



Newsletter

April 2023



Paris Branch



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Chairman's message

Hello everyone. Well we have seen the clocks change, but the weather seems precarious as we move through April. It's nice to see the trees coming out in bud. I hope you all had an enjoyable Easter.

I continue to be busy with teaching, writing, and I am due to start invigilating exams at one of the international schools in Paris from the last week of the month right through till the beginning of June.

However, it won't stop me from working for the RBL, especially in the organising of the monthly lunch - concerning which we apologise for changing the April date, now the 19th. This is due to the strikes which appear to be continuing with, curiously, a particular emphasis on Thursdays. Thus it seemed wise to switch to a Wednesday.

Hopefully you will have seen the information on our website, on facebook and in emails announcing our proposed Coronation Dinner on the 1st of June. Please sign up for this memorable event.

Like myself I am sure that you were all disappointed that the visit to Paris by His Majesty King Charles III had to be cancelled, due again to the strikes. He certainly received a warm welcome in Germany.

This month as you will see I have dug into our archives once again and include below a piece about one of our famous members from years gone by. Some of our longstanding members may well have known him, and those of you who travel to England by the Euro Star may well have seen his name on the engine pulling your train.

Hope to see you at the lunch on Wednesday 19th. There is still time to let either Mark or myself know if you can to attend. Quite a few of you have already signed up but there are some places left.

Richard Neave.



JANET'S EASTER QUIZ

1. *What happens to the clocks in Spring ?*
2. *On what street in New York does the City's traditional Easter parade take place ?*
3. *Why do some people fast during the 40 days of Lent leading up to Easter ?*
4. *In French tradition, how are Easter eggs believed to be delivered to children ?*
5. *In Switzerland, people believe a bird delivers Easter treats to children. What kind of bird ?*
6. *Egg rolling, the Easter game of rolling hard-boiled eggs down a hill, has become an annual event at which famous landmark ?*
7. *In which country did the Easter bunny originate ?*
8. *In 1948's lavish musical Easter Parade, who stars opposite Fred Astaire as chorus girl Hannah*
9. *What roast is traditionally eaten at Easter ?*
10. *What name is given to the Sunday before Easter ?*



Answers on last page

Correspondance:

Brian Hewitt's letter attracted my attention initially because it is typed on an ancient typewriter with dodgy letters impressed into the paper - something I haven't seen for some years. The explanation, sadly comes in his opening paragraph but continues with a heartening account of his courageous stance in the face of ill-fortune. Here it is:

I am now diagnosed Parkinson atypique, trembling of the hands, and so, as you may imagine, smartphones, touch-screens, electronic keyboards, are of no use to me.

Not wishing to be just an object of pity, I found the cheek last November at age 85½ to participate in the 5k course a pied 'La Solidarité Montmartre' - although for me it's rather 'Parkinson on the run'. Klaxoned down the length of boulevard Rochechouard, the pavement being blocked by tourists and roadworks, we then had to climb from place Blanche the hill of rue Lepic, twice, it being a 2-lap race. As the oldest participant by far, I finished both last overall and 1st in my age category 'Master 10'. There followed the podium protocol in the presence of Mr le Président de la République de Montmartre, a cup for the sideboard and a painful tendino-bursite that grounded me for weeks.

Until last Sunday: the 5k 'La Charentonnaise'. Finishing 551st/552 I again took the cup for 1st (and only) 'Master 10'.

Next week the rheumatologist will tell me to stop acting the goat and hopefully prescribe a few anti-inflammatories. Here endeth.

Cheers,
Brian Hewett
3/3/23

(H)



THE LONDON BUS - THE "ROUTEMASTER"

Our longtime member Francis Jolivet publishes a weekly historical and military online magazine "Gazette de l'Histoire". From time to time he wanders from the military field and, to my surprise I discovered an article about an iconic symbol familiar to all of us who have lived in or visited London. I have much adapted Francis' original French text and any errors in the following must be attributed to myself:

Red letter-boxes, the odd remaining red telephone kiosk (probably converted into a library for passers-by): What else is red and tells the visitor "this is London?" The red double-decker bus of course. It has become one of the strongest symbols of London alongside those black cabs which are still specially built so that the hirer will not have to remove his topper when he boards his cabriolet.

Buses have been used as a form of public transportation since 1829. It was George Shillibeer who first came up with the idea of operating a horse-drawn omnibus service from the Paddington area of London, and London can boast of being the first capital city to have a bus on its streets.

Shillibeer was an English engineer who decided to build an unusually large horse-drawn coach capable of transporting a whole group of people, perhaps two dozen, at a time. In 1827, it was in Paris that he first tried out the vehicle but, when he got back to London he came up with a brilliant new idea: the bus stop. Instead of having to stop every time someone wanted



to get on and off passengers

would go to a predetermined location and all alight or descend in one go!



The idea caught on and soon there were many bus operators. In 1855 the London General Omnibus Company was founded, merging and regulating horse-drawn omnibus operators in the city of London. Actually it was an Anglo-French company, known as the "*Compagnie Générale des Omnibus de Londres*" in France and it quickly became the largest omnibus operator

in London, buying out hundreds of independent operators. It established a uniform level of service for its fleet and within a year controlled three-quarters of London's omnibuses. In 1908, the LGOC bought the Road Car Company, the Vanguard Company, and its remaining rivals, obtaining a virtual monopoly of public transport in the capital.

So far omnibuses had been drawn by horses in teams of three but steam buses appeared fleetingly around 1902. These were, however soon overtaken by more convenient internal combustion engines and by 1911 the horseless carriage had completely disappeared. The first petrol-driven vehicle designed for public transport had been delivered to the "Netphener Omnibus-Gesellschaft mbH" bus

company in the Siegerland region of Germany by Carl Benz in 1895 but it took a few years to catch on.

To skip a few years, by 2021, the English capital had 675 bus routes served by more than 9,000 vehicles, all the iconic red buses known the world over. There were many makes but if there was one more iconic than the others - even to the jaded eyes of the average Londoner - it was the Routemaster.

To trace its history we have to go back more than 70 years. It was the 1950s that the government decided it was essential to invest massively in public transport with a practical bus that would carry many passengers. The Associated Equipment Company and Park Royal Vehicles were the two manufacturers chosen by London Transport to manufacture the future London bus. The first prototype was completed in September 1954. It had the particularity of being equipped with a half-cab, a front-mounted engine and an open platform at the rear.



In February 1956, the new London bus was put into service. An essential element of its design, one which made it universally popular, was the rear platform open to the outside. This allowed passengers to ignore official bus-stops and to board and alight anywhere as long as the bus was going slowly enough. A daring and debonair leap from a moving vehicle, a minimal run slowing into a dignified walk, an elegant wave of an umbrella: this could be relied upon to impress any passing female observers. Of course it also incurred a slight risk of ending up headlong on the pavement with your nose in a puddle but this rendered the exploit even more adventurous. From the official point of view though, there were two serious drawbacks: the bus is particularly vulnerable to free boarders and occasionally there would be an accident - there were around ten fatalities a year. It quickly



became necessary to install a conductor on the rear platform, not only to check tickets but also to restrain the enthusiasm of those inclined to the more suicidal leaps.

The Routemaster thus became part of every Londoner's life. Further, it was designed to run for decades, there was little reason to replace it with a more modern bus. One of the secrets of the bus' longevity is its innovative design for its time. Inspired by the techniques developed by the aeronautics industry during World War II, the bus makes extensive use of aluminum, offering strength and lightness. It has power steering, an automatic gearbox and independent front suspension, all very modern for the time.

Not many, these days, will recall the odd machine which extruded tickets and held the change that the conductors wore around their necks. (at the mention of conductors bilingual readers will be smiling already at the inevitable *faux ami* "Why don't you have conductors on your buses in Paris?" "But of course we 'ave conductors - it is on the Metro that there are none')



London's bus network is one of the densest in the world and hundreds of buses crisscross the streets of the capital all day long. As you can see in the pictures above, several buses in a row are not

uncommon. Londoners firmly believe that their buses are faithful creatures and, like beavers and penguins are paired for life and travel in families.

For the Associated Equipment Company, the Routemaster was an extraordinarily successful commercial operation. In 1960 its production seemed to be guaranteed for many years. But if the bus sold well in London, once the city was equipped orders dropped dangerously. Most of the production was destined for London Transport and few other cities followed. AEC, a manufacturer of buses, trolleybuses and trucks, was founded in 1912 and was finally taken over by British Leyland in 1962 - until Leyland itself hit the buffers in 1979. The Routemaster was built until 1968. It had become such an emblematic part of London life that nobody ever thought about a possible replacement. The end of construction of the bus in 1968 could have meant its end but the 2,876 buses already built had to be maintained. Spare parts started to run out in the mid-1970s. A shortage of personnel also led the operators to consider replacing these aging buses, which required two people on board, with a modern fleet. In the end it was saved: A new ticket validation system was found that allowed the Routemasters to run with only the driver. It even survived the privatization of public transport in 1985.



However, In 2003 the Mayor of London, Ken Livingstone, decided to remove the Routemaster from the streets of London. It was, he said, too polluting, too dangerous and moreover it didn't allow access for people with reduced mobility. This sounded the Routemaster's approaching death knell although it stood its ground against all those who wanted to replace it until 9 December, 2005. On that date Routemasters RM5 & RM6 accomplished their last official journey - on route 159 to Streatham and were retired from active service.



In 2012, the New Routemaster, a diesel-electric hybrid was brought into being. From the Northern Irish manufacturer Wrightbus and designed by Thomas Heatherwick, the first example was put into service on February 27, 2012. Although entirely new in its design, it retains the open rear platform similar to that of the old Routemaster, updated to meet the accessibility requirements of modern buses.

Here, symbolically, is a photo of the new version overtaking its aged parent, the much loved old Routemaster.

Francis Jolivet & Mark Yates



**The Coronation - a celebration to remember.
The RBL Paris branch offers an event
to make it even more memorable.
Don't miss it.**

**A Dinner-dance with 21 piece Jazz 'Big Band' & singer
Four course meal.**

Thursday 1st June 2023 -
Rotonde Gabriel - Ecole Militaire - Paris 7°
Arrive at 19h00, Aperitif 19h15, Seated for 20h00,
Carriages at Midnight

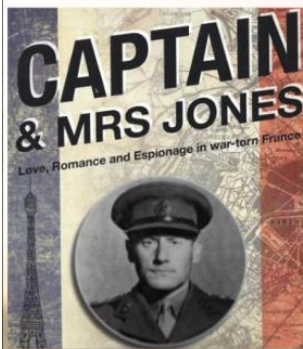


Ticket Price 95€ per person
Book today to be sure of a place
(Any proceeds to go to Branch funds & the Poppy Appeal)

Cheques to the order of ADVB. Send to RBL, 28 rue des Acacias, 75017 Paris
or by bank transfer to the ADVB account:
IBAN FR76 3007 6020 4222 3814 0020 011 BIC NORDFRPP

Please confirm, with names of participants by email to tim.kc3RBL@gmail.com

All are invited to Holy Trinity Church at 14h30 on Saturday 22nd April to hear author, Christopher W Robillard, of the book "Captain & Mrs Jones" speak about the wonderful story of the Jones family including their strong links with Holy Trinity Church and Maisons-Laffitte. Refreshments will be provided.



The Jones arrived in Maisons-Laffitte in 1900 from Salisbury. Charles Jones became Church Warden and was closely involved in the building of the Holy Trinity Church in 1920. Sydney worked for Elizabeth Arden, joined the Army in 1940, was stationed at Dunkirk and then was an SOE agent. Rose-Marie, his wife, worked for the Resistance.

22 April at the Holy Trinity Church,
(15 Av. Carnot, 78600 Maisons-Laffitte).

Adrian Parr brings this event to our attention. It is a presentation (in English) by a visiting speaker. Author of the book, "Captain & Mrs Jones", Chris Robillard will certainly invoke aspects of the Special Operations Executive's actions in France.

We are sure that this will be of interest to any of our members and contacts within reach of Maisons-Laffitte.

Please pass the information on to anyone else who may be interested

For some background see:

(EN): https://en.wikipedia.org/wiki/Sidney_Charles_Jones

(FR): https://fr.wikipedia.org/wiki/Sydney_Jones

More from our archives: Michel Hollard.



Let me introduce you to the man who, in the words of the late Sir Brian Horrocks, said “Michel Hollard is the man who saved London”.

Hollard was born on the 10th July 1898 in Epinay-sur-Seine, France, served during World War 1 and then became an engineer with an armament firm. After the French capitulation in 1940 Michel fled Paris to join his firm’s headquarters in the Free Zone in the South of France. On his way he was nearly mobbed twice by frantic French crowds who thought he was a German paratrooper. He resigned from his post when his company began working for the Germans and found employment with a manufacturer of wood generators, which enabled him to travel around France using his job as a cover. In 1941 he managed to cross the heavily guarded frontier between the French Free Zone and Switzerland for the first time to offer his services as a spy to the British Embassy in Bern. On his first visit he didn’t receive much of a welcome even though he produced recommendations and intelligence about France’s wartime automotive manufacturing capabilities that he had brought with him to demonstrate his goodwill.

However, on his second visit the SIS, having checked up on him, agreed that he could work for them. In 1941 he founded the Réseau AGIR resistance network and began, with his agents, to supply regular information of the highest quality, which led him to be considered one of the most reliable sources working for the British.

In 1943 one of Michel’s agents who was a railway engineer in Rouen reported that several unusually complex construction sites had appeared in upper Normandy. Michel travelled to Rouen disguised as a Pastor and persuaded a local official to give him the list of building sites. These turned out to be V1 rocket launch pad constructions. In Yvrench in the Somme one of Michel’s agents, André Comps, who was an engineer charged by the Germans to handle the design of the ramps, gave him the plans.

Michel went to Bern and gave copies of the plans and the information to SIS. From the end of December 1943, the V1 launch sites in France, which form an arc from Basse-Normandy to Pas-de-Calais, were systematically bombed by the RAF.

Unfortunately for Michel on the 5th February 1944 he and three of his agents were arrested in a café near the Gare du Nord in Paris. They had been betrayed. They were tortured, subjected to waterboarding five times and then imprisoned at Fresnes. In June 1944 they were sent as forced labourers to the main Neuengamme concentration camp. Michel was prisoner number “F33?948”. Later he along with hundreds of other men were put on board the prison ship *Thielbek* that was part of a flotilla of German prison boats in the bay of Lubeck alongside the SS *Cap Arcona*. All the prisoners were kept in dreadful and appallingly

insalubrious conditions without food or medical attention. They were sent there to be executed under the direct orders of Himmler. Fortunately Count Folke Bernadotte, Vice President of the Swedish Red Cross had been informed by SIS that Michel was a prisoner on the *Thiebek* and pleaded for all French-speaking prisoners to be transferred to another ship, the *Magdalena*. Michel was transferred on the 20th April. On 3rd May the *Thielbek* was sunk by the RAF when they attacked the flotilla. Of the 2,800 prisoners on board, only 50 survived.


Michel was later liberated and after the war was attributed the rank of Colonel and awarded the DSO, Commandeur de l'ordre de Légion. D'honneur, Croix de guerre, 1914-1918, Croix de guerre 1939-1945, Medaille de la Résistance. A high-speed train that operates Eurostar's high-speed rail service between Britain, France and Belgium via the Channel Tunnel has been named after him.

Michel was married to Yvonne Gounelle and they had a son Florian and daughter Francine, Florian, an orchestral conductor, was Director of the Tours symphony orchestra for a many years and choirmaster of the Oratoire du Louvre in Paris. He wrote a book about his father entitled "*The Frenchman who saved London*",

Michel Hollard died on 16th July 1993 (aged 95) and is buried at Gorniés, Hérault, France.

We are honored to be able to note that he was a member of our branch during the 1980s.

Richard Neave

 <p>Don't forget to book in for this month's lunch.</p> <p>Wednesday 19 April 12h15 for 12h30 Only €23 - Pay on the day (in cash please)</p> <p>Contact Richard at 06 45 10 47 70 or richard.neave05@gmail.com</p> <p><i>Reserve early to be sure of a place.</i> <i>(Cancellations up to 48h before)</i></p>	 <p><i>LUNCH MENU Wed. 19th April</i></p> <p><i>Aperitif</i></p> <p><i>STARTER</i> <i>Onion tart</i></p> <p><i>MAIN COURSE</i> <i>Shrimp pasta</i></p> <p><i>DESSERT</i> <i>Fruit tart and custard</i></p> <p><i>Wine served with the meal</i> <i>Coffee or tea</i></p>
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What is ChatGPT?

A publicly available version of ChatGPT was released on November 30th, 2022. It has attracted a lot of attention and been greeted with both delight and apprehension by professionals and amateurs alike. It certainly heralds a drastic change in the usage of artificial intelligence and everyone with an interest in obtaining information should give it a go. You can sign up at chat.openai.com.

Glossary:

ChatGTP = Chat Generative Pre-trained Transformer. LLM = Large Language Models

PET computer = Personal Electronic Transactor computer AI = Artificial Intelligence

Our member Timothy Lorkin knows more than most on this subject and contributes this short article on the apparition of something that is, in its way, as big as the invention of computers themselves - and that, you will remember was part of why we are all not speaking German today. ChatGPT may be as big as Turing's invention which cracked the ENIGMA code in 1941.

Many of you will remember the original PET desktop computers (probably Commodore) and the 5 1/4" Floppy disks which superseded the punched paper cards used to program the earliest computers. It was back then, in 1984 that I learnt the phrase "GIGO" - Garbage-In-Garbage-Out i.e. if the input is bad the output will be bad. Poor input also caused *bias* in these systems. The same generic weaknesses subsist in ChatGPT and its equivalents today.

ChatGPT can be considered a fantastically large database of information, books, texts, databases - virtually everything that was available on the internet up to September 2021 with, and this is the essential, the capacity to evaluate and isolate from all this the information relevant to any question put to it in natural language. Further, it is still learning; every question posed also furnishes yet more information from the user - you, your kids or more likely your grandkids - as you pose a specific question or simply ask it to 'summarise a chapter / whole textbook for homework'. Yes, it's capable of that.

Weaknesses - ChatGPT only knows what was fed into the internet up to Sept 2021 and uses Smart Maths (an online platform for managing data associated with tutoring) and Probabilities to provide answers to questions based on that information. However its apparent 'intelligence' also means it can create falsehoods in its answers, presenting probabilities as facts, and integrating out-of-date information.

Strengths - It will change an awful lot of things for the better and cannot now be ignored as it is like a 'genie out of its bottle!' At the university where I lecture, the consensus is that this has to be used as a tool like any other - with both care and attention to its real limits.

Today - ChatGPT 4 is only one of several LLM's ('Large Language Models'), made and released by companies younger than most of your grandchildren - if they were born before 2017 that is. Open-AI is a 1901 Association equivalent (i.e. a US Charity) that released Ver 4 ChatGPT in September 2022 and is backed by Microsoft which has invested several billion dollars in it. Apple, META (think Face book), IBM etc have also been involved in similar billion dollar start-ups.

Graphics: As of the end of March one cannot believe any Video or Photo that one sees is untouched: these (LLM) models are now capable of using still photos of a human in a video mixed, for example with birds and they will all be flying naturally - including the man. This may well be emanating, not from a professional film studio somewhere, but from the kiddy next door's computer.

Education - This will change enormously and particularly quickly. I, along with others at IMT-BS and Paris-Saclay, and various lecturers at other schools such as Arts et Métiers, are objectively evaluating the effect of these (LLM) models on real-life educational situations - meaning lecturers are starting to be aware of how the use of ChatGPT changes students' work when created both with and without its assistance.

Saving lives - an X-Ray on a computer has 64,000 shades of grey. A fully trained human can only distinguish 350-400 shades of grey usefully. This means that lung and mammogram X-rays interpreted by these systems have an over 2000 times greater ability to detect subtle nuances which may signal much earlier, for example, the presence of cancerous cells. Clearly, catching such changes early allows earlier treatment with a safer end prognosis. In addition to the target, any other parts and organs visible on the complete X-ray or scan can be evaluated at the same time which is something of a bonus. The wide scope of such evaluations may, however, potentially involve some ethical problems. This is proving already to be the case in the US.

Taking Lives - Used as part of a telephone app in Ukraine, AI and other types of LLM/ChatGPT-like systems have been used to co-ordinate intelligence gathered by Ukrainian civilians inside Russian held territory. It has increased the effectiveness of artillery strikes by consolidating information from different sources enhancing the ability to locate targets accurately. This is one aspect of the subject where ethical questions become problematic as life and death situations are involved.

Accuracy - A major problem remains in that ChatGPT creates what are metaphorically termed 'Hallucinations': falsehoods which it treats as truths in its textual answers. These can be observed in certain North American data used in training where information drawn from a variety of peoples, languages and cultures can lead to biased and questionable responses. It will certainly become necessary to teach students how to interrogate AI/LLM tools like ChatGPT in ways which avoid such problems.

Should we be concerned? - Elon Musk was one of the founders of 'OpenAI', an open source corporation created "for the good of all and open to all to use". Musk is a controversial figure but, love him or hate him, many consider him a visionary with his SpaceX, TESLA, Boring Company and many other high-tech enterprises. It is significant that he has called for a 'pause' in the development of ChatGPT-like models. This, of course is unlikely to be heeded in America, India, Europe or China or indeed anywhere else - as already stated, the genie is already out of the bottle. Hence there is indeed reason to be concerned but the potential advantages - some of them life-saving - cannot be ignored.

I hope that this article goes some way to pique your interest and cast some light on the import - both positive and negative - of a development which will change all our lives in the very near future.

Timothy Lorkin

A Word in your Ear...

To Curry Favour - this one has a nice French twist to it.

It's an odd phrase — why should *curry* have anything to do with winning the favour of somebody or ingratiating oneself with him?



Fauvel being begged for a favour

Its origin lies in a French medieval allegorical poem called the "*Roman de Fauvel*", written by Gervais de Bus and Chaillou de Pesstain in the early 1300s. Fauvel was a horse, a conniving stallion, and the poem is a satire on the corruption of social life. He decided he didn't like his stable and moved into his master's house, becoming the master and being visited by church leaders and politicians who sought his favour.

There are several layers of meaning in his name: *fauve* is French for a colour variously translated as chestnut, reddish-yellow, tawny or fawn. A close English equivalent is the rather rare *fallow*, as in *fallow deer*, an animal with a brownish coat (it may be that uncultivated ground is also said to be fallow because it looks that colour). *Fauve* is also a collective name, originally "*les bêtes fauves*", for a class of wild animals whose coats are tawny, such as lions and tigers, and hence ferocious wild animals (the *fauverie* in a French zoo houses the big cats). In the poem, the name Fauvel can however, refer to "*fau-vel*", a veiled lie, but it is actually a partial acronym of the initial letters of the French words for six sins: *flatterie*, *avarice*, *vilenie*, *variété*, *envie*, and *lâcheté* (flattery, avarice, depravity, fickleness, envy and cowardice). His colour also evokes the old medieval proverbial belief that a fallow horse was a symbol of dishonesty.

The poem was well known among educated people in Britain, who began to refer to *Fauvel*, variously spelled, as a symbol of cunning and depravity. That soon became *curry Favel*. This *curry* has nothing to do with Indian food (a word that came into English only at the end of the sixteenth century via Portuguese from Tamil *kari*, a sauce or relish) but is another ancient word from a French source, still common in English, which means to rub down or comb a horse. The idea behind *currying Favel* is that the subject (since horses generally love being curried) was highly susceptible to flattery, a sort of mental caressing.



Currying a horse

For people who didn't know the poem - then, as now, that was almost everybody - "*Fauvel*" or "*Favel*" had no meaning. The word "*Favour*" however, was very like it and crept in to replace it. By the early part of the sixteenth century popular etymology had changed the expression "to curry favour" has remained in the language ever since.

Maxine Arnault

The Last Laugh:



108 Two Grandmothers

Mary met Joan in the coffee shop. Both elderly, the conversation quickly turned to that old favourite - their offspring...

"My grandson John came round to see me yesterday." remarked Mary. "It was his birthday last week."

"Really?" answered Joan, "You're lucky. I never seem to get to see my grandchildren. They never have time to come round."

"I know what you mean An ungrateful lot, aren't they?"

"Yes, they are. I haven't seen the youngest for nearly a two years now. Lazy bunch. I suppose yours are the same are they?"

"Well, I do manage to see them all around their birthdays and at Christmas."

"Your joking! Mine are always too busy with business and social engagements. You're lucky yours aren't so tied up."

"Oh. It's not luck. I always send generous cheques for birthdays and Christmas. That always brings them round to thank me."

"But I do the same! I send mine cheques too! Cost's me a fortune! They still don't visit. All I get is a quick phone call - if I'm lucky!"

"Ah well, you're not doing it right. Let me give you a word of advice. I think you're making a slight mistake."

"I don't see what. I try to do everything a loving parent and grandparent can. Where am I going wrong?"

"You have to remember a little detail when you send off the cheques."

"What on earth do you mean. What detail?"

"Don't sign the cheques."

Mark Yates

Janet's Springtime Quiz

Answers

11. *They go forward one hour*
12. *Fifth Avenue*
13. *It represents Jesus Christ's 40 days of fasting and temptation in the desert*
14. *By church bells*
15. *Cuckoo*
16. *The White House*
17. *Germany*
18. *Judy Garland*
19. *Lamb*
20. *Palm Sunday*



**Comments & contributions to mfyates@gmail.com
Back numbers: rblfrance.org/ then "Paris Branch Newsletters"**