



March 2016

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Chelsfield
Park
Hospital

The Newsletter and "What's On" Guide for
Residents & Friends of Chelsfield Village

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There are Plans to Make Detrimental Changes Our R3 Bus Service

HAVE YOUR SAY!

Transport for London would like to know what you think about their proposals for the Chelsfield Bus Service (see articles on page 11)

Please give them your views by completing the online survey at:

<https://consultations.tfl.gov.uk/buses/orpington-buses>
by

Sunday, 13 March 2016.

Alternatively, you can:

Email them at consultations@tfl.gov.uk,
or write to them at:

FREEPOST TFL CONSULTATIONS

Your Input Please

We depend on your news, reports, stories, photos, diary events, cartoons, etc. to keep the Village Voice both useful and interesting.

So please send anything you feel suitable for the April issue to:

chelsfieldvillagevoice@gmail.com
or post to:

Chelsfield Village Voice
2 Bucks Cross Cottages
Chelsfield Village
BR6 7RN

by Monday 28th March

Visit: www.chelsfieldevents.co.uk

Wild Parsnip

I have been wondering about doing a piece on parsnip/wild parsnip (*Pastinaca sativa*) for some time but was reluctant as a vegetable did not naturally fall into the category of wildlife and fauna. However, it is wildly accepted by those that know more than me that the domesticated (or agricultural) variety stems from its wild cousin (virtually genetically identical) and so decided to make a start and see where it went!

The parsnip is native to Eurasia and was used by the Romans and even earlier although there is some confusion in the literature as wild carrots (used in ancient farming) were of a similar off white colour to parsnips. Before the arrival of cane sugar, parsnips were used as a culinary sweetener and took the place of potatoes on the British dinner table prior to that vegetables' discovery by the Spanish in South America (despite the old wives tale it would have been impossible for Walter Raleigh to have discovered the potato at



Seeds on second year growth

the locations he visited). The parsnip seems to be a British favourite while in Europe parsnips are not generally popular. The French tend to use the leaves rather than the roots while the Italians feed them to their pigs!

The Latin name *pastinaca* probably stems from the Latin *pastus* for pasture. Folk etymology sometimes assumes the name stems from the combination of the two words **parsley** (which is a close relative) and **turnip** but other sources from old English and French also compete for this accolade.

The parsnip is a biennial plant and the wild version can reach a height of over one metre following the second year's growth. Cultivated varieties rarely get the luxury of a second year's growth and so parsnips are generally only associated with the first year's growth which is far shorter at around 25 cm and do not have any seeds associated with them. As a vegetable this plant can conveniently be left in the ground over winter and need only be lifted as and when required. Indeed, frost has the effect of increasing the sugar content of the roots making this a perfect

winter crop. Only when new growth begins next spring does the plant become woody and inedible.

During the winter the leaves will be all but gone but should harvesting take place earlier in the year one needs to be careful to avoid crushing the foliage with bare hands as the sap is toxic. This toxin is activated in the presence of sunlight and is a form of chemical burn rather than an

allergic reaction. Indeed, at the village allotments there has been at least one occasion that I know of where blisters or rashes have been caused by a gardener pulling parsnips up while the foliage is in full bloom.

Few people seem to know of this aspect to this plant and this is probably due to the fact that the plant is rarely lifted until frost has killed off the foliage.

As always, it seems that plants that are happily accepted in Europe are identified as hazardous in other parts of the world. In the US it is classified as a 'Prohibited Noxious Weed' while in Canada wild food collectors are advised to use 'extreme care' and the plant is known as '*poison parsnip*'. It is rightly seen as an invasive plant having arrived with European settlers and they do seem to take the dangers very seriously. Maybe this is because Canadians are more usually looking to clear the plant/weed from a plot rather than harvest it and hence are more likely to be exposed to the sap. I have never knowingly seen parsnip in the wild but its second year's growth does look rather like hemlock which you most definitely do not want to consume!



Parsnip Leaves

Steve Fuller March 2016

Piano Seeks Good Home

Good Piano offered FREE to good home

Contact Peter and Catherine Gandolfi 01689 831826



Mutterings From The Millers

Well, did you spot the tractor? It was great to be out at last in the tractor to do a bit of work on the stubble for a couple of hours but it is still too wet to plough. We have had 54mls rain to date, 18.2.16 since I last wrote and the frost also draws the water to the surface making the top very sticky. In the meantime the boys, Steve and Pete, have attended some courses to keep up to date on current legislation and practices. Did you know that one pair of rats becomes 1,000,000 in 18 months due to the babies having babies etc. There are as many rats in this country as human beings. They also up dated their knowledge on fungicides, tilling/ploughing and what state the Rural Payment Agency is in. I will say no more on that subject.

On the tilling/ploughing front, the latest thinking is that we should be ploughing less as this wastes diesel and by direct drilling we can build up organic matter and worm numbers in the soil to give us a much improved soil structure. We are going to meet a farmer in Edenbridge who has pioneered this practice in this corner of England. It will be very interesting to hear what he has to say. The principle is to not plough the ground at all but to plant the seed directly into the stubble. It will not look nice and neat as it does when ploughed but the soil structure and fuel saved will more than make up for the aesthetic look. Will keep you posted.

Great news today, we passed our yearly

inspection enabling us to sell our grain. We have to produce lots of documents showing when and how we farm. i.e. dates, amounts, wind speeds, temperature, wind direction etc. when fertilising and spraying. When different machines were serviced, cleaned and calibrated. Seed labels, rodent control spread sheets, storage of grain are amongst the list of documents to be inspected.

Still delivering hay and straw to local stables and carrying out maintenance on buildings. Our spring barley seed has arrived and just waiting for the pea seed to come now which is good news. I said last month that we would be busy ploughing by now, well let's hope for a drier March!

Chris Miller

Heating in The Village Hall

After the warm air system failure some weeks ago, a new warm air unit has been installed with three times the capacity of the previous one. The engineer also looked at

the warm air unit at the front of the hall that did not seem to be working as well as it should, and found that it did not appear to have been setup correctly, and the

air filter was solid with dust. It is now working much more efficiently. Instructions will be sent out to all local groups that use the hall.

Art Classes in The Village Hall

This has now become a regular weekly class, run by our experienced artist Leo. These classes are suitable for all levels from first timers to advanced. Personal guidance offered, use set class ideas, or do your own thing. Supply your own material, oils, watercolours, pastels, pencil, acrylic etc. For further details, call Leo on 07583777065 or email: leo77ok@hotmail.com



A Busy Class Member!

Local History - The Orpington Car - Its Place in History

Peter Gandolfi spoke about our very own car manufacturer and why we are not all driving around in Orpington cars.

At the start of the 20th Century, Motoring was an expensive luxury that few could afford, with just a few thousand cars on our roads, but over the next 20 years car ownership increased with the manufacture of cheaper models.

Our story starts in 1907 when two cousins had the idea of producing a small comfortable car. Frank Smith and John

Milroy had started out earlier in 1903 as bicycle builders and repairers with their business in Crockham Hill, but by 1907 they had moved to Wellington Road, St Mary

Cray.

It was here that they produced their first vehicle – a light delivery van with solid tyres. In 1912 they moved to larger premises



es, opposite the Priory Gardens pond, on the corner of Perry Hall Road.

Around this time they also built a smaller garage in Church Hill, later used as an overspill building, which had living accommodation over the garage.

WWI interrupted proceedings, with many of their workforce going off to war. During the war they adapted their work to making armaments, making up to 6000 items per week for trench bombs, rifle grenades and fuses. After the war there was an increased demand for personal motor vehicles and, in 1918, the Orpington garage increased its floor space with extra buildings to cope with the extra work. In 1920 the company finalised the

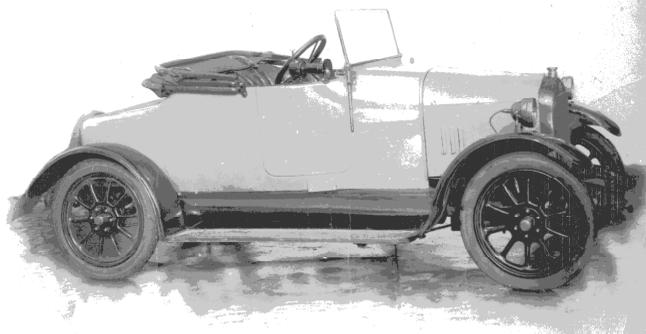
design and production of its own vehicle, called – the Orpington.

It was finished in French grey and had a single bench seat for two occupants, with two more in a ‘dicky’ seat in the boot.

The car had a Coventry-Simplex engine of 1500cc capacity, and like many small producers at the time, shared many model T Ford parts, such as brakes, steering and axles. This meant that owners would have no trouble in obtaining spares, but it did put the price up. The foot brake operated on the transmission, and the handbrake operated on the rear wheels only. It was quite common at the time not to have front brakes. Apparently it was considered that these could cause accidents and lead to the car turning over. The cars were

quite economical, giving 40 mpg and the top speed was given as ‘speedy’. Their weight was 12cwt - quite light, so the performance must have been quite reasonable. This specification was typical to many of the light cars available at the time, being made in small numbers in the same way as the Orpington.

It is estimated that around 25 of these complete cars, or variants were made between 1920 and 1924. They also sold these without the body as a chassis only, allowing other small manufacturers to build their own body. It is not known how many of these were made. In 1920 the standard Orpington 2 seater, complete with spare wheel hood, screen, tools, etc was £495, or £395 for the chassis only. This is when the yearly average wage was around £200. Reports at the time suggested that this was a reliable car and good on hills. John Milroy used one for 15 years, joining several light car clubs, and entering it in reliability trials to advertise the car, getting a gold medal



for the London to Edinburgh run, and a silver for the London to Lands End run.

No Orpington cars survive unfortunately, although Bromley museum do have an original radiator badge.

My thanks go to Trevor Mulligan who gave permission to use information from his book – The Orpington Car, The definitive Guide.

Two manufacturers of the same period survive today having followed different pathways.

William Morris came from a similar background in bicycle repairs. In 1908, realising that the future lay in cars rather than bicycles or motorbikes, he sold his cycle business, and started to sell, hire and repair motorcars. He held the agency for: Arrol-Johnston, Belsize, Humber, [Hupmobile](#), Singer, Standard and [Wolseley](#) cars. He named it The Morris Garage, but it was so opulent that the Oxford Times called it The Oxford Motor Palace, and it was there that he and his mechanics built the first Morris-Oxford Light Car.



By July 1914 he was making a hundred cars a month, but when war broke out, demand dropped and he started making hand grenades to help with the war effort. Afterwards, car production resumed in full, and during the next decade, William Morris began to dominate the car industry in Britain and by 1925 car production reached 56,000.

Morris pioneered the introduction of Henry Ford's techniques of mass production, and production line assembly. In 1919 400 cars, costing £525, were produced. This increased to 56,000, costing £182 in 1925. Morris, later Lord Nuffield, was Britain's greatest ever philanthropist. He created the Nuffield Foundation and founded Nuffield College, Oxford. His name also lives on in the healthcare charity Nuffield Health. He donated money in various fields of work,

particularly for those less fortunate. Hearing that hospitals throughout the Commonwealth were struggling to cope with a polio epidemic, he ordered the manufacture of 5,000 iron lungs at his car factory and distributed them free of charge. There is another low volume car manufacturer that somehow has survived from the 1920's to the present day. Henry Frederick Stanley Morgan joined the Great Western Railway as an apprentice engineer and bought his first car in 1902 at the age of 21. In 1904, he left his railway job, and with a friend opened a motor sales and servicing garage in Malvern Link, Worcestershire, with agencies for [Darracq](#) and [Wolseley](#) cars. In 1909 he built his first car. He began production a year later and the company prospered. The Morgan became the only car ever to appear in a shop window at Harrods.

Design of their main model has remained almost unchanged for 50 years. In fact they have now started remaking their famous 3 wheeler, very close to the design of the

car that they were making around 1920. All cars are still assembled by hand, with a lot of the structure being wood, as cars were made in the 1920's. Morgan produced 640 cars in 2007, although production has been a lot lower. The waiting list for a car is now approximately six months, although it has been as long as ten years in the past.

Patrick Hellicar followed on from Peter with a talk about the "motors and other machines" of the Miller family of Court Lodge Farm based on information culled mostly from letters farmer George "GJ" Miller wrote to his sons Stanley and Cecil who were serving in the forces during the First World War.

GJ – great-grandfather of the present Court Lodge farmer Steve Miller – appears to have bought a number of cars from Smith & Milroy (makers of the Orpington Car). His letters between 1915 and 1918 described the problems he was having with the family's Talbot and Peugeot, which led him to try out several different makes. Over the months, he reported what

he thought about the various models he test-drove, what friends and associates were driving, and (after he'd sold both Talbot and Peugeot) how his "delightful" new American-made Overland was performing – "when warm you have to put your ear to the bonnet to tell whether the engine's running or not".

Patrick also took intriguing details from GJ's letters about the shortage of petrol and its price in WW1, the awful weather (much rain, snow, frost and fog) and the state of the roads. Although forced to use a pony and trap and take up riding a horse again to reduce his fuel usage, the farmer eventually had to buy a small two-seater light car to save time and effort in running his business and carrying out duties on a

county tribunal and other bodies.

The letters also gave an insight into wartime problems in agriculture. Farmers still had to produce food although their men were leaving to join the military and this prompted a shift to mechanisation in working the land. From GJ's writings, Patrick was able to illustrate machines GJ bought to overcome these difficulties. By the 1930s, GJ's younger sons Harry and Edwin were running Court Lodge Farm and GJ turned to agricultural engineering, inventing the commercially-successful "Miller Wheel" and an ingenious multi-purpose cultivator unit. Among pictures of these in action was a 1936 Morris car fitted with a Miller Wheel to convert it into a tractor!



Dog Training Classes in Chelsfield

Hi my name is Lyn, I live locally and I have studied canine behaviour for many years.

I have had dogs all my life and at present I have a border collie (Kye) who I have trained to compete in Dog Agility .

I love dog training, although in actual fact it is the owners who are trained to nurture and snap the dog's natural instincts into behaviour that they find acceptable for their lifestyles!

This I believe makes for a harmonious and fun relationship with their dog/s.



To this end I am offering a 6 week pet dog training course on Thursday's at Chelsfield Recreation ground from 11am-12 noon commencing on Thursday 17th March.

If interested please ring me on 07773626665 to register on the course.

Thankyou
Lyn (I.A.C.E)

Chelsfield Players Next Production

The next Chelsfield Players performance will be The Thrill of Love by Amanda Whittington. The play is a dramatisation of the life of Ruth Ellis; the last woman in Britain to be hanged for the murder of her lover David Blakely.

The play is being directed by Madeline McCubbin and will be the Chelsfield

Players entry into the annual Bromley Theatre Guild competition.

The dates for the play are 28-30 April 2016
Tickets cost £8.00 and a complimentary tea/coffee is included in the price.
Alternatively alcoholic beverages will be served before the performance and during the interval at

our licensed bar.

The performance takes place at the Chelsfield Village Hall, Bucks Cross Road, BR67RE,
The performance starts at 8pm, with doors opening at 7.30pm.

Box Office 07816 505448
www.chelsfieldplayer.ticketsource.co.uk



**THE
CHELSEFIELD
PLAYERS**
presents

**CHELSEFIELD
VILLAGE HALL**

**BUCKS CROSS ROAD, BR6 7RE
28-30 April 2016, 8pm**

- £8



The Thrill Of Love

by Amanda Whittington

*The true story of Ruth Ellis,
the last woman to be
hanged in Britain*

**Box Office:
07816 505448**

**www.chelsfieldplayers.ticketsource.co.uk
www.chelsfieldplayers.org
chelsfield.players@gmail.com**

An amateur performance by
agreement with Samuel French

Changes to the Chelsfield Bus Service

You are all probably aware by now of the changes being proposed for Orpington bus services. These include: The R3 no longer running into Chelsfield Village. The R7 route being extended from Orpington to Chelsfield Village, with

a similar service, but not going into Orpington Station, or further down the High St.

The consultation is open to all, views are requested via online form, or email, or post, stating the routes that

you are giving comments about.

Website:
tfl.gov.uk/Orpington-buses
Email:
consultation@tfl.gov.uk
Post: FREEPOST
tfl consultations
Phone: 0343 222 1155

A Users View of the Changes to the Bus

TFL is proposing to change the route from Chelsfield Village to the PRU Hospital by replacing the current R3 service with a new R7 service. Starting from Chelsfield Village the bus will go straight to The Walnuts centre prior to stopping at Orpington Station. It may have escaped peoples notice that on route to its final destination, Chislehurst, the bus will not go up Station Approach to the bus terminal area outside the station, but will stop at the Maxwell Pub before continuing under the railway bridge and straight on up Station Hill. On the return journey from Chislehurst to Chelsfield the bus, again, will not turn up the the terminal outside the station but continue straight down Station Hill,

this means that to catch it one must hot foot it down to the bus stop opposite the Maxwell.

I was informed at the public consultation at Orpington Village Hall on 17th February that the reason for not taking the bus up to the is because the turn at the bottom of Station Approach and up into Station Hill is too sharp for the buses to negotiate, and conversely, on returning from Chislehurst towards Chelsfield, the turn from Station Hill into Station Approach is also too sharp.

To my mind it beggars belief that this change is even being considered. We can now look forward to a nice uphill walk from the Maxwell bus stop to the station – lovely in the rain!

I walked from the Maxwell bus stop, with a

schoolboy dragging a large case (I didn't know him), it took 5 minutes and 50 seconds – enough time for commuters to miss their train!

So readers, please, if, like me, you object to this further disruption to our currently very acceptable bus service, email: consultations@tfl.gov.uk, or send a letter to: FREEPOST, TFL

Consultations to express your concerns.

If nobody does anything about this then enjoy the walk to and from the Maxwell bus stop to the station, particularly if you are pushing a buggy, hauling a suitcase, or carrying heavy bags – even more unpleasant if it is raining!

For your information, the Director of Buses at TFL is a Mr Mike Watson.

Freda McClorey

Safer Neighbourhood Board Meeting

The public meeting held at the Chislehurst Methodist Church on 18th February 2016 reviewed crime and prevention across the Bromley area. The Borough Commander reported that the Mayors office target of reducing crime in all areas had been achieved in Bromley over the last 4 years with 11,750 crimes being recorded 4 years ago to 9,665 recorded last year. The Police were now achieving 91% response within 15 minutes for immediate calls, and 92% response that required a response within 1 hour.

A new tool was being issued to residents in certain areas in the Borough, and this was "Met-trace". Its an invisible product that is applied to goods and

materials, and it has unique coding to individual properties. Its very much like DNA, that if any suspect goods and materials are recovered by the Police, it can be traced back to the individual owners and furthermore, it is proof that the goods and materials have been stolen.

Some 4000 kits will have been issued in Bromley by March and with 115,000 kits being issued in Met area. It is recording that it does reduce crime by 30%.

Gang crime is being given greater emphasis following stabbing's in Bromley. While gang culture is centered more in Penge and Crystal Palace areas, members are meeting in the

Bromley who came across gang members from Lewisham and Croydon. Disputes do arise and incidents occur. A further trend is for gang members to get children to act as runners carrying drugs and the like. The police are trying to monitor activities. Questions and answers followed the presentations, and one question related to cash machines. Criminals have been known to trick the machines into not giving out all the money in one go, by delaying the last few notes out of the machine and collecting it when you have walked away. An interesting trick, so count your notes!

*John Leach
Safer Neighbourhood
Watch*

Street Cleaning Schedule

In the past, residents have found that the way to get the pavements cleaned has been to request this, by phone or online, usually when the paths get slippery with

leaves in the autumn. Apparently our pavements are on a 2 weekly cleaning schedule as can be seen at: http://www.bromley.gov.uk/homepage/209/street_c

[leaning_map](#) or for ease of typing - <http://tinyurl.com/j33g5zl> where you can find out which schedule your roads are on, (and complain when they are

not). There are still pavements in the village, such as those on the way

to the church, that still remain unswept this winter and dangerously

slippery from wet rotting leaves.

Broadband Update

Steve Barnes, campaign co-ordinator, continues to beaver away on our behalves. The solution proposed by the Department of Culture, Media and Sport required the support of Bromley Borough Council, which is responsible for the local interests with respect to this matter. The council appears to have taken the view that when balanced against all other priorities it was unfortunately unable to provide consent to the match funding required to support the proposed broadband solution. We have been told there is no other cash forthcoming and residents should fund any broadband improvement scheme themselves. Needless to say, all avenues are still being pursued.

Don't forget to register with Virgin Media's Cable my Street.

Any queries to me at: cvhlettings@gmail.com

Catherine Gandolfi

Following on from the item last month about our fictional superfast broadband, a resident wrote to Rightmove:

Dear Rightmove,

On your page "Broadband speed in my area", your dial says our village and my postcode in particular has super fast broadband.

http://www.rightmove.co.uk/broadband-speed-in-my-area.html#BR6_6EP I wish this were true but it is completely incorrect.

The average speed of ADSL broadband in this postcode is less than 2 Mb per second. For over 2 years we and other villages in the rural areas of Bromley Council have been campaigning to rectify this, but there are many obstacles and no fast broadband in sight.

If anyone were to purchase a property in this area relying on this important information, I am sure you or the provider if this information would be the subject if

their intense disappointment when they discover the truth. Please make sure you don't disappoint any potential buyers by resolving this ridiculous, misleading and incorrect information from you site as soon as possible.

Yours sincerely,
Henrietta Barnes

Reply from Rightmove:

Good morning Henrietta, Thank you for your email.

I have now sent this off to our third party provide Point Topic so that they can look into this.

Thank you for bringing this to our attention. We would not like to be the cause of any potential home buyers being deceived so we do take this very seriously.

If you require any further assistance please do not hesitate to contact me.

Kind regards,
Tim Gowans
Contracts Executive –
Estate Agency

More Court Road Accidents

On Sunday 14th Feb at the Court Road/Park Avenue junction, Police were called at midnight to a crash involving two cars, with one overturned. 3 ambulances and a fast response medic attended, and two people were taken to hospital.

On Thursday 18th Feb at the Court Road/Warren Road junction, there was

an accident between a car and a motorcycle, police and an ambulance attended and an area taped off.

The motorcyclist was taken to hospital with a broken leg.

On Tuesday 1st March at around the Court Road/Charterhouse Road junction in the early evening, car crash in

which emergency services were called. White car left in middle of road surrounded by police tape until removed later that evening.

If any readers are aware of accidents along this stretch of road, please contact the VV with details, as it seems that not all accidents get recorded.

Latest News of the Village Hall Defibrillator

I met a representative of the London Ambulance Service to discuss the installation of a village defibrillator and training in its use. The provision has been partially funded by

the Village Fair. A defibrillator is about to be ordered, and it is intended to train as many residents and Village hall users as possible. This training is free. If

interested please contact Catherine Gandolfi 01689 831826 cvhlettings@gmail.com

There will be more news next month.

Building the M25

This is not strictly Chelsfield but it may interest people who use the M25.

I took it about 1978 from Brasted Road bridge of the old railway cutting where the M25 was to go. It was full of orchids at the time.

Phil Lane



We would like to thank

CHELSEFIELD PARK HOSPITAL for their sponsorship printing the Chelsfield Village Voice



Lights, Camera, Action! Odeon Opens!

Following last months update on the Orpington Cinema we are pleased to confirm that the 7 screen Odeon Cinema in Orpington opened on February 26th. Listings, times and bookings may be made online at: odeon.co.uk

Here is a idea of what may be seen this month:

Alvin and the Chipmonks
6th to 10th March
Batman vs Superman
25th March to 7th April
Bridge of Spies
8th, 10th, 15th, 17th March

Carol
15th, 17th 22nd, 24th March
Dad's Army
7th to 9th March
Deadpool
6th to 10th March
Goosebumps
6th to 9th March
Grimsby
6th to 10th March
Hail, Caesar!
6th to 10th March
How to be Single
6th to 10th March
London Has Fallen
6th to 10th March
Minions
19th and 20th March
Pan
6th, 12th, 13th March

ROH: Boris Godunov Live
21st March
Spotlight
6th to 10th March
Starwars
7th to 9th, 22nd, 24th March
The Divergent Series
10th March
The Good Dinosaur
12th, 13th, 19th, 20th March
The Lady in the Van
8th, 10th March
The Railway Children
28th March
The Revenant
6th to 10th March

Keep an eye on the website for major updates after 10th March.

USEFUL CONTACT NUMBERS

Bromley Council

Main switchboard:

020 8464 3333

E-mail:

csc@bromley.gov.uk

Opening hours Monday to Friday 8.30am to 5.30pm

Address: Civic Centre,
Stockwell Close,
Bromley, BR1 3UH

Reporting Problems to the Council

Can be reported via the CVS website, or if urgent by phone out of hours
Emergency Duty Team
020 8464 4848.

Neighbourhood Watch

John Leach 07711304965.

NHS Non-Emergency 111

BMI Chelsfield Park Hospital

Main Reception

01689 877855

Helpline

0845 6032932

Physiotherapy

01689 885914

Councillors

Keith Onslow

keith.onslow@bromley.gov.uk

Samaris Huntington-Thresher

020 8464 3333

samaris.huntington-thresher@bromley.gov.uk

Lydia Buttinger

lydia.buttinger@bromley.gov.uk

Chelsfield Village Voice

chelsfieldvillagevoice@gmail.com

Chelsfield Primary School

01689 825827

BT Line Faults 0800 800151

EDF Electrical Power Failure

08007838866

Thames Water Emergencies
0845 9200800

Transco Gas Emergency
Service 0800 111999

Bromley Police Station & Police non emergency 101

Samaritans 01689 833000

Safer Neighbourhood Team 020 8721 2605

Chelsfield Village Hall

(bookings) **01689 831826** or email to:

cvhlettings@gmail.com

Chelsfield Players

info@chelsfieldplayers.org

www.chelsfieldplayers.org

DATES FOR YOUR DIARY

WEEKLY EVENTS

EVERY MONDAY

Chelsfield Methodist Hall
Windsor Drive

Iyengar Yoga Classes

9.30am-11.00am
Suitable for Beginners
Contact Denise
01689 853215

EVERY MONDAY

Chelsfield Village Hall and
Brass Crosby Room

Chelsfield Housemartins

Monday Afternoons, for local
people who are unable to go
out without help
Contact Anne on
01689 826349

EVERY MONDAY

Chelsfield Village Hall

Pilates Class

6.30pm-7.30pm
Contact Francesca on
07791073445

EVERY TUESDAY

Brass Crosby Room

St Martin's Toddler Group

10.30am-12.00 midday
Now also 13.00 - 14.30
Contact Sarah Ford:
01689 853415
stmartinstoddlers@gmail.com

EVERY TUESDAY

Chelsfield Village Hall

Pilates Class

09.00am - 10.00am
10.00am -11.00am and
11.00am to 12.00 midday
Contact Francesca on
07791073445

EVERY TUESDAY

The Chelsfield (Windsor Dr)

Quiz Night

From 7.30pm
Contact 01689600656

EVERY TUESDAY

Five Bells

Charity Quiz Night

from 9.00pm

EVERY WED & FRI

Pilates Classes

Chelsfield Methodist Church
Hall, Windsor Drive
Wed 8.00pm -9.00pm Fri-
day 9.35am-10.35am
Contact Bethany Lucas on
07415 638546
bethanylucaspilates@gmail.com

EVERY WEDNESDAY

(from 13th January 2016)
Christ Church Hall
(Charterhouse Rd)

Pilates Class

09:00am-10:15am
Private classes by
appointment.
Contact Sally 07786 035640

EVERY WEDNESDAY

Hatha Yoga Classes

10.30am-12.00am
Contact Pam Keeper on
01732 458930

EVERY THURSDAY

Chelsfield Village Hall

Art Classes

10.00am -12.00midday
Contact Leo 07583777065
leo77ok@hotmail.com

EVERY THURSDAY from

17th March for 6 weeks

Chelsfield Recreation Ground

Dog Training

11.00am -12.00midday
Contact Lyn 07773 626665

EVERY THURSDAY

Chelsfield Village Hall

Class Street Dance

4.30pm-6.00pm
Boys & Girls All Ages

EVERY THURSDAY

Chelsfield Village Hall

Pilates Class

6.30pm-7.30pm
Contact Francesca on
07791073445

EVERY FRIDAY

Chelsfield Village Hall

Pilates Class

3.00pm-4.00pm
Contact Francesca on
07791073445

EVERY SUNDAY

The Chelsfield (Windsor Dr)

Live Singer

5.00pm-8.00pm
Contact 01689600656

SPECIAL EVENTS

Wednesday 9th March (2nd Wednesday of Month)

Chelsfield Village Hall
Afternoon W.I.
Newcomers Welcome
Contact Irene 01689 835143

Tuesday 15th March (3rd Tuesday of Month)

Chelsfield Village Hall
Evening W.I.
Newcomers Welcome
From 7.45pm
Contact
Madeline 01689891533

Wednesday 16th March

Five Bells

Open Mic Night

So all you budding
musicians out there, come
along and have a go!
Starts at 8.30pm

Thursday 17th March (3rd Thursday each month)

Brass Crosby Room

Local History Group

10.30am

Sunday 3rd April

(1st Sunday Each Month)

Chelsfield Equestrian Centre

Unaffiliated Dressage

Intro to Elementary
Phone: 01689 855603

Wednesday 6th April

Five Bells

Open Mic Night

So all you budding
musicians out there, come
along and have a go!
Starts at 8.30pm

Sunday 29th May

The Meadows
Chelsfield Park
Open Garden
From 10.30am
Children Very Welcome