

Send & Ripley History Society

FOUNDED 1975 AS SEND HISTORY SOCIETY

Registered Charity No. 296324



Journal Volume 7 No. 230

May/Jun 2013

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Send & Ripley History Society

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Journal Volume 7 No. 230

May/Jun 2013

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Cover image: Ockham Mill

© Andy Jones 2011 - see article on page 7.

Editorial

My apologies to contributors and readers for recent delays in publishing the journal, articles, problems with images and in one case repetition!

We have a new look journal, which I hope will find favour with you, thanks to a new printing machine at Elton's, our printers.

You will see that we have been able to move to a folded book style and changed to a slightly thinner paper, which means that we can add two additional pages of text and enables us to include fliers for local events with our mailouts. I look forward to hearing what you think of the new styling.

With two extra pages to fill we are even more reliant on our regular contributors and the membership to provide the articles and photographs to fill them.

This month we have two articles from Andy Jones, and two articles from Clare McCann including a co-authored contribution from Tony Friend, who lives in Australia.

I hope you will enjoy your new look journal and keep those articles and letters coming.

The deadline for submission of material for the July 2013 edition is 20 June 2013.

Please send articles to editorsrhjournal@gmail.com or drop them off at 27 Potters Lane.

Cate Davey

Finding Wisley's Past

Andy Jones

On 22 April 2012 I was lucky enough to be able to organise a metal detecting day in the village of Wisley, Surrey. This came about from a request from a land owner who owns over 90 acres of land and wanted my metal detecting club, North West Surrey Searchers, to detect on his land to see what they could find. We were joined by Ditz Brown and Bob Stonard (Send & Ripley History Society members), his son and a friend.

It was agreed with Harry Soulamman, the land owner, and the searchers that all items that did not need to be sold would be donated to the Send & Ripley History Society, as Wisley does not have a current history group to represent them. We all arrived at about 9am and spent most of the day there searching the fields behind Byan Bungalow.

The items that we found were:-

1. 2x Cartwheel Penny ca 1797 (date not visible)
I am told that this was the only year of issue as the pennies were too heavy and large so were not liked by the general populace. These would have been from George III reign.
2. George III Copper Coin
3. Two Georgian Coins (dates not visible)
4. George III Penny 1806
5. George III Penny (date not visible)
6. George II(?) Penny (date not visible)
7. 1 farthing 1918
8. 4 Half Pennies (pre decimal) Could be Georgian -Elizabeth II
9. Lead weight/coin (no identification possible, but could be hand guard for leather work)



No. 1. Cartwheel pennies



No. 9. Lead weight

10. 9 Buttons (2 Patterned) various sizes
11. 2 Musket Balls and 2 lead balls
12. Lead Weight (possibly modern fishing weight)
13. Clasp? (Broken)
14. Candle Wick Cutter/Candle Snuffer.
This opens up so would possibly have a handle.
15. Half Crown 1944
16. One Shilling 1946
17. George VI penny 1903
18. Victorian half penny 1898
19. Half penny (possibly Victorian)
20. 5 coins (possibly farthings), too badly worn to identify
21. 2 pins/studs
22. Bullet cartridge (used)
23. Bullet (used)
24. Metal/concrete weight
25. 4 shrapnel parts (possibly grenade fragments)
26. Key handle
27. Metal ring
28. Metal object possibly part of a key
29. Metal object half moon shape
30. Metal object possible finial
31. Book/door lock/ornate/possibly medieval
32. Georgian silver tea spoon ca 1784
33. William III sixpence first bust 1696
34. One stone marble, patterned, date not known



No. 13. Clasp?



No. 11. Musket and lead balls



No. 14. Candlewick cutter open



No. 14. Candlewick cutter closed



No. 21. Pins/studs



Nos 22 and 23. Cartridge case and bullet



No. 24. Weights



Nos 26-30. Metal objects



No. 25. Shrapnel

Total 56 items

The Georgian silver spoon had some markings but not a full set of hallmarks; it lacks the assay office and duty marks; it was possibly made in London during 1784 but if so it must have been made before 1 December as after that date it would have had a duty mark (the head of George III) halfway down the handle. It has the British lion and then a separate 'w p' stamped on it. It is also stamped at the top of the handle with an S + F these are possibly the owner's initials.

The William III sixpence is dated 1696 and is the first bust, the head is facing to the right (the next monarch head would face left) with writing around the edge saying who is the monarch. On



No. 31. Lock, back



No. 32. Georgian silver spoon

symbols/picture; there is also writing and markings around the outside rim.

The buttons would have come from disused clothing, which was used to:-

- fertilise the soil, and
- to bind soil together to retain moisture

so that as the clothing disintegrated, being mainly of wool or cotton, all that remained were the buttons.

The stone marble was found by Harry Soulaman, by chance some time earlier, and was from a game of some sort. He also found some iron slag, a by-product from smelting iron ore. The ore would be



No. 10. Buttons, front



No. 10. Buttons, back

heated to melt the raw iron from the rock, which made pig iron, the raw product that was used to make other iron items.

The question arises as to how or when the iron slag came to be left in Wisley; it would need to be sent to an expert for dating. Was it from the iron works in Guildford and dumped there as some dumping was carried out there by the council, or was there iron working at Wisley as there was a medieval boat found in the vicinity of Muddy Lane and the River. It's possible that iron items were made on site for possible boat building, etc., and he wished to add them to the collection of items from Wisley.

This was a fun and educational day for all concerned, so if you have any land or know of someone who would let me or a group of Metal Detectorists find items for the portable antiquities scheme (the conservation and recording of historical items) I/we would be most pleased to organise a day/session at your convenience. We have at least two members of Send & Ripley History Society who are keen detectorists and I/we could also teach you/groups on how to be responsible detectorists if you would like to learn. All enquiries to 01483 479647

the rear of the sixpence there is a cross with four coats of arms pointing north /south/east/west; above all of these are crowns and inside the coat of arms are various symbols /pictures. There is also a small circle in the centre of the coin also with



No. 33. William III sixpence, obverse



No. 33. William III sixpence, reverse



No. 34. Stone marble

Local memories of baking and of Donald Maurice Collins, Master Baker and Confectioner

Clare McCann

Following the launch of our latest exhibition, A Toast to Baking, Margaret Scott of Melksham, has got in touch. Maurice Collins, her grandfather, bought the bakery on the corner of Rose Lane from Geales in 1911. After Mr Farr, the owner of Farr's Bakery died, Maurice took over Farr's Bakery round. The Farr daughters then ran their shop as a sweet shop. We know that at one point there were at least four bakers in the locality (not counting those in Send) but by the 1930s Collins Bakery was the only one listed in the local business directories. Presumably as transport improved more people shopped outside the village and Ripley could no longer sustain more than one bakery.

Baking goes back into prehistory and is certainly recorded in a way in which we would recognise in Egyptian drawings and Roman paintings. Of course it has changed over the years. Once upon a time the country housewife would mix the dough and let it rise near the open fire in an earthenware bowl. At first she would bake the bread in her own oven, then perhaps take it to the local baker. Eventually the local baker would only make and sell his own bread.

As late as 1800 the technology of baking had hardly changed since Roman times. The heaviest work for the baker was mixing the dough. In the 1830s the baker might have spent up to sixteen hours a day in the bakery - much of it hard physical labour in a hot dusty environment. Mixing was done manually in wooden bins but new inventions, such as mixing machines, lightened the load. Yeast became commercially produced. By the 1920s automatic slicing and wrapping machines were introduced into bread factories. Motorised transport replaced horse-drawn vans, which allowed factories to increase the area of delivery and put local bakeries even more at risk. By 1960 three quarters of all bread baked was made in factories. Little wonder then that Ripley was reduced to just one village bakery.

It was not just mixing machines and methods of transport that changed; ovens too were gradually revolutionised. The beehive oven had been fired with wood and the bread inserted with a peel (as can be seen on the museum wall) once the ashes had been raked out. Beehive ovens gave way to the side-flue oven - a brick built arch structure with a tiled floor and the furnace to one side.

In 1987 Bill Brooker told the Society about his days as a baker. He started aged 16 at Farr's bakehouse. He heated the ovens with faggots and used cloths tied to the end of a stick to drag the ashes out before baking began. He also remembers smearing the inside of an iron bowl with fat and setting it alight to see inside the dark oven. Bill Brooker left Farr's and to work at Collins Bakery (presumably when Maurice Collins took over Farr's Bakery business). Bill got up at 3.30 every morning to do the baking. The flour was delivered from Coxes Mill and he had to unload the 140lb sacks. He recalled that Pinnocks would bring their cakes across the street to be baked. Local resident Margaret Field, who grew up in the sweet shop next door to Collins, remembered Mr Brooker and the wonderful smell of baking bread that wafted into her bedroom from the bakery at the back of their shop.



The oven from Maurice Collins' bakery

William Peters also recalled his memories at Collins Bakery. Apparently he learnt his baking from Mr Spooner in the bakehouse behind Collins. He cooked not only bread but people's joints and turkeys - even Ripley Court sent its turkey. He used to go to work at 4am and had to push the coke for the oven in a wheelbarrow from the stables at the back of Wellings Antiques,



Donald Collins, third row back, second from the right, at college learning his craft as a baker and confectioner

across the road to the bakery. He also had to go back in the evening to set the dough rising for the next day. Gradually gas ovens replaced both wood and coke and later, safer electric ovens became the norm.

Mr Peters' daughter remembered that on Hot Cross Bun Day (her words) the buns were marked with a wooden press with a cross carved on it. She said that Mr Collins would let her eat as many buns as she liked if she helped stamped the

crosses. She also recalled that one day her father went to work an hour early by mistake and rather than go home, he went to sleep on a board over the warm dough bin where the other workers found him and feared he was a 'goner'.

But back to the Collins family... Maurice had one son, Donald (Margaret's father), who went to The Borough Polytechnic in London to learn his trade and Margaret has lent the Society a photograph of her father in his catering whites.

Donald became a skilled confectioner and we have also been lucky enough to see some of the original designs he painted in preparation for icing.



Just two of Donald's forty designs that his daughter, Margaret, still has.

His daughter says he made his own wedding cake in 1938 and it cost £4.10.0. Apparently it had three tiers, but Margaret says she insisted on four when she got married herself! When her grandfather Maurice died, the business was sold and Don moved to Woking as apparently his interest was in cakes and confectionery rather than general bakery.

Memories from Bill Brooker and William Peters taken from Jane Bartlett's folder of local memories.

Ockham Mill a Great Day Out

Andy Jones

On 24th September 2011 I was able to view, with a party of about 30 people, the water wheel and room at Ockham Mill with some members of Send & Ripley History Society and friends plus my friends from Antiquities and Archives Recording Group Guildford.



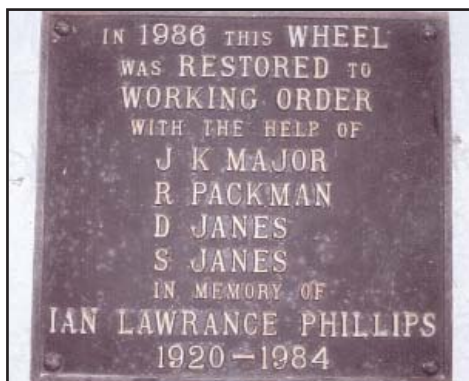
Ockham Mill

Ockham Mill was a Victorian Corn Grinding Mill and was built in 1862 by Lord Lovelace of Ockham, on the site of previous mills. There is a brick tile set into the wall with the date and the mill remained active until about the 1920s when it ceased to grind corn and was later converted to a house. The house and

wheel room is currently owned by Mr and Mrs Dinkin who have lived at the property since 1986. The restoration of the mill was started by Ian Lawrence Phillips a previous owner; he unfortunately died in 1984 and his widow and a group of friends and enthusiasts completed the restoration of the water wheel and the power wheels for the grinding wheels. A plaque on the wall reads 'In 1986 this wheel was restored to working order with the help of J K Major R Packman D Janes S Janes in memory of Ian Lawrence



The group visiting Ockham Mill



Phillips 1920-1984'. The grinding wheels were housed on the next floor but were removed before the Dinkins moved in and have been laid as a path at the house next door (Millstream House) and another is at Millwater Cottage just up the lane .

Mr Dinkin started the tour by his back garden entrance and we were first treated to the two resident swans that live and nest in the garden and lake, but because of some wild mink in the area they have not been able to raise any cygnets for a number of years. We then entered the



The millstone footpath

building and were confronted by the big metal water wheel turning gracefully; this replaced a wooden wheel, which would have been a traditional feature. I would say that the height of this wheel would be about six or seven metres high and about four or six metres wide, with a depth of about two metres. We then moved through to the back of the room where the other four wheels



Wheels and gogs for grinding



Wheel support

teeth made of wood - this is to stop sparking as metal on metal could do that. Also, if the wheels



The water wheel



Winding mechanism for sluice

jammed you could remove and replace the wooden teeth easily. On the metal framework there is written in white lettering 'Guildford Foundry', which was probably Filmer & Mason's Iron Foundry at Millmead Guildford which was operating in the 1860s but finally ceased producing steel in 1941.

The Mill is supplied with water from both the lake and the mill stream, which is a tributary of the river course that supplied water to the former Newark Mill (which burnt down in the 1960s) and



Main power wheel

enters the mill through a sluice gate by two entrances; at the rear of the mill this can be viewed by the grill-covered trap door in the floor and exits the mill the other side of the bridge in Mill Lane. The mill stream has a relief stream dug out that flows through the garden of Millstream House next door. This is believed to be medieval in origin but an exact date is not known as to when it was dug. It also passes under Mill Lane through the bridge. There were various items in the mill, which possibly connected to its history in some shape of form. There were what appeared to be two wired and open-ended

drums that were used in some way with the flour grinding; there was a flat trolley; various pots and containers; an old electrical board of switches, etc. On one of the windows is a key that was found in the mill stream supplying the mill, when maintenance work was being carried out; this is possibly quite old. The mill is Grade II listed so any maintenance /repairs or alterations have to be approved by English Heritage.

Memories from Tony Friend

Tony Friend and his wife came to Send last summer from their home in Australia. Tony, who grew up in Send wanted to visit some of his boyhood haunts. Following his visit he has sent us a fascinating memoir, much of it relating to Michael May of Ashburton House.

Tony was born at 5 Whitethorn Cottages in July 1946 and lived there until September 1947 when he moved to 2, Heath



Whitehorn Cottages

House Nissen Hut, Cartbridge, Send and was there until March 1949. Unfortunately he does not have a picture of the Nissen huts but has included this one to give an idea of the

style of accommodation. He moved from Cartbridge to 5



Ray, Tony and Roy in a school photo



5 Warfield Cottages, Wharf Lane



54 Sandfields Estate



A typical Nissen hut - this one can be seen at the Chiltern Open Air Museum (COAM), nr Heronsgate, Hertfordshire
Image Copyright Basher Eyre

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Wharfield Cottages Wharf Lane and thence to various addresses on the Sandfields Estate finishing at 3 Lower Sandfields.

Tony attended both Send Primary School and St Bedes. However from the favourite memories he has included, school was not high on the list, though he liked Miss Palmer and recalls woodwork at school. His boyhood memories include going to Sendholme he recalls 'many great days watching the cricket there' and remembers the Scouts camping there on the other side of the fence, behind what is now the scoreboard. The scoreboard then was the white doors above pavilion.

Other high spots include those days spent at his favourite playing spot, the sandpit (the pits) playing cowboys and Indians. Like many he recalls riding and crashing his bike. And playing a game called Tin-Can Tommy*.

Having introduced Tony, what now follows are his words and in particular his memories of Michael May of Ashburton House.



The picture to the left is the boat house at Ashburton House where Tony kept his canoe and of a Sunday he often went up the canal with his brother Roy. They had a great time going through the locks and listening to Pick of The Pops on the BBC Light programme and disturbing the fishermen.

Michael May's father was a solicitor and co-founder of the city firm of Slaughter & May. Michael's mother was a devout Catholic who had her own chapel (now a ruin) in the grounds of Ashburton

House, and also funded the construction of the Catholic Church in Send. Their son Michael was mad keen on cars and the first part of Tony's article is about one car in particular...

The following description of the Alvis is taken from the sale particulars prepared by classic car auctioneers H&H when it was sold as Lot 64 in March 2007.



1930 Alvis Silver Eagle - The Special 'The Green Car'

'There can be few cars - regardless of marque - which are known by the colour of their paintwork but one such is 'The Green Car'. Arguably the most successful competition Alvis ever, 'The Green Car' was supplied new via Henlys of London to Philip Fotheringham-Parker on March 17th 1930. Although, originally intended to be a Cross & Ellis bodied Silver Eagle SA 16.95 (2148cc) Four-Seater Sports Tourer, an accompanying copy Works Guarantee Card reveals that the sportscar was fitted with a 15.72hp (1991cc) engine prior to despatch (a change which allowed it to compete in the 2-litre rather than 3-litre class

at events). The first of just six Silver Eagles to carry the 1991cc unit in period, its specification thus mimicked that of the three Alvis cars which contested the 1930 Brooklands Double Twelve Race. An amateur racing driver of some note, who would go on to pilot an ERA and Maserati 4CL, Fotheringham-Parker campaigned 'The Green Car' at Brooklands during both 1931 and 1932 collecting one 1st, one 2nd and two 3rd places for his troubles. Lucky to escape an incident during one of the 1932 Mountain Circuit Races when a seized differential sent 'The Green Car'

flying over the Brooklands banking, he sold the noticeably bent but surprisingly intact Alvis to Dr Bobby Beaver shortly thereafter.

Claiming to have taken no longer to reach the French Riviera aboard his suitably repaired charge than the Blue Train, Dr Beaver ran the Silver Eagle at La Turbie hillclimb before returning to England. Purchased from the good doctor by its most famous custodian, Michael W.B. May, on Whitsun 1933, 'The Green Car' spent the next six years being relentlessly honed. Having had the original 'flight damaged' chassis replaced by the Alvis Service Depot in Chelsea's Jubilee Place, May set about extensively modifying / improving the car's bodywork, brakes, steering and handling. Although, the 2-litre unit had proven sufficient to win gold in a MCC High Speed Trial and scale Shelsey Walsh in 49.09 seconds, May sought more power. To this end, he turned to his friend and fellow Alvis racer Antony Powys-Lybbe (the two were paired for the 1934 and 1935 Ards International TT) who supplied him with sufficient parts to construct a larger 19.82hp (2,511cc) straight-six. Converted to dry-sump lubrication and tuned by the Brooklands-based race preparation specialist Robin Jackson, this latter unit developed some 120bhp and oodles of torque. Far more than just a Circuit Queen, 'The Green Car' participated in a wide variety of Speed Trials, Hillclimbs and Reliability Trials.

Though, its performances at the likes of Donington and Brooklands were impressive, May claiming two 1st, four 2nd and two 3rd places as a result of his numerous trips to Weybridge. Credited with lapping the Outer Circuit at a highly impressive 113.97mph during a handicap race on September 24th 1938, the Silver Eagle was also present at the last ever Brooklands meeting (where it competed as number '10' in race nine). However, its finest achievement was undoubtedly winning the IMRC's 75-mile 'Grand Prix' handicap race at Phoenix Park on September 16th 1938'.

16th September 1938 - 75 Mile Handicap Race

1 M.May Alvis 88.03 mph

16th September 1938 - 100 Mile Scratch Race

Wakefield Trophy Winner: M.W.B.May

By posting an average speed of 88.03mph (an increase of 10mph over the previous year's victor), 'The Green Car' not only left its MG, Frazer-Nash and LERA rivals trailing but also secured the coveted Wakefield Trophy. Interestingly, Henry Birkin had only been able to average 84.09mph around Phoenix Park when he won the Eireann Cup aboard an Alfa-Romeo 8C 2300 in 1931. Revelling in its abilities as a fast road car, Michael May kept the Alvis long after he had hung up his racing goggles. Acquired by the well known Brooklands' enthusiast Dudley Galaghan in 1984, 'The Green Car' entered the current ownership some fourteen years later. Reportedly "the subject of an ongoing programme of competition use, preparation and maintenance" since then, the Silver Eagle was treated to a "body-off repaint in Michael May's colour scheme" and thorough rewiring during 2001. While, other recent work has apparently seen the engine overhauled with a new crankshaft (copied from the special Laystall item fitted by Michael May in the 1930s), shell bearing conversion and fresh pistons. Just as in its heyday, 'The Green Car' is said to have proven "a highly versatile and enjoyable car whether on the race-circuit, hill-climb or long distance rallies". Bearing the original London registration number 'GC 5151' and upholstered in brown leather, the Silver Eagle is variously described by the vendor as being in "well worn / patinated" (interior trim), "very good" (electrical equipment, paintwork, wheels/tyres) or "excellent" (2511cc engine, four-speed manual gearbox, chassis, bodywork) condition. A truly historic car, the Alvis is offered for sale with Michael May's impressive collection of trophies and awards (some 46 in total) including The Wakefield Trophy for the 1938 Irish 'Grand Prix' victory. In addition, it comes

with spares ranging from differential units to items of streamlined bodywork (boat-tail, undertray, dumb-iron fairing). Finally, its history file encompasses the master copy of the history of 'The Green Car' as written by Michael May (see *The Vintage Alvis*, Hull & Johnson) alongside Brooklands entry forms, certified BARC lap charts, various working sketches, numerous folded blueprints from Alvis Ltd, sundry racing paperwork of the period and a VSCC buff form (it competes with the Club as 'Modified Vintage'). For many a pre-war Alvis fan, 'The Green Car' is quite simply as good as it gets'.

Michael May was so fond of Harold that when he replaced his Alvis with a new 3-8 Mk 2 Jaguar in the 1960's he replaced the jaguar emblem on the bonnet with Harold until he was made to remove him by the local police after a bit of a fight.

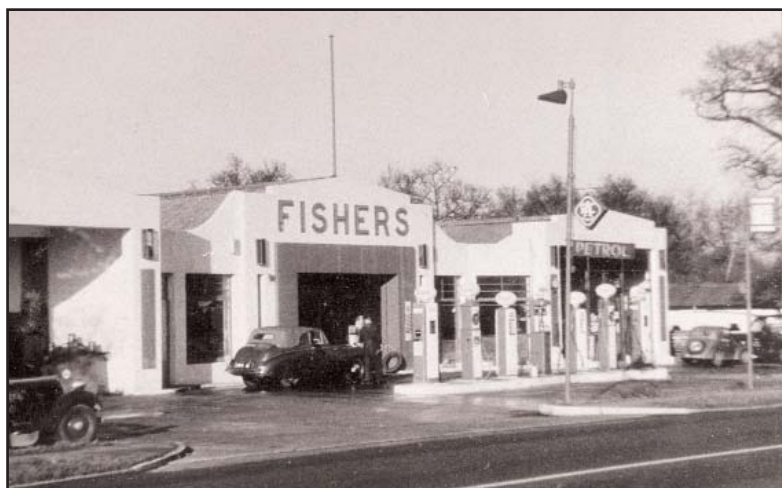


'Harold'

My Memories of the green car are helping Michael replacing the welsh plugs in the cylinder head and they were a bar of aluminum with threaded sections which we screwed into the cylinder head and then cut them off with a hack saw after fitting the rocker cover and filling the radiator with water and warming up the engine we went for spin up and down the drive of Ashburton House a few times however I could not sit back and enjoy the ride as my job was to pump up the fuel pressure from time to time. I also remember the fuel pump lever being outside of the car on the left hand side just in front of the passengers door and it looked like a hand brake hanging out there.

This leads me to the picture above of the green car it was suggested by friends a few times to Michael that he should renovate her or as he put it 'tarting up the old girl' but he was adamant this was not going to happen because that is how she was when he had raced her and "that is how she will remain until I go and then they can do what they like with her".

From time to time after training he would invite me in for a drink and have a chat and some times he would talk about the old days and racing at Brooklands and about his friend Ginger Hamilton, who raced Alfa Romeo cars saying "he had much more success than me there".



Michael was a part owner of a small garage just outside of Ripley in Surrey and although I didn't know at the time he was instrumental in my career in the motor industry by telling me a friend of his was looking for an apprentice motor mechanic at Fisher's Garage just outside Ripley. I phoned and arranged the interview with John Edden. I arrived on time for the appointment and we lent on the bonnet of his Mk 1 Ford Consul

for the interview and a week later I started working at the garage Saturday morning until I left school. It was a few years later I learnt that John Edden, Ginger Hamilton and Michael May were all partners in the garage during the war years and I think Michael arranged the apprenticeship for me. I liked the fact that one of my bosses was also a famous racing driver.

Anthony Patrick "Ginger" Hamilton was born on the 25 Aug 1905 in London. and died on the 15 Sep 1972 in West Clandon. I remember him as a nice man, whose health began to fail after he lost his wife to leukaemia. She was regarded as a beautiful warm woman, not just attractive.

A Brooklands connection, Charles ('Charlie') Newton Cooper (latterly of the Cooper Car Company) struck up a partnership with Ginger. With Hamilton's assistance, in 1934 Cooper had

moved his business to a new garage that Cooper built on wasteland behind 243 Ewell Road, which opened onto Hollyfield Road, which became the heart of the Cooper operation right through its glory years.

In the late 50's I joined the Air Training Corp which enabled me to visit Royal Air Force stations in England and Scotland and I flew in many different aircraft I would have never had the opportunity anywhere else and even went sailing in Michael's yacht with a group of cadets. The Squadron was also represented the ATC at Florence Desmond's helicopter garden parties at her house, Dunsborough Park in Ripley.

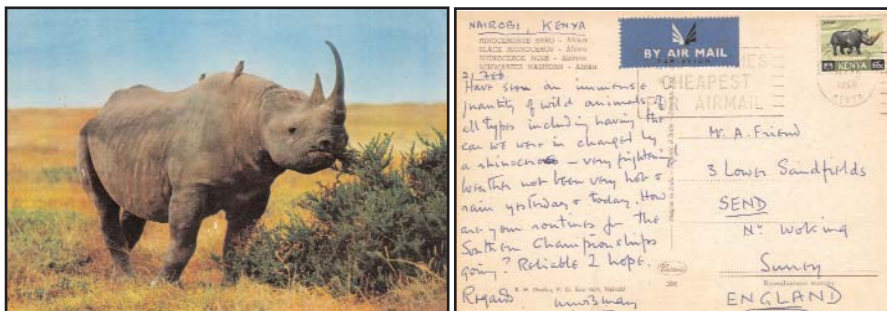
While I was in the ATC I became involved with trampolining. At this time Michael May was the commanding officer of the ATC 11F Brooklands' Squadron and he was interested in the physical fitness of the squadron and also had an interest in trampolining. He first made one, and later bought a brand new Nissen trampoline and became a qualified instructor. Here are a couple of pages from my ATC 3822 my record of service with Michael's signature.

After a period of time with many evenings and summer days in the garden of Ashburton House training a group of cadets having a lot of fun, we became very good on the trampoline. In the 60's and 70's the cadets of the Send Flight represented the 11F Brooklands Squadron for many years, performing displays of their skill on the trampoline at Fetes, open days, schools and similar community events. The cadets enjoyed being part of the team and never complained about all their spare time being taken up with practise and displays except for the task of dismantling and reassembling the trampoline which travelled with us in the Bedford Dormobile provide by Michael May for the purpose.

This photo is of the River Wey, which runs around the north of Ashburton House grounds, on the left side of the picture there was the avenue of trees running up to the river and a diving board on the bank and the members of the air cadets were welcome to use. In the gardens there is a small bridge this goes over a stream which Michael had widened and deepened with a small dam down stream to build up the water level and then moved the diving board from the river to the stream.



The Air Training Corp often had their annual Squadron garden party there and many other fund raising events. A favourite was The Royal National Lifeboat Institution (RNLI) as Michael was also a member of the send RNLI fund raising group.



Front and back of a postcard from Kenya

Michael went on a few trips overseas in the time I knew him. The card above is one he sent to me from Kenya and the main point of the card was to make sure I was working hard on my training for a trampoline competition. He visited

Melbourne Australia on a business trip and he also sent me another card which I have managed to lose. (Tony thinks this was connected with Bryant and May, the match company, but we have no evidence there was any connection between the Mays who founded this company and Michael's family.)

The first picture below is of my younger brother Roy Douglas Friend warming up at one of the displays with me talking to the gentleman on the left of the picture, the local news papers gave us a lot of press over the years and it promoted the ATC 11F Brooklands squadron and the Send flight was based at the drill hall (Lancaster Hall). Unfortunately I only have the picture of Roy in the air and he has reminded me about this from time to time, oh well, brotherly love!



Other members of the Display Team included: Alan Wood (Ripley), Rodney Wilkins (Send), Derek Nugent (Send), D e r i c k Wilkinson, The

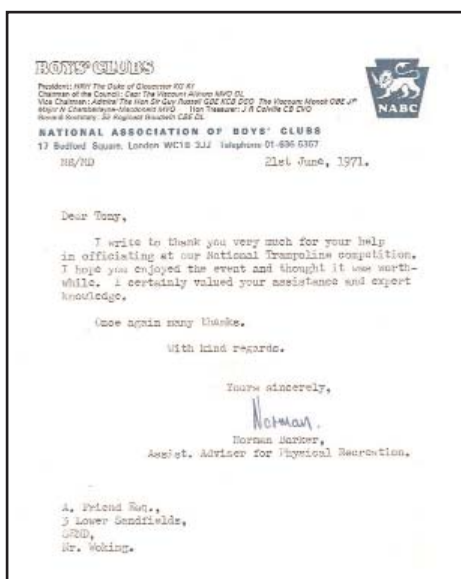
Hurle twins (Weybridge).

This second picture above is of a Lions Works Group event held at the Woking football ground with Roy (on the left) and myself (in front of the car), the gentleman on the trampoline is George Bando he was also an instructor at some youth clubs around the Woking area.

At the age of sixteen I qualified as an instructor and trained a few groups, such as the Woking Sea Rangers - Lions Works from Woking and a number of the ATC group took part in some competitions around the south east of England with some success.

The ATC also provided the guard of honour at the remembrance parade down by the church rooms we marched from the drill hall to the monument (it was sad to see the monument reduced to a few square feet and the gates of the recreation ground discarded).

In my early 20s and getting too old for competition I was invited to judge some youth groups trampoline competitions and below is one of many letters thanking me for helping with them.



At about the age of 25 I first started of thinking of Australia when we were promised by the Government things were going to get better and then another crisis happened and I felt I was working hard and just going backwards and there was no future in England for someone like me.

At the age of 30 I was going to get married to Elizabeth and a chance to work in Australia came up so we had a long chat about it and agreed we would go to Australia shortly after we married. It was a big culture shock for us but after a few months I joined Ford Australia working in the Product Development department, testing current and future vehicles. I have now retired and still support England in the cricket even when the team made it hard to support them!

Thanks to Clare McCann with whom Tony first made contact and who did the first edit of his story. Further editing and research by Cate Davey.

***Editors note.** *A Google search reveals that Tin Can Tommy was played in many places. It required a tennis ball, an empty tin can (preferably a 2lb. Golden syrup) and 2 sticks each being about 9 inches in length. Any number of players could take part, both boys and girls, divided into two equal teams, an attacking side and a defending side. If there were an odd number of children the side who was a player short could allow one of their players to have two „lives? and attack twice after being out the first time!.*

The tin would be placed on the road and the two sticks would be laid on top of the tin in the shape of a cross. The first of the attacking side would stand several yards away on a marked position and would throw the ball at the tin. The defending side would stand at a defined distance away from the tin. (similar to fielders in cricket). If the ball were to hit the tin and dislodge the sticks the next objective of the attacking side would be to replace the tin back on its original position, replace the sticks on top of the tin and shout “Tin Can Tommy”. This would gain a score of one point and the game would continue by the next attacker in the side trying to dislodge the sticks. The defending team’s objective when the sticks were dislodged would be to collect the ball and try to hit any one of the attacking side by throwing the ball at them. Every attacker would try to dodge the ball. If hit by the ball the attacker was out. The game would continue until all the attackers had been dismissed and the score noted.

The roles would then be reversed so that the attackers became the defenders and vice versa. Several innings could be played and the side scoring the most points would be declared the winners. This game kept everyone running around without having expensive equipment and the road could be used safely as there was little or no traffic

There may of course be other versions and no doubt readers will tell us of any variations!

DISPOSALS

In accordance with the Society's Acquisition and Disposals Policy we are making members aware that we intend to dispose of part of item 330 artefacts from Ripley Smithy. The donor has been advised as a matter of courtesy. In preparation for our recent exhibition, Peter Smithers very kindly cleaned up and restored many of the artefacts and these will all be kept. In addition Les Bowerman and I have identified a few more items that we will endeavour to conserve. However the remainder will, unless another museum wants them, be offered to members. Peter has indicated he is prepared to sort through the remainder and will sell what he can and dispose of the rest. However if any other member wishes to have some of the artefacts then they should please get in touch with Les Bowerman.

The items are broadly as follows and all are rusty (some very rusty) and in need of attention::

15 hinges; Long metal hook; 6 hinge spikes; 3 pick axe heads; 1 set pliers rusted shut; 8 sundry lumps of iron; blue bag of sundry of iron items ; small bag of nails; 2 small bag of door handles; 1 bag of rasps/files; 1 box mixed metal objects; several bags of used and unused horseshoes.

Museum and Events

NEW EXHIBITION



Surrey Museums' History Trail runs from April to September and the theme this year is Food. The Society is taking part with a brand new exhibition "A Toast to Baking". If you wish to get full details of all the participating museums then a leaflet is available at the museum, along with your first sticker (that is assuming you can spot the baker's basket and baker's peel).

The Society would like to thank Imbhams Farm Bakery, who come to the Farmers' Market, as they have helped enormously with samples of grain and flour. The exhibition will be at the museum at least until the end of June but on the 8th of June it will be on the Green at the Farmers market. In addition there will be a children's activity - making their own muesli and, hopefully, cooking bread rolls!.

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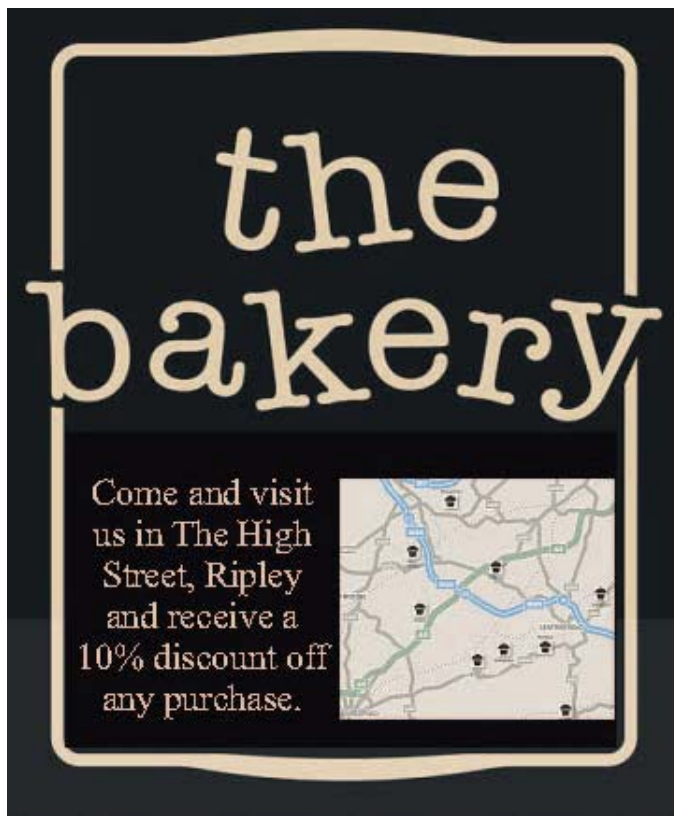
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FORTHCOMING EVENTS

Please note the opening hours of the museum on the next page. The current exhibition, on local bakers and bakery, ties in with the Surrey Museums' History Month on food. On 8th June the display moves to Ripley Green for some actual bakery. Those who book for the outdoor visits will be given details of those outings. Indoor meetings resume in September and will be held in the main Ripley Village Hall, starting at 8 o'clock on a Wednesday evening.

- Wed. 5th June** All-day outing to Godalming including guided tour of St. Peter's Church by Alan Bott, and visit to Museum.
- Fri 12th July** All-day outing for a guided tour of Guildford Castle by Philip Hutchinson and visit to Guildford Museum.
- Tues 17th Sept** Illustrated talk on Roman Guildford by Rebecca Lambert of Surrey History Centre.

Please let me know if you wish to come on an outing as there are limits on numbers. If you have any queries about the programme, please ring me, Anne Bowerman, on 01483 224876 for further information about the Society's talks and events



Journal Contributions:

Closing date for the next issue is **Thursday 20 June 2013.**

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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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'	(Reprinted 2012) £4.00
'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
'Map of WW2 Bomb Sites in Send, Ripley and Pyrford'	£2.50
'Memories of War' and Map of Bomb Sites	£10.00
'Send and Ripley Walks'	£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 & 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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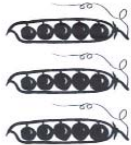
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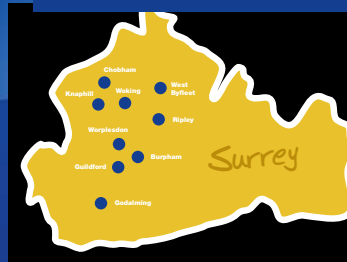


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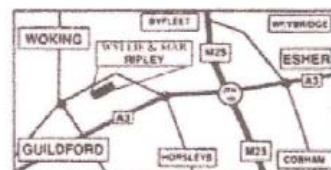
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