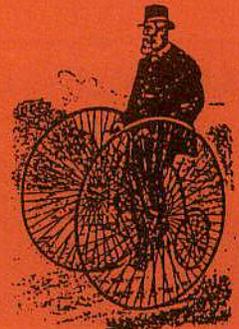
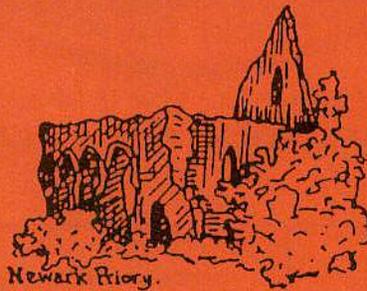
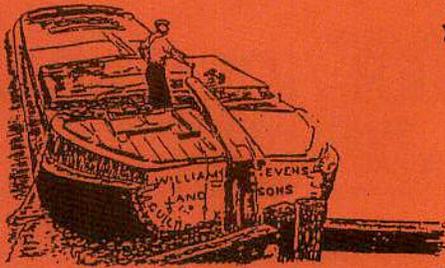
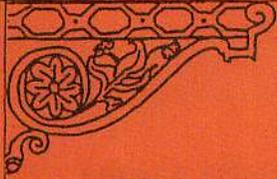
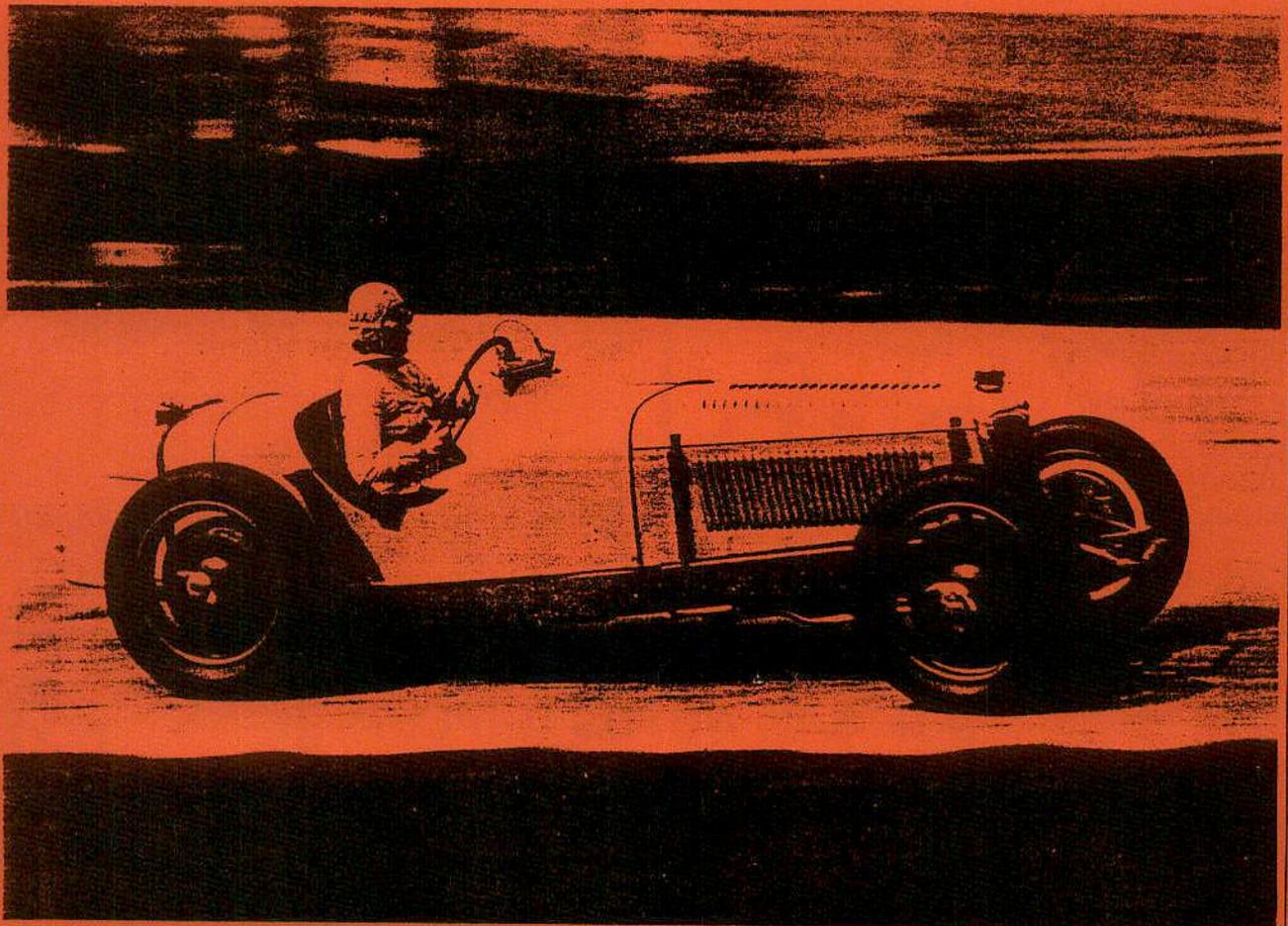


Send & Ripley History Society

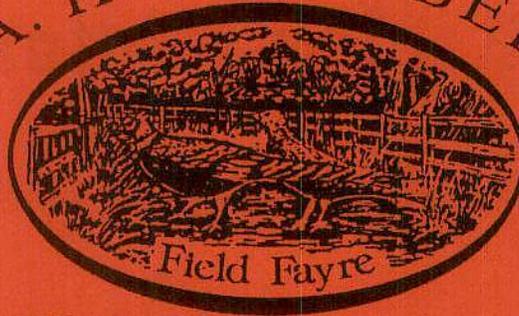


Newsletter No.99

July/August 1991



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Send & Ripley History Society

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Newsletter No 99

July/August 1991

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Cover Illustration: This is a reproduction of a photograph from Brooklands Museum, showing Mrs K Petrie on her return to racing following her crash at Brooklands in September 1937. She is seen driving her Riley on 23 March 1938.

VISIT TO BROOKLANDS MUSEUM

Notes by Bob Gale

As expected, this event proved to be extremely popular, with some 65 members and friends being taken on conducted tours of the motor car, motor cycle and aviation museum located within the old Brooklands Motordrome. The motor car and motor cycle (and don't forget the bicycles) museum is housed in the old club house. For obvious reasons of scale, the aircraft, including the Second World War Wellington bomber salvaged a few years ago, from Loch Ness, and still being reconstructed, are located in the hangar.



Vickers Wellington Mk Ic

The account of the origin of the Brooklands Motor Track and its subsequent history until its final closure at the time of the Second World War, is best left to the people and personalities who breathed such vigorous life into this unique phenomenon. The following extracts are taken from

a compilation of contributions to the "Brooklands Commemorative Brochure - 1907, 1937, 1987 - published by the Brooklands Society in association with the Brooklands Trust to commemorate the inauguration of the Trust on June 7 1987 and, on June 28 1987, the 80th, 50th and 20th anniversaries of the opening of Brooklands Motor Course, the Campbell Road Circuit and the formation of the Brooklands Society".

In his article, Mr H F Locke King, the original owner, explained the underlying motivation for, and the actual construction of, the track.

"The idea of the course dawned at Briscia after the Targa Florio meeting, as I sat among the owners and drivers of the French, German, and Italian cars which had been competing. In reply to my question why there was not a single English car entered, the reply came quickly and unanimously: 'You have no practice in racing, no cars with the speed - you would not have had a chance.'

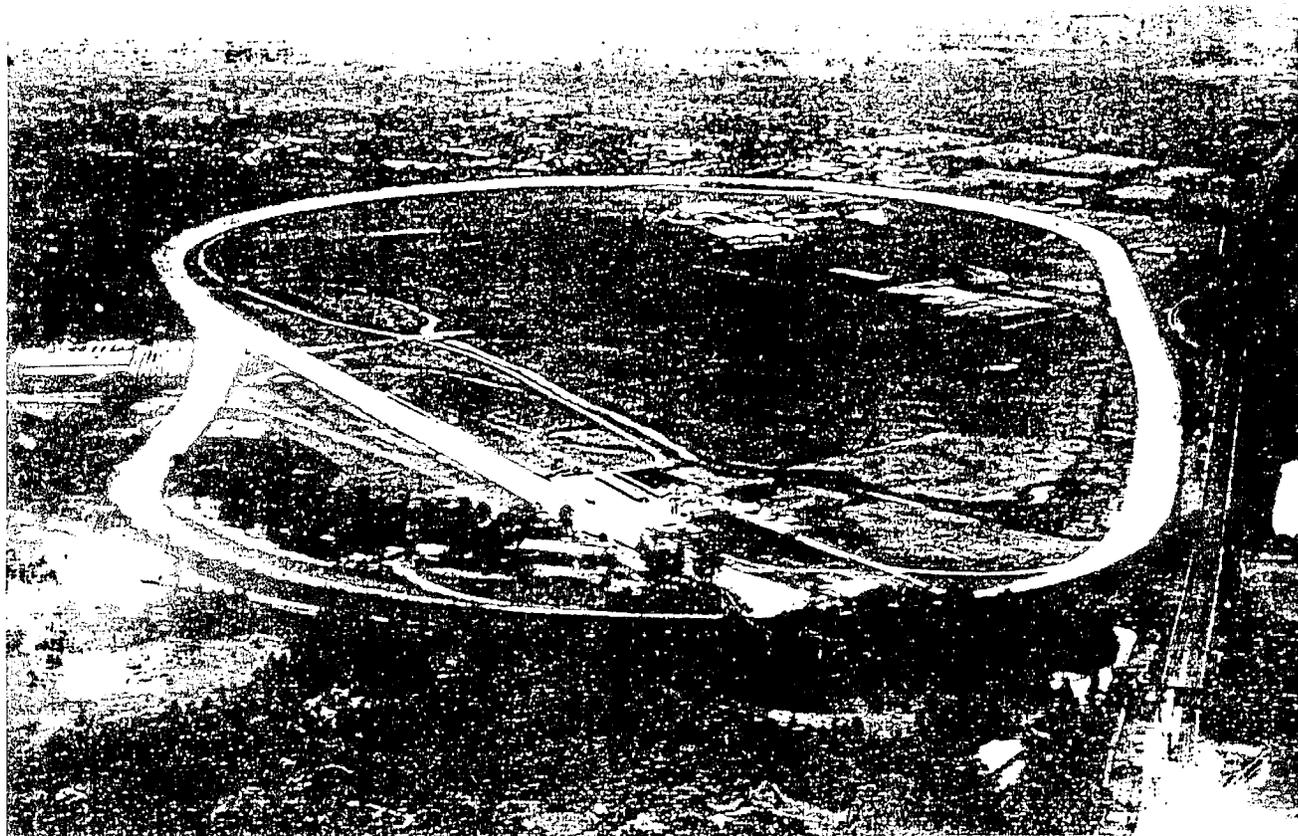
"The time had surely come when England should no longer lay behind the rest of the world, but take her place in the very fore-front, if possible, and reassert herself as the Arbiter of Sport.

"This feeling revived, when a few months later I heard the suggestion made that a circular track was what was needed in this country, where the cars could be watched over the whole course.

"The site was not far to seek. When the few who were consulted saw the place, they owned that nature seemed to have formed it for the purpose.

"But it was Lord Montagu who first really 'launched' the Brooklands Motor Course, by his article in the 'Car'. Yet, all would have been in vain but for the wholehearted support and assistance of Colonel Holden. If we have any success we shall owe it to him.

"We had planned a road of good macadam, tar laid, windig round the edge of the property. He showed us that to secure the safety of cars travelling at highest speed such curves must be banked in places to a height of nearly 30 feet!



THE MOTOR COURSE IN 1926 SHOWING THE OUTER CIRCUIT AND THE MOUNTAIN CIRCUIT (FIRST USED IN 1930).
Being a section of the Members' Banking joined by the Finishing Straight on left of photograph.
(Photo, Brooklands Archives)

"In a week we had decided, Brooklands Motor Course was begun in earnest in 1906, and from that day to this there has been no hesitation or drawing back from the determination to push ahead and make the first motor course the best we could contrive.

"Under the supervision of Mr. Donaldson, a leading railway engineer, a mile at the lower end of the track has been banked to 17 feet in height, while at the upper end a cutting 28 feet in depth and 110 feet wide has been made through the hill for something like a quarter of a mile. To join this cutting through the hill to the level straight, a bank of 50 feet high and 700 yards long had to be formed, finished by a gigantic bridge in ferro-concrete, crossing the river. The entire straight of more than $\frac{3}{4}$ of a mile, as well as about an acre of terrace for the buildings and car paddock, had to be raised 5 feet above the flood-level.

"One of the greatest difficulties resulting from the huge banks was to decide what surface to lay. Rolling by steam roller in the ordinary way was impossible on such gradients, and though we discussed hauling the roller with ploughing engines from the top of the bank, the idea had to be abandoned. After long and mature consideration we chose concrete for the surface - because it lasts long, is easily repaired, and is the best surface to prevent skidding, as the wheels get a good hold on it.

"In December we saw the work to be done was too vast for private individuals to cope with, and in mid-January Messrs. Price Reeves undertook a contract for the construction. Since then work has been ceaseless save on Saturday and Sunday nights. The work of laying concrete could not be begun until the frosts were over, thus, since March two hundred thousand tons of gravel and cement have been mixed and laid to a depth of 6 inches over the whole surface. To complete the work, 7 miles of rail were laid on and round the course, on which six locomotives hauled the ballast for the banks and deposited the eighty truck loads of material which were daily delivered from London. Ten steam grabs and a steam navy were at work digging, as well as the two thousand men

employed at the time of fullest pressure. About two hundred carpenters, sawyers and woodmen worked on the timber felling, grubbing and converting into sleepers, benches, stands, and oak fencing.

"We have done our utmost to make this first major course a place where those who find joy in high speed may have it in full measure, and where the contest for the supremacy of this new world of sport may take place without danger to the combatants and without bringing dismay to the peaceful inhabitants of the country.

"The course itself is finished (1907), every suggestion has been carried out to meet the comfort and ensure the safety of onlookers and competitors, but the hardest part remains to be done before England can retrieve her position and take the lead in the construction of racing cars before we can produce drivers of skill equal to those of other countries, who until now have carried all before them on the Continent. It rests with our countrymen to take up the work it has been our good fortune to begin. The Brooklands Track is open, and if we have been able to do anything to promote the well-being of the new sport and the new industry in this country, the anxiety and risk of this past year will have been amply repaid."

Sir Peter Masefield, the first Chairman of the Brooklands Museum Trust, in his article recalled his own experiences.

"The clear - and most worthy - objects of the Trust are the preservation of all that is best in the historic Brooklands scene within the 30 acres of the heritage site, together with the formation of a museum of Brooklands' archives and artefacts and the promotion of events and rallies within the Trust's boundaries. They include the historic club house in the Paddock, the former finishing straight, the Test Hill, parts of the members' banking and part of the Campbell Circuit. There will be much to do along the way ahead on the foundations of the past. One of our prime objectives will be to record appropriately the names of people and of their mounts (both motors and aircraft) who together, so appropriately, form the Brooklands 'Hall of Fame'.

"Indeed how foresighted were the pioneers of the original Brooklands Automobile Racing Club under the Chairmanship of Lord Montagu of Beaulieu, its first Vice President, when, even at the BARC's first Committee Meeting on December 12th, 1906 it not only arranged the first motor race meeting for July 6th, 1907, with more than £5,000 prize money, but also on that same day agreed to offer a prize of £2,500 for the first aeroplane to complete an airborne circuit of the track. And that was at a time when no aeroplane had yet flown in Britain, when the best in Europe had been an uncontrolled 'hop' of 721 feet (in 21 seconds) by Santos Dumont at Bagatelle in France, and when the world's only successful fliers of heavier-than-air craft were still the Wright Brothers, who had achieved a 'best yet' of 24 miles in 38 minutes at Dayton, Ohio, in October, 1905.

"So, with characteristic determination, Brooklands started - and remained - in the forefront. A year after S. F. Edge's remarkable 24-hour record of 1,581.76 miles at 65.9mph in his splendid 7.7 litre 60hp Napier Tourer on June 28th/29th, 1907, A. V. Roe became the first Englishman to leave the ground in a fixed-wing machine - albeit for only 150 feet along the finishing straight. The date was June 8th, 1908, and the machine the Roe 1a biplane. A replica is now in course of construction at the Vintage Aircraft Society at Brooklands ready for June 8th, 1988.

"Let us remember, too, that, after Samuel Cody had made the first sustained, powered and controlled flight in Britain, at Farnborough on October 16th, 1909, Brooklands was the site of the first public flights in Britain - by the French aviator, Louis Paulhan, flying a Farman biplane on October 29th, 1909.

"Thereafter, as we all know, motor sport and aeronautical developments went forward hand in hand, on, around and above the 340 acre site. A long succession of historic cars of every size and variety lapped the track. Many thousands of Avro, Martinsyde,

SE5, Sopwith and Vickers aircraft were built, assembled and flown at Brooklands during the First World War in the enforced five-year interruption in the proper use of the motor track - to be followed by the series of great Hawker, Vickers and BAC aircraft.

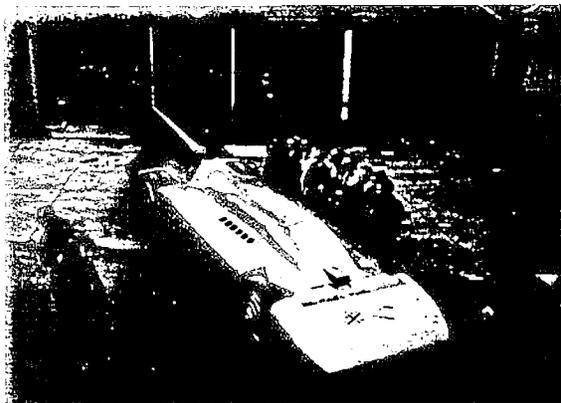
"I look back with especial pleasure upon my own first flight into Brooklands on April 17th, 1933; flying from Cambridge with Whitney Straight in a DH60 Gipsy III Moth G-ABYV.

"I remember that on that showery morning the blustery wind was from the south west. So, according to the local regulations, a right-hand circuit was in force. So round we went, over St George's Hill to the east of the Vickers Works, turning just south of the Byfleet Banking and back alongside the railway to turn in again from over Weybridge Station to receive an Aldis-light 'green' from the white control tower on the Aero Club House in front of the Hawker and Vickers flight sheds. We came down over the Members' Banking to land across the River Wey, cautiously towards the extensive sewage farm - inviting a soft but noisesome landing should we overshoot.

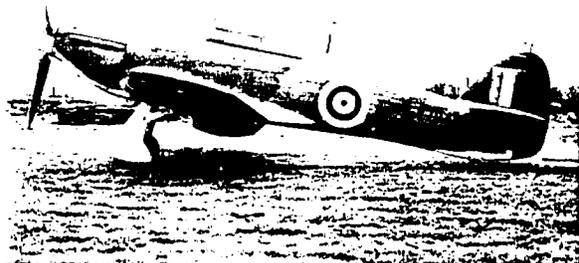
"While I set about filling up with fuel, Whitney rushed off to inspect his beautiful black Maserati, entered that afternoon for a handicap race around the Mountain Course. After it, Whitney was in high spirits because he had set up a new Mountain Course lap record of something over 78mph, though he did not win the race on handicap. Later that afternoon he did, however, win a second Mountain Handicap at a somewhat slower speed from scratch position. I was equally pleased having the had the opportunity to inspect, first of all, Malcolm Campbell's shining Bluebird world's speed record car (which had clocked 272.1mph in February at Daytona Beach, powered with the Schneider Trophy Rolls Royce 'R' engine of a phenomenal 36.7 litres).



"What had also made my day was having been able to inspect Hawker's latest and most elegant spatted high speed Fury biplane (K.3586) which, I see from my notes, was shortly to make its first flight and, with it, to have been able to have a few words with Hawker's Chief Test Pilot, George Bulman, and with the great Sydney Camm, its phlegmatic designer.



"I was next overhead Brooklands (but not to land) in February, 1936, with Chris Staniland of Fairey's on a test-flight out of Heath Row (then spelled in two words) in the first pre-production Fairey Swordfish torped-bomber (K.5660) on which I had been working in Fairey's design office at Hayes. In those days Chris Staniland was a regular performer on the motor track in a 2.3 Bugatti and a 2.9 Alfa-Romeo, competing in 1934 against other 'ambidextrous' aviator-motorists, notably Whitney Straight and R. O. Shuttleworth - though Whitney decided to retire from racing that year after lapping at more than 138mph in a formidable 'blood-red' 4.4 litre straight-eight Dusenbergl which (if I remember aright) he passed on to Dick Seaman.



Hawker Hurricane Mk I

"Staniland duly beat-up the aerodrome in the Swordfish, finishing with a low-level circuit of the track flat out - but at a somewhat lower speed than John Cobb's 143mph lap record!

"This was, regrettably, the only occasion on which I completed a full lap of the Brooklands Track - albeit with three wheels, none of which touched the ground.

"Another memorable fly-in to Brooklands was on June 18th, 1938, when the four flying clubs in the Brooklands Group (Brooklands, Lympne, Shoreham and Sywell) combined in an 'At Home', attended by rather more than 60 visiting light aircraft. Among them was F. D. Bradbrooke of The Aeroplane with me - together assessing the prototype of the new Miles Monarch two-seat monoplane, the development of the Miles Whitney Straight.

"An interesting variety of club aeroplanes were demonstrated with - I remember - various degrees of skill and ebullience including, as I see from my notes, in addition to the Monarch, a Vega Gull, a Monospar, a Taylor Cub, a Wicko, a Chilton and a Topsy.

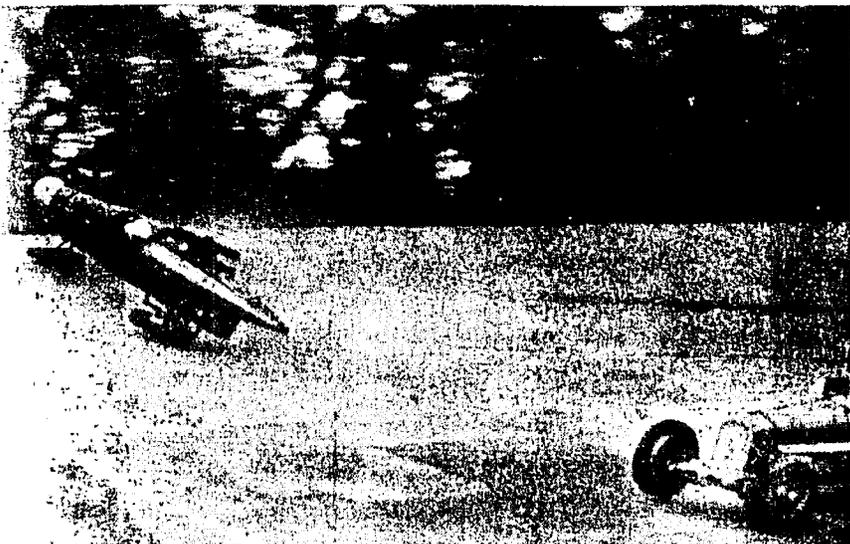
"Best of all, an early production Hawker Hurricane, just off the assembly line, was flown for the first time that afternoon by Philip Lucas 'with aplomb'. Hardly had he landed when Geoffrey Quill arrived from Eastleigh, Southampton, in a pre-production Supersubmarine Spitfire - 48 miles in 7 1/2 minutes at 384mph. He, too, completed an airborne lap of the motor course - this time at rather more than 143mph.

"The day was rounded off by three Gloucester Gauntlets from No. 87 Squadron, Royal Air Force, in tied-together aerobatics, followed by R. O. Shuttleworth flying a 1915 Sopwith Pup.

"With cars circling the course, it was a splendid - and typical - Brooklands summer day: not to be forgotten. Indeed, the atmosphere of Brooklands in those days was all of its own. It combined dedicated professionalism with the best in amateur sporting enthusiasm, all in a relaxed ethos of technological enjoyment."

Harry Clayton, a Brooklands Society member, who went over the top of the embankment - and lived to tell the tale - wrote ". . . My introduction to speed really comes from motor cycles. In the early '20s I owned a Norton and my younger brother and I used to motor cycle around Wimbledon where we were living at the time.

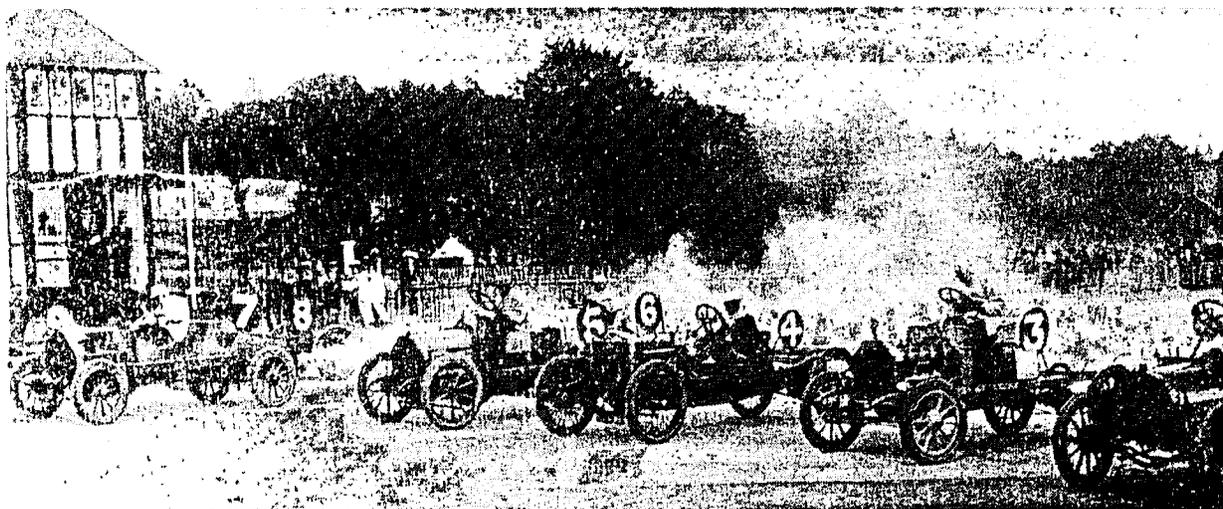
"Brooklands in 1920, so well known then, had just re-opened following World War One, and I was absolutely spellbound by the racing and felt I had to have a racing car, so I joined the BARC and the JCC and was wondering which car to buy. It didn't take me long to decide on an Amilcar. This was the 1100cc Surbaisse Sports which I bought from Vernon Balls. It was not long before I entered it in speed hill climbs at Brighton and Lewes. I kept this car for about two years but wanted a little more potency so in 1930 I got my second Amilcar such was my enthusiasm for this delightful breed.



This time it was the 1100cc twin ohc supercharged type C6 and had belonged to Major A. T. G. Gardner, the legendary 'Goldie'. With this car I had an exciting time. I had entered it for an outer circuit event, the Warwick Junior Short Handicap, putting in a lap of 96.71mph coming in second. In August I got a third and a lap of 99.61mph, so near the magic '100'. However, I went on with Amilcar mainly throughout my racing days but came the time - 1938 - when

at the BARC Easter Meeting I was driving Robert Fleming's single seater MG Midget in the second Outer Circuit race when, just about to pass the Members' Bridge, 'Ginger' Hamilton's Monza Alfa Romeo struck my tail. My car slewed and rolled over, and I was doing over 100mph, and went over the top into the trees. I was thrown out and luckily I only had a fractured shoulder, three broken ribs and a broken leg, a smashed tooth and other injuries! It was fortunate that I was wearing my crash helmet as I struck my head on the concrete. I was literally catapulted out of a very tight cockpit, landing across two saplings while the car, when it landed, had a thick wooden post through the driving seat. My shoes were later found on the banking with the laces still tied.

"Needless to say I was in hospital for some weeks and had a lot of treatment following my discharge. Accident or not the itch for the track was still very much alive, and in 1939 I felt fit enough to return to my beloved Amilcars and Brooklands for the Whitsun Meeting. It was great to be there again. I didn't have much luck that day, the car was misbehaving and then that great character John Cobb saw me and remarked, 'Christ, Harry, I thought you were dead'. My racing career covered ten years using the Outer Circuit, the Campbell Circuit, the Mountain Circuit and Donington which proves what a versatile car was my Amilcar. On my 9hp model I held the one mile standing start international record and also had the Gold Star for a lap of 122mph."



THE PIONEERS — THE 26hp RACE, September 14th, 1907.

(Photo, G. Goddard)

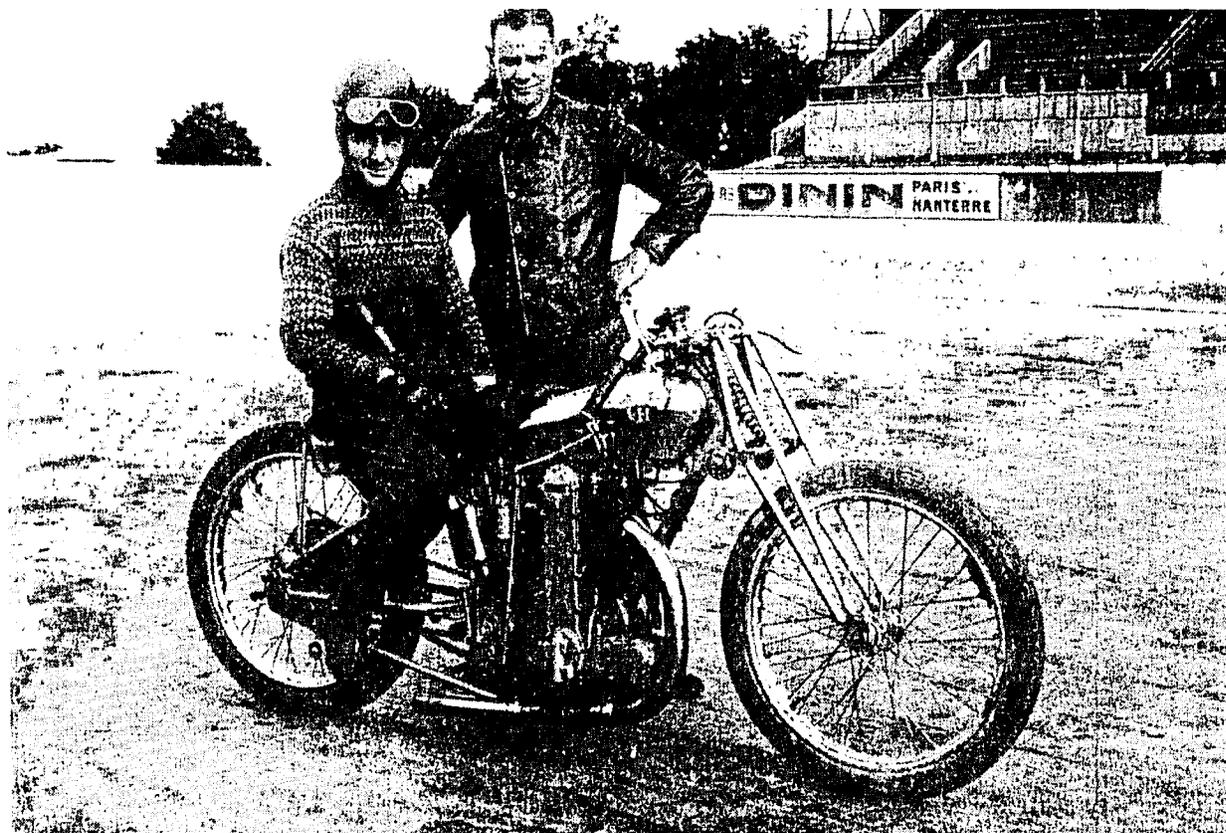
Charles Mortimer, another Brooklands Society member, recalled his early Brooklands Track adventures:

"Having joined the British Motor Cycle Racing Club, I was racing at the bike meetings, riding the slowest and lowest priced machine there, a 175cc 'EF' JAP. Cost price £15 (in monthly instalments) the last belt driven machine ever to race at the track, best lap speed on the Outer Circuit circa 60mph on one of it's 'good' days. From 1933 onwards events moved more quickly with a 350cc overhead cam shaft Chater Lea and the best lap speed of 89mph solo and just under 80 with sidecar and the jump in lap speed caused one to think in terms of a coveted 'Gold Star' for a lap at over 100mph.

"Scouring the 'ads' produced a 996cc Brough Superior with Gold Star laps already to its credit, priced at £25 and though I don't recall how I did it, I somehow scraped up this amount resulting in a Gold Star Lap at just under 106, a race win and one or two places, complete reliability but many 'hairy' moments and frights. The advent of the Manx Norton solved the bike selection problem and with my first 500, in 1935, I won both my heat and the final of the Wakefield Cup Race on the Mountain Circuit, the Senior Mountain Championship and several other 'seconds and thirds' as well and the season ended with a long ride. Partnering Eric Fernihough on a 250cc Cotton we broke all the 250cc World Records from six to 12 hours including the kilometre and mile, 12 records in all. The arrangement being that if I would underwrite the timekeeper's fees, he would

supply and prepare the machine, and arrange for bonus and Cottons, JAP engines, Burman gearboxes, Dunlops and others. I never liked to ask him how much we might get if successful and, in the end, my share turned out to be £10! In fact, we had broken the 12 hours by the time we had ridden for 10 but being young and enthusiastic, I did the last two hours from six o'clock till eight on my own and, since it was October, in the dark with no lights - very 'hairy'. Brooklands swarmed with rabbits in those days and a search next morning revealed 60 dead - which, after consultation with the butcher, produced a modest additional bonus.

"My first car race was with a 750cc 'Q' Type MG in a three lap Outer Circuit race; unplaced with a lap speed of just under 110mph, enjoyable but unexciting, - almost genteel after the Brough - and though I continued with Nortons right up to 1939 when, with Francis Beart's 350cc and sidecar we broke the World's 350cc Class Standing Mile and Kilo. It wasn't till 1938 that I switched to cars with a Bugatti Type 35B Grand Prix and an 'Ex Evans' MG 1100cc single seater, unblown but with six Amal carburetters, mainly on the Mountain and the new Road Circuit. Both seasons were successful and netted, in addition, the BARC Aggregate Award in 1939. Eight wonderful years, free of all responsibility and, as with most who were there - the memory and love of the place never dies."



BERT DENLY (Vice-President of the Brooklands Society). Outstanding all-round rider who later worked with and drove in car record-breaking attempts by Captain G. T. Eyston.

Finally, no account of Brooklands and the aircraft manufacturers' base there would be complete without mention of Barnes **Wallis** who worked there for many years and was famous for, among other things, his Bouncing Dambuster Bombs.

The Society (Send & Ripley) is grateful to Tony Medlen for helping to organise this visit, and to the courteous and patient Brooklands Museum staff.

100 YEARS AGO

Contributed by Les Bowerman

An Extract from "Bicycling News", 27 June 1891

"Every 'habitué' of Ripley and the Anchor will learn with great regret that Miss Ellen Berryman lies most seriously ill in Guildford Hospital suffering from some trouble in the foot and leg. The Misses Dibble are doing all that can be done for their friend, and although the chances of recovery are but faint, so serious is her state, still we hope that better news may be forthcoming in our next issue. Our sympathy must be extended to her mother, who is naturally overwhelmed at the danger to her daughter."

Miss Berryman was such a permanent helper at the Anchor that some of the cyclists and reporters appear to have thought she was a third sister, as witness the caption to the photograph adjacent, which was published in "Cycling", 31 October 1896. The error was corrected the following week by a statement that the third lady (which?) was Miss Berryman and that she had died about four years earlier, but the error was repeated in the caption to the same photograph in the Diamond Jubilee issue of 25 January 1951 and not corrected.



An Extract from "Bicycling News", 12 September 1891

"The way visitors' books in the Liverpool and Manchester districts are treated by cyclists - some of them prominent local riders too - is truly disgraceful. Not only are the pages often filled with inferior sketches, but uncomplimentary remarks about riders made. The worst feature of all, however, that has come under our notice is the singling out of men who are unfortunate enough to possess peculiar names and the making of funny (?) allusions to them. The men who indulge in this practice should inspect the visitors' book at the 'Anchor', Ripley, and take pattern from the way it is kept."

Eight years ago the following cyclists' visitors' books were still held at the Anchor: 1881, 1882 (2 vols - 4189 visitors) with a little of 1883, 1884 (5986 entries for the year), 1885, 1892 (4404 entries), 1893, 1894 and 1895. Some contain humorous sketches (whether inferior or not is not for me to judge), and there are some obviously fake entries. Considering that the Anchor is not professionally equipped to hold archive material, it is remarkable what good condition the books were in. There are some scribblings in them in a childish

hand, presumably by children of former landlords. It is also remarkable that so many have survived. They are clearly regarded as part of the chattels of the inn, passed from one tenant to the next over the years. It is believed that at least one was given away in the 1950s. It would be good if their future could be guaranteed in some way for study by future historians. The present position is not known to this writer, but could no doubt be readily ascertained.

A RIPLEY CHILDHOOD IN THE 1950s

Correspondence from Pat Clack

. . . I was interested in Bev's account of Send and Ripley (N/L 98/2). I well remember Harker's calling; the drive was called Mr Pullen, and when it was wet he wore a flat cap on his greasy hair; the description is correct and he also wore "pebble" glasses. He had a container of paraffin, and used to fill Mum's can by turning on a tap.

I also recall the "doodle bugs"; when on leave from the WAAF I arrived unexpectedly at Clandon Station very late at night, and walked home from there, and can remember the feeling of the hair standing up on the back of my neck as it approached, then the engine cut out and that one, I believe, fell quite near. There was also the one at Burnt Common where a family of four were killed; a family called Privett. The son was cycling home at lunchtime and on arrival, his house was gone, also his mother, father, teenage sister and small child of three.

I also remember the (then) largest land-mine falling on the houses which are now Mays Grove, and destroying the houses belonging to the Greens and the Strudwicks. Miraculously no-one was killed, but Millie (now Patrick) lost her hearing, and when they were re-housed (over what is now Santrillo's hairdressers), straw was put down in the road to deaden sounds because she was so ill. It is odd that these accounts bring back memories you think you have forgotten.

My next-door neighbours have a clause in their deeds stating they are not allowed to sell liquor, and also that they cannot store more than a certain amount on the premises. I presume this is because it was Mays Stores at one time. I recall Miss May telling me about when she used to live at the corner (Victoria Wine - now, I believe, about to become an electrical shop), and cows grazed there. Bob Webb, who afterwards took over Mays Stores, was employed by her father as a cowman.

NEWARK MILL BOOK LAUNCH

About 30 guests assembled at Bob Gale's house to celebrate the launch of the Society's new book on Newark Mill. The success of the book was toasted in Champagne (we-ell, sparkling wine). Bob Gale thanked everybody involved in producing the publication, which had taken some 18 months to complete, about three times longer than he had originally expected. He had at times even considered abandoning the project, but he had received considerable encouragement and support from his colleagues on the Committee, particularly Les Bowerman and John and Bette Slatford. He paid a particular tribute to the printers, Janet and Bryan Oliver, for their expertise, painstaking care and infinite patience.

Not only were all members of the Society's Committee invited, but the launch also provided an opportunity to say "thank you" to all the Newsletter distributors.

Sales are going well and it is estimated that almost 200 copies of the 1000 print run have been sold to date, well on the way to covering its costs already. The Surrey Advertiser was kind enough to review the book and a copy of the article is reproduced overleaf.

Editor

Glory of Newark Mill is recalled

Newark Mill, Ripley, Surrey, by Bob Gale; published by Send and Ripley History Society, price £2.95.

THE 17th-century Newark Mill on the banks of the River Wey, near Ripley, was burnt to the ground at the weekend in a fierce blaze which also threatened the Millhouse and lit up the sky for miles around. Within minutes the picturesque weather-boarded mill was a mass of flames.

The description comes from the *Surrey Advertiser* of December 10, 1966, which recorded how this famous mill caught fire in the early hours of Saturday, December 3, and, in spite of the combined efforts of the Woking and Guildford fire-fighting services — whose arrival was impeded by the traffic blocking the road — was rapidly reduced to a pile of smouldering ashes.

It had been an imposing landmark familiar to everyone who used the nearby Newark Lane, where the narrow hump-backed bridge crosses the canal. Today, the only visible remains are the brick walls of the water-wheel pits and parts of the grindstones.

Now, in an attractive booklet published by Send and Ripley History Society, Dr. Bob Gale has produced a readable and well illustrated account of Newark Mill, together with some general background information regarding the history and development of milling.

It was, as Dr. Gale points out, a giant among its peers and one of the few mills generally known outside the county, and thought to have been the oldest mill in the county. It was a vast, picturesque, five-storey construction, an intricate maze of weather-boarded walls set

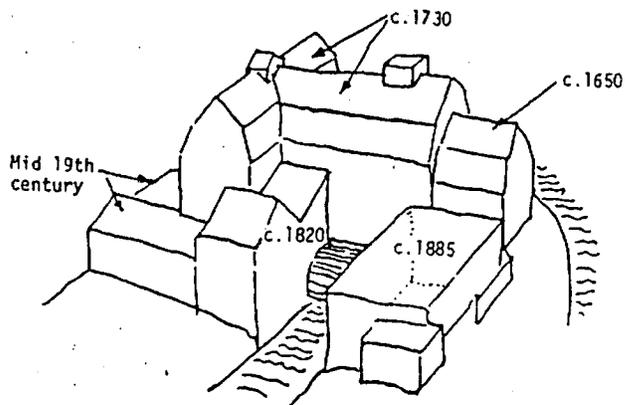
at various angles, and tiled roofs with a patchwork of gables and jutting dormers.

"It majestically dominated the lush green water meadows on a particularly beautiful reach of the River Wey system, against the harmonious setting of the peaceful ruins of Newark Priory in the background," writes Dr. Gale, a poignant passage that

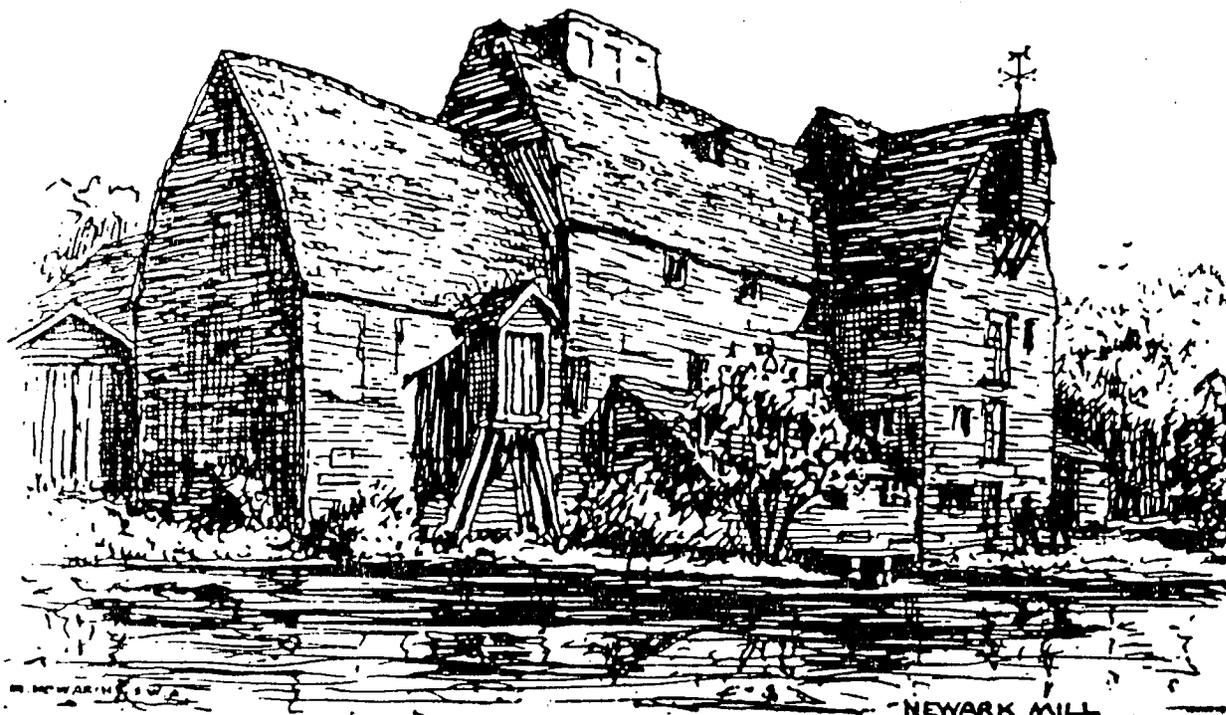
makes this booklet all the more welcome as a reminder of that former glory.

The book is available at local bookshops; it can also be obtained from the author at 44 Newark Lane, Ripley, GU23 6BZ, by adding a further 55p for postage and packing.

R. G. Weaver.



Sketch of building periods by K. C. Reid.



A drawing of Newark Mill by M. Howarth.

EVENING VISIT TO "OLD KILNS" MUSEUM, TILFORD

Notes by Tony Medlen

About 20 members of the Society spent a most interesting and entertaining evening at the Agricultural and Rural Crafts Museum, Tilford, on 20 June. The Society had previously visited the museum as long ago as 1976 and the visit was reported in N/L 11/11. The museum, founded by Mr Henry Jackson, has now grown to such an extent, and forms such a valuable heritage, that a trust has been formed to ensure its survival. The writer missed the original visit and was therefore pleased to have another opportunity to attend.

The museum is situated in beautiful countryside near Frensham, and is very discreetly camouflaged, so that if you do not have a good map you could easily miss it. Cars are parked in a field and the entrance itself is tucked away behind a beautiful long herbaceous border, which must have been just about at its best when we called. As well as containing a wealth of interesting machines, instruments and "collectables" of all kinds, the exhibits are set in a beautiful arboretum containing many fine specimen trees, grown by Mr Jackson. Sadly, several of these suffered badly in the severe storms of recent years.

There are nature trails and many interesting artefacts, including collections of old domestic utensils, to interest adults and children alike. Special open days are held every few months, when machines are set to work and old and young craftsmen come and show their skills. Some of the crafts displayed include those of the: wheelwright, blacksmith, cobbler, thatcher, foundryman, dairyman, laundryman and many others. There were also collections of articles from the First and Second World Wars, such as medical instruments, cameras, nursing equipment, prams, bicycles and so on.

One area of special interest to members was "the Gibbs Collection" - old and rare agricultural machinery donated by Gibbs of Ripley. This was made even more topical by the fact that at the end of July 1991 Gibbs are closing their depot at Ripley after many years. There was also a fine collection of old photographs of the Gibbs factory, staff and machinery, near what is now Heathrow Airport. These were brought to life vividly by the recollections and knowledge of our member, Ted Goldup, who at one time worked at Gibbs and has been connected with agricultural machinery for most of his life. Gibbs were famous for their innovative agricultural ideas, and have held a Royal Warrant as manufacturers of agricultural machinery for many years.

As we were leaving the little shop and restaurant after a fascinating evening, I happened to notice that many, if not all, of the excellent sketches of agricultural tools illustrated in the museum's excellent guide book had been drawn by our former member and artist, the late Dennis Somerfield of Send. Mr Jackson informed me that he still has all the original sketches made by Dennis, and that he values these greatly, as Dennis was a special friend.

The Society is grateful to Mr Jackson for acting as a courteous and informative host during this interesting visit.

DEPOSIT OF RECORDS WITH THE SOCIETY

Records of the formerly very active Send Marsh Residents' Association for the period 1953 to the dissolution in 1983 have been deposited with the Society, and are available for consultation or loan at the Manor House, Send Marsh. Can anyone provide the date of formation of the SMRA and suggest where any earlier records may be kept?

Les Bowerman (Society Archivist)

BOB WHAPSHOTT

When Bette and I came to live in Send, one of our first priorities was to establish our new garden with trees and shrubs. People we asked told us to go and see Bob Shapshott at West Clandon Nursery, off Lime Grove. That was how, 23 years ago, we first met Bob, who died on 8 July, aged 76.

Born at Sussex Farm, Bob spent all his years in Ripley and West Clandon. Horticulture was his life, his knowledge and experience being unsurpassed. Siilarly, he knew everything there was to know about the district and its people. He became a member of our Society in its early days and served as a Committee member for several years. He will be especially remembered for his collection of smoothing irons and for the talks he gave about them.

When our Local Memories Group was formed, he was one of the first subjects. I well remember the occasion at Ted and Rita Goldup's house, when we listened, almost spell-bound, to Bob, who talked for a whole evening about his lifetime in relation to our district and its people. Most people who knew him will agree, I'm sure, that a visit to Bob, even for the smallest purchase, would invariably lead to an hour of pleasant chat about anything and everything.

He was a great man in every sense and will be missed by all.

John Slatford

MEMBERSHIP SECRETARY'S REPORT

We are pleased to welcome the following new members:

Mr & Mrs J Delliere, Stable Cottage, Mill Lane, Ockham.

Mr & Mrs S R Jowett, 11 Bramble Way, Send Marsh.

Paid-up membership is 84 double subscriptions and 52 singles, making a total of 220. Twenty-two doubles and 13 singles, a total of 57, have not renewed so far this year.

Les Bowerman

FORTHCOMING EVENTS

Friday, 20 September . . . A booking has been made for dinner and an after dinner speaker at the Old Cartlodge Tearooms, Ranmore Common (between East Horsley and Dorking), for 7.30-10.45. The cost per head will be £11 for the meal (excluding wine) and speaker. A minimum number of 30 is required, so we are asking members (friends are also welcome) to indicate their interest **AS SOON AS POSSIBLE**. Please make cheques payable to Send & Ripley History Society and send them to John Slatford, St George's Farmhouse, High Ripley, with the completed tear-off slip below. Cheques must be submitted no later than Saturday, 31 August. The pre-selected menu is a main course of salmon steaks and dessert of chocolate roulade or fresh fruit pavlova. Please indicate any special dietary requirements. Mr Stephen Tudsbury Turner has been booked to talk on "Dukes and Dreadnoughts", a light-hearted look at the upper echelons of the British aristocracy.

Sunday, 29 September . . . Proposed morning visit to London. We hope to arrange this as a short tour of 1 1/2-2 hours. The Smithfield Barbican area on the fringe of the City has many features of historical interest. There is also the option afterwards for members to visit the Museum of London. Several members have asked whether a minibus could be hired for the visit, to avoid the hassle of driving into London. This can be arranged if sufficient members are interested. Would all members wishing to attend please advise John Slatford before 31 August, indicating whether they would want to travel by minibus. Directions and meeting arrangements will be given to those participating when the event is finalised.

I/We would like to attend the Old Cartlodge dinner on 20 September
and include a cheque for £ Number attending

Signed

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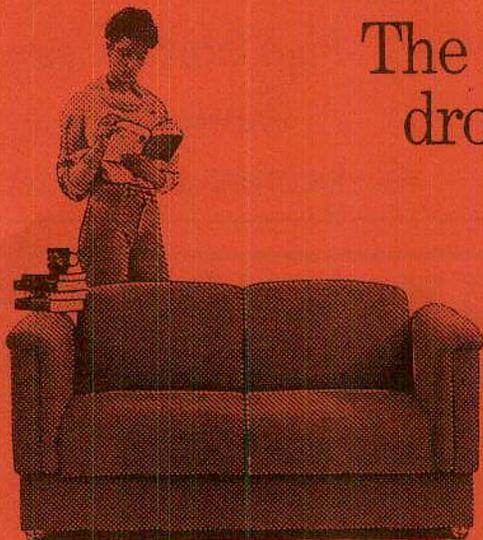
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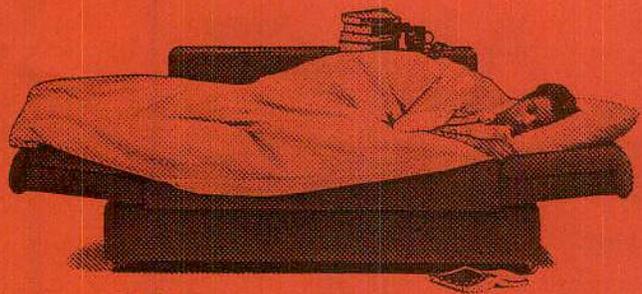
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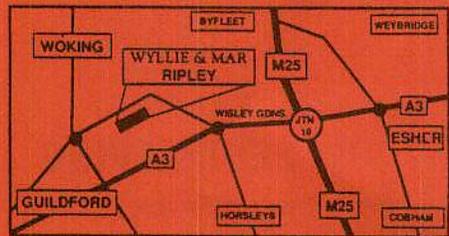
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