

Send & Ripley History Society

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The Ruins of
Newark Priory
West View

Journal Volume 6 No. 212

May/June 2010



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Cover photo: Tree-planting on the north-east corner of Send Marsh Green. See Editorial.

Photo: Les Bowerman

Editorial

Tree-planting on Send Marsh Green

Send and Ripley History Society's contribution to Send Parish Council's BEST week (Brighten Send and Tidy it up) has been to keep Send Marsh Green free of litter and to replace the dead horse-chestnut tree on the north-east corner of the Green. In pursuance of the latter objective, the RHS kindly agreed to donate a descendant of a self-planted tree which sprang up at Wisley after the Great Storm of 1987. Thus, on 14th April the RHS Chief Curator, Jim Gardener, with two assistants (Matthew and Alistair) arrived to plant a gold-flowering Rowan tree in the presence of Janet Manktelow (Chairman of Send Parish Council), together with SHRS members Andy Jones (Committee and the person who approached the RHS), Fred Hookins (who planted the original tree when Chairman of Send PC), Les Bowerman (Chairman), Desmond McCann and Nick Brook. Local residents Margaret Osmaston and Chris Bruce-Payne (with friend) also witnessed the occasion. SRHS Treasurer, Christina Sheard, from nearby Old Manor Cottage, kindly provided the wherewithal, complete with ice bucket, for a champagne toast. A plaque made by the RHS reads "Sorbus 'Wisley Gold.' Donated and Planted by the Royal Horticultural Societies Garden at Wisley. 14th April, 2010." A photograph of the occasion appears on the front cover.



The new tree on Send Marsh Green



The plaque commemorating the planting of the new tree

British Association for Local History

A brief report of the Society's 35th anniversary dinner appears in Local History News, Winter 2010 issue, No. 94, on page 19.

A brief summary of the contents of SRHS Journal No. 207 appears in The Local Historian, Vol. 40. No.1, at Page 87.

Admiral Fancourt. Part Two

John Slatford

In Journal No 204, Jane Bartlett wrote about helping the '1805 Club' to locate the grave of Admiral Fancourt in Ripley churchyard. At about the same time we had a website request from Joyce Major in New Zealand for help in discovering more about this man. In her original study of her family history, she had thought that there was a family relationship with him. As yet she has no proof of this but she became fascinated with Robert Devereux Fancourt and, with her cousin Leslie Hughes, set about producing a biography of him. This has now been completed and we have received a copy for the Society's records.

Robert Fancourt was born in London in 1742. His early career was in the church where he became Vicar of Ashworth in Northamptonshire. Quite how and why he changed his career to enter the Navy is not known but, unusually, he did not do this until 1769 when he joined as a midshipman at the age of 27 (it was quite usual at that time for boys aged 12 to join the Navy as midshipmen). The authors have discovered many records documenting his naval career, which show that by 1789 he had become a captain. He does not seem to have been involved in any major actions until the Battle of Copenhagen in 1801. There, as Captain of HMS Agamemnon, he had the misfortune to run his ship aground before the battle had even started! However, at the subsequent enquiry he was cleared of any blame. In 1802 at the age of 60 he was retired on half pay. It is not known whether he went to sea again but in 1808 he was promoted to Rear Admiral of the Blue and four years later became Vice Admiral of the Blue. By that time he was living in Ripley.

My late wife Bette was able to help some more in that she found a record to show that, during his time in Ripley, Robert Fancourt lived as a tenant at Ryde House opposite The Talbot. He was in Ripley from at least 1812 until his death in 1826.



Ryde House, High Street, Ripley

Robert Fancourt made his will in Ripley on 9th March 1812 with Robert Whitburn as a witness. Joyce Major in her researches had thought that this man was perhaps a former member of his crew or a navy agent, but I was able to show her that he was a well known figure in Ripley at that time. Whitburn was best described, perhaps, as an entrepreneurial brewer and was, it seems, something of a rogue. He is on record as having borrowed various sums from the estate of his father-in-law, Robert Loveday, to finance his different ventures in local pubs and brewing (see my article on St George's Farmhouse in Journal No. 200). Eventually his debts caught up with him and in 1830 he was made bankrupt.

Robert Fancourt's connection with Robert Whitburn is not known but one could speculate that they were drinking companions!

Further Notes on the Woking Autocar Company

David Porter

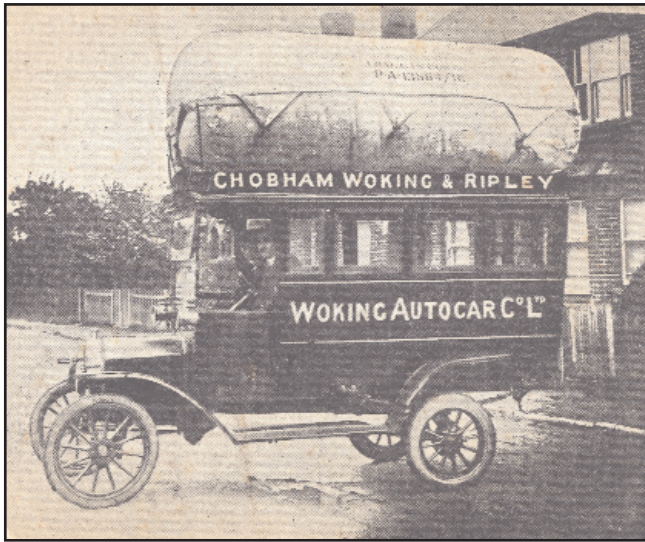
Since writing about the Woking Autocar Co. Ltd at Journal 208 page 9, further information has been received from Laurie James of Hersham who is writing a book about small pioneering bus companies operating in the Woking area around 1914-1918. He has kindly consented to the following paragraphs on this company being printed in the SRHS Journal. I duly thank him on behalf of Send & Ripley History Society.

“In November 1912 a Mr H Gibbs of High Street, Chobham, applied for a licence for a horse-drawn bus with eight seats to run between Chobham and Woking. Pre-dating Gibbs was a horse bus operated by a Mr Atkins, but he had ceased by mid-1912. Mr Challoner of the King's Head, Chobham, was to start running but Woking Council got no reply to their enquiry of his intentions. Gibbs's service did commence and licence renewal last appears in the Council Minutes for June 1916.

“Meanwhile, in October 1914, Mr F Daborn of Windsor Road, Chobham, applied for a licence that was granted, for a small motor bus that he intended to run on the same route. There is no further mention in the Minutes and some doubt exists over whether this service actually started. In the 1920s, Mr Daborn ran a garage with petrols sales in Station Road, Chobham.

“In view of fuel shortages caused by the exigencies of war, there had been experiments around the country with gas-powered vehicles, usually with a large unsightly canvas bag on the roof. Woking Autocar Co., Ltd., owned by J A Fry, was a Ford dealership and motor engineering works at 89-93 Chertsey Road, Woking. They were also advertising the supply of precision tools and gauges and tools for munitions workers. From 24 September 1917 they introduced a dual-fuel 12-seat Ford bus registered AB 3523 on two services radiating from Woking to Chobham via Horsell and Mimbridge, and to Ripley via Old Woking and Send. The bus departed from Ripley at 9.30 am, 12.30 pm and 7pm, and from Chobham at 11 am, 4.30 pm and also 8 pm on Saturdays only. At a time when illustrations were rare in the local press, the Woking News & Mail seems to have recognised the novelty value of the bus, although Frank Mills had also run gas-powered vehicles and included a photograph in an article on its introduction. [*The photo on the front cover of Journal 208 is presumably the Woking News & Mail illustration mentioned above – Ed*]

“The Woking Gas Co was contracted to supply coal gas that was stored in a rubber-lined canvas bag on the roof of the Ford. The engine could be powered either by the gas or by petrol. In March 1918 the fares were one shilling from Woking to Ripley and 6d from Woking to Chobham. By June of that year another Ford, registered PA 7553, appears to have been substituted – this was probably a conventional petrol-powered model.



The Chobham, Woking and Ripley motor-bus that appeared on the front cover of Journal 208

“Exactly how long this passenger-carrying adjunct of Woking Autocar’s general activities lasted is unclear but it had certainly ceased before October 1919 when the company was sold to Capper Bros. Indeed, by August 1919, Ford PA 7553 was owned by W Eggleton.

“As a postscript, in August 1922, the horse that used to pull the Chobham bus was owned by Captain Rowland Walker of Mimbridge nursery. He had bought it in 1919, but whether direct from Mr Gibbs is not recorded. Walker was taken to court for allowing the horse to work when unfit.”

St Bede’s Coronation Gates

Lionel Joseph

The following article first appeared in the current issue (180/57) of Fellowship News, the journal of the Fellowship of Cycling Old-Timers of which Lionel, now aged 86, is a member. At the time he was cycling to and from his home near Ewhurst to Send. He still enjoys his cycling. Lionel has given his consent to reproduction of his article here:

I was invited back to a school in which I had taught in the 1950s. At that time it was a small secondary school in a rural area, and indeed, was one of the best schools in which I had the pleasure to teach. The occasion was the seventieth anniversary of the school’s opening in 1939 [this was the date of completion. It opened as a school two years later, having been kept ready for use as a hospital for war casualties – Ed]. It was strange and to a degree emotional to be meeting some OAPs whom I had taught, for there were several present. One in particular had helped make the Coronation Gates in 1953; he was just coming up to 70! Naturally these former pupils were trying to work out how old I was. At the time I was teaching there I was in my early thirties and they were in the top forms at around fifteen, for the school leaving age had recently been raised from 14. The comment from one was “But you were old then!”

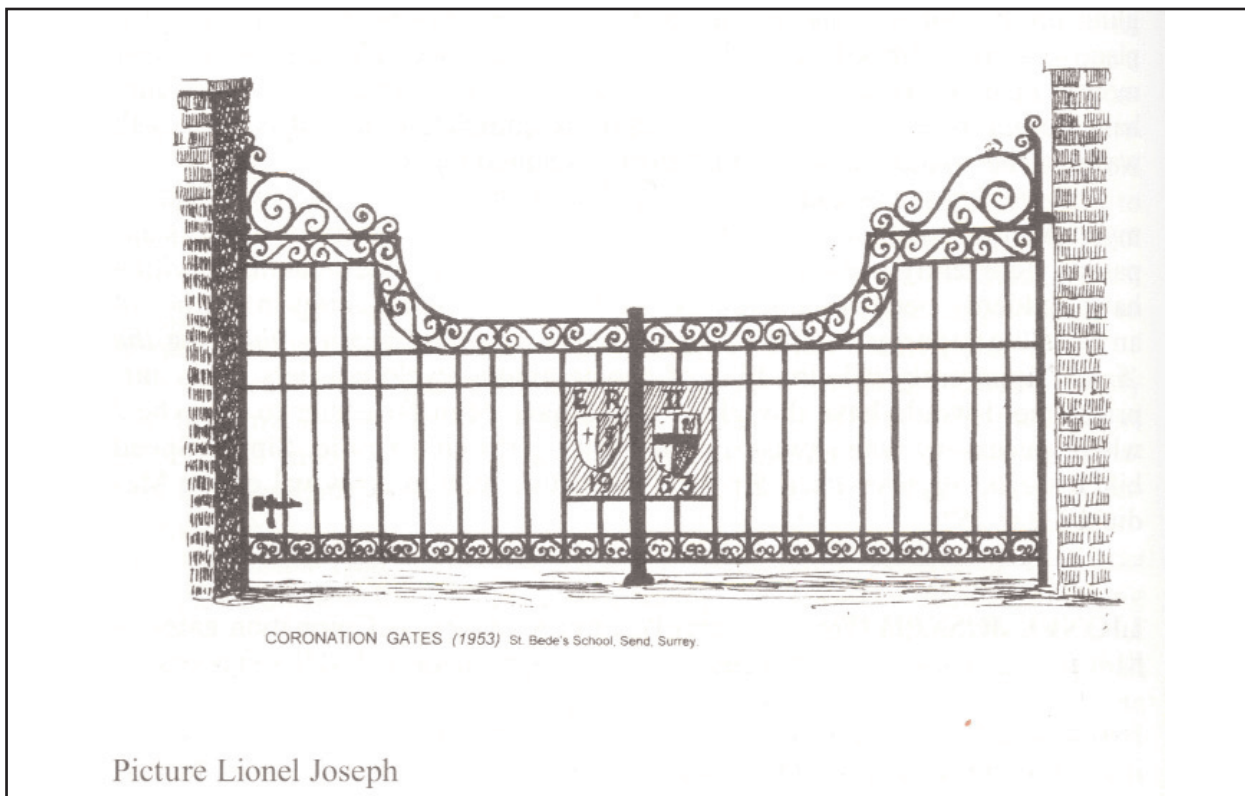
It was a custom in that school for a school report form to be circulated when staff left and on which the other dozen members of staff and the headmaster would comment. The comments were an opportunity for puns, and on mine as the craftwork teacher were comments like “Torque-tive when screwed to the pitch” and “To one steeped in artfulness and craftiness this subject is a snip!” and of music “Adept at singing humorous songs, could become expert at playing the saw were he not so efficient at playing the fiddle!”, along with lots more relating to my past. As might be expected it is a rather cherished testimonial. At the gathering, a copy of this report was displayed along with many photographs on the board covering the 1950s. Each decade was represented by a similar display. The 1950s display included a photograph of the ceremonial opening of the school’s Coronation Gates by the then Chief Education Officer for Surrey.

The pair of gates spanning the ten foot entrance were specifically designed so that the pupils could undertake at least seventy five per cent of the work. The metal bars were 1” x 1 3/8”,

1" x 1/4" and 1/2" x 1/2" only, the main hinge bars being of inch square bar and therefore outside the pupils' physical strength. In addition the sweep down in the centre of this design was to relieve stress on the main hinge bars which pivoted on hardened pins and plates, and being held by journal bearings at the top. Whilst many think of the blacksmith making the scrolls over the back of his anvil this is not the case, for with a job of this sort one makes up a couple of scroll tools, one for the "S" scrolls and one for the "C"s and wedge them, when in use, into the hardie hole on the anvil face. An "S" scroll is near to a perfect scroll whilst the "C" scroll is progressive, like a snail's shell in its form. Using these tools, the pupils had no problem in manufacturing all the single scrolls that were required. The ornamental scroll at the head of the gates and which involved fire-welding was outside their capability, but they enjoyed seeing the fire-welds made and helping to set the scrolls by the use of wrenches in conjunction with a pair of blacksmith's horns wedged into the anvil's hardie hole. For a fire-weld the two parts are heated up to near melting point (c1500 degrees centigrade) and quickly hammered together with sparks flying in all directions! The scrolls are then set to the chalked out shape drawn on a sheet of iron. When assembling the gate, and to prevent 'drop', all bar crossing joints were riveted through.

Another feature, which amused the boys, was the drilling of square holes in the longitudinal bars. To do this involves making up a special drill. It is tri-centered in shape rather like the shape of a piston in a rotary internal combustion engine. One makes this shape by off-centering one jaw of the self centering three jaw chuck used on the lathe. A normal suitable pilot hole in the bar is run first followed by the 'square' drill which just leaves a tiny radius in the corner and which is easily adjusted to take black iron bars using a small three square saw file. Black iron bars being rolled and not drawn during manufacture, do have a small radius on each of the corners of the bar. The gate fittings, namely latches, stops and bolts amount to about five per cent of the total work. All these items were well within pupil ability.

Over the years, possibly in the interests of security, the gates had been replaced. Only one half of the pair was found by a former pupil [*Peter Croucher – Ed*], half buried behind the bike



Coronation Gates (1953) at St Bede's School, Send, Surrey (picture Lionel Joseph)

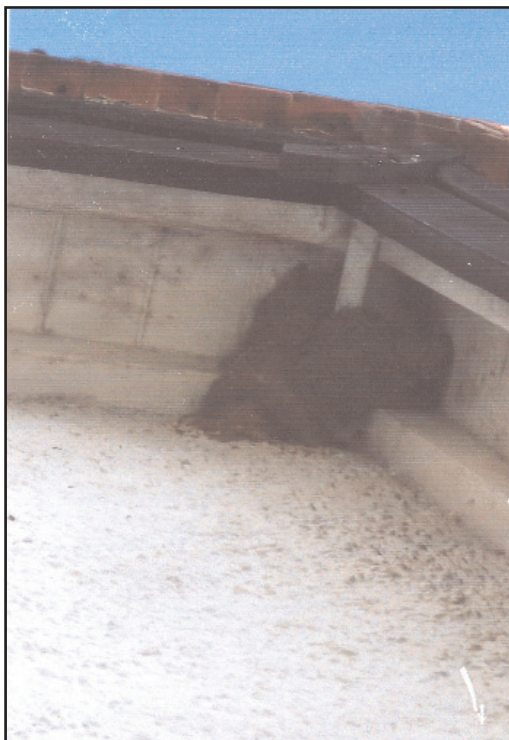
shed. This half was on display and surprisingly in quite good nick after over fifty years. I hear it is heading for a local museum! The other is probably somewhere around being used as a garden gate! In the centre of the gates were two enamel shields bearing the coat of arms of Surrey County Council, whose use required special permission, the other being the school badge along with the fabricated metal letters 'E R II – 1953' The enamel shields were made by the firm in Birmingham who made the school enamelled badges for prefects, monitors, etc. All in all, the construction of the gates was quite an achievement, for it was all done using a small portable rivet forge. The sort of small portable forge, found aboard ships being built in the days when ships' plates were riveted together, rather than welded, as they are today.

Leewood's House Martins

Andrew Jones

For several summers at Ripley police station (Leewood) on Ripley High Street I have been observing the thriving colony of beautiful house martins during the summer months. With permission and an escort I was allowed to photograph all the nests.

There are currently twelve complete nests and evidence of two demolished ones at Leewood. They are under the eaves at roof level on three sides of the building, and are made of mud with a grass lining; the entrance to the nests is at the front of the mud mound. A breeding pair usually lays two to three eggs per clutch and hopefully rears the same number of chicks. Both parents incubate and feed the chicks, so the colony at Leewood could raise 28 to 42 chicks a year (if all fourteen nests are used). There is also one nest at my house, 106 Georgelands, and I know that my house martins raised two broods last summer, so the combined number of chicks that could be raised at both locations could be as high as ninety. The first photo is of three nests at



Three nests at Leewood

Leewood. The second is of the nest at 106 Georgelands. On observation of other locations around Ripley there is evidence of former nests at three or four other houses in Newark Lane. I understand from former residents of Orchard Way, Send Hill, that house martins used to nest there, but that was some time ago (certainly in the 1960s and '70s, when there were also sand martins at Send Court Quarry. See issue 10/6 – Editor). Could anybody tell me if there are any of these birds nesting elsewhere in Send and Ripley. It would be good to keep a count of the population in our villages.

House martins are chunky, bull-nosed, short-tailed birds. Their colouring is blackish blue above with a white rump, and white or grey under-parts. They have feathering on the toes and tarsi (skeleton) that is characteristic of this genus.

They prefer habitat of open country with low vegetation such as pasture, meadow and farmland, preferably near a water source. They feed on the wing, catching insects such as flies and aphids, but they can be caught by birds of prey.

House martins are members of the swallow family and are migratory i.e. they fly to Africa about October time to overwinter before returning to Europe at April time to breed, etc. They can also be found at altitudes of 2,200 metres (7,200 ft) in mountainous areas. Globally house martins are not threatened with extinction, but are on the decline in some regions /areas as they like to nest on houses and have to compete with house sparrows for



Nest at 106 Georgelands, Ripley



This picture is an image of the common house martin (Delichon)

nest sites. It is estimated that there are between 273,000 and 535,000 breeding pairs in the UK .

This article was compiled by Andrew Jones, who also took the photos by kind permission of Ripley police station. The bird image is from Google.

In Camera - 3

David Porter

The third photograph in this series is clearly the oldest. I believe it was taken in the 1920s. The location is unknown, possibly Esher or Kingston. The details of the vehicle shown are as follows:

Make – A.E.C (Associated Equipment Company)
Operator – L.G.O.C. (London General Omnibus Company)
Type – Single deck saloon
Fleet No. – S265
Registration No. – XH 5978 (XH is a London registration)
Engine – 4-cylinder Tyler unit.
Gearbox – 4-speed ‘crash’ type (no synchromesh)
Rear axle – Overhead worm drive from gearbox
Body builder – unknown



Entry to the bus is gained via a central rear door behind an open balcony. The wheels are on solid rubber tyres – possibly McIntosh Endless Rubber Tyres. Brakes are on the rear wheels only! The fuel tank is mounted between the engine and the bulkhead, fuel being gravity fed into the engine. The driver is exposed to the elements and has only a tarpaulin sheet for protection. This can be seen rolled up in front of the steering wheel. There appears to be a total absence of lights!!

The LGOC and AEC were one of the same Company. By the mid 1930s LGOC became London Transport. AEC went on to merge with Albion Leyland in post-WW2 years, eventually becoming British Leyland. BL was purchased by the Dutch DAF company, becoming Leyland – Daf, the Leyland name being dropped soon after.

Route 115 Kingston to Guildford via Ripley became London Transport service 215 Kingston-Ripley. Today service 515 runs yet again from Kingston to Guildford via Ripley. At the time of writing, November 2009, the operator Travel Surrey has been bought by Abellio, another Dutch company!!

As with the earlier photos in this series, feedback on the photo below, kindly loaned by Andrew Jones, would be welcome.

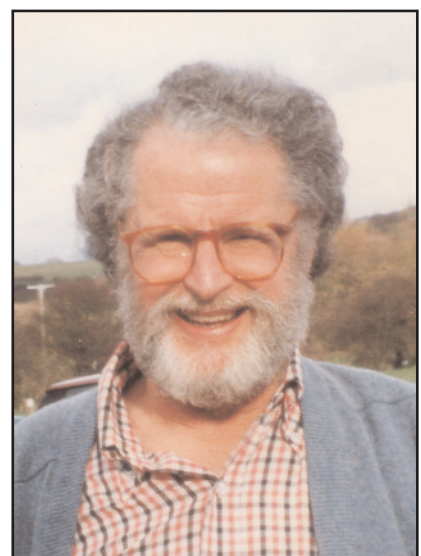
OBITUARIES

Alan Baker – 4 February 1917 – 22 Feb 2010

Les Bowerman

Former Committee member, Alan Baker, died very close to the closing date for the last issue of the Journal so there was only a very brief mention at 211/16. Six SRHS members attended the funeral service at Guildford Crematorium on 23rd March, which was very well supported by family, friends, members of the Nomads and motoring colleagues.

Thanks are given to Stephen Baker, Alan's son, for most of the following facts about his life and for kindly checking my draft. At the service Stephen paid a heartfelt tribute to his father, emphasising his enjoyment of life in spite of some personal sadness. Alan was born into a troubled world with the Great War still raging. It was a world of gas lamps, candles and horse transport. This was followed by the recession, the general strike,



World War 2 and the Cold War. Notwithstanding such momentous events, his long life, covering eleven decades, meant that he also saw man's arrival on the moon and the new Millennium. He was active and independent, with a great sense of humour, which doubtless helped his longevity.

A great, great nephew of William Murdoch, the inventor of gaslight, Alan gained a BSc in mechanical engineering in 1937. He worked for Scammells until the beginning of WW2 and in 1940 joined the RAF Volunteer Reserve, starting his service in South Africa. On demobilisation he worked in sales but didn't enjoy that. He won prizes at motor-cycling, his particular interest being in British classic bikes. Alan's parents came from Glasgow, but he was born and married Aileen in Merton Park, where their two sons, Stephen and Jonathan, were born in the 1950s. Alan joined The Motor Cycle magazine as technical editor in 1953 and continued in editorial roles for various magazines until 1972 when he was made redundant, at which time he became a free-lance motoring journalist. Having given up motorcycling in favour of cars, in 1975 Alan became Chairman of the Guild of Motoring Writers. He also became a member of the Institute of Advanced Motorists. After Aileen died in 1974, Alan threw himself into his writing career. He remarried in 1976 and lived in Cobham, moving to Ripley in 1980. He involved himself in local affairs and was active in the Nomads theatre company at East Horsley and Send & Ripley History Society where he was author of several articles, a museum steward and a member of Committee. He was made Vice President of the Guild of Motoring Writers, a position he held for the rest of his life. He had numerous local friends and was a regular in the Ship Inn in Ripley High Street on Sunday lunchtimes, his last visit there being just a week before his death.

Stephen also paid tribute to his father as a writer of doggerel poetry, and read some wonderfully amusing verse that Alan had written to "Red, glorious red".

Alan will be very much missed in the History Society. With his shock of grizzled, wavy hair, his luxuriant beard and his alert brain, it was difficult to believe that he was almost a generation older than many of our older members. Our condolences go to his family. ■

Denis Walker – 20 August, 1932 – 7 April, 2010

Les Bowerman



Denis Walker sadly died on 7th April. He had been a member for thirteen years. Until a serious operation a few years ago, he and Hazel had attended the Society's open meetings regularly. In April 2001 Denis gave an interesting talk on the contents of Polesden Lacey, at which National Trust House he and Hazel were volunteers. A few weeks after the talk they jointly gave the Society a delightful conducted tour of the House.

Denis was born in Chertsey. In 1935 his family moved to Send and then at the beginning of WW2 to Looe in Cornwall. They returned to Send after the war and Denis went to the Woking Grammar School for Boys where this writer, being in the same year, first met him. Whilst still at school he developed what turned out to be a life-long interest in amateur radio, which led eventually to an amateur transmitting licence. Denis studied electrical engineering at Southampton University where he did exceptionally well. After graduation he worked first for

EMI, and then for Decca on the world's first transistorised marine radar and later the guidance system for the Rapier missile system. He saw huge changes in the electronics industry before retiring from Racal in 1990.

Denis was still at school when he first met Hazel who was studying at the neighbouring Girls Grammar School. They married in 1957 and in 1962 John was born, followed by Brian three years later. In retirement Denis and Hazel found new interests together, in particular as volunteers at Polesden Lacey.

Another of Denis's schoolboy interests, which he retained all his life, was classical music. He taught himself the piano and one of his greatest pleasures was to play the Steinway Grand which he owned for many years and which is now in the music room at Polesden Lacey.

Many thanks to Hazel and John for providing at very short notice a pre-view of the tribute to be paid to Denis at the funeral, which will have taken place before these lines, based on the pre-view, are printed.

Our condolences to Hazel, John and Brian and family.

Uncle Tom's Cabin – a footnote

Les Bowerman

Local pub enthusiasts may recall that, in the Society's book by Jane Bartlett and Clare McCann on the public houses of Ripley and Send there is mention on page 59 of the slightly elusive Uncle Tom's Cabin at Cartbridge, which was from the late 1840s to some time between the censuses of 1881 and 1891 where the present 204-206 Send Road is.

Earlier this year Anne and I enjoyed lunch at the recently well-restored Sir Roger Tichborne pub at Alfold, south of Guildford. As part of the restoration, it appears that a detailed history had been commissioned. Glancing through this, as one naturally would, we were surprised to find a reference to Send. It stated that in the 1870s the first landlord at the Sir Roger (it was then a beerhouse) had been one Charles Covey and that he had moved to the Uncle Tom's Cabin at Cartbridge. That nicely corroborates the statement in the SRHS book that Charles and Mary Covey were in charge of Uncle Tom by the time of the 1881 census.

The history of Send and Ripley is to be found in the most unexpected places!

Correspondence

A letter from Sid Stanley:

Send School playground: In the last issue of the Journal (at 211/12) under the heading of 'In Camera – 2' it says that the boys' side of the railings had a tarmac surface whereas the girls' side, where the group of children are standing, was still bare earth. In fact, the bare earth where the photo was taken is the boys' playground. The photo was probably taken there because the light was better than in the tarmac girls' side which was shaded by the trees on the roadside bank.

The boys' playground was left as soil because that would cause less injury in games of football, etc., when players fell.

[David Porter, the author of the 'In Camera' notes, also pointed out this error, which I regret is entirely mine – Editor]

Send Scouts Fête 2010

On a cold, wet Bank Holiday on Send Recreation Ground there was a somewhat reduced attendance compared with most years. Nevertheless, Peter Croucher ran a very successful stall for the History Society, the large party tent providing a welcome refuge for some. Four Memories of War books were sold, plus £40.80 worth of second-hand books and bric-a-brac. This compares very well with previous years. Many thanks to Peter, who wishes to thank his band of helpers. ■



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FORTHCOMING EVENTS

The exhibition at the museum at the time of writing (21st April) is "Football – The Beautiful Game" on the history of football in Send & Ripley. Mounted by Clare McCann and Callum Fairbairn (as part of his Duke of Edinburgh Award).

Tuesday 8th June – Evening outing to the Abbots Hospital, Guildford, for a Guided Tour. Meet at 7 pm at the Hospital in the High Street opposite Holy Trinity Church. Please contact me if you need transport.

Thursday 8th July – All-day outing to Midhurst for conducted tours of the old town and of Cowdray House. Meet at Send Marsh Green at 8.30 am or at North Street public car park, Midhurst, at 9.30. After coffee in North Street we meet our morning guide at 11am at the Tourist Information Office to look at the interesting old buildings, for which there will be a charge of £2 each. After a lunch break at about 12.30 pm, we proceed across the Causeway to the Cowdray Heritage Trust Visitor Centre to meet our afternoon guide at 2pm for a tour of the ruined Tudor mansion for which the charge is £4.75 per head. It is important to let me know a fortnight beforehand if you wish to be included. Sensible footwear is recommended.

For further details of any of our events, please ring me, Anne Bowerman, Programme Secretary. Tel: 01483 224876.

Journal Contributions: Closing date for the next issue is Monday 14th June.

Will authors of illustrated articles please submit original photographic prints if at all possible to ensure reasonably good reproduction in the Journal



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Other times for school groups and small
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Contact Les Bowerman on 01483-224876
if you require further information or wish
to help in the museum.

HISTORY SOCIETY PUBLICATIONS

‘Ripley & Send Then and Now; The Changing Scene of Surrey Village Life’ (Reprinted 1998 and 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&7) £4.00
‘The Straight Furrow’, by Fred Dixon	£1.50
‘Ripley and Send – Looking Back’	(Reprinted 2007) £9.00
‘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
‘Memories of War’	£8.00

All the publications are available from the Museum on Saturday mornings, or from Ripley Post Office. The reprinted copy of ‘Ripley & Send Then & Now’, ‘Two Surrey Village Schools’ and ‘Memories of War’ can also be obtained from Send Post Office. All publications are available via the Society’s website www.sendandripleyhistorysociety.co.uk

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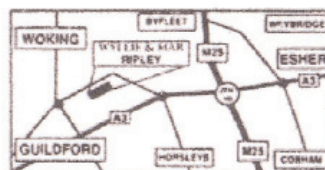
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