIDE BOOK



O tempora!
O mores!

The Times is no more. Alas!



Rara
Avis

No car hire available

Post hoc
propter hoc

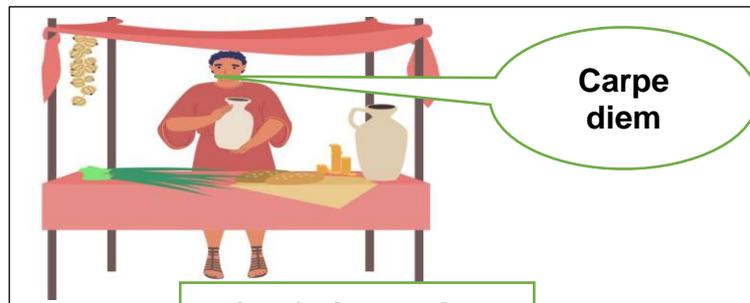


Ecco
Homo

Gay Bar



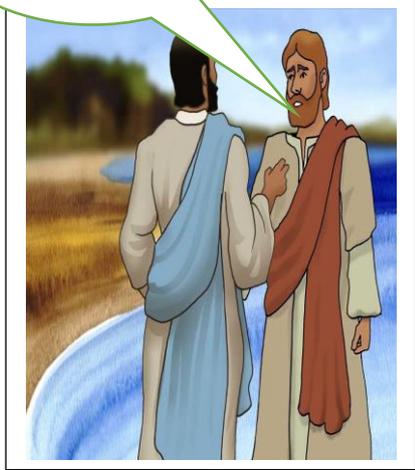
A little more white wine wouldn't hurt?



Carpe
diem

Fish frying tonight

Non anglii,
sed angeli



Fishing absolutely prohibited

Sal
volatile



A rather attractive Italian girl



A DAY AT THE RACES

Two female teachers took a group of students from years 1,2,&3 on a field trip to Uttoxeter racecourse to watch horse racing.

When it was time to take the children to the bathroom, it was decided that one teacher would take the girls and the other the boys.

The teacher assigned to the boys was waiting outside the men's toilet when one of the boys came out and said that none of them could reach the urinals.

Having no choice she went inside and helped each of the little boys with their pants and hoisted them one by one, holding their willies to direct the flow away from their clothes and shake them dry.

As she lifted one boy she couldn't help but notice that he was unusually well endowed. Trying not to show she was staring at his equipment, the teacher said, "You must be in Year 3?"

No Miss he replied. **"I'm the Jockey riding Black Caviar in the next race, but I really appreciate your help!"**



Where am I this month?

Clue: I can see this from my kitchen

**Thanks to all those who
submitted articles and assisted
with production.**

Ed



**Can I remind readers that the Newsletter is for the enjoyment and
information of Newent Probus Club members & partners and
should not be reproduced or passed to third parties**