

FORTHCOMING EVENTS

Wednesday 3rd May 2023 8 p.m.

ODETTE HALLOWS, SPECIAL OPERATIONS EXECUTIVE AGENT IN WWII

A talk by her granddaughter, Sophie Parker

St Lawrence School, Church Road, East Molesey KT8 9DR

Odette's granddaughter, Sophie, will take us back to 1942 when Odette was recruited to become a Special Operations Executive (SOE) Agent. We will hear about the circumstances surrounding Odette's recruitment, and what led her to making the decision to join SOE - leaving behind the relative safety of her home in England and being infiltrated into occupied France.

The talk will cover the training and role of SOE Agents and will also cover Odette's specific role in depth. Sophie will then tell us how Odette was betrayed, arrested and subsequently tortured for information, which she refused to give.

We will learn about some of the experiences and treasured items that helped Odette live through two years of brutal solitary confinement and learn why she survived, when so many Agents didn't.

Finally, Sophie will share how Odette's experiences of the War shaped her post-war life, much of which was spent in Surrey.

Odette was awarded the George Cross, an MBE and the Legion d'honneur, and has been the subject of many books, documentaries and a film.



Wednesday 28th June 2023 8 p.m.
MORE THINGS ABOUT KINGSTON YOU (PROBABLY) DIDN'T KNOW
A talk by Julian McCarthy
St Lawrence School, Church Road, East Molesey KT8 9DR

Julian is Chair of Kingston Tour Guides and author of three books on Kingston upon Thames. He specialises in discovering the stories behind the streets and buildings and the people connected with the town. Julian gave us a very interesting and entertaining talk last September about things which we probably didn't know about Kingston and, as he has a lot more things to tell us, we invited him back to speak to us again.

Wednesday 12th July 2023 11 a.m.
SUMMER STROLL
Royal British Legion, St Mary's Road, East Molesey KT8 0ST

The stroll will be preceded by a short talk by Roger Hoad. You will be given a map showing points of interest with a short description which will enable you to do the walk at a later date if you prefer. Coffee will be available at the British Legion

The walk will start from the Summer Road bridge and will go along the River Ember, looking at the construction work under the Flood Alleviation Scheme, the new weirs and river alterations. When we reach Hampton Court Way, we shall cross the road, pass Hampton Court Railway Station and look at Hampton Court bridge.

We will return via Creek Road, Bridge Road and Walton Road looking at existing buildings and talking about the history of other buildings that have been demolished.

Thursday 7th September 2023 8 p.m.
INDIAN ARMY CAMPS AT HAMPTON COURT
A talk by Ian Franklin
St Lawrence School, Church Road, East Molesey KT8 9DR

In 1902, 1911, 1919 and 1937 "colonial" troops from India and nearby countries came to the UK to take part in the coronation processions of Edward VII, George V and George VI, and, in 1919, to commemorate World Peace Day. They were based in Home Park. Ian's talk will tell us about the camps and their impact on the British people and give us an insight into what the troops did while they were here.

Ian hopes that his talk, with many rare images, will transport you back to a time when a visit to Hampton Court was one of the highlights of previous Coronation years.

If anyone has any memorabilia relating to the camps, in particular any photographs of the 1937 camp, Ian would be very pleased to hear from you. Please contact us and we will pass the message on to him.

MEETING REPORTS

COFFEE MORNING AND MOLESEY QUIZ Wednesday 18th January 2023

A frosty but bright morning in January saw some 40 members come to the Royal British Legion to meet and catch up with friends, enjoy a cup of coffee, and maybe get those little grey cells working! Dave, our Treasurer did a roaring trade in subs collections, staff at the British Legion welcomed us with coffee and biscuits, and Anthony Barnes had prepared five quiz rounds, under the titles: I know that face; I know that painting; I know where that is; I know my way about, and I'm good at dating.

Lots of the answers elicited cheers or groans, and I heard numerous comments like "Oh yes, I should have got that!", or "Well, I never knew that!". The question that seemed to cause the most comment was: Where can you see this Arnold Helcke painting of Tanners Bridge (shown right)? The answer is at the end of this newsletter.



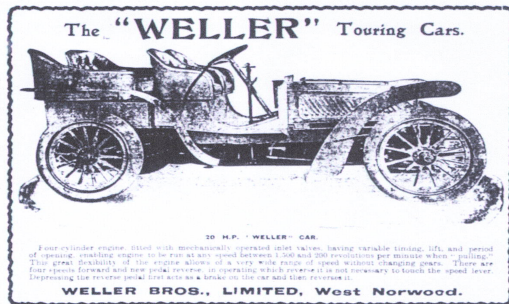
The winning team included some new members and some familiar faces, and were rewarded with chocolates, but a good time was had by all. Our thanks to Anthony for a great quiz.

AC CARS AROUND THAMES DITTON

A talk by John Spencer
Tuesday 7th February 2023
Report by Roger Hoad

John, the AC Owners' Club archivist, gave a talk including the history of the company, their five sites in the area, the work they did on airship engines, railway trains and world championship motor cars, their activities in the World Wars and their major sporting

activities. He began by saying that AC cars originally started making vehicles in West Norwood in 1901 under the Weller name. The Weller Brothers produced a 20 HP touring car that they presented at the Crystal Palace Motor Show in 1903. Their financial backer and business manager John Portwine, a butcher, thought the car would be too expensive to produce and encouraged them to design and produce a little delivery three-wheeler.



Advert for the touring car appeared in
'The Autocar' 9th May 1903

In 1904, a new company was founded and named Autocars and Accessories; production started with the Auto-Carrier. The vehicle caught on quickly and was a financial success.

Three years later, a passenger version appeared, called the A.C. Sociable. It had a seat in place of the cargo box. These vehicles had a single rear wheel containing a two-speed hub, and the single-cylinder engine was mounted just in front of it, with rear chain drive. Steering was by a tiller to one side.



The Auto-Carrier



AC Logo



The A.C. Sociable

The company became Auto Carriers Ltd in 1911 and moved to Ferry Works, Thames Ditton. At this time, they also began using the famous "AC" roundel logo. They continued to produce the commercial 3-wheeler tri-cars and the A.C. Sociable, frequently referred to as The Mighty Atom. Their first four-wheeled car was produced in 1913; it was a sporty two-seater with a gearbox on the rear axle and called the AC Light Car. Only a few were built before production was interrupted by the First World War.

During World War I, production of the Auto-Carrier continued and was modified to carry Maxim guns. They were used as ammunition carriers and ambulances. The War Office asked the Weller brothers to produce a prototype light armoured car based on the AC Light Car chassis. This had a rotating turret; unfortunately, only one was ever made. AC were also producing various items that were being used in the war effort including 18,000 shells a day.

In 1919, John Weller designed a new 6-cylinder, 2-litre engine, The Light Six, with an initial capacity of 1477cc/40 hp which was later increased to 1991cc/105 hp.

At the end of the war, Auto Carriers started making motor vehicles again, designing and building many successful cars at Ferry Works, as well as expanding into an old balloon factory on Thames Ditton High Street. It was a difficult time and they had problems getting labour. In 1920, they changed their name again to Auto Carriers Limited.

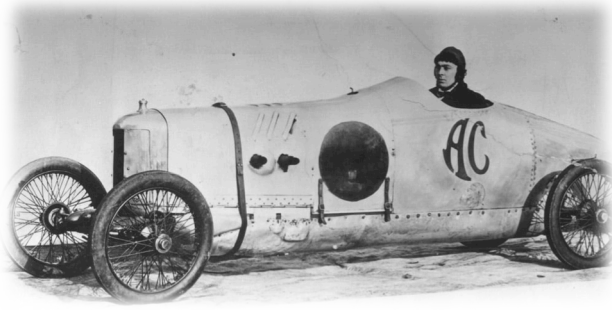


Light Armoured Car

Racing driver Selwyn F. Edge bought shares in the company and was appointed Governing Director in 1921. Weller and Portwine resigned within the year and AC Cars Limited was formed in 1922. Edge eventually put Weller's Light Six engine into production. The engine was ahead of its time and remained in production until 1963. Its patented spring slipper chain tensioner has since been used by



A.C. Light Car 1913



*Mr. Joyce at Brooklands on
1st December 1922*

many other manufacturers. Driven by Mr. Joyce at Brooklands on 1st December 1922, a car with a 4-cylinder version of the Light Six engine became the first 1500 cc car to cover 100 miles in 1 hour, with an average speed of 101.39 mph and a fastest lap of 104.85 mph.

Engaged in several car competitions AC Cars left its mark in the world of motor racing. This photograph shows the trophies won by AC Cars in 1925. Their success continued and in 1926, the Honourable Victor Bruce, an AC employee, won the Monte Carlo Rally in his 2-litre AC. They continued to win various events, but their sales started to fall, and they had to diversify. AC produced the engines for the R100 Airship which crossed the Atlantic both ways in 1930. The Airship was fitted with three 25hp engines which both propelled the craft and produced electricity for the cabin.

Selwyn Edge bought the company outright in 1927 and formed the sixth new company, re-registering it as AC (Acedes) Limited, but sales continued to decline. The company was caught by the crash of 1929 and went into voluntary liquidation.

William and Charles Hurlock, successful car and truck dealers in South London, bought AC for its factory and profitable servicing business but had no intention to manufacture cars. A single car was made for William Hurlock in 1930. He liked it and agreed to restart very limited production, mainly using components left over from previous models.

In the 1930s, they had three sites in use in Thames Ditton (Ferry Works, a Sales Office and a factory in the High Street) and produced their own electricity. They then had a change of policy and decided to buy in the chassis and other parts and fit AC engines. By 1932, a new range of cars had been launched and, in 1933, AC exhibited five models at the London Motor Show. Production continued on a small scale until the outbreak of the Second World War.



The R100 Airship

AC bought Tagg's Island in 1941 and covered over the tennis courts and swimming pool with their factory. They built a steel bridge over to the island from the Hampton side to enable movement of goods. During World War Two, car production stopped and the company only produced things to do with the war effort like fire engines and guns.



*Collection of Trophies won by A-C cars
1925 Season*

In 1945, the company was renamed again as A C Cars Limited. Production of cars restarted in 1947 with the 2-litre, using the AC straight-six 1991 cc engine in versions they knew worked i.e. saloons and convertibles. The company only survived by diversifying, this included the manufacture of golf trolleys called "Bagboys", indoor electric powered wheelchairs and an aluminium-bodied three-wheeled microcar named the Petite.

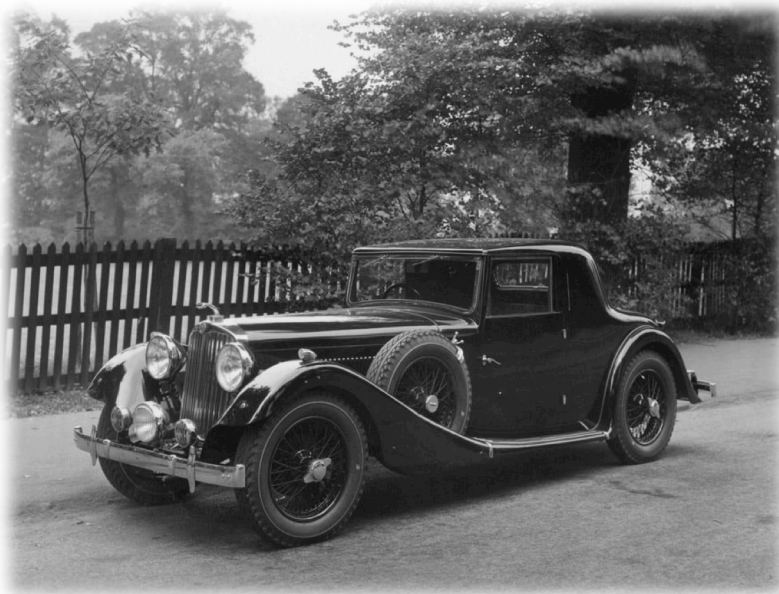


Car made for William Hurlock in 1930

In 1949, they manufactured electric trains used to carry holiday makers along the pier at Southend-on-Sea. These were built on Tagg's Island and moved in two halves over the bridge and by landing craft. In 1953, the firm began production of the AC Ace, based on a lightweight chassis designed by John Tojeiro, with a hand built aluminium body and the Weller designed 2-litre engine.

This was followed in 1954 by an aluminium-bodied closed coupé called the AC Aceca which although slightly heavier than the Ace was marginally faster because of better aerodynamics. There was a demand from some customers for a larger four-seater car, for whom AC produced the Greyhound. The AC Ace continued its racing success and, in 1957 and 1958, cars fitted with a Bristol engine achieved wins at Le Mans.

In 1957, AC secured a large contract with the government to produce the fibreglass bodied, single seat, Thundersley Invacar Type 57 invalid carriages with a Villiers 2-stroke engine. These continued to be built until 1976 and were an important source of revenue to the company.



AC Six made between 1932 and 1940

By the early 1960s, Ford was trying to find a car that could beat the Corvette and developed a new lightweight V8 engine for that purpose. In 1961, Carroll Shelby, having noticed the racing success of the AC Ace from 1957, negotiated with AC Cars the design and manufacture of a vehicle to be powered by the new engine. Shelby and AC Cars shoehorned a 4.2 litre V8 engine into the Ace; the AC Cobra was born.

From 1963, AC Cars manufactured approximately 1,000 cars and



shipped them to the USA where the engines were fitted. The Cobra was an instant success. AC Cars produced all the chassis in the UK until the end of the collaboration with its American partner in 1968, then continued to make the original Cobra on its own in Thames Ditton.

In 1982, Brian Angliss was running Autokraft, a Cobra restoration shop, part supplier

and replica manufacturer. He acquired some of the tooling from Thames Ditton and created the MK1V. He also produced a lightweight model which was more in tune with the original Cobra.

Eventually, Angliss acquired the rights to use the AC name. Derek Hurlock had been strongly protective of the name but when the Hurlock family finally sold up in 1986 Angliss fully acquired the AC trademark. He set up a new AC Company as a joint venture with Ford.

AC later became independent of Ford but continued to co-operate with them as engine and parts supplier. Angliss looked to build a new car to replace the MKIV and introduced the AC Ace at the 1993 London Motor Show. It had a stainless-steel chassis and an aluminium body which was expensive to design and build.



Thundersley Invacar Type 57

In March 1996, largely due to the cost of developing the new Ace, Angliss' company went into receivership and was eventually sold to a South African businessman, Alan Lubinsky, in

December 1996. He continued car production in Weybridge under the name of AC Car Group. Since then, AC has had a chequered history with several name changes and owners.

A small number of cars are still being assembled and finished in the UK at Derby and restoration work is being carried out by AC Heritage at Brooklands.



The AC Cobra

HAMPTON COURT PALACE TOUR

Friday 17th March 2023

Following last year's successful tour, Ian Franklin led another group of 20 of our members round the Palace. The tour was very well-received; comments included "it was brill", "he did a great job. A real fund of knowledge about the Palace", "a fascinating and very enjoyable tour" and "it was brilliant and learnt so much from him". The demand for places on the tour was so great that Ian has kindly offered to conduct another tour round the Palace on Friday 12th May. Places on the May tour were offered to those on the waiting list for the March date and it is full. However, if you would like to be placed on a waiting list for the May tour please email jenniferwood@btinternet.com

AGM

Thursday 23rd March 2023

It was doubtless the shortest AGM on record! All the relevant information had previously been circulated, and the Chair's Report, Accounts, and election of committee, were all passed without objection or comment. No formal motions had been received, and perhaps the large audience was so keen to hear about the history of Eel Pie Island, from our guest speaker Celia Holman, that no issues were raised, and we were able to close the business part of the evening in less than ten minutes.

The Officers and Committee for 2023 are: Chair: Jenny Wood, Secretary: Paula Day, Treasurer: Dave Jupp; Committee: Claire Annable, Anthony Barnes, Roger Hoad, Lynda McCarter, Richard McHardy, Norma Millard.

A SLICE OF EEL PIE

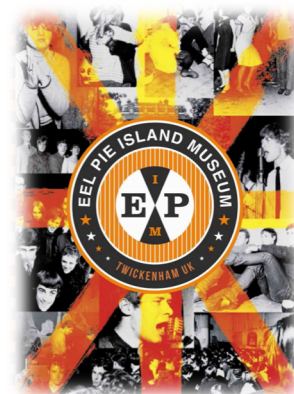
A talk by Celia Holman

Thursday 23rd March 2023

Report by Paula Day

Celia Holman, a resident of Eel Pie Island and a volunteer at the Eel Pie Museum gave a very entertaining talk about the colourful history of this island in Twickenham. Celia's talk covered topics ranging from rock royalty to French nobility, artisan boatbuilders to self-taught inventors, colourful entrepreneurs to famous authors, all of whom have at some point found themselves on this tiny island. This report can't possibly cover all the interesting things that she said, but here's a sample.

The Eel Pie Island Museum, in Richmond Road, Twickenham, opened in February 2018, had to close during the Covid epidemic, and reopened in June 2021. Trevor Bayliss, long-term resident of the island and inventor of the wind-up radio, sadly passed away only a couple of weeks after the Museum opened but he was a huge supporter of the museum and had helped to raise funds for it. The building that the museum



occupies used to be a cinema, and was owned by Folly Films, who made movies in a converted boat shed on the Island.

The Island itself is home to around 150 residents and used to be known as Twickenham Ait. There are various stories about its name, one being that Henry VIII would stop there when travelling between his palaces of Richmond and Hampton Court and enjoy the local fare of eel pies. But there had been a hotel on the island for many years, and it is believed that this was a story put about by the owners of the hotel in the late 1700s, as an incentive for pleasure steamers carrying day trippers from Westminster to Hampton Court to stop at the Island.

One early visitor to the hotel was Charles Dickens, who wrote *Little Dorrit* while staying there. In *Nicholas Nickleby*, specific reference is made to the Island and the pleasure steamers, and to dancing in the open air.

A new hotel was built in the 1830s, and later extended, and a ballroom added with a beautiful sprung dance floor – ideal for a foxtrot but less ideal for its later club use!



The Eel Pie Island Hotel in its heyday. The hotel burned down in 1971.

When Michael Snapper purchased the hotel in 1951, he opened a jazz club, segueing into blues, skiffle and then pop. It became a really popular venue, reportedly with 10,000 visitors on one August bank holiday, and it acquired the reputation as a den of iniquity.

Celia told us of so many musicians who were to become household names, who either played there or were in the audience – including Ken

Collier, Acker Bilk, The Quarrymen, Lonnie Donegan, Joe Cocker, Pink Floyd, The Who, Elton John, David

Bowie, Long John Baldry and Rod Stewart. The Rolling Stones were the house band for five months in the summer of 1963.

The Club closed in 1967, and within a couple of years, the hotel had become a squat. In 1971, a planning application for housing was submitted, and curiously, the hotel burned down shortly afterwards. Celia lives in one of the houses built on the site of the hotel.

Celia displayed a variety of aerial photographs of the Island, showing the hotel and ballroom and also the sites of Twickenham Rowing Club and Richmond Yacht Club (not in Richmond, and not a Yacht Club!). Of the 15 remaining boatyards in London on the tidal Thames, nine are in the borough of Richmond, and four are on Eel Pie Island.

Twickenham Rowing Club was set up in 1860 by exiled kings of France, who lived in York House, Twickenham, but it was only in 1978 that women were allowed to join. Richmond Yacht Club moved from Isleworth in 1958, and the clubhouse was built by its members, including June and Grenville Collins, whose son Phil was allowed to practise playing drums there – he is now the club's life president.

Time for the talk was running out, so Celia "cantered" through the history of boat building on Eel Pie Island, which goes back to 1891, when William Sargeant established The Thames Electric & Steam Launch Company. Frederick Simms set up the Daimler motor company on the island, and later went on to found the RAC. The largest fleet of Thames pleasure cruisers was moored at Eel Pie Island, and one of them, *The Viscountess*, is still in operation, and was one of the Dunkirk little ships.



Celia concluded her presentation by urging us to visit the Museum and attend the open weekends of artists' studios on the Island - this year on 15/16th and 22/23th July, 11-6.

DAVID GARRICK IN HAMPTON AND MOLESEY

By Richard McHardy

Sitting on the Middlesex bank of the River Thames at Hampton are two striking buildings. They look out towards Molesey Hurst and the Thames riverside path. One is the nineteenth-century Church of St. Mary's towering above Hampton Ferry, and the other, a short way down the road to the east, is Garrick's Villa separated from its historic Temple and riverside garden by the busy Hampton Court Road.

From the Molesey bank this grandiose porticoed house is partially obscured by a high wall and trees. In the foreground, part of the original lawn is now a small public park maintained by Richmond Council.

Within the park is Garrick's Temple, a more compact building in the classical style. The view today is not dissimilar from the eighteenth-century scene illustrated on the next page.



*A view of the seat of the late David Garrick Esq.
Engraving for the Modern Universal British Traveller (1779)*

were brought excitingly to life on stage by Garrick's unique acting talents. Shakespeare's national popularity was boosted as a result.

The 'line of beauty' concept of Hogarth was translated by Capability Brown and friends into a serpentine path winding its way around the top of the villa's riverside lawn. In 'grand vista' style, Enlightenment gardening was blossoming into the Arcadian dream in Middlesex. In some circles this was all the rage!

David was married to renowned ballet dancer, Eva Maria Veigel, widely known as "La Violetti". They were famous for their hospitality and 'joie de vivre' and attracted a fascinating circle of friends. They celebrated their 25th wedding anniversary at the villa with a fête champêtre, with concert music and fireworks. Friends and neighbours included Horace Walpole (of Strawberry Hill), John Beard (Handel's great tenor), and in another riverside property at Twickenham, William Hogarth.

Those of us who visited Hampton Court House in August 2022 may remember that another neighbour and probable friend was George Montagu 2nd Earl of Halifax, who built his own house in 1757. Garrick wrote a poem entitled "*Upon a certain Grotto near Hampton*" in 1769, eulogising the Earl's own garden creation, which included a grotto and was no doubt a talking point between the two.

Garrick was painted by many famous artists during his lifetime. His friend, Hogarth, portrayed him in one of his standout roles of Shakespeare's Richard III.

David Garrick, the famous eighteenth-century thespian, bought the property in 1754. How desirable to have Robert Adam to redesign and develop your house in the classical style, create a sub-road grotto arch, linking the main house and gardens to the riverside pleasure lawn, and to persuade Capability Brown to help design the Temple and gardens.

Completed in 1756, the Temple was a homage to Shakespeare and his plays, many of which



*David Garrick (1717-79)
with his wife Eva Marie
Veigel (1725-1822)
by William Hogarth
(Wikimedia Commons
Public Domain)*

Capturing blissful domesticity, Johann Zoffany famously painted Mr and Mrs Garrick on their riverside lawn outside the Temple, and in another tranquil scene, taking tea with friends, with a view downstream towards Hampton Court Palace. These are lovely paintings with historic Thameside river views and perspectives.



Garrick as Richard III by William Hogarth 1745 (Wikimedia Commons Public Domain)

In a sporting interlude in 1758, Garrick invited a number of Scottish friends, including Robert Adam, to gather at his house before despatching them to Moulsey Hurst to play golf, a sport then enjoying increasing popularity. This was supposedly the location of the

first recorded game of golf to be played in Surrey. The Scots were already well versed in the art of the game, it being popular north of the border. When you next visit Molesey Thameside Heritage Marker (near the ferry departure point) look for all Garrick related plaques. Molesey also paid tribute to the great man in the naming of Garrick's Ait and nearby Garrick Gardens.



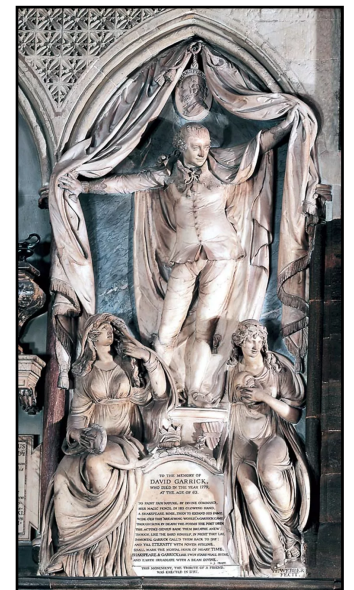
David Garrick and his Wife by his Temple to Shakespeare at Hampton, c.1762. By Johann Zoffany (Wikimedia Commons Public Domain)

Make time to see the Temple if you can. It contains some wonderful memorabilia relating to Garrick's private and professional life, including a copy of an original statue of Shakespeare commissioned by Garrick from Louis Roubiliac, the original of which is now in the British Museum. Go to website <https://garrickstemple.org.uk>

for opening dates and times. For real Garrick enthusiasts, how about a trip to the V & A's British Galleries where you can see furniture and household items from Garrick's Villa on display.

Both David and Eva Maria died at No.5 Adelphi Terrace (their town house), he in January 1779 and she in October 1822. They are buried together in Poets Corner, Westminster Abbey. There came '*the stroke of death, which eclipsed the gaiety of nations and impoverished the public stock of harmless pleasures*'. Fittingly his grave lies below Shakespeare's memorial but note the splendid monument of him 'on-stage taking a bow,' set on the opposite wall.

You can see another displaced object from the Villa by visiting National Trust Polesden Lacey to see their current Exhibition of Treasures from the collection of Mrs Margaret Greville. This includes a portrait of Eva Maria Veigel acquired by the socialite in 1925 for her Mayfair townhouse.



Garrick memorial Westminster Abbey – image courtesy of Abbey website

60 YEARS AGO

THE MOLESEY REVIEW December 1962 - March 1963

December

Molesey Boat Club won a gold medal in the coxless fours and bronze medals in the coxed fours and the eights at the Commonwealth Games held in Perth, Australia. The W.V.S. Centre in Walton Road moved into new premises at 2 Hampton Court Parade.

December, January and February

THE ASTOR COUNTRY CLUB

Over 800 people attended the opening night of the Astor Country Club in Hurst Road. The January Review said, "... have no illusions, this is no ordinary drinking club. It is a dining club and a place of **real** entertainment. Somewhere you can proudly take your friends, relations and business associates. It is a much needed asset to Molesey." The February Review said that it was not expensive but pointed out that it had no facilities after 10.30 p.m. for non-dining members. When the bar closed at 10.30, the club made a cover charge of 35 shillings for each member and guest, irrespective of whether they had the meal to which that charge entitled them.

THE ASTOR COUNTRY CLUB
Hurst Road, East Molesey
Opening Date, Thurs., 13th DECEMBER
THE MOST MODERN CLUB BUILDING OUTSIDE LONDON
Central heating and air conditioning
CABARET : BERTIE GREEN presents
Matt Monro
and the famous Astor Club Girls
LUNCHES - DINNER-DANCING - CABARET
PRIVATE PARTIES
The Annual Subscription is Three Guineas, and applications for Membership can still be accepted. Applications should be forwarded, together with a Bankers Standing Order, to the Secretary, The Astor Country Club, Hurst Road, East Molesey, Surrey
We are now able to take bookings for CHRISTMAS EVE, BOXING NIGHT and NEW YEAR'S EVE. Christmas Eve and Boxing Night, 45/- ; New Year's Eve 3 gns. per head
Open daily (Sundays included) from 11 a.m. till midnight. Telephone: Molesey 6961/2/3

Advert in the Molesey Review December 1962

January

Esher Council was proposing to provide a car park for 50 cars at the Council's East Molesey depot at an estimated cost of £1,300 and hoped that it might be possible by making various changes, to increase the capacity of the car park to 90.

**It's lovely-
IT'S LISTER!**
Lister Golden Fleece in 3 and 4-ply is the wool that knits and washes superbly. Especially suitable for children's rough-and-tumble wear.



Lister Golden Fleece

"WINIFREDS WOOL SHOP"
EAST MOLESEY 9a BRIDGE ROAD SURREY

Advert in the Molesey Review January 1963

At a Christmas party held at the Jolly Boatman for over 100 disabled ex-servicemen and women, every guest was given a packet of cigarettes and five shillings as a Christmas present. Free cigarettes were also given to guests at a social evening held in December at the British Legion "for the aged of Molesey" – how times change!

Mrs Winifred Beeching had recently opened a wool shop at 9a Bridge Road, which "is the smallest shop in the district and is reputed to occupy what long, long, ago used to be the entrance to the one-time Molesey Music Hall."

January and February

MOLESEY CARNIVAL

Molesey Football Club announced that they were reviving Molesey Carnival. The Carnival was to be held on the football ground on May 11th. There was to be a procession with floats and bands, and a Carnival Queen. The preliminary rounds of the Carnival Queen competition were taking place at the Club's dances and the final was being held on 27th April. The proceeds of the Carnival were being donated to the building fund of the Football Club, which planned to provide Molesey with a local community and sports centre.

March

The Review commended Watercraft Ltd for doing a fine job in supplying lifeboats etc. to the merchant navy and Admiralty but said, "there must be a limit to the nuisance they are allowed to cause. The whole stretch of frontage, including the premises, looks an untidy dilapidated mess and is an eye-sore to the visual amenities of the river."

For Molesey Hurst Cricket Club, 1962 was a disastrous year as they lost their ground and clubhouse at Hurst Park paddock. In 1963, the Club was going to play on Molesey Hurst recreation ground, and its new clubhouse was to be the Conservative Club in Walton Road.

The Vicar of St Paul's, the Rev F.W. Ross, said that he hoped that a new St Paul's Hall could be built nearer the church. The expenses of running the old hall (now Vine Hall) had exceeded income by £199 and the Vicar felt that the hall was in the wrong place.

At the Molesey Boat Club Dinner held at the Waldorf Hotel, the Club's achievements during 1962 were listed. These included the gold and bronze medals won at the Commonwealth Games and the success of the Grand VIII, rowing in the colours of Barn Cottage, in winning the Tideway 'Head of the River' Race by the largest margin ever.

CORONATION MEMORIES

Coronation of King George VI, and Queen Elizabeth 12th May 1937

The coronation of King George VI and his wife, Elizabeth, took place at Westminster Abbey on Wednesday, 12th May 1937.

It was the big event of the early television service and the first true outside broadcast, using a mobile control van. The coronation became a social occasion across the country, with many street parties taking place.

Residents closed their roads, decorated them with bunting and flags, and laid on a celebratory lunch, as shown in this photograph of Spreighton Road.



Coronation of Queen Elizabeth II, 2nd June 1953

Molesey marked the Queen's coronation with a busy programme of events, as is shown by the extract below from the Molesey Review of June 1953.

FOR some time the residents of Molesey will have looked forward to the celebrations to be held in connection with the Coronation of Her Majesty Queen Elizabeth II.

The Molesey Committee have attempted to produce a programme of events that will provide entertainment for old and young alike. In addition, thereto, each child of statutory school age will receive a Coronation Beaker, and the old people will be presented with vouchers for light refreshments on Saturday, June 6th.

It is right and proper that the celebrations should commence with a special church service, so that the people of our town will have the opportunity of dedicating themselves to the service of our Queen.

In the immediate future we hope to see the full development of the permanent gardens in Grayburn Way to which the committee has subscribed; and to which every citizen of our town may yet make a donation, no matter how large or how small.

It is fitting that our gratitude should be expressed publicly to all those organisations, businesses and individuals who have contributed in some measure or other to the celebrations now to be held.

B. Massey, Hon. Sec.,
Molesey Coronation Committee.

Committee : Mr. R. R. Lear, Chairman; Mr. J. H. Sawkins, Vice Chairman; Mr. S. E. Moss, Treasurer; Mr. B. Massey, Secretary; and Messrs. R. G. Baker, V. J. Bullett, L. A. Gibson, S. E. Gunner, R. E. Hagan, C. W. Page, F. R. Prangnell.

SUNDAY, MAY 31st. — 3 p.m.
CHURCH SERVICE at
WEST MOLESEY RECREATION GROUND
Preceded by a parade of all Molesey Organisations.

MONDAY, JUNE 1st. — 7.30 p.m.
MOLESEY HURST RECREATION GROUND
GRAND AMATEUR BOXING TOURNAMENT
(Under A.B.A. Rules)
MOLESEY BOXING CLUB v. HANWORTH BOXING CLUB

WEDNESDAY, JUNE 3rd.
SCHOOL SPORTS AT RAY ROAD

THURSDAY, JUNE 4th. — 7.30 to 9.30 p.m.
MOLESEY HURST RECREATION GROUND.
A GRAND VARIETY BILL
Presented by
BEECHLAWN SCHOOL OF DANCING and THE PHOENIX CLUB

FRIDAY, JUNE 5th. — 7 p.m.
MOLESEY HURST RECREATION GROUND
A DISPLAY OF COUNTRY AND FOLK DANCING
by Pupils of Ray Road and Walton Road Schools

10 p.m. — Camp Fire Sing-Song
with COMBINED MOLESEY SCOUTS

10.45 p.m. — Grand Firework Display

SATURDAY, JUNE 6th.
MOLESEY HURST RECREATION GROUND
Afternoon — 2.45 p.m.

Scouts will Parade at Palace Road and march to Molesey Hurst Ground, headed by 1st Hook Scout Band (by kind permission of Group Scoutmaster Oakley). On arrival at the Ground: Parade Alert — Flag Break — National Anthem — Opening Speech — Parade marching off and counter-marching by 1st Hook Scout Band.

Cubs: Grand Howl. Brownies: Singing Game. Girl Guides: Folk Dancing. Molesey Platoon 4/5 Cadet Battalion E.S. Regiment: Squad Drill. Rovers and Scouters: Comic Football Match. Cubs: Coronation Clock. Brownies: Folk Dancing. Girls' Life Brigade and Girl Guides: Country Dancing. Scouts: Massed Semaphore—Coronation Message. Finale: Land of Hope and Glory.

Evening — 6.30 p.m.

Coronation Procession assembles at St. Mary's Road, East Molesey. March off to Molesey Hurst Recreation Ground headed by Band. On arrival at Ground, a grand release of Pigeons by Molesey Pigeon Club.

7 p.m.
JUDGING OF PROCESSION ON ARRIVAL AT GROUND.

8 p.m. to 9 p.m.
HAZEL LORRAINE SCHOOL OF DANCING.
ROYALIST TROUPE OF TUMBLERS.
Display of P.T. by pupils of Ray Road Secondary School for Boys.

8.30 p.m. to 11.45 p.m.
OPEN AIR DANCING ON THE LAWN.

10.30 p.m.
DRAW FOR LUCKY NUMBER PROGRAMME.

NATIONAL ANTHEM
TEAS, LIGHT REFRESHMENTS AND A BAR WILL BE OPEN DURING THE HOURS OF ENTERTAINMENT, ON THURSDAY, FRIDAY AND SATURDAY.

Elmbridge Museum is looking for participants for its 'Coronation Memories' project. The Museum says, "We are looking for five participants, who live or lived in Elmbridge and remember Queen Elizabeth II's coronation in 1953. You don't have to have been present at

the London parade: any memories - be they of street parties, watching the ceremony on TV, or attending Coronation fetes - are valid, and we'd love to hear them. The Museum will record a private interview with every participant, giving each the opportunity to talk to us about their unique personal experiences. This is a chance to contribute a valuable first-hand account to the Museum's collection and subsequent Jubilee exhibition we will be launching in May, while also creating a unique recording of your memories to take home and treasure.

If you would like to be a part of this new project, please email ebcmuseum@elmbbridge.gov.uk or call 01372 474568 for further information. The five available interview slots will be given on a first-come-first-served basis, but we will try to ensure everyone who would like to be involved is able to contribute in some way."

Coronation of King Charles III, 6th May 2023

If you attend a street party or any other event to celebrate the coronation, we should be grateful for any photographs or other information about the event. Today's events are tomorrow's history!

ELMBRIDGE MUSEUM

The exhibitions mentioned below can be seen at the Civic Centre and Walton Library respectively. Further information about both exhibitions can be found on the Museum's website [Online Exhibitions - Elmbbridge Museum: Elmbbridge Museum Website](#)

Drawing Esher

Civic Centre, 1 High Street, Esher KT10 9SD

Jan 2023 - Aug 2023

Discover the landscapes and characters of 19th century Esher through this array of fantastic sketches by Victorian illustrator, Robert Taylor Pritchett.

Treasures of the Gill Family

Walton Library, 54 The Heart (off Hepworth Way), Walton-on-Thames KT12 1GH

Dec 2022 - Jul 2023

Get to know the story of this Victorian family and explore the dozens of surviving photos, paintings, letters and personal memoirs from their life in Elmbbridge in this exhibition.

PLEASE ALSO NOTE THE FOLLOWING

CHANGE OF PASSWORD FOR MEMBERS ONLY SECTION OF SOCIETY

WEBSITE - On 1st May 2023, the password for the members only section of our website will change to Taggs2023

Answer to Coffee Morning Quiz; The Arnold Helcke painting of Tanner's Bridge is in Molesey Library.

Molesey Local History Society
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