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FORTHCOMING EVENTS (Cont'd from page 10)

Tuesday, 15 October...Open meeting at 8 p.m. in the Red Cross Centre, Sandy Lane, Send, when there will be an illustrated talk on an aspect of natural history.

Saturday, 16 November...SLHC Symposium at Surrey University on the theme of "Road, Air & Rail".

Wednesday, 20 November...Open meeting at 8 p.m. in Ripley Village Hall when Mrs Sylvia Lewin will give an illustrated talk on the history of Pyrford & Wisley.

Tuesday, 17 December...Christmas Social in the Red Cross Centre, Sandy Lane, Send.

N.B. Add: Saturday, 8 June...Parish Fair at 2 p.m. on Send Recreation Ground when the Society will have a stall.

Closing Date: Material for the next issue of the Newsletter should be in the hands of the Editor by Monday, 1 July.

THE BOUGHTONS - THE RISE OF A YEOMAN FAMILY

The wide gap between lord and villein that had characterised the feudal manors of Dedswell and Papworth was filled up from the 12th century onwards by the yeoman class. With the steady process of extinction of the villein in the Middle Ages, villeins became polarised between becoming yeoman farmers, or else landless labourers.

The arrival of this increasing prosperous middle class is instanced in Papworth by the Boughton family, who had held, in 1518, Griggs, a tenement, and some neighbouring land, with Robert Boughton as copyhold tenant of the manor of Papworth.

In the Elizabethan Musters, which listed both arms and men available for mustering in the event of invasion, a later Robert Boughton, in the 1572/3 list for Send, is described as one of the seven "Bowe men of ye beste sorte". In the 1583/4 list, he is shown as a pikeman.

The Papworth Court Roll of 1741 shows Robert Boughton, the younger, and William Boughton both holding extensive freehold and copyhold tenancies, and the Boughton family also held land in the neighbouring manor of Send & Ripley. By 1773 Robert Boughton had become a churchwarden and had been allocated seat No 1 in Send Church. Boughton fortunes were growing and Court Roll of 1780 lists numerous properties, with Robert as Foreman of the Homage, or Jury, at the Court Baron.

The Send & Ripley Inclosure Act of 1803 gave Robert Boughton the elder and Robert Boughton the younger parts of the manorial commonland, whilst the Tithe Apportionments in 1845 show Frances Boughton as a very significant landowner.

By about 1820, Griggs had been renamed Boughton Hall, a sure sign of the rising fortunes of this yeoman family; significant rebuilding had been carried out on the site. Much of the present Hall, now a private hotel, dates from Victorian times.

The view of Boughton Hall from Send Marsh Road is, of course, the rear aspect. The main facade was to the South, looking over the private drive the Boughtons had constructed across the fields to a gate to the South and a lodge constructed by the Portsmouth Road, close to the present Burnt Common Roundabout.

Perhaps this could be seen as a piece of one-upmanship, as the Boughtons' lodge was placed on the opposite side of the highway to the Earl of Onslow's lodge at the gates of his private carriageway. The Earl's thoughts on the new-found grandeur of his customary copyhold tenant in his lordship of Papworth are not recorded.

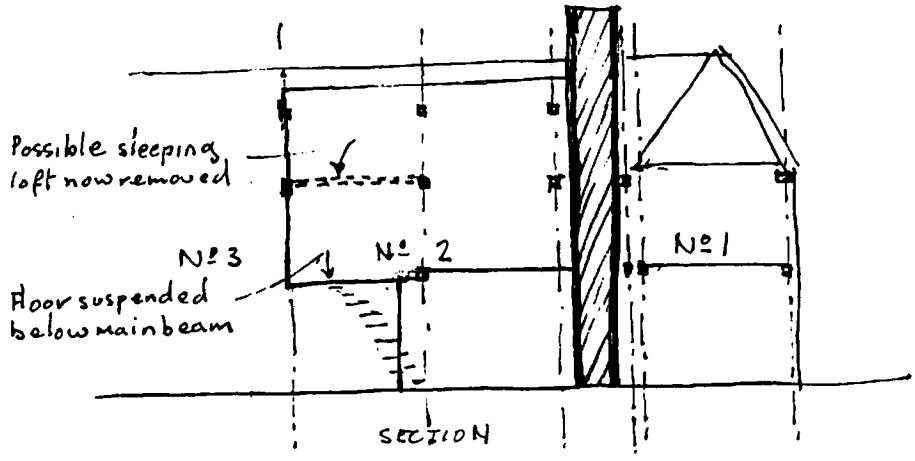
The Hall, by 1870, had ceased to be occupied by the Boughton family and by 1884 the estate belonged to Robert Boughton Smith, a retired sea captain, who adopted the name of Boughton.

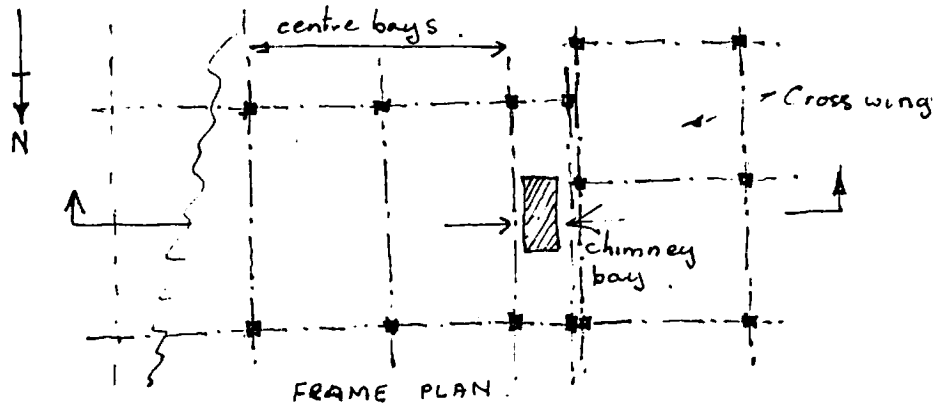
The estate, which was auctioned off in 1907, occupied large areas of the manor of Papworth and was a tribute to the industrious nature of the Boughton family, who had risen from small copyhold tenants to gentlefolk and had been active in local affairs for over three and a half centuries.

Jean Molyneux-Hale

Extended note: Notes on other aspects of the Boughtons and Boughton Hall have appeared in Newsletters 4, 5, 30 and 31.

Cobham Cottages
Ripley High Street





COBHAM COTTAGES - RIPLEY HIGH STREET

Newsletter No 56 set out the documented history of the one-time Cobham churchwarden's "House in Ripley" from the time the lease was granted by Newark Priory in 1409 to the present day.

Members of the Buildings Group have now had the opportunity to see inside two of the three cottages on this site, these being No 2 (the centre one) and No 1 (the Guildford end one). They found that the 18th century brickwork and tiled roof were just a shell encasing a 16th century timber frame of what was probably an open hall house with crosswings.

The regular spacing of doors and windows to the road frontage had required considerable ingenuity to achieve despite the quite inappropriate spacing of the oak framing posts; the only clue to what lies behind the brickwork is the absence of one door in the sequence of window - door - window that makes up the facade.

The 16th century house, as far as can be seen from within Nos 1 and 2, had a two-bay open-hall centre section with a narrow smoke or chimney bay at the West end. At some time this probably had a sleeping loft added to the East bay and then a floor added below this. The West bay was floored, a stair formed and the loft removed from the East bay, all at times in the 18th and 19th centuries.

At some time in the 19th century to the rear of No 2 was also added a catslide extension, which enclosed in its roof space early diamond mullion windows, parts of which can still be seen.

The simple plank oak door between the bedrooms in No 2 is early and may be original. The roof of this part is of side purlin construction with smoke darkening of the timbers.

No 1, to the West of the centre bays (to the right viewed from the road), incorporates the narrow chimney bay that ends the centre portion and the separately-framed crosswing. The crosswing projected a few feet behind the centre portion and two wattle & daub panels on the side of this projection can still be seen in the catslide roof space. The crosswing has been extended farther back in recent times.

The "messuage and tenement" (or house with outbuildings and 3 acres of ground), after being leased out by the Priory for more than 130 years, passed into private hands following the Dissolution in 1539. It seems likely that the new private owner, having acquired a property with a house already about 150 years old, demolished it and built the house that forms the structure of the present three cottages.

We thank Mr Granger and Mr Peternell for giving the following members of the Buildings Group this opportunity to see inside their houses: John Bartlett, Jane Bartlett, Ken French, Gloria Henson, John Slatford and Bette Slatford.

The detailed report on which this article is based is available to members on request.

John Bartlett

REMINISCENCES OF A CHILDHOOD IN SEND AND RIPLEY

First of all, let me congratulate the members of Send & Ripley History Society on the book "Ripley and Send Then and Now". Looking at the photographs has brought back so many memories of my very young days.

I was born on the Dunsborough House estate in a little cottage on the estate. I have a photograph of myself in the pram at six or seven months old in the garden. The upper floor of the house is ivy-covered, and shows a gabled window. My sister was also born here, and as far as I know we lived there until I was about four or five years old.

My father, William John Baigent, was the brother of the late Joe Baigent of Hillside (formerly Stephens) Farm at Send. There were ten children in the family. I do not think any of that family are now living. I am the sole survivor of my branch. My father died in 1948, my sister, Joyce, had a brain tumour and died in 1960 and my mother, who lived until she was nearly 80, died in 1972.

My mother was Ada Stevens; there were seven in her family and none of that family are living. I have cousins on both sides of the family. There are some in Australia. My father's eldest brother, Edward, went there, presumably after the war of 1914-18. There are others of the Baigent family, who have also drifted apart, with the rush of life. Joe's daughters, now Joan Leese and Kathleen Jones, probably still live somewhere in the area. On my mother's side there are Jessie and Ernie Stevens. Jessie still lives in No 101 Send Road, where she was brought up. I remember visiting them often when young. Ernie is married and has children, and grandchildren. My mother's eldest sister, Fannie (Mrs Taylor), lived for many years at the lodge at Mays Corner in Send. We often stayed with her. She worked for many years in the "big house", cooking etc.

After Dunsborough, we lived in the "Wood Hut" in Papercourt Lane. My father, who was a carpenter, built the house somewhere about 1924. He had been, and I think might still have been at that time, the carpenter of the Dunsborough House and probably did odd jobs as well. He used to go to work by bicycle. As far as I can visualise now, the garden seemed very big, but that may be because I was still very young. We lived there for four or five years, when we moved to Wood Street. But whilst we lived at Papercourt Lane I started at the infants' school in the village, a red brick building, I remember, with very heavy wooden doors with iron latches and a gabled roof. My sister and I were Christened in the church at Ripley. When my sister was Christened it was Holy Week, and the vicar would not give her the name which my mother chose, because he said it was not a joyous time, so Christened her by her second name, Violet, which caused quite a lot of confusion sometimes, as she was normally called Joyce, the name my mother had chosen. The vicar was the Rev Headeach.

Wooden Hut was somewhere near to Papercourt Farm Cottages. I remember very clearly one day as we were walking back from Send on the gravel road of Papercourt Lane with my sister and mother (we had a carpet-seated push-chair with a wooden frame), the hay barn of the farm was on fire. A lot of workers were at the scene holding out a blanket or something and encouraging someone to jump into it, but he wouldn't and, horrified, we all saw him fall backwards into the fire, so that he could not be rescued. I was about five years old at the time.

There was a little sweetshop at the end of the lane towards Ripley where we used to go once a week for a farthing's worth of sweets each; one could buy quite a few sweets in those days for a farthing and a sherbet bag with a

candy dab in it was one of my favourites, also huge peppermint sweets, striped, known as gobstoppers. I remember the cobbler's shop in Ripley, nearest London at the end of the street in a little red brick building, where we used to have our shoes mended. My father used to do some of them, but what he couldn't manage went to the shop.

Each of the photographs in the book awakens some memory as I look at it. Most of our photographs were destroyed in the Second World War when my father sold up the house which we lived in, due to my sister being in the WRNS, myself in the WRAF, and mother at the time was in hospital. I remember that Wood Hut had one living room which had the kitchen range in it, a porch, and only one bedroom. In the kitchen was a copper where the weekly wash was done. There was one cold tap and, of course, no electricity or gas. We had a Valor oil stove and cooked on the kitchen range, which always had an iron kettle on it. Mother's pots and pans were of heavy iron. My sister slept in the same room as my parents and I slept in the living room on an old iron bed, which was not very comfortable and which was folded up during the day. We had a huge kitchen table, scrubbed white, which had drawers at each end, making lovely ledges underneath for hiding little items, and made a very nice place to play under, especially when it was covered with a big red woollen table cloth. The toilet was outside and consisted of a bucket which had to be emptied about once a week. We kept ducks at the bottom of the garden and their run went down to the stream. I haven't seen this house for about fifty years, but I am told it is still there.

The picture of Uncle Joe on the front of the book reminds me that we used to visit his farm up Sandy Lane, which was unmade up then. We did not go there often, probably because Uncle Joe could not spare much of his time. We watched cows being milked and had a go ourselves - hand milking of course. His wife used to have pans of milk setting for cream and cheese, etc. The dairy always seemed cold and wet.

Joe's sister, Alice, lived in a new bungalow not too far away up the sandy path, then facing onto a big sandy field. His sister Liz lived in what is now Send Road and was housekeeper to Mr Spooner, the nurseryman - I used to like going there because he used to give us melon which he had grown in the glasshouses. He would sit by the range in a huge wooden high-backed armchair. Going back to the picture of the hayfield on the front of the book, I remember that my father used to help with haymaking sometimes and that we used to take bottles of very sweet hot tea to him in the fields. The bottles were always wrapped in flannel to keep them warm. Thinking of warmth in flannel, our beds were always heated with bricks kept in the oven during the day and wrapped in flannel and brown paper at nighttime - hard on the feet when one put one's feet into the end of the bed, but very warm, and lasted a long time; later we had stone hot-water bottles, followed by aluminium bottles, to the rubber ones of today.

We walked great distances in those days, the push-chair going with us. It was used in turns to give our feet a rest or to carry things from the shop. We did not go to the shops so often, and if we did we walked to Woking. The butcher, the baker and the milkman, all known to us as friendly traders of the area, brought things to the door. The milk, which came by horse and cart, was ladled out of a big shining churn and put either into our own can, or the large white jug. Sometimes if we needed extra, we took the little can to Papercourt Farm and got it from the dairy. My mother used to give us a halfpenny a week as pocket money and we had to save a farthing; also if we were lucky enough to get a few pence from aunts and uncles, that, too, had to go into the money box. When it amounted to 5s we then had to give it to her towards the cost of anew pair of buttun-up boots. I had my first

pair of laced-up boots to go to school - black ones. They had 11 pairs of hooks to loop the laces on and I had to do them up.

On Sundays we often went visiting my aunts and uncles, or for picnics, when we often walked to Wisley Lake and sat on the pine needles under the pine trees to eat our picnic: bottles of hot tea, or home made lemonade, home made cake and bread, jam sandwiches, etc. I remember the smell of the pine trees and the sunshine, along with the thrill of being able to paddle in the shallow water at the edges. There were always swans to feed, and an old donkey who lived nearby used to make me laugh when he brayed. We sometimes used to go to Newark Priory (we always called it the Abbey).

The fair on the green was another great occasion. I can remember my father winning a huge rubber ball for my sister and for myself I chose a china doll as tall as myself. It had jointed hands, arms, legs and neck. I had never had such a doll before, as we had only rag dolls made by my mother. My father made me a wooden pram for Christmas in which to put the doll, and these were treasured possessions for very many years. The pram was more like a little truck, the sort of design still seen sometimes in places like Dutch villages. The village pond was an attraction to us also, with its white railings. Another attraction was watching the blacksmith shoe the horses. Likewise visits to the grocer's shop in the High Street, where everything like sugar and sultanas was weighed and packed in blue twists of paper before one's very eyes, and if we were lucky one was given to us to eat, or maybe a biscuit. How I remember the smell of all the different spices, dried fruits, etc. Orders were delivered to the house by obliging delivery boys on bikes, huge wicker baskets in the carrier. As far as I know the service was free, and cheerfully given.

We used to walk by the River Wey, going through the wooden gates, and fishing with a bent pin for minnows or small fish. The picture on page 47 brings back memories. My father was very good at describing wildlife, birds, fish, trees and the beautiful dragonflies which used to flit over the water, and occasional kingfishers.

When walking to Send, we used to pass the kennels at Send Marsh where Great Danes were raised. Also there was a very clear little stream which used to wander alongside the road.

The picture at the top on page 77 looks like the cottage where Uncle George lived. George Baigent was a member of the local fire brigade and also did chimney sweeping. He broke his leg one day when going on his cycle to a fire, his coat having caught in the spokes threw him off. He died before Aunt Lily. When we visited him he used to let us play bowls with him on his lawn. I cannot remember a pavement on the righthand side, and there was a wooded spinney at Mays Corner. I have a photograph of Tannery Bridge with my cousins Ernie and Jessie Stevens standing on it. Uncle Ern was very keen on photography and he used to send us a lot of photographs. The names of the houses in Send Road were changed, for their house had another address before it was called No 101.

My father and mother were married in Send Church. When I was about 16 or 17 I worked at Sendhurst Grange as third housemaid, and we (all the staff) had to attend church on Sunday morning, and I had a half day off in the afternoon - until 6 pm. My wages were 3 pounds per month and a tablet of soap a month! I left there to go into the Royal Air Force where I spent 25 years. I may have got the name of the house mentioned above wrong, it could have been Send Grove. It had a farm and was not too far from the church and was near the main road. I cannot remember much of the outside, but I do remember, because I had to clean them, the huge fireplaces. The Oak Room, as it was known, had a chimneypiece which was big enough to walk around

inside. There was a minstrels' gallery and a servants' hall. I slept in the attic along with the underparlourmaid and the kitchen maid, with whom I shared a room. There was a huge staff there before the war and I believe the name of the owner was Wilkinson, and he worked in the Stock Exchange. They had a nanny, who had been the father's nanny before; she was very old, and I used to have to carry her meals to her room, which was with the old nursery suite.

I'm sure that each time I look at this book I will find other memories. In case anyone wonders how I came across the book when I live in Marlborough, I would explain that I had to go to Guildford and happened to walk into Webster's Bookshop where I found it. It has given me much pleasure, even in the first 24 hours after I bought it. I think I must bring the book with me back to Ripley and Send to look at the two villages again. I haven't seen them for a very long time.

I hope that the Society keeps on growing and collecting all that it can, leaving it as a very good record for the future.

May D Baigent

"TALES OF OLD GUILDFORD"

On 26 March the cinema came to Send when "Circle Eight", the Guildford amateur film unit, presented their latest production to a full house of members of the History Society in the Red Cross Centre.

Terence Patrick, Chairman of "Circle Eight", described the film, which was first shown in 1984, as the most popular film produced by the group since it began 21 years ago.

The film provided an amusing and instructive excursion into Guildford's past and everyone agreed that it had been a most enjoyable hour.

This is one of the occasions when it would be inappropriate to give details of the film, but for those who did not attend on this evening and have not yet seen it, do try to. It should not be missed. Our thanks are due to Terence Patrick for showing us this excellent Circle Eight production and to our Secretary for arranging the evening's entertainment.

K H Bourne

A SHORT SUMMARY OF THE HISTORY OF RIPLEY

The following notes, which have been drafted as part of the preparations for the Ripley Summer Event, may be of general interest to members.

Although there is evidence of human occupation in this area dating from the Neolithic Period (4000 to 2400 BC), the first known documentary reference to Ripley is as "Rippelle" and "Ripelia", both in 1204. Ripley probably developed around a minor crossing point on what was then the London to Winchester Road. It was here that a chapel, probably monastic in origin, was built c 1160 and this now forms the chancel of Ripley Church. The chapel was later consigned as an endowment to the Augustinian, or "Austin" Canons who founded Newark Priory at the end of the 12th century in the reign of Richard I. In return for a palfrey (saddle-horse), a charter was granted to the Priory by Henry III in the 13th century for a fair to be held on Ripley Green on the eve and feastday of St Mary Magdalen (22 July), abd this may be regarded as the forerunner of the presentday Ripley Event, a tradition now stretching back well over 750 years.

Much of Ripley's later history has been closely connected with the fact that it is situated on what had been since Henry VIII's day the main Portsmouth Road, which became a turnpike in the latter half of the 18th century. The village, therefore, witnessed the rise of the stagecoach and its eventual decline with the coming of the railway in the first half of the 19th century. This left the "great white road" relatively deserted, which was ideal for the early bicyclists who flocked to rural Ripley in vast numbers in the 1880s/90s. The bicycle in turn gave way at the beginning of the present century to the motor car, which, as the volume of traffic mounted to intolerable levels along the High Street, all but split the village in two and seriously threatened the fabric of its old buildings. Ripley survived this onslaught and, with the construction of the by-pass in 1976, regained to some degree its former rural tranquillity.

History has on the whole been kind to Ripley, so that in spite of the inevitable changes which have occurred, it has retained its village character. Many of its old buildings still remain, some dating from the 15th century, with their timber frames concealed beneath later additions. Despite the enclosures of the early 19th century and more modern threats, Ripley has been fortunate in retaining unspoilt its magnificent Green , reputedly the largest in England, which gives access to the Wey Navigation. There can be few villages, if any, close to London which can boast such enviable amenities.

Bob Gale

THE HISTORY OF BROOKLANDS MOTOR COURSE

Notes of a Talk Given by Mr Jack Chinn

The annex at Ripley Village Hall was packed to bursting with some 60 members to hear Mr Chinn speak about the history of Brooklands, from the time it was carved from swampy fields and woodland, through its heyday as the world's first purpose-built motor-racing track, its use as the cradle of flying, its part in the Second World War, its reversion to being a nature haunt, to the present day when it is in the process of being converted into a museum.

Jack Chinn himself is a local man who worked for Vickers/BAC for 42 years. Much of his talk was derived from his own personal knowledge and original research, in conjunction with Weybridge Museum, but some details came from the authoritative history of the course by William Boddy published in 1957.

The land, infested by rabbits, had been owned by the Locke King family for generations when in 1906 Mr H F Locke King conceived the idea of providing a race track for the newly born sport of motor racing, which would serve at the same time as a test track for the equally new British motor industry. In conjunction with Charles Jarrott, S F Edge (formerly a racing cyclist), and others, plans were evolved for a 100 foot wide concrete track of some $2\frac{3}{4}$ miles with banked curves nearly 30 feet high. Plans were drawn up by Colonel Holden of the Royal Engineers and construction began under the supervision of Mr Donaldson, a railway engineer.

Irish and Welsh navvies were brought in (some of whose descendants are still in the area), and at one time some two thousand workmen were employed on the site. Much of the work was done by hand, but ten steam grabs and a steam navvy shifted much of the soil. Seven miles of temporary railway line were laid on site for the six locomotives which hauled some eighty truck loads a day of gravel and cement. The River Wey had to be deflected in two places and two bridges were built. The bridge on the South side was relatively easy, as it was on the straight and could be built flat. That on the North side near the railway was a different proposition; being on a curve, it had to withstand much greater and more complicated pressures and be part of the

banking. The total length of the track, including the finishing straight, was 3¼ miles, of which only 2 miles were level.

The project had first been mooted in the summer of 1906, work started towards the winter that year, and incredibly the whole track was completed by the summer of the following year. It cost Mr Locke King £150,000. Cars were to lap the track in an anti-clockwise direction and turn into the Finishing straight on their last lap. The first race meeting was on 6 July 1907. At the initial discussion in 1906 S F Edge said he wished to attempt at the earliest opportunity to drive for 24 hours on the track at an average speed of 60 mph. This was thought impossible, as the record was then 45.6 mph. Eleven days after the opening ceremony he was allowed to try, and in the result achieved 65.905 mph in a Napier car.

A succession of marvellously evocative slides was shown by Mr Chinn, depicting such famous cars as "Chitty Chitty Bang Bang", and such drivers as Count Zborowski and J D Parry Thomas. Others are far better qualified than this writer to summarise Mr Chinn's account of chain-driven and aero-engined monsters, which were put through their paces by various fearless drivers at Brooklands.

Slides were also shown of early aviators and their unbelievably fragile machines. In 1910 A V Roe became the first person to fly an aircraft from Brooklands. At about the same time Bleriot set up a factory there. Pictures of the Vickers No 1 monoplane and the Vimy bomber were also shown. The Sopwith School of Flying operated from Brooklands at £75 a course. The nearby sewage works was an unpleasant risk for novice fliers, and more than one came to a sticky and malodorous end there.

War work was touched upon. Of the 11,000 Wellington bombers built, there is believed to be only one surviving, although another is being raised from the bottom of Loch Ness. Later came the Viscount Turbo-Prop, the Vanguard and the Valiant, the TSR2 and the VC10. A replica of the Vimy has also been built.

To the intense disappointment of many, the track was never reinstated after the Second World War and is unlikely ever to be fully restored, as the five-arch bridge taking the Members' banking over the Wey has gone. The site has been bought by Gallaghers, the tobacco company, who propose to build prestige office buildings there. In return for permission to do that, they are making the remainder of the site over to Elmbridge Borough Council to form a museum to reflect the various activities which took place at Brooklands. Included in the agreement is a provision for restoration of the Clubhouse and this has been almost completed.

The Society has made arrangements for a conducted tour of the museum site on the evening of 19 June, when members will be shown, among other things, the restored Clubhouse, the original ticket booth, Test Hill, and the part of the banking which used to be spanned by a bridge to the railway station.

Les Bowerman

NEW MEMBERS

We welcome the following new members:

Mr and Mrs J Ellis, "Hever Grange", Oak Grange Road, West Clandon.
Mr and Mrs D Cooper, "Changan", Send Marsh Road, Ripley.
Mr and Mrs D Shoesmith, 77 Meadow View Road, West Ewell, Epsom.

Mr C Davis, "Rosedene", Send Marsh Road, Ripley.
Mr and Mrs W Knight (rejoined), 15 Send Close, Send.

FORTHCOMING EVENTS

Monday, 27 May ... Bank Holiday County Show at the start of Guildford's "Out and About Week". The Society will have a display at the show in Stoke Park.

Wednesday, 29 May ... A conducted walk around Ripley, organised by the Society as part of its contribution towards the "Out and About Week". Meet at 7 pm in Ripley Green car park.

Monday, 3 June ... Documentary Group meeting at 8 pm at 15 Kevan Drive.

Sunday, 9 June ... All day outing to Hampshire. Meet at 9 for 9.15 am at Send Marsh Green; or at 10 am at Jane Austen's house at Chawton, near Alton, for a private visit to the Jane Austen Museum. A small entry fee is payable. This will be followed by a walk around the "New" and "Old" towns of Alresford. Lunch may be taken on Old Alresford Green, overlooking the pond. Refreshments available at the Horse & Groom. Members then have the option of going their own way or of meeting at 2 pm at the railway station for a nostalgic ride on the "Water Cress Line", the privately owned Mid Hampshire steam railway. This will be a round trip in old-fashioned style to Medstead, Four Marks, through delightful scenery. There will be another stop at the engine sheds at Ropley. The train includes a refreshment car for afternoon tea. The round trip takes approximately two hours and the tickets are £3 for first class and £2.20 for second class.

Tuesday, 11 June ... Local Memories Group meeting at 8 pm at Little Ripley House.

Saturday/Sunday, 15/16 June ... The camping weekend of the Ripley Section of the Southern Veteran-Cycle Club on Ripley Green. For full details see the previous issue of the Newsletter.

Wednesday, 19 June ... Evening visit to Brooklands. Meet at Send Marsh Green at 7 pm sharp. There will be a conducted tour around the more interesting parts of the track, some of the buildings and the Clubhouse, finishing with some of the intended exhibits in the proposed aircraft, motor and cycle museum. Members will be expected to make a contribution in the region of £1 each towards the setting up of the museum. Names, please, of all those proposing to attend to the Secretary, Les Bowerman, at least ten days beforehand, as the party has to be checked in by security staff at the gate.

Wednesday, 26 June ... Buildings Group evening visit to look at buildings around the Green of the ancient Surrey village of Shamley Green. Meet at Send Marsh Green at 7 pm.

Saturday, 29 June ... Send Scouts Fete in the Recreation Ground, where the Society will have a stand.

Tuesday, 2 July ... Committee Meeting at 8 pm at the Manor House, Send Marsh Green.

Wednesday, 10 July ... Evening visit to the ancient town of Godalming. Meet at 7.15 pm at Godalming Crown Court Car Park, behind the supermarket, for a conducted tour by Mr John Janaway, head of the Local Studies Section in Guildford Library. The tour will include the river area, the church, the old part of the town..

Museum.

Friday-Sunday, 12-14 July ... Ockham Festival in connection with the William of Ockham 700th anniversary celebrations.

Saturday, 20 July ... Ripley Summer Event where the Society will have a stall.

Tuesday, 13 August ... Local Memories Group Meeting at Muir House, Brooklyn Road, Woking.

Wednesday, 18 September ... Open meeting at 8 pm at Ripley Village Hall, when our member, Ann Watson, will give an illustrated talk on the history of Ockham.

Cont'd on Page 1.