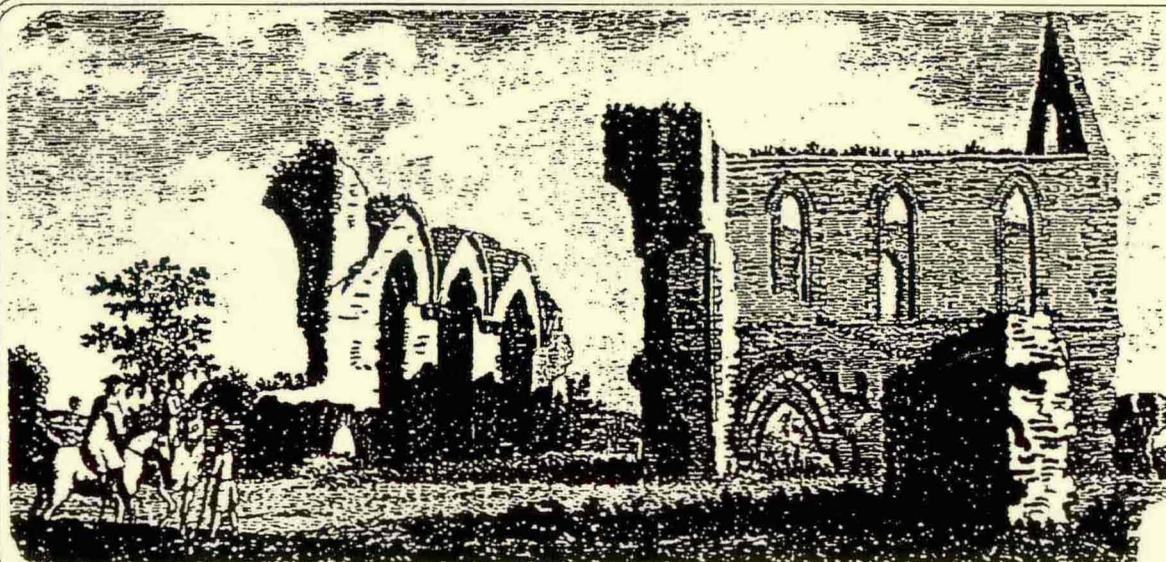


# Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY

Registered Charity No. 296324



NEWARK PRIORY

Journal Volume 6 No. 192

Jan/Feb 2007



Ripley High Street

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Registered Charity No 296324

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**Journal Volume 6 No. 192**

**Jan/Feb 2007**

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**Cover photo:** Postcard view of Ripley High Street c1915. From 24 postcards recently donated by Ann Low

## Editor's Comment

My previous comment in Journal 191 referred to the wonderful autumn colours. The weather has changed dramatically since then and as I write this in the middle of January 2007, there is no snow here as yet, (although some on high ground) but gales and much rain and generally mild (12°C). On a positive note daylight hours are increasing as will become more evident at the end of this month.

In spite of the weather and a severe health setback Alan Tinkler has been busy again, successfully encouraging our advertisers to continue for another year. We are sorry to lose; The Cedar House Gallery, Peter Croucher, County Beverage Services, and Colborne Garages but delighted to welcome; the Court and Smith Group, MDM Associates Ltd, the Ripley Farmers Market and Ripley Nurseries Ltd. Please support our advertisers whenever you can and mention this publication if and when you contact them.

**A further reminder:** that **subscriptions** were due from the 1<sup>st</sup> January. Please use the renewal forms included with the previous edition of the Journal.

On behalf of Send and Ripley History Society I wish all our Advertisers, Journal contributors and readers:

## A Happy New Year

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### Letters

Letter from David Porter

#### Citroen Cars at Connaughts

I refer to the Citroen car photographs in the Journal 191 pages 11 and 13.

The 1958 photograph of Connaught's 'Esso' forecourt on page 11 is of much interest. The Citroen Avant was indeed known as the 'Maigret' car. Actor Rupert Davies drove one in the BBC television series 'Maigret' and Connaught's manager Des Arthur, drove a black RHD example. The car in the photo has the spare wheel mould in the boot lid. This was the model known by Connaught's as the 'Light 15'. It had a 4cylinder OHV engine. Another version of this car had a 6cylinder engine and was known as the 'Big 6'. It was easily identified from the rear as it had a normal flat plain boot lid. During the heyday of Connaught Cars both types were very much in evidence in French LHD and British RHD versions.

The photograph clearly shows, above the Avant, the agency sign for Isetta and Goggomobil. The Isetta was a 'bubble car' available in either 3 or 4 wheel versions and again either RHD or LHD. Each was fitted with a 299cc BMW single cylinder four-stroke engine. I owned one of the last Isettats seen in Send as late as 1972. It was a LHD three-wheeled model, Oxford registration Number (791 JJO).

The Goggomobil mechanic at Connaughts was Michael Chambers and the models were known simply as 'Goggos' but they were troublesome vehicles in both car and car-derived van versions. 'Jons' the dry cleaners in Old Woking (later Coronet Cleaners) near Manor Way had a Goggo' van. Gear change was assisted by electrical solenoids but small in size and power they did not catch on and quickly disappeared from the road.

The 'Duchess' DS 19 shown on page 13, was a Paris built LHD model. The British counterpart was assembled at Slough and fitted with RHD, although both RHD and LHD versions were available from Paris. The Paris built models were recognised from the front as they had no provision for fitting a British number plate which in the Slough built models were incorporated into the front chrome bumper. With the introduction of the DS21 in the mid 1960s, the front of all Citroen D models were redesigned.

## An Archaeological Investigation in Ripley in 2004

By John Slatford

In November 2003, the Surrey County Archaeological Unit was commissioned by Mr Bob Taylor to undertake a desk based archaeological assessment of the proposed re-development of the land at Rio House and Rio Cottage, High Street, Ripley, formerly Ripley Transformers. This was in response to the condition attached to the planning permission for the re-development. The preliminary assessment concluded with the recommendation for a field investigation comprising a trial trench evaluation, which was approved and carried out in February 2004. For the new work to proceed, Mr Taylor, who is the son of the late owner of Ripley Transformers, firstly had to demolish the c19<sup>th</sup> corrugated iron workshop building, which was a tearoom formally used by cyclists.



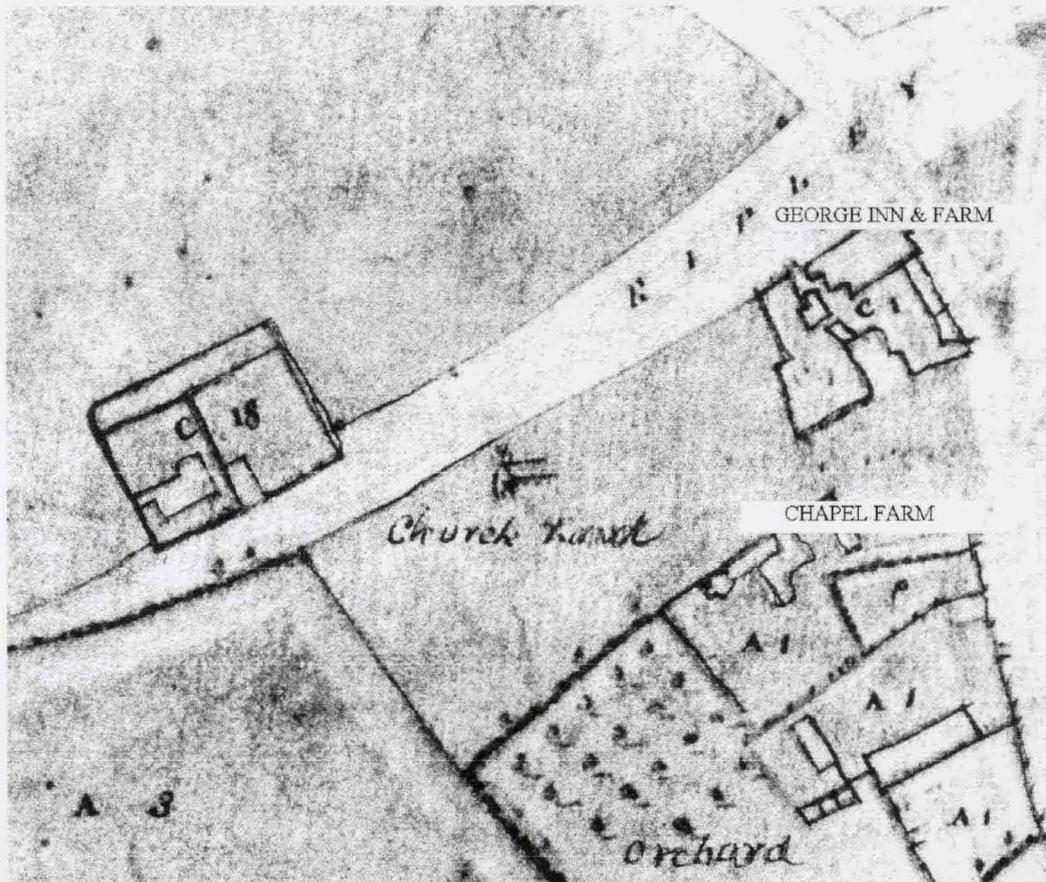
**Ripley Transformers Ltd. Photo taken by Bob Taylor  
Nov 06**



**The Anchor. Photo taken Dec 06 by John Slatford**

The site evaluation took place between 25<sup>th</sup> and 28<sup>th</sup> of February 2006 using a mini digger to excavate two trial trenches. The first trench was cut between 1.3 and 1.5 metres deep, on a line, approximately 2.0 metres from and parallel with The Anchor car park boundary. In this trench evidence was found of graves but these contained only one or two poorly preserved pieces of bone together with a pottery sherd of late 15<sup>th</sup> or early 16<sup>th</sup> century origin.

In the Society's Newsletters Nos 59 & 60, reporting on the history of The Anchor, it was concluded that the centre section of the present day Anchor was originally built as an almshouse. In the notes by Captain C M H Pearce, published after his death in SAC Vol. 50, he referred to a lawsuit in 1616 concerning the ownership of Ripley Chapel (as Ripley Church was then known). This stated that until the dissolution of the Priory, there was 'a little parcel of ground adjoining the chapel and an almshouse used for the relief of ten poor people'. Thus it is possible that this 'small parcel of ground' was in fact the whole of the present day Anchor and Rio site and was formerly a part of the churchyard taken for building the almshouse. If correct this would mean that the full extent of the eastern end of the churchyard was originally from the Chapel Farmhouse boundary to the road, that is, the High Street.



**Part of the Onslow Estate map of 1777**

The second trench was cut roughly to a boomerang shape following the line of the present day churchyard boundary and about 2-3 metres inwards. This trench was between 0.96 and 1.12 metres deep. Several graves were exposed revealing a skull, traces of arm bones and several femurs. A scrap of pottery possibly dating from the 13<sup>th</sup> or 14<sup>th</sup> century was also found. In general in the two trenches, most of the remains in the various graves, of which there were probably at least 13, were presumed to have completely decomposed. In other parts of the trenches, at higher levels, Victorian rubbish pits were exposed filled largely with broken Codd and Hamilton bottles, a legacy of the time in the late 1800s when John Valentine Savage had his mineral water business here.

The question that has to be asked is when and why was the churchyard boundary changed to exclude these graves. They probably date from a period much earlier than the start of the Send and Ripley parish records in 1653. An initial thought was that they may have been non-Christian burials of suicides or possibly from plague epidemics and placed outside the churchyard.

However, the graves all seem to be aligned east to west and are in some sort of order so that Christian burials have to be assumed. It is possible that there are (many?) more very early graves extending further under The Anchor car park.

The present churchyard boundary with the Rio Cottage land is an extremely odd shape and is very close to the outline of the Church chancel. This 'dogleg' may have been necessary to avoid certain graves when the new boundary was established.

The reports also concluded that since a) the almshouse remained as such until 1738 when the later poor house was built in Newark Lane and b) The Anchor is known from records to have existed adjacent to the churchyard at least since 1677, The Anchor must then have been in the whole or part of buildings then on the site of the present day Rio House. The SCAU excavations report did not give any conclusion dating the disturbed graves apart from the above mentioned pottery sherds. Therefore, the only evidence that can indicate answers to the question of when and why is in the suggested period when the almshouse was built, that is, in the early 1500s.

If this is so, then it is reasonable to conclude that the churchyard land embracing the whole of the present day Anchor and Rio sites was then given over for the almshouse property. It is important to bear in mind that until the dissolution, both Ripley Chapel and the almshouse were very much a Priory responsibility.

The full extent of the church land can be estimated from study of an estate map on the previous page, produced for members of the Onslow family in 1777. The map, on two sheets, was concerned with disposal of various Onslow properties primarily in Ripley and shows an outline of the church land clearly (although the scale may not be totally correct). Part is reproduced here to show that the Church frontage to the High Street extended from land adjacent to the former George Inn and Farm (the site of the present day Ripley Vicarage) to the end of the former Ripley National School site, now Church Row. The map is not correct in this respect because The Anchor and the adjacent buildings already existed in 1777 but, of course, the surveyor was not concerned with any details, which were not specifically part of his brief.

The Archaeological Unit had a watching brief on the further ground work at the site but no further features or finds were identified. Unfortunately, there are no positive answers to the questions arising from the archaeological evaluation but it does seem reasonable to conclude that the churchyard boundary was changed in order to provide the land for the medieval hospice.

I am grateful to Nowal Shaikhley for making the SCAU reports available to me for the production of this article. References:

- 1) SCAU Preliminary Assessment Report. N Shaikhley. 3 November 2003
- 2) SCAU Evaluation Report. G N Hayman. 17 March 2004.
- 3) SCAU Watching Brief. J Robertson. 20 May 2004.
- 4) SRHS Newsletters No 59 & 60. 1984-85
- 5) Surrey Archaeological Collections. No 50, Page 166, The Dedication of Ripley Chapel.

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## **Memories of Marie Timmings**

**March 1919 – June 2006**

Notes by Brenda Dabbs

Marie was a most generous and fun-loving lady with a passion for plants and her cat, Charlie, who is still kindly fed daily by Veronica Kirthi Singha, a neighbour. She was a devotee of Southern Counties Radio, often conducting conversations with them on topical subjects. Marie wrote a great poem of thanks to "Send Help" in 1998:

"How lovely it is to live in Send.  
Wherever one goes one meets a friend.  
When one is old, to go on living  
one really needs friends who are loving and giving.

Send Help is everything listed above; they give us help, kind words and love.  
Nothing's too much, no distance too far.  
They survive on a pittance, but that's how they are.  
We love them, we need them, they give of their best.  
What more can one say – may they ever be blest!"

Marie used to speak of an ancestor, Richard Pendrill, who, she said, hid Charles II in an oak tree at Boscombe and at Moseley Hill in Shropshire. The exiled king supped at Pendrill's cottage, Hubbal Grange near the Shropshire village of Tong, on 4th September 1651, having taken refuge in the oak tree. Richard Pendrill was granted a pension of £100 pa in perpetuity by way of thanks. Marie claimed that she had documentation to prove this.

*Les Bowerman adds: Marie and her husband, Howard, joined the society in 1980, and attended a number of our outings. Sadly, Howard died around 1982. Marie's membership lapsed towards the end of the 1980s, but she re-joined in 2002, buying all of our publications, which she had missed in the meantime. Marie once told me that her wooden bungalow in Tannery Lane had begun life as a World War 1 army hut, but it had been converted into a very attractive residence. Sadly, after Howard's death it gradually ran down, to the extent that, as she told me, the Council officers declined to visit. This is, no doubt, where Send Help stepped in, Brenda and Mavis Lake being regular visitors. Marie had told me that she was determined to remain at 'Staddle-Stones', as indeed she did, notwithstanding increasing disability.*

*The Send Afternoon Women's Institute record book for 1991-1993, recently deposited with the Society by Sheila Brown, show that by April 1991 Marie was the Secretary. In October the same year she was elected President, a position she held until the Institute closed in December 1993.*

*Our condolences go to Marie's grandson, Mark, who did all he could for her.*

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## Send in the 13th Century

Notes by Les Bowerman

The Surrey Record Society exists to publish records relating to the historic county of Surrey. It was founded in 1913. Over the years since then it has published transcripts, translations and abstracts of texts from the 12th to the 19th centuries. The Secretary is Maggie Vaughan-Lewis at Surrey History Centre.

Earlier this year the Society published a volume on the 1263 Surrey Eyre. The 1235 and 1258-9 Eyres were published some time ago. The Eyre (a circuit) was a court held by judges who travelled around the country listening to an extraordinary mix of cases brought by ordinary people. The purpose of these notes is to give an idea of what cases were being heard locally nearly 750 years ago starting with 1235. To set the scene we can remind ourselves that the chancel of what later became Ripley church was built around 1160 and that of Send (*rebuilt? – editor.*) around 1220. Newark priory had been founded during the reign of Richard 1 (1189 and 1199). There had been a watermill, probably at Newark, since before the Domesday survey of 1087, although the River Wey Navigation would not be dug for another 430 years. Ripley had had its first recorded mention also in Richard's time but was only a small settlement in the large parish of Send. Thus Ripley as a place did not figure in the Eyres.

Volume 1 of the 1235 Eyre contains explanatory notes about procedure and the types of cases and includes an appendix of biographies of the most important persons involved in the Eyre. Volume 2 consists mainly of summaries of actual cases heard at the Eyre of 1235. The page numbers of the two volumes are consecutive to each other.

Page 169. We learn that Henry de Bovill held Clandon long enough for it to be known as Clandon Bovill. In October 1243 a final concord between Henry and the prior of Newark annulled a boundary settlement of 1241. Henry's father Matthew had been 1<sup>st</sup> or 2<sup>nd</sup> witness in the three earliest Newark Priory charters.

Page 193. Henry de La Ford in the 1248 Eyre bought 2 ½ acres in Send from Henry de la Box for 4 marks. In 1255 his widow Beatrice brought an action against another Henry de la Ford for 2 acres in Send.

Page 237. Joel de St German in 1248 secured the right for his enclosure of land at Send to be free from claims for common pasture.

Page 238. There are two pages of biographical notes on Ruald de Send, who also used his family name of Maubank (a name with variant spellings still in use in the area) and on at least one occasion the de Calne surname of his grandfather who with his wife Beatrice had founded Newark Priory. The younger Ruald witnessed many deeds and acted as a surety for the production of defendants accused of murder. In 1236 his second wife, Alice, brought an action for nuisance against the prior of Newark and others for five banks raised in Send. Ruald was also active in his own right in several cases concerning land. In 1234 he was probably taking part on behalf of the king (Henry III) in the Welsh campaign as he gave that as an excuse for not attending the Eyre. He effected a division between his land and that of Henry de Bovill at West Clandon, which resulted in a great reduction in the common of pasture available to Newark. In 1243 the prior had it reversed. It is believed that Ruald was the Reynold Maubank who in 1248 was one of six people who secured from Geoffrey le Dine the right for their enclosures at Send to be free from common of pasture there. In 1235 Ruald's son, Giles, was outlawed for absconding after being charged with the murder of John Clerk. It was said that Giles had no chattels and was not in a tithing. (The actual case is summarised at Page 400)

Page 250. In 1229 Walter de Utworth for 16 marks released his interests in ½ a carucate to Ruald de Send. A carucate is as much land as could be tilled with one plough and 8 oxen in a year.

Page 270 (in Volume 2). The abbot of Chertsey brought an action against Ruald de Send concerning a dyke which had been overturned. A dyke or dike is a ditch, pool, mound, dam or by 1487 an embankment – so we are little the wiser!

Pages 270 to 292. Ruald de Send was one of several people chosen to hear a number of cases concerning property in Kingston, Thorpe, Reigate, Thames Ditton, Shoelands (in Puttenham) and Tyting (Guildford).

Page 319. Robert de la Ford and Joan, his wife, sued Reynold de Polesden and his wife Damotte concerning a virgate of land with appurtenances in Send. A virgate is a quarter of a hide (a hide was as much land as could be tilled with one plough in a year), or 30 fiscal acres.

Pages 346, 356, 359. Various disputes over unspecified land and 8 acres of woodland in Send.

Page 365. Jurors concluded that Thomas, prior of Newark did not inconvenience Henry de Bovill by raising a fosse in Send because the land did not belong to Henry. A fosse is a canal, ditch or trench – but how do you raise a hole in the ground?

Page 489. In a final concord Ralph de Papercourt admitted the right of Henry and his wife, Alice, to hold 2 acres of meadow in Papercourt from him at a rent of 1lb of cumin (an aromatic herb resembling fennel) annually at Easter, for which Henry and Alice gave him ½ a mark. It is also said in this report that William de Papercourt witnessed the foundation charter of Newark priory, although the charter has long since been lost.

It would seem from the above that the major local landowners in the 13<sup>th</sup> century were a remarkably disputatious bunch, but since the previous Eyre was 6 years earlier the average number of cases per year was clearly not as high as otherwise might appear. We certainly obtain a good impression of the sort of things, which bothered the major landholders at the time, although the common of pasture doubtless gave rights further down the social scale. The lack of detail in describing land being adjudicated upon unfortunately prevents us from knowing which specific land was involved.

The present-day notes and explanations in these volumes are very erudite, but we have to remember that they are only summaries of much longer documents. My notes in turn are only summaries of the author's summaries and may well contain errors of understanding. Nevertheless, the overall impression is one of a remarkably well ordered and in some ways a surprisingly democratic way of life where anyone with a claim against such prominent figures as the prior could hope for justice.

The definitions of words no longer in common use have been taken from the Shorter Oxford English Dictionary.

---

### **Artefacts acquired in 2006**

Les Bowerman

White Hart Court memorial mug deposited by Andy Jones  
1988 watercolour of Avonmor Kennels, Portsmouth Road, deposited by Any Jones  
Framed Cartoon "On the Ripley Road" c1900 deposited by John & Brenda Dabbs  
EIIR Coronation lapel badge deposited by Eileen Fowler  
Strologo bronze bus shelter dedication plaque deposited by Ripley Parish Council  
Visitors book from Scouts photo project "Send through our Lens" – Clare McCann  
2 x reproduction "shoe game" sets from Bob Stonard and Jim Whyte  
Wrought iron chandelier made by Ron Sex for his home – Michael Sex  
"I shudder to think, Therefore I am" book by Peter Gale – from Bob Gale  
Leaflet re Jarmans Farm Shop, Polesden Lane – from Rob Donn  
Papers & slides re the late Ray Davies's study of Dr R Stoughton's Elixir – from Avril Davies  
3x envelopes of Deeds, etc 1745-1950 re Prews Purrock – from Gitta Hampton  
Envelope of receipts, etc., 1945-1970s re Send businesses – from Rob Donn  
1902 Edwardian penny from garden of Ryde Cottage, Ripley Green via Andy Jones  
File contents of – 'Ripley By-pass Action Group'. Deposited by Alistair Macmillan.  
Cast metal sign K H Heating & Plumbing, etc., Dunsborough Cott. Via Andy Jones  
Send Afternoon WI A/C & Record books 1985-'93. Deposited by Sheila Brown  
"The Face of England" – book, inscribed The Elsie Lancaster Memorial Prize 1953 donated by Roger Stedman  
Method Engineering Ltd – booklet 1989. Given by Mrs Method.

---

## New Members 2006

The following joined the Society during 2006, and we are pleased to welcome them to membership:

Nick & Kyra Somerfield of Carmarthenshire  
Ann & Eric Voller of Burpham  
Ron Mansell of Maidenhead  
Arthur & Beryl Andrews of Boughton Hall  
Avenue, Send  
Carl & Monica Pashley of Polesden Lane,  
Ripley  
Mr M McCoy of Cobham  
Mrs D Gribble of Papercourt Farm, Ripley  
Vera Medhurst of Tannery Lane  
Jean Pay of Georgelands, Ripley

Lisa Parry of Old Woking  
Pat Spall of Boughton Hall Avenue, Send  
Peter Daws of Cambridge  
Mr P Warren of West End, Woking  
Bill & Lyn Purves of Cobham  
Janet Hilderley of Cobham (Re-joined)  
John & Hazel Creasey of Send Barns Lane,  
Send  
Heather Peace of Farnborough, Hants  
Mrs E Smith of Tannery Lane, Send  
Chris Dabbs of Northamptonshire.

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### Monica Edwards

Recollections by Pat Clack

I knew the Edwards family very well (See Journal 191/2). When they came to Send they were not well off. Shelley was mad keen on horses and Monica would send her round to my Mum with a few eggs for her to buy (as Shelley said, they kept chickens!) so that she would have a few pence to pay for a ride on a horse from a local farm. Incidentally, Shelley got married in Charterhouse Chapel to one of the masters there.

We would see their light on all night sometimes. She (Monica) wrote her first stories while at Rupel. I think they took over from the Clough family - Mr and Mrs Clough and their son, Ian. The present inhabitant is Daphne Dyer. Before the Cloughs there was a family called Turner. The husband and son were butchers, working for a Mr Grindall whose shop was in Kingfield; he was a bit of a slave-driver - Fred and Bill Turner would cycle there very early and not finish till very late at night. We were very friendly with the Turners. Nurse Moore lodged with them for a while before Miss Lancaster gave her the cottage next door to the Drill Hall (Lancaster Hall as now!)

Anyway, back to the Edwards. They had a black cat which was half-Siamese. It had a cry like a Siamese - and this little cat used to come through both sets of hedges to see me. I was 15 and of course, I fed him. One day Monica came to my Dad and said "If you don't buy Saiad-pasha (yes, that was what she called him!), he will have to be put down". So Dad paid her 15/- (75p) and the cat never went back. He was then about a year old and he lived with us until he was 21years! We called him 'Si'.

They were also nudists - you may have heard this before. My friend Margaret and I were doing a shorthand-typing course and Margaret came to our house for practice. One day Dad said to us "If you girls have occasion to go up to the bathroom, don't look out of the window." Well! What would you do if you were 15? Our bathroom window was the only place you could see into the Edward's back garden, and they all sunbathed out there in the nude! Bill wore a hat and gumboots and nothing else!

At that time Monica's sister lived with them, and for a time she courted Rev. Winnett. He had come to Send as assistant to Rev Legg, and when Rev Legg joined up as Army Chaplain, Winnett remained here. He would spend evenings with us too - he liked Mum's fruitcake. He later became a canon and moved to Rowledge. He came back here to officiate at my wedding - he had also confirmed me. Rev Sylvester had to be present too, but Winnett conducted the service.

He called on them one day and, not receiving a reply at the front, went round to the back only to discover them all in the nude! I think that was the end of the romance! From here they moved to Thursley and lived in Punchbowl Farm. I seem to recall that Bill was killed there in a farming accident.

I have had a look on e-bay and see that Monica's books are now fetching high prices! I have a hardback - "The Outsider", and 7 paperbacks of her originals.

---

## Connaught Cars (1959) Ltd

(Part Three)

### 1961 – The Expanding Enterprise

By David Porter

In retirement, my Dad always looked back to 1961 as the beginning of the hey-days at Connaught Cars. The company was growing rapidly and expanding in different directions. There were three main areas of enterprise, summarised here, and each will be subject of subsequent articles to follow.

The first was that of the 'Citroen Conversions' as they became known and these were a great success. The small Nissen hut soon became totally inadequate to accommodate the numerous vehicles even though light work was done in the yard outside. To gain more space all Citroen work was transferred to the larger workshop to the rear of the forecourt (as described in part one). In this environment Benny Benstead also had his own bench to oversee the successful upgrading of the Citroen engine, whilst still having access to the machine shop in Nissen hut (1) at the rear of the yard.

The second occurred in the same year (1961) when the company signed a contract with Lever Bros (later to become Unilever), to maintain their fleet of lorries. There were two main types - the large 'Luton' bodied Austins and the refrigerated Fords; both were about 5-ton gross weight, twin rigid-axle vehicles. Their size meant that the doorway of the main workshop had to be increased in height to allow access. The Lever Bros (SPD) depot was in Forsyth Road, Sheerwater Estate, Woking with another at Reigate.

Over the perimeter fence between Connaughts and Chandler's Garage was founded the third new enterprise – 'Connaught Contractors' (incorporating Mechanical Enterprises). A large workshop painted black was erected on a very windy day. A strong gust of wind demolished the first attempt, as witnessed by the Citroen mechanics from their workshop window! The second attempt was successful and from this site Connaught Contractors grew rapidly with Dick Claydon at the helm and Alan Brown looking after the car side. At this time Barney Bregman and his wife, Ann, occupied the flat overlooking the forecourt. Barney was forecourt manager and Ann looked after the wage bill.

Pauline Shipp was well occupied with the telephone switchboard with its numerous jack plugs and sockets. My aunt, Mrs. Lily Hillman, cleaned the company offices every evening from Monday to Friday. This three-enterprise scenario remained largely unchanged until 1964.

## Connaught Cars (1959) Ltd

(Part Four)

### The SPD Lever Bros contract

By David Porter

I was told that the letters 'SPD' stood for 'Speedy Prompt Delivery' although it was never confirmed. These letters were cast into a small metal plate, which was fixed to a corner of the vehicle body. Those on the refrigerated vehicles were painted blue and the others were maroon. The refrigerated bodies were sign-written on each side with the famous 'Birds Eye' logo. They were built on Ford 4D chassis. The non-refrigerated bodies were in plain maroon livery, some carrying small advertising boards upon which paper adverts were pasted, such as PERSIL, OMO and SURF washing powders. The vehicle chassis of this fleet were almost entirely Austins powered by 5.1 litre BMC diesel engines.

There were two 'Albion' lorries both built on 'Claymore' chassis, each powered by a 4-cylinder Albion horizontal diesel engine (mounted under-floor) halfway along the chassis. This was a distinct disadvantage when the vehicle was loaded, as, in an emergency, servicing was impossible, unless the vehicle was unloaded to gain access to the engine via the floorboards! Another unusual feature was the cab windows, which were raised or lowered by a leather strap. My father often remarked that driving a Claymore was like sitting in a railway carriage holding a steering wheel!

Connaughts was a 24-hour operation from the beginning, with a sign outside in red letters stating 'WE NEVER CLOSE' evoking the famous London Windmill Theatre slogan. Naturally most of the SPD work was carried out during the night. This sometimes caused problems with the neighbours in Burnt Common Cottages! Mrs. Norris occupied the nearest council house, a lady well known in Send for her cake decorating skills, particularly the icing of wedding cakes. She naturally complained when the hammering from Connaughts kept her awake night after night. Des Arthur acted immediately and ordered that all heavy work requiring the use of sledgehammers should cease at 10pm. These heavy hammers were used for various operations on corroded parts such as the removal of steering kingpins and road spring shackle pins. Following this order Mrs. Norris slept soundly!

The collection and delivery of SPD vehicles usually took place each day between 5pm and 7pm involving an hour's overtime following a day's work by the SPD mechanics but could also involve the Citroen mechanics if there were several vehicles to collect. As many as six vehicles at a time would form a convoy through Send en route for Sheerwater, sounding their horns as they passed my home in Send Barns Lane. My mother would comment, "There goes Connaughts"; it became a way of life!

Often the number of vehicles to be collected was not equal to those being delivered. If more vehicles were to be collected than delivered spare drivers were carried in the back. This could be a trial of endurance for those traveling in the refrigerated lorries. With only a narrow aisle between storage racks they had to stand and hang on for the one way trip especially as the rear door had to be left partially open for ventilation! It has to be said no one fell out! Of course the non-refrigerated vehicles did not present this problem.

By 1963 SPD began to renew their fleet. They became 100% Bedford based on the modern TK chassis. The only difference between the refrigerated and non-refrigerated vehicles was that the former had 16-inch diameter wheels and the latter 20-inch diameter. The liveries remained unchanged. Both types were fitted with a General Motors Bedford, 330\* cubic inch, 6-cylinder diesel engine, and were much faster than their predecessors. This in turn resulted in a route change for the vehicles based at Reigate, which was originally along the tortuous A25. This hilly route had often proved difficult especially if the vehicle had a mechanical problem.

*\*Or 5408 cc, as most engine capacities are now expressed in cubic centimeter or litres – Editor.*

My father once had to drive a 'Fridge' Ford with a slipping clutch, from Reigate via Dorking, Westcott and Newlands Corner. This 4-cylinder engine with a crash gearbox certainly proved a challenge to his driving skills!

*An experienced driver could drive a vehicle without using the clutch by listening to the engine speed but it required great skill with a non synchromesh i.e. crash gearbox, and on a hilly road. Editor.*

Consequently, Des Arthur decided to change the route to go via Box Hill and the A24 Dorking bypass. However, the railway bridge between the A24 and the A246 at Gt. Bookham was only just high enough to allow the Bedford TK vehicles on 20inch wheels, when lined up centrally with the bridge to pass under with just inches to spare. The Connaught mechanics were made aware of this and the route saved many precious minutes on the journey to and from Burnt Common. The fleet of Bedfords remained with SPD throughout the 1960s, the only addition being a one-off Leyland Laird which, in spite of its modern tilt-cab, was a very unreliable vehicle.

Although in the late 1960s we could not foretell the demise of Connaughts, certain events signalled the decline of the company. Change was in the air and, among other events, major repairs on SPD vehicles were transferred to their Sheerwater base. The Ford lorry used for towing the Galaxie and Mustang racing cars was converted to a mobile workshop. More on the activities of this dynamic local company will appear in future issues of the Journal.

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### Missing Video

The copy of the Society's video, "The Big Freeze" (the winter of 1962-'63 in the Tannery Lane area), has gone missing since I placed it in the museum a few weeks ago together with a loans book in which borrowings should be recorded? If anyone has borrowed or otherwise moved it, I shall be grateful if they will ring or e-mail me to let me know where it is.

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### Museum Exhibition - Dating the Past

A new exhibition is in process of being set up under the above theme. It explores ways of acquiring information about the past other than by documents, which are so often not available.

One example is to use (dendrochronogy) tree ring dating as was recently applied to Old Manor Cottage, and Vintage Cottage depicted on right.

Another is to analyze the bones of skeletons found in archaeological excavations as reported by John Slatford on page 3. This has not been done yet perhaps due to the poor condition of the bones?

Yet another is the dating of artifacts or pottery from the style of design and the material used and in turn using them to date a site where they are found.



Come and see for yourself what has been discovered and /or the methods used? They are on display every Saturday 10am to 12.30pm. If you have any artifacts coins, flints etc and know where they were found bring them along we would like to see them and perhaps increase our knowledge of them?

## Forthcoming Events

Our Christmas Social now seems a long time ago but we all passed a jolly evening aided by Winston Eade, our entertainer, who brought his electric piano with him. He provided lovely background music including a few songs, and we finished the evening with some hearty carol singing. Many thanks! To those members who turned up with delicious food and to those who supplied raffle prizes. Thanks also to Christina for keeping the punch flowing.

Evening meetings are usually held in the Ripley Village Hall Annexe on the third Wednesday of the month and begin at 8.00 pm.

**Wed. 21st February** – Annual General Meeting. Cheese and wine will be served and Marilyn Scott will give a presentation on the Woking Lightbox gallery and museum.

**Wed. 21st March** – Judie English, Vice-President of the Surrey Archaeological Society, will give a talk on "Surrey Landscapes".

**Wed. 18th April** - Dennis May will talk about "The History of Guildford House".

**Tuesday, 15th May** - An afternoon visit to Guildford House. Dennis May will give us a conducted tour. Meet at 2.30 pm at Guildford House. Refreshments will be available in the ground-floor tearoom afterwards. There will be a small charge, which will go towards Dennis's favourite charity, St. Dunstons.

For further details of any of our events, please ring me, Anne Bowerman, on 01483 224876.

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**Journal Contributions:** Closing date for the next edition is **Friday 9<sup>th</sup> Mar 2007.**



## SEND & RIPLEY LOCAL HISTORY MUSEUM

**OPEN: Saturday mornings: 10.0-12.30  
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**Also open on 3rd Sunday of each month,  
To coincide with Ripley Antiques Fair in the  
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Other times for school groups and small parties  
by arrangement

Contact Les Bowerman on 01483-224876 if you  
require further information or wish to help in the  
museum

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## HISTORY SOCIETY PUBLICATIONS

|   |                  |        |
|---|------------------|--------|
| 'Ripley & Send Then and Now; The Changing Scene of Surrey Village Life'     | (Reprinted 2006) | £10.00 |
| 'Guide to The Parish Church of St Mary The Virgin, Send'                    |                  | £1.25  |
| 'Then and Now, A Victorian Walk Around Ripley'                              | (Reprinted 2004) | £3.50  |
| 'The Straight Furrow', by Fred Dixon  |                  | £1.50  |
| 'Ripley and Send – Looking Back'  |                  | £5.00  |
| 'A Walk About Ripley Village in Surrey'                                     | (Reprinted 2005) | £2.00  |
| 'Newark Mill Ripley, Surrey   |                  | £3.00  |
| 'The Hamlet of Grove Heath Ripley, Surrey'                                  | (Reprinted 2005) | £4.00  |
| 'Ripley and Send – An Historical Pub Crawl in Words and Pictures'           |                  | £6.00  |
| 'Two Surrey Village Schools - The story of Send and Ripley Village Schools' |                  | £10.00 |
| 'The Parish Church of St Mary Magdalen Ripley, Surrey'                      |                  | £5.00  |

**All the publications are available from the Museum on Saturday mornings, or from Ripley Post Office. The reprinted copy of 'Ripley & Send Then and Now' and 'Two Surrey Village Schools' can also be obtained from Send Post Office.**

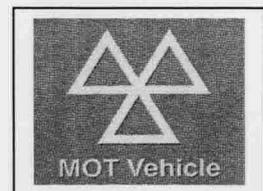


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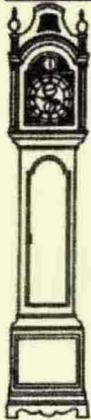


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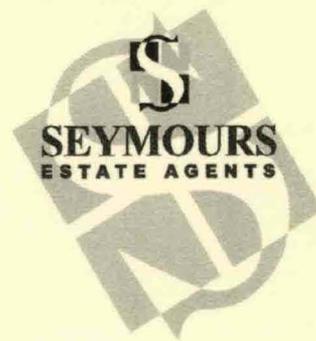
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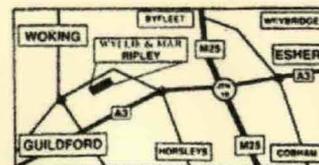
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