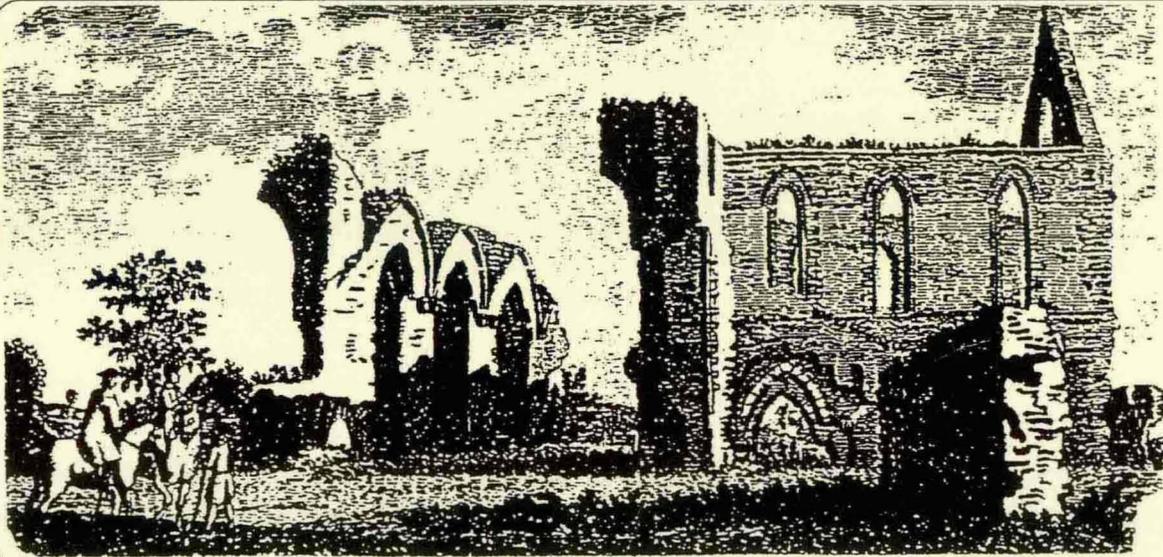


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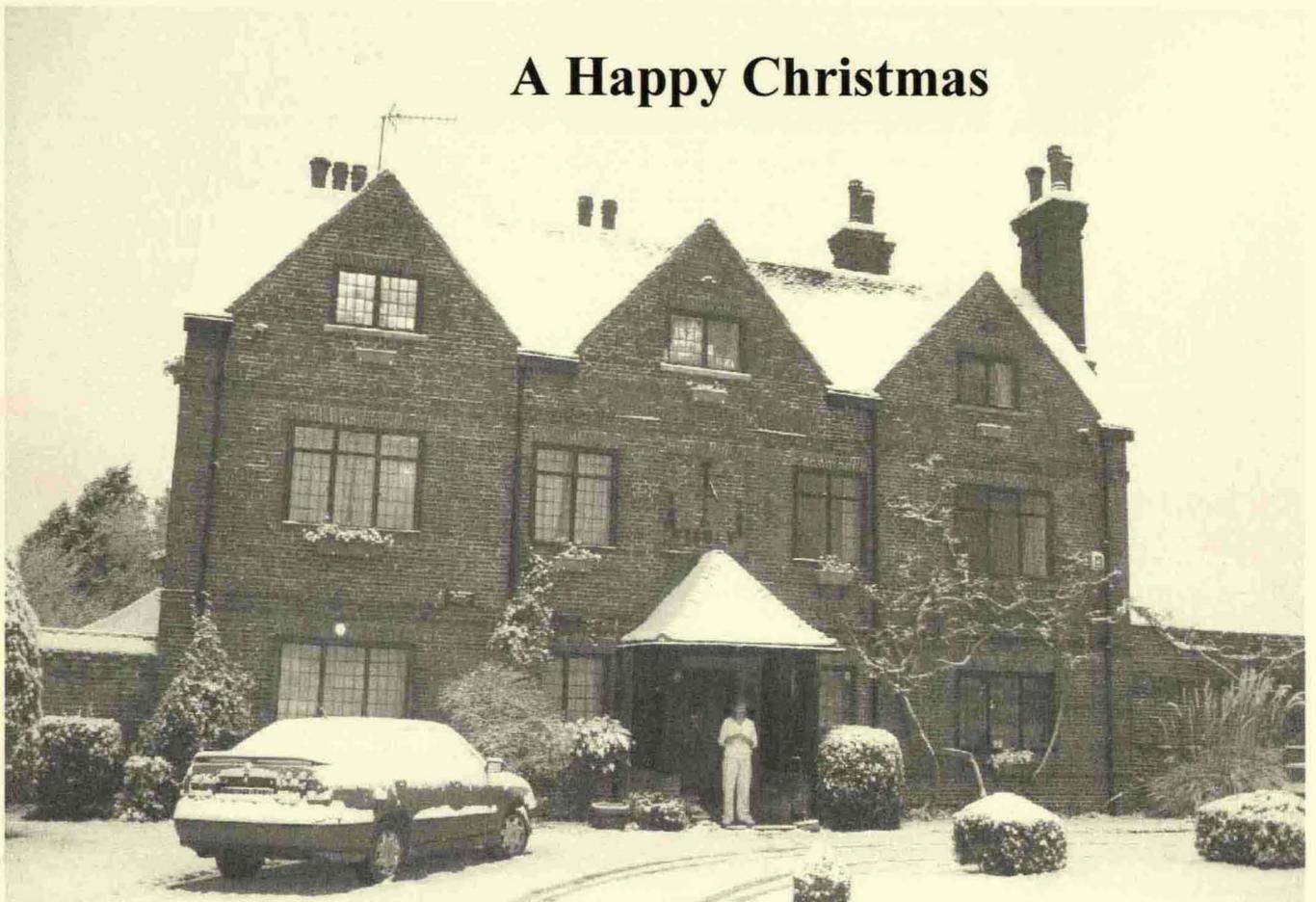


NEWARK PRIORY

Journal Volume 6 No. 197

Nov/Dec 2007

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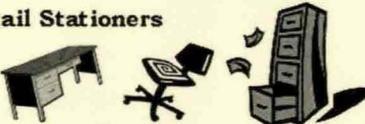
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Cover photo: The Manor House, Send Marsh Green after a snowfall in Jan/Feb 2007.

Editor's Comment

As this issue of the Journal will be distributed towards the end of this month (November) and our thoughts will be, no doubt, upon Christmas and all that entails, and as the journal includes a few contributions on this theme, I have inserted a snowy picture on the front cover. Who knows we might have snow at Christmas? Les Bowerman informed me that the photo was taken last Jan/Feb by Kevin Burgess a New Zealander and guest at The Manor House.

Thanks to our authors who regularly contribute articles to the Journal: Jane Bartlett, Les Bowerman, Sheila Brown, Pat Clack, Clare McCann, Mavis Davies, David Porter, Christina Sheard, John and Bette Slatford, Andy Jones, plus Anne Bowerman who edits the 'Forthcoming Events' section. Thanks also to the following authors who have contributed comments/articles this year: Derek Bromley, Jill Bromley, Denys Clayton, Brenda Dabbs, Brian Ellis, Janet Hilderley, Peter Lawrence, Tony and John Milton, Geof Parker, Geof Salmon, Michael Sex, Nick Somerfield, Bob Stonard, Jean Turner, and Peter Warren, Your support is much appreciated by our readers and the editor.

Thanks are also due to our advertisers. With their support the Journal can continue to be produced to a high standard at low cost, Please support them whenever you can.

Thank you members and friends who read the Journal and also those who comment and add to the record of local knowledge.

A reminder that subscriptions are due and a renewal form is included with this edition of the Journal.

Another reminder: Don't forget **Wed. 19th December 8 pm – The Christmas Social.** An evening of seasonal jollity and feasting! Please ring Anne Bowerman if you are able to contribute a suitable item of food and/or bring a raffle prize. Admission is by donation. See also Forthcoming Events.

On behalf of Send and Ripley History Society I wish you all:

A HAPPY CHRISTMAS

Ripley Parish Council Lock-Up, Newark Lane

John Slatford

Following Jane Bartlett's article on **The Parish Workhouse** in Journal No 196, the mention of the Lock-Up has prompted further research into the history of this little building. There has recently been a lot of discussion and speculation about its future following the death of Mrs Rita Avery earlier this year.

The history of the Workhouse, built in 1738, is well documented but the first known mention of the Lock-Up was not until 1892 as noted in Jane's article. However, there is evidence of its existence much earlier from maps. The first large scale (25inch:1mile) Ordnance Survey map of 1870 and the Tithe Apportionment map for Ripley (also large scale) of 1843 both show clearly the small building adjacent to the Workhouse cottages. We do not know its exact age or the purpose for which it was built but from the style of the brickwork and the slate roof it probably dates from the beginning of the 1800s. It is interesting to note that there were originally two small windows on the west side. There may also have been windows on the east side but this is presently covered in ivy. There is a high window at the rear but this is likely to be a later insertion.

The Ripley Workhouse was parish owned under the control of the churchwardens as "overseers of the poor". Some time after the establishment of the Guildford Union Workhouse in 1836, the building was converted into separate cottages and it was, as a block of six, sold to W H Tedder in 1892. The sale was significant in that the instructions to sell specifically excluded the "Old Lock-Up" which was to be retained for the village for the purpose it was then used, namely a place of storage for the fire hose and appliances and the village lamps. It is assumed that ownership passed to the newly formed Send and Ripley Parish Council not long afterwards.



The sale of the workhouse came not long after the establishment of the Ripley Fire Brigade and the use of the Lock-Up by the brigade continued until 1911 when the new purpose-built fire station in Rose Lane was completed. Thereafter, the usage of the Lock-Up until the 1930s is uncertain but we are told that it was used as a mortuary at some time.

As is well known, the two cottages at the east end of the Workhouse block were destroyed in an air raid during the last war and, to date, have never been rebuilt. Surprisingly, the Lock-Up survived that attack.

In the Ripley Parish Council minute books from 1933 (when the Send and Ripley Parish Councils were separated) onwards, there are numerous mentions of the Lock-Up detailing rent, rates and tax payments. It was leased to Guildford Rural District Council during the last war for storage of waste paper. There is a record in 1947 of an offer by Mr W Richardson (the father of Jack Richardson) to buy the Lock-Up but this was declined. Later it was let to Mr G Woods for use as a printing business and in 1952 to Mr Kennard of the butchers, Grimditch and Webb (in Cedar House) for use as a garage at five shillings (25p) per week.

In more recent years, the Parish Council has retained the building for storage of the village motor-mower and other equipment.

Appeal for information – Sex family

Michael R Sex

My main interest has always been my family tree, and I find that I am running out of relatives! The last of my father's generation died recently, and I believe that I am the last of my generation (sobering thought). I have a male nephew, but he has only produced daughters. It therefore seems that the Sex name is dying out.

It may be that other members of the society know differently, in which case I would be very glad to hear from them. There has been the name Sex in Send since 1899, and it is possible that there are distant relatives of whom I know not. I would be grateful for your members help.

Michael R Sex 17, Wealdon Close, Southwater, Horsham West Sussex. RH13 9HP

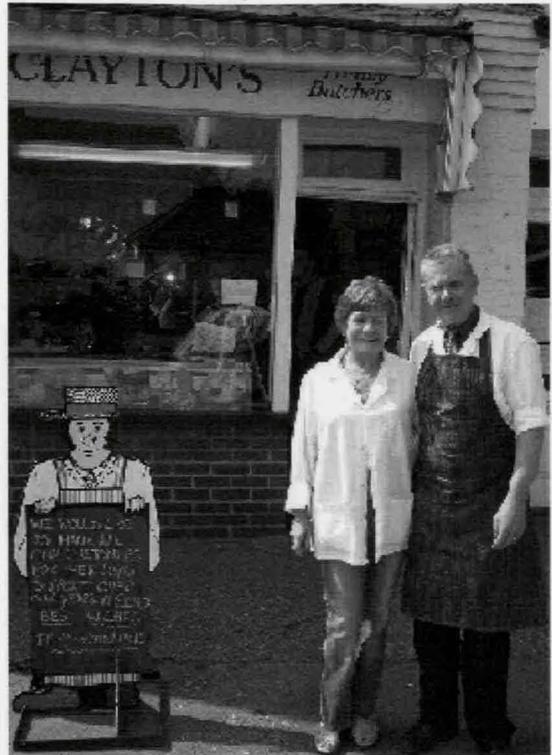
Clayton's butchers shop closes

My wife Stephanie and I came to Send in July 1984. We took the shop over from Mrs Bettsworth. Back in 1984 there were two shops; a butcher and a greengrocer. My wife ran the greengrocers and I the butchers.

Over the years we have met many great people as customers to whom we are very grateful.

The time running the shops has taken a large part of our lives and now at the age of 61 I felt it was time to retire so that my wife and I could spend more time together.

Denys Clayton



Footnote

Christina Sheard comments:

'The shop is completely closed now (28 April was the last day of business, which is when I took the photo). Denys and Stephanie are still living above the shop and the property is currently on the market. A buyer has not yet been found, so we don't know at the moment what sort of shop it will become. I think it is very unlikely that it will be a butchers shop again'.

Les Bowerman adds:

It has been a butchers and greengrocers for much longer than 23 years. When we moved to Send in 1967 both sides of the business were run by Bettsworths if I remember correctly. I don't know when it started as a butchers, but the parish magazines which we have in the museum back to 1964 and then, after a gap, from 1940 back to 1878, might have adverts for the shop. We also have Kelly's Directories up to 1938.

Letters to the Editor

Letters from David Porter

Remembering Jim (Oliver) by Nick Somerfield Journal 196/13.

The Land Rover, which Nick Somerfield recalls belonging to Jim Oliver was most likely his Series 1, (SPD 893)? Jim had a new bulkhead fitted by Fishers Garage in the late 1960s. My Father, who knew Jim, worked there between 1969 and 1973, following the closure of Connaught Cars. This was probably the last Series 1 in the area?

The Lawrence Family – Blue Saloon Bus – J196/6

Peter Warren recalls travelling by bus to Cartbridge. The Blue Saloon Company, route which I believe provided the first bus service to run to May's Corner, where it turned, was taken over by London Transport circa 1935 when public transport boundaries changed. The Aldershot and District Bus Co. ran service 47 via Potters Lane/Guildford Road only and did not serve the village.

Letters to the editor continued:

A letter from David Lawrence

The Lawrence Family by Peter Warren - J196/6

A friend forwarded the latest copy of your magazine to me as he knew I would be interested in the above article.

Having read the article I discover that we have a lot in common. I am his second cousin I am also interested in family history, and would like to get in touch with Peter to exchange information, photos etc. I therefore would ask if you could forward either his address or e-mail address to me. If he prefers, he can contact me by post to: 8, Greenleas, Frimley, Surrey GU16 8TS.

I forwarded David's message to Peter Warren resulting in a very happy and mutually beneficial outcome. Editor.

Letter from Pat Clack:

I've just had a long chat with Peter Warren - all very interesting, and even more so as his wife worked for Tyler's and so did I, (although earlier than she), but she knows the daughter of the then manager and I still visit her - she was Evelyn Finch who now lives in Wych Hill Way. I have just rung to tell her the news and she was delighted - Peter's wife was then Sheila Wigmore and both she and her sister worked for Tyler's - Evelyn remembers them both very well.

I am trying to think of someone just a little bit older than me, who may remember Mrs Berryman and the Jackman's - Nancy Graham springs to mind, but I am loath to ask her after our little contretemps we had regarding the Tennis Courts

Incidentally, I am doubtful that the front page picture is in Send road, but you could be right. I am trying to position the houses in the background, obviously just being built. Anyway, looks like a continuing saga, and I am sure other people will come up with more information.

Any other views on the location of the cover photograph c1922, on J196? Editor.

Letter from Brian Ellis of the Walton and Weybridge Local History Society

Dear Editor

Q – Type Bus To Ripley - J195/2.

You kindly sent a copy of your Journal to the Walton and Weybridge Local History Society, and, as Treasurer of that organisation – it comes my way. I have just seen your July/Aug. issue.

My reason for writing is to say that the picture on your page 2, 'Q-type Bus to Ripley' must, I think, be post-war and not pre-war. My reason relates to the Green Line bus in the background. First, it has a number – 718 – whereas Green Line services were lettered (A. B. C, etc) until their suspension at the outbreak of the war.

Secondly, the distinctive black-on-gold destination blinds were only introduced a year or two after services were restored in 1945 or '46, which puts the picture close to 1950, at which time the 215 was still running and there were trolley buses in Kingston (not yet one-way).

I hope I have it right and this is of interest.

Reply from David Porter.

I admit my knowledge of London Transport is limited and I do not know Kingston at all. However, the Green Line vehicle in the picture would have been taken out of service circa 1951/52 when the AEC RF types were introduced

Street's Dairy/Tice's yard

David Porter

Passing through Send last week (late August), I noticed that Tice's yard had become very derelict, (the usual sign of pending re-development)? My knowledge of this yard is skimpy despite having lived almost opposite it for nearly 50years! However here are a few notes, which may be of interest for future reference.

When our family arrived in Send in the autumn of 1949 Street's Dairy was still in operation in Tice's yard. Did the family/business occupy Carlton, the house in front of Tice's yard facing Send Marsh Road? Our neighbour, Robert (Bob) Clark, of 58, Send Barns Lane was a milkman for the Streets. When Street's closed in 1950/51, Bob went to work for the Home Counties Dairies, later Unigate, in Guildford. Bob was a Ripley man born and bred and his wife Lily was a Londoner from Kensington. They had two daughters, Sheila and Monica. They rented number 58 from 1937 when it was newly built. I believe they moved from there in 1989 or 1990?

I do not have any other recollections of the Dairy, however, by the mid 1950s not only did Lionel Tice re-occupy the dairy converting it back as a carpenter's workshop but also a detached house was built behind it, thought to be with a view to marriage? At least this was rumoured as the reason and 'a few eyebrows were raised' by the local ladies as none could see either of the 'Tice boys' getting married! As it happens they never did!

The late Stan Sowa who was an excellent painter and decorator rented Carlton the house facing Send Marsh Road from the Tice family. Lionel's brother Desmond Tice was the plumber and Les Longhurst from Lower Sandfields assisted on the less glamorous jobs such as unblocking drains etc!

Lionel and Des's sisters, Rhoda and Elsie Tice lived on at 'St Helens', the bungalow at 6 Send Barns Lane after their parents had died. Their father Frederick died in the 1950s and Mrs Tice their mother had died in 1960/62.

Prior to the re-occupation of the dairy site, all Tice's work was organised from, or carried out at, a small yard in Send Barns Lane; the little shed nearest to the road serving as a company office. This was at the end of a row of wooden sheds bordering Elmsleigh Farm and just inside the gate of St Helen's on the right. The building being visible from my home, often a light would be seen in this shed burning until midnight when Des had paperwork to do.

Bob Clark had parked his car in the Dairy yard and continued to do so, even after the Tice brothers had moved back in. Bob owned four cars over the years, a Morris E8, a Morris Minor Series 2 (233 FME), a Ford Anglia Estate (2229 PL) and finally a Morris Marina 1.8 (LPL 238K).

The Tice brothers always used 'Landrovers'. Their 'Series 1' appears on a 1950s video either of the Send May Day celebrations or The Queen's Coronation of 1953. They replaced this with a Series 11 S W B (Short wheelbase) model, registration (UBL 83). Both were seen locally often with a trailer attached.

The late Jim Oliver purchased UBL 84, the diesel version of the above and I believe the Tice's UBL 83 may well be still in their yard together with their later 'Defender' model. In later years Desmond Tice drove the Defender and Les Longhurst acquired the UBL 83.

My last days in the motor trade were spent at Court and Smith ending in September 1992. One of my duties was as an MOT class 4, tester and consequently my name appears on many test certificates including 2 or 3 for UBL 83 by then about 30 years old!

Returning to the 1950s. The Tice boys could often be heard sawing wood with a circular saw, usually on a Saturday afternoon. I believe this was for firewood, logs, etc. On one occasion my father was asked if he could supply replacement valve springs for the engine, which powered the saw. Upon inspection my father discovered to his amazement the engine had an exposed 'open' crankshaft. It was a stationary horizontal engine probably an English Crossley or an American Amanco. A flat belt was wrapped around the engine flywheel and the wheel of the circular saw. Dad did manage to obtain some springs and the 'boys' fitted them. The engine was in use up to the 1960s when I believe it was replaced by an electric motor.

I have on rare occasions been inside the old dairy/workshop building when in use by the Tices. A flagpole was erected on the 'new house' behind it. The Union Jack was always flying on St George's Day (April 23rd), Empire Day (24th May)* and on Royal and special occasions, long after the flagpoles at the local schools had been removed.

In conclusion, when Tice's yard finally goes, so does a part of 'Old England'.** The Tice's were staunch supporters of the Send Conservatives and were some of the many that were at the heart of the village. Others were Hope Sanger, Mary Milner, and Michael May, to name but a few.

**Empire Day, celebrated since 1906 on Queen Victoria's birthday, was renamed Commonwealth Day in 1958 and observed since 1977 on the 2nd Monday in March.*

***As David says the activities of the Tice family as builders - Frederick Tice and Sons, were much part of Send but they have been prominent in the village for generations. They were for a long time responsible for maintenance and repairs to the parish church. Lionel's great uncle Charles Tice constructed the Lychgate in 1895. There is also some 17th century Tice graffiti scratched on the inside wall of the tower and the name is recorded in the Court Rolls of the Manor of Send and Ripley as early as 1533.*

Ken French writes in N/L 125/2 about the break-up of the Boughton Hall Estate and the auction in 1907. He states that: 'Lot 3 of over 3 acres, originally called Goodgrove Fields, was bought by Mr Charles Tice of The Keep House. Charles built himself a house called 'Carlton' and also set up his business there as a builder and undertaker'.

I wondered, as no doubt others have done also, whether David keeps a written record of the details of the vehicles he describes so well, even quoting the registration numbers. David assures me that the only record he keeps is within his own head. How fortunate to have such a memory!
Editor.

Bertha and her boys'

(The Milton Family)

Compiled by Tony and John Milton

William Milton was born in Thursley in Surrey in 1883. His father was an estate worker for Lloyd George at Whitley Park, but he died when William was just 13. William (Bill) joined the Surrey Constabulary, initially at Dorking where, in June 1909, he met and married Bertha Joyes, and following a spell in Chertsey, was transferred to Ripley as a police constable. At first they lived in Amberly cottage, (opposite The Anchor), and later moved to Rippleby Cottages at the northern end of the High Street.

By the time war was declared in 1939, Bill and Bertha had eight children, five boys and three girls; the war was to affect them all in various ways.

The Boys

Their eldest son was Herbert William (Bill); he joined the 6th Battalion of the Grenadier Guards and was posted to North Africa as part of General Montgomery's 8th Army advance into Tunisia. In the battle of 'The Mareth Line' they were the first to meet the enemy after the evacuation of Dunkirk and suffered heavy casualties. Bill was an Officer's Batman and on the 17th March 1943 (his 33rd birthday) he was severely wounded by shrapnel, his officer was killed and Bill was taken prisoner of war (PoW No.8493). He was transported overland to a P.O.W. hospital in Italy, but when the Germans surrendered in North Africa, he was moved to Poland, Austria, Czechoslovakia and Russia, spending most of his time in PoW Camp 'Stalag 18A'. Meanwhile Bertha, Bill's wife Bessie and daughter Shelia received a telegram, '*Missing, presumed killed in action*'. It was a further 2 years before they were eventually told that he was being held in Stalag 18a.

Charlie left his job as chauffeur and gardener to Lord and Lady Bray to join the R.A.F. where he became a corporal in the RAF police (later the RAF Regiment) He was stationed at various bases in Essex with 11 Group Fighter Command including Hornchurch, Foulness Island and North Weald where he was attached to a Norwegian squadron. He also served at West Hampnett (Goodwood) and briefly at Tangmere. Towards the end of the war he was posted to Germany but had to return home due to ill health.

Fred joined the Royal Artillery as a driver. He was involved in the 'big push' through France, Belgium and Germany, arriving in Hamburg shortly after it was bombed. He was involved in transferring German PoW's to Bavaria by train. Towards the end of the war he played football for the BLA (British Liberation Army) in Belgium. On his return he found he had contracted T.B. After a year being nursed at home he was placed in Redhill Hospital and then Milford Isolation Hospital where he had a lung removed.

Arthur (Tonnie) was the second youngest boy, and being just 16 when war was declared he initially joined the Home Guard. In August 1941 he enlisted in the Armoured Division based at Bovingdon, only to be sent home again as he was still a month off his 18th birthday. In October that year he joined the Gloucester Regiment as an infantryman and after training in communications he was transferred to the Royal Navy on HMS Royal Arthur at Skegness (on the site of a Butlins Holiday Camp) to complete his training as a Royal Navy Signaller. He was posted to the Middle East on HMS Ajax, a Leander-class Light Cruiser, and from there, to HMS Nile based in Alexandria, where on the 16th June 1944 he married Helen Ward, a switchboard operator with the A.T.S. who he met on a blind date. Helen was attached to the shore base and was originally from Willesden in North London.

John was the baby of the family, being only 8 when the war commenced. During school holidays he worked at Dunsborough Farm helping with the harvest, or at Gribbles Farm (Rose Lane) potato picking. He was to remain at home with Bill and Bertha and his sisters until the end of the war. He remembers the nights spent in their Morrison shelter, of exploding doodlebugs and captured

German airmen being held at the Doctor's Surgery. After the war he played professional football for Southend United and Exeter City, before immigrating to Australia in 1970.



Photo 1. Bertha with 'her boys', Bill, Arthur, Fred and Charlie in the garden of No.3 Rippleby Cottages

At the end of the war all the boys returned to live and work in Ripley. Bill's, was an emotional homecoming, especially for mum Bertha and his wife and daughter. Later he separated from Bessie and married Maisey Elliott from Ockham, and became the curator at Clandon Park House for Lord Onslow. Charlie married Eunice Irene Craddock from Cranbrook, Kent. Rene joined the WRAF on return from a holiday in Germany on the first day war was declared! She promptly trained as a Plotter in the Ops Room at Hornchurch where she served during the Battle of Britain. Later Rene trained at RAF Cranwell as a Radar Operator and was posted to Beachy Head, Eastbourne. Rene and Charlie met when he was getting a lift back to base in the back of a three-ton truck. On his return to Ripley Charlie went to work for the GPO at Woking. Fred married Divina Smith from Lincolnshire a month before being called up in July 1940, after meeting on a Ripley British Legion outing to Littlehampton with Bland's Coaches.



Divina worked at Vickers in the Wing Department before it was bombed. Both Fred and Arthur worked for Rust's Butchers when they returned (next to Weller's bakery - where Seymour Estate Agents are now) with younger brother John as delivery boy. They opened Milton Bros Butchers, initially in West Horsley, and later they opened a shop in Ripley - photo previous page.



Photo 3. The Canadians in Ockham Park, Gordon Dares, Dave Slessor and Cecil Dares

The Girls

Anne was the eldest daughter; she worked in the International Stores in Ripley. She met David Slessor, a Captain in the Canadian Army who was based at Ockham Park. Dave was promoted to Major shortly before the D Day landings. They married in 1945, and after the birth of their first son, David, left England to live in Ottawa, where Dave was to become the Surveyor General of Canada.

Elsie met another Canadian serviceman, Cecil Dares at a dance in the Talbot Hotel; he was also posted to Ockham Park along with his brother Gordon. Cecil, Gordon and Dave Slessor were part of the 'Royal Canadian Engineers' survey and mapping, and were involved in the support team to follow the D Day landings. Cecil and Elsie married in 1946 and left England to live in Nova Scotia where Cecil was a fish warden and forestry worker.

Joyce, the youngest daughter, worked with her sister Elsie at May and Hardy's factory near Burnt Common (behind Fishers garage) making engineering components for the war effort. (Masser May was later to become CO of Send Flight A.T.C.) Joyce married John Davis, a First Officer in the Merchant Navy and they lived with Bill and Bertha at Rippleby Cottages.

As for Bill Milton (Snr), during the war years he was a volunteer fireman and fire-watcher (looking out for fires after an air-raid). He was employed by Surrey County Council building and maintaining roads, this also included the two aircraft runways at Wisley and Dunsfold, he was chairman of the Ripley Football Club and the Tontine Club (a Christmas savings club) and he took over from his son Charlie as part-time gardener for Sir Jocelyn Bray. Meanwhile Bertha had the house to run, which was by now home to her extended family, she had her daughter's weddings to arrange and she had to wait, as mums do, for the safe return of 'her boys.'

Connaught Cars (1959) Ltd

(Part Six)

The Citroen Conversion

David Porter

Within a few months of my Father Max joining the firm on 21ST March 1960, the General Manager, Des Arthur, invited him to help out in the small Citroen workshop carried out in the second Nissan hut in the row of four. It was an early turning point in his nine-year employment with Connaught's and henceforth he was destined to remain a key member of the Citroen team.

Although at age 10 I was in my penultimate year at the old Send Primary School, Dad told me I

could visit him at work should I wish to do so during the school summer holidays. Thankfully I rose to the challenge and paid several visits on my preferred method of transport – a TRI-ANG scooter! A warm welcome always awaited me from all the mechanics: Bill Smith, Brian Strong and Tony Arthur (nephew of Des). There was my father and just three mechanics cramped into a workshop, which held just three Citroens, end to end. Benny Benstead, the man behind the conversion work often put in an appearance from the adjoining workshop.

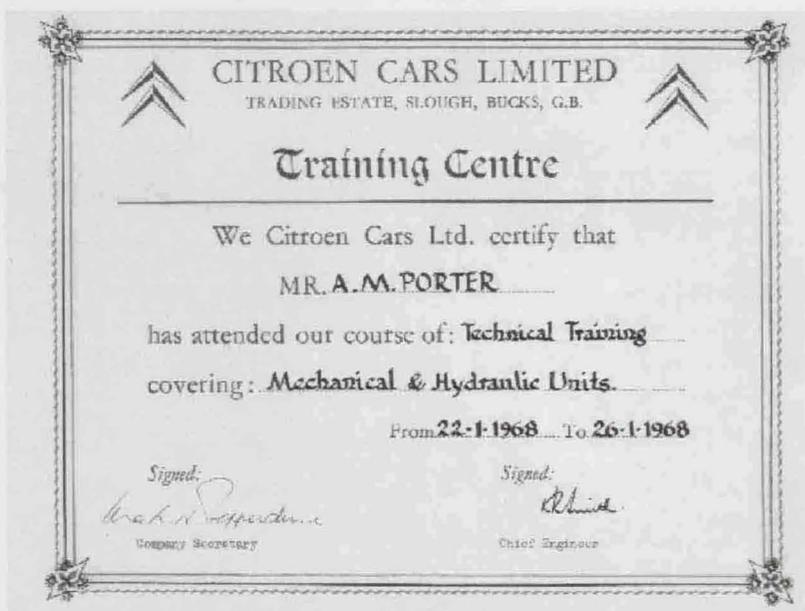
The conversion of the Citroen engine was usually carried out during routine servicing and/or repairs to these cars. Engine conversions, were either requested by the customers who had just purchased a new car or had a low mileage vehicle. Some customers asked Connaughts to do the first 500 miles prior to delivery, following the conversion of a brand new car! High-powered saloon cars were rare in 1960 and such customers wanted a fast car from day one! Modern cars do not require such stringent measures these days, however, in 1960 an eager Citroen owner could easily ruin an engine by driving his car to its limits and beyond, which is why the conversions were found necessary! By the spring of 1960 Benny Benstead's criteria for the 'Citroen Conversions' were laid down in three stages and the following notes are written from my own memories of these as conveyed to me through discussions with my father:

Stage one:

The conversion work focused upon the ignition and fuel systems.

Lucas made the distributors on the UK Slough built Citroens. The French engines were fitted with either 'S.E.V.', or 'Ducelliar' or PARIS-RHONE components.

The height of the distributor became a problem due to fitting of a new inlet manifold designed by Connaughts themselves and fabricated by Bill Smith. The original manifold housed a single, twin-choke Solex carburettor, the French cars were also fitted with these. Connaughts replaced the single with two Solex carburettors mounted on the new manifold.



The distributor body and drive shaft were shortened by about 25mm and the screw gear, which engaged with the camshaft, was repined to the shortened shaft. The vacuum connection to the engine inlet manifold was blocked off and the distributor advance/retard adjustment was firmly fixed in the fully advanced position. The distributor cap was replaced by one made by 'Bosch' and it is likely a Bosch rotor arm was also fitted. This German component was obtained through Colborne Garage as Bosch equipment was never used by Citroen Cars either on the French or the British built version.

All cars had to have stage 1 work completed prior to other performance 'conversion' work being carried out. For example: no cylinder head work would be done prior to the alteration of the ignition and fuel system.

Stage two:

This involved the removal of the cylinder head, which was stripped and sent to 'Prince Machines' of Kingston who cut 2mm off the face. This increased the compression ratio of the engine and when the valve gear was re-assembled by Connaughts they fitted 'Terrys' high rate valve springs in place of the original springs.

Stage three:

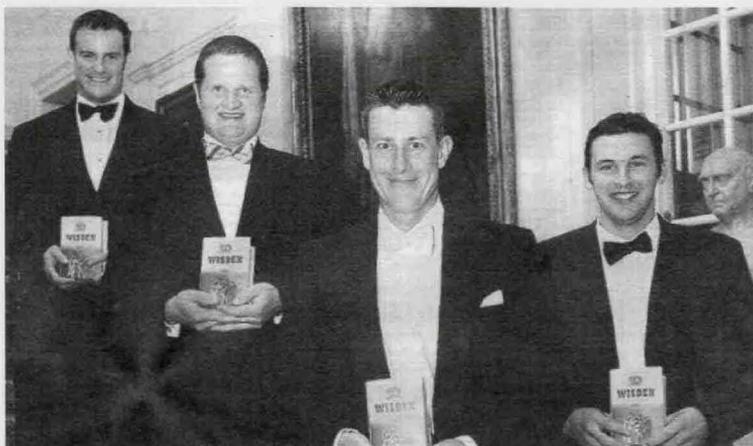
This involved the removal of the gearbox in order to gain access to the clutch and the engine flywheel. The later, like the cylinder head, was sent to 'Prince Machines' who reduced its weight by machining off 16lbs (35.25kgs approx.).

The conversions were an immediate success and Benny Benstead had thereby succeeded in increasing the performance of the standard Citroen car well beyond its intended limits. There were no failures of major components such as broken crankshafts or pistons and the only complaint by some customers, was, that not unsurprisingly, the fuel consumption was greatly increased. Another type of carburettor was fitted which reduced the fuel consumption without impairing the car's performance, however this came at a heavy price and threatened to place the entire conversion programme into jeopardy more about this in Part 7.

Local boy and Ashes hero, Ashley Giles retires

Clare McCann

Due to persistent injuries Ashley Giles has been forced to announce his retirement from first class cricket. He took 143 Test wickets in his career and averaged 20 with the bat. He has played little cricket since helping to secure the famous Ashes win over Australia. However his enforced absence from the game has enabled him to do some cricket broadcasting and on a recent Test Match Special he revealed to listeners that some of his happiest moments in cricket were playing for Ripley, where he made his debut in the senior side at the age of nine! Ashley shown in photo as one of the Wisden Cricketers of the year



Christmas Reading

Mavis Davies

As the festive season approaches once again, I was dipping into "A Surrey Christmas" compiled by John Hudson. It contains many anecdotes, some amusing and some rather sad, and this month seemed a good opportunity to share some of them with the Society by way of Xmas greetings.

We all know the village of Christmaspie, and have no doubt wondered about the curious name. Not, it appears, a distant folk-memory of some wonderful Christmas feast held there, but a rather more mundane explanation, if "The place-names of Surrey" is correct. A Thomas Christmas and a John Christmas are recorded in the parish registers of 1575 and 1619, and there was a Christmas Pie Farm recorded in 1823. Maybe the family embroidered the name a little when it came to naming their farm!

There is a rather nice episode from the book "Memoirs of a Surrey Labourer" by George Bourne, (the pseudonym of George Sturt). Bettesworth (the name he used in his books for his old gardener Fred Grover) had earned no money for the five weeks before Christmas due to bad weather. This was 1901, no Social Security payments then! Bettesworth's mates came round on Christmas morning for a glass or two of his homemade wine. They then invited him to go out with them, but he refused. When pressed he admitted that he had no money, whereupon they had a whip round and gave him six shillings. He gave four to his wife and kept two for himself "then I was right for the day" he says. Two shillings would have bought a fair amount of liquor then, and it's good to find the Christmas spirit was alive and well in those days too. Sturt paints rather a bleaker picture in December 1914 when he talks about the war and wonders whether life would ever be the same again.

Another, sadder, wartime story appears in "Puttenham People" by Jock Vevers. William and Mary Westwood were tenants of Ash Farm, on the outskirts of Puttenham in about 1890. On Christmas Day 1900 Mary gave birth to a son whom, rather against her husband's wishes, they called, hardly surprisingly, Noel. Noel, we presume, grew up on the farm, and was deeply loved by his father, as will become apparent.

The Great War broke out, but luckily Noel was too young to be involved at first. However, by the beginning of 1918, it became a real possibility that Noel would be called up for the Army as soon as he was eighteen. . In March 1918 William decided that he would enlist, knowing that with himself gone, Noel would be considered an essential worker on the farm. The worst happened, and William was killed. It was the ultimate sacrifice that need never have been made. The war ended on November 11th, and Noel, of course, was not eighteen until Christmas Day.

People still managed to forget the Second World War for a while at Christmas, it appears. During Xmas week 1940, fourteen people were summoned at Guildford for drunkenness. I suspect the number would be greater now!

The weather around Christmas 1927 was horrific. A blizzard hit Surrey on Boxing Day and during that week a foot of snow covered streets in Guildford. Three buses and a lorry were buried within two miles of Guildford, and the Hogs Back was completely blocked.

In the Sixties Guildford was a lively place to be at Christmas. There was a dance at the Stoke Hotel on Christmas Eve or a Boxing Night Carnival dinner dance in the crypt of the Angel. The five-course meal cost two and a half guineas. On a quieter note, Guildford's four Congregational churches got together for a nativity play and festival of modern carols.

The famous Mrs Beeton had a home in Surrey. Her stepfather was clerk at Epsom Racecourse, and her wedding reception was held in the Grandstand although after her marriage she lived mainly in London. A Surrey Christmas gives us three of her tasty recipes including the Xmas cake shown here. Maybe I'll try it this year.

There are many more interesting and amusing anecdotes in the "Surrey Christmas" Book. The above is only a précis of a very few of them, and the book is available in the Museum Library, classification 390. I am sure members would enjoy it.

A Surrey Christmas



Nell's Christmas Cake

8 oz butter or margarine
 8 oz soft brown sugar
 1 level teaspoon black treacle
 4 eggs
 10 oz plain flour
 ¼ teaspoon coffee powder or essence
 1 level teaspoon mixed spice
 ½ level teaspoon ground ginger
 1 teaspoon vanilla essence
 2 teaspoons rum or lemon juice
 1 teaspoon almond essence
 1 level teaspoon baking powder
 8 oz currants
 8 oz sultanas
 1 oz chopped mixed peel
 1 oz chopped glacé cherries
 8 oz chopped Valencia raisins
 1 oz blanched chopped almonds

Line a 7-8 inch cake tin with greaseproof paper. Cream fat and sugar well and add treacle. Beat eggs and add a small amount to the fat, beating well. Sift flour, salt, coffee powder and spices. Stir into creamed fat a tablespoonful of spiced flour, add more egg, beat well and add a second tablespoonful of spiced flour. Add rest of egg gradually, beating well between each addition. Add vanilla, rum or lemon juice, almond essence and coffee essence. Stir in rest of flour and baking powder, then dried fruits and almonds. Put in prepared cake tin and bake in middle of a warm oven (335°F, Gas 3) for 1 hour; reduce to very cool (290°F, Gas 1) for last 2 hours. When cool, remove paper and store in a tin for 2-3 weeks. Cover with almond paste and royal icing, using ½ lb icing sugar. Cooking time: 3 hours.

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The Great Storm 1987

Mavis Davies

I was watching a program on the Great Storm recently on the TV, and it got me thinking of my own rather less devastating but still quite alarming experiences on that night.

I remember thinking that it seemed very windy when we went to bed that night, but in my usual way I fell asleep without any trouble. We were woken up in the small hours by the noise of the wind, which had increased in violence so much that everything seemed to be rattling around the house, including what sounded like tiles flapping on the roof. I have to confess that it was the one and only time in my life when I have been frightened by the weather. I had never before heard wind making such strange noises; howling like a banshee or emitting a horrible high-pitched whine. The groaning and creaking from all around the house and the rattling at the windows was truly alarming. We lay awake all night, as I suspect a great many other people did, and in the dawn light we finally looked out into our garden.

It was a scene right out of Macbeth - Birnam Wood to Dunsinane! A tall willow that had stood at the bottom of our garden had fallen right across the lawn and totally obscured our view from the bedroom. Its branches must have been twenty feet high, and we could see nothing through them. It was uncanny. Our luck had held though, because it lay neatly over the lawn about twenty feet from the house. Thank goodness it had fallen that way, and not towards the house. The only actual structural damage was a fallen ridge tile and a few loose ones.

Sadly there was another victim that night. Inside the hutch, a very robust affair that had withstood the storm, one of my daughter's guinea pigs lay dead - from shock perhaps?

It took several weeks for us to clear the debris and put the garden to rights again, but we were luckier than a lot of others, and so we didn't complain too much.

New Exhibition - Edwardian Costume and Christmas cheer

Clare McCann

There is a new exhibition at the museum. The following article is not about Send and Ripley as such but is intended as background to the exhibition. We hope all the members will get the chance to look in at the exhibition at some point in the next three months – if they come on the **8th of December** then they can enjoy a glass of wine and we shall be open until 1 o'clock.

When Fashion became Fun

Technically it is the decade from 1901 that forms the Edwardian era but it is often considered as including the years up to the First World War as this provided a natural watershed. It is often thought that this period of the century was a golden age and it was certainly a fascinating time, particularly in the progress and costume of women.

Fashion dates from a time when about 1300, people in the Western world stopped wearing the various kinds of loose hanging or draped robes...and began wearing fitted clothes' and since that time 'they have changed continually at varying rates of speed'. The Edwardian era was to be a period of profound change, particularly in women's fashion.

Fashion up to the Twentieth century was dictated from the top down – from the Court and aristocracy and it spread down but not to the whole community -unlike today when fashion is for all. At the beginning of the twentieth century millions of women, including a considerable portion of the middle class had no means by which to follow fashion without endless trouble and contrivances. However fashion was about to move along with the emancipation of women.

At the beginning of the century there was little sign that things were about to change. Paris led fashion and it was expensive and class conscious. Extravagance was the prevailing mood of Edwardian Society. 'Fashion was a badge of social status' but London fashion houses were growing and leaders of fashion such as Queen Alexandra were buying in London for patriotic reasons. The sewing machine had been invented in America in 1851 and it had led to 'little dressmakers' setting up shop



The Lancasters at Sendholme

all over the country and inevitably some of these grew into larger concerns and as we shall see they eventually revolutionized the clothing industry.

Queen Victoria and the Court had stayed aloof during her reign but Edward had mixed with a much wider set – American heiresses, opera singers, professional beauties and men of business and commerce. His mother once described his sailing trip with Sir Thomas Lipton as ‘boating with his grocer’. This was the era of the country house weekend. Edward was a frequent visitor to nearby Polesdon Lacey. Other successful businessmen and financiers aped the country house set with musical evenings, amateur dramatics and hunting, shooting and fishing In and around Send and Ripley several successful businessmen bought country houses –Sendholme, Ockham Park, Sendhurst Grange and Boughton Hall amongst others.



Sendholme staff

In women’s fashion, male dominated Victorian taste gave way to a more feminine look –chiffon, net, crepe de Chine, mohair, cashmere all became popular materials and colours became lighter. Frills, beading, ribbons and trimmings ran riot over fashionable clothes. However, if the outward appearance was light and elegant, underneath the clothes brought discomfort, restraint and pain’. At the outset of the

Edwardian era and up until about 1908 the Edwardian lady was ‘fantastic, elaborate, and shaped as nature never made her’ and this was due to the S shaped corset that forced the bosom forward and the hips back.



The effect was 'as if the top of the lady was a foot ahead of the rest of her'. The skirt fitted closely to the figure and flared to the ground and various styles of clips were devised to keep the long skirts off the ground when out of doors.

Hair was puffed up and hats were large and worn on all occasions out of doors and jewellery and parasols were popular. It was not until just before the First World War that hats got smaller and handbags became an important item, as straighter dresses precluded pockets. In the early Edwardian era the epitome of elegance was the tea gown, which symbolised a vanishing world - after the war this was to give way to the afternoon gown and the cocktail dress. The truly fashionable Edwardian lady required a large wardrobe as, for example on a country house weekend, she would change five or six times a day and would not be seen in the same outfit twice!



Picnics became fashionable - on the Wey near Newark Priory and Mill

These women were much admired and prosperous middle class women studied the fashions they wore. The 1900 Exhibition in Paris had a section devoted to fashion. At home ladies could study magazines such as *The Lady*, *The Queen* and *Illustrated London News*, which carried photographs of fashionable ladies of the day. Paper patterns had been around for half a century and were featured in magazines and this allowed middle class women to have dresses copied. Braid and trimming were in vogue and this was useful for renovating an existing dress - particularly handy for skirts, as mud on the hems was a perpetual problem.

The Reform Acts of 1867 and 1884 had widened the franchise from 20% of men to 60% and the 1870 Education Act had created a broader educated class. The increase in commerce, manufacturing and further social legislation during the Edwardian period increased the size of the middle class. Whilst the majority of women were still in the home, more young women were continuing with their education beyond the elementary stage.



Note the braiding

They were joining the workforce in a variety of roles, as teachers, telephonists, secretaries etc. And for this breed of New Woman, the tailor-made costume was ideal. It was the first British fashion to make an international impact and symbolized a new freedom. Early versions were reminiscent of a riding habit but they became fashionable for walking and travelling among the leisured classes as well as working women. They led to the development of the Edwardian blouse and this style of dress was epitomised by 'The Gibson Girl'.

This is part one of two parts of Clare's article. Part two will appear in the next Journal.

Jill Spiral

We are sad to record yet another death in the Journal – that of Jill Spiral on 13th July. She had coped with diabetes for most of her life and this was apparently the cause of her death.

Jill came originally from Reigate. She married Peter in 1961 and they first lived in a caravan on what is now Stringhams Copse. In 1964/5 they moved into the bungalow in Tuckey Grove where they were still living at the time of her death. In the 1960s Jill was a legal secretary to a firm of Guildford solicitors, a position which she gave up on the birth of daughter Katharine in 1966.

In 1977 Jill became Clerk to Send Parish Council on the retirement of Geoffrey Smith and remained in that position for a full 30 years until her death in post. She was generally respected for her advice to Councillors and for her skill and industry in applying for grants and generally assisting the village and its groups and associations. Recently she had been very involved in helping to set up the successful Send Village website.

Jill worked for 20 years as receptionist at Ripley Surgery and a further ten years at Send as well, having retired from this work shortly before her death.

Jill and Peter had been members of the History Society since as long ago as 1978, albeit that they had not been active members.

As a very conscientious local public servant, she will be much missed.

Our sincere condolences go to Peter and their family.

This obituary has been composed by Les Bowerman with the assistance of appreciations written by Jill's friend Ann Court and Send Parish Councillor Janet Manktelow. Their help is much valued.

FORTHCOMING EVENTS

The darker evenings are now with us but don't be put off from venturing out to our evening meetings, which are held in the **annexe of Ripley Village Hall at 8 o'clock.**

Wednesday - 21st November - *An Estate for all Seasons*, an illustrated talk about Cobham Park by David Taylor, M.A.

Wednesday, 19th December - The Christmas Social. The usual mix of a festive buffet supper and entertainment although, due to illness, the music will be provided by Twin Tub Music and not as previously advertised. Admission by donation. Offers of help with food would be appreciated.

Friday, 25th January - *Tales of Old Guildford*. Another excellent film presented by Terence Patrick of Circle 8. Come and buy your choc-ices!

Wednesday, 20th February - The Annual General Meeting, followed by cheese and wine and short talks by members on their finds and interests.

Wednesday, 19th March - *The History of Woking*, an illustrated talk by Iain Wakeford.

Wednesday, 16th April - *Guildford in 1913*, an illustrated talk by Roger Nicholas'

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

Museum Exhibitions

Edwardian Costume Exhibition

There is a new exhibition at the museum. We hope all our members will get the chance to look in at the exhibition at some point in the next three months – if they come on the **8th of December** then they can enjoy **a glass of wine** and we shall be open until 1 o'clock.

If any members have costume items, accessories or illustrations perhaps they could call me on 01483 728546 or email cricketshill@hotmail.com

Thanks Clare McCann

Journal Contributions: Closing date for the next edition is **Friday 11th Jan. 2008.**



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HISTORY SOCIETY PUBLICATIONS

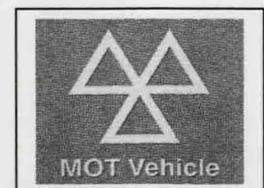
'Ripley & Send Then and Now; The Changing Scene of Surrey Village Life' (Reprinted 2006)	£10.00
'Guide to The Parish Church of St Mary The Virgin, Send'	£1.25
'Then and Now, A Victorian Walk Around Ripley'	(Reprinted 2004&7) £4.00
'The Straight Furrow', by Fred Dixon	£1.50
'Ripley and Send – Looking 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

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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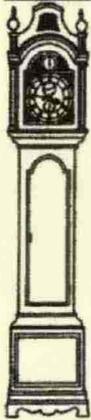


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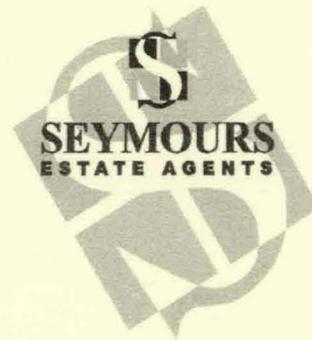
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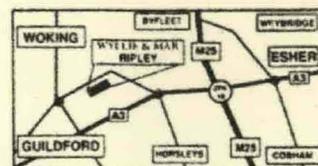
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