# " *proBITS* "

an occasional publication
from the

## PROBUS CLUB
HORLEY & DISTRICT

issue 18
Sept 2021

## *INTRODUCTION*

"proBITS" is published for PROBUS Members. It is our response to the Covid-19 or Corona Virus, being the cause to postpone our lunch meetings until further notice. The Committee of *PROBUS Club Horley & District* wants to stay in touch with the Members and for the Members to stay in touch with each other. It is very important, in the situation we find ourselves in, to be "connected". Complete isolation from our friends/family is a dangerous thing. The vast majority of our Members have access to email and those without will receive "proBITS" in printed form. Hopefully, they'll submit their words of wisdom in a more traditional manner, like delivery by hand, snailmail or even pigeonpost ! Contributors also receive a printed issue.

The "proBITS" newsletter can only exist successfully with the cooperation of all Members concerned, that must be obvious to everybody.
I plead therefore with all Members to make a contribution, however small.

The email address for "proBITS" contributions is :
jpdl.probus@icloud.com

As a guideline : maximum about 850 words for a 2 page spread.
If pics submitted, deduct 30 words per pic.
Text in plain A4 Word document/email.
Pics sent *separately*, in JPG or JPEG format,
NOT embedded in your document.
Please note : your copy may be edited !
If you submit early enough you'll receive a proof print.

Please email or mail your contribution for the next issue, to be *received before the end of the month.* Each edition will land in your mailbox on the first Tuesday of the month. Many organisations publicise a newsletter of some sort to their members. Virtually all of them struggle to get pages filled. I really hope that the PROBUS Club of Horley & District, with all its Members having (had) interesting professional lives and interests, will prove to be an exception to the rule. And no, you can't use the excuse that you don't have the time .....

*There's no need to wait - you can submit NOW !*

Remember that the weblinks and email addresses that appear in the proBITS "on-line" edition can be accessed by simply clicking them on your screen.

*Photo of the month*
will yours be a "page 3 picture" in the next issue ?

*the radiator cover - NOT the Constable.....*

*Interesting ?*
Hitler was on the shortlist for the 1938 Nobel Peace Prize.

An adult cow can burp up to 280 litres of methane per day.

In Scotland the most popular softdrink is Irn-Bru, making this country the only one worldwide where Coca Cola or Pepsi is not the brand leader.

If you love a good meal then remember that there's only one major religion not to endorse abstinence from (some) food on special occasions - it's Sikhism.

At the turn of the century China had 1.3 boys for every girl of the same age.

*Unexpected Corona side-effect.*
The Virus achieved something many women dreamed about but could never accomplish : it closed bars, cancelled football matches and made men stay at home.

*My Part in the 70s Oil Crisis.*

The death of Sheikh Ahmed Yamani on February 23 this year at the age of 90 brought back a vivid memory of my involvement with OPEC. In early 1973, Price Waterhouse (PW, the international accountancy and consultancy firm) was approached by OPEC (the Organisation of Petroleum Exporting Countries) to develop a questionnaire for their members to help determine future policy. The Saudi Arabian oil minister, Sheikh Yamani, was a senior minister in OPEC, head-quartered in Vienna, and was very much the driving force behind the reasons for this questionnaire as he was of the opinion that OPEC members were under-pricing and over-producing their oil to the great benefit of the developed Western nations. The task of developing the questionnaire was allocated to the PW Houston, Texas, office because of their knowledge and expertise in the oil industry. Once the agreed draft was completed, the author brought the document to the Frankfurt am Main, (then W Germany) office, where I was working, as this was the closest office to Vienna with its own large printing department. I was asked to work with the author to proof-read the document, replace any "Americanisms" with "English English" and manage the printing process. There was a very tight timetable giving us only three days to complete the task and then print and bind 100 copies of what was an 80 page document. At that stage, the senior partner informed me I would be taking these to Vienna to hand directly to Sheikh Yamani. The questionnaires were packed into a large suitcase which I had to check in as hold baggage, incurring a very substantial excess baggage charge ! On arrival in Vienna I was met by Grizelda Carey from the PW office who accompanied me, and the suitcase with its confidential contents, to OPEC headquarters, for my pre-arranged appointment with Sheikh Yamani. My instructions were to personally deliver the questionnaires to Sheikh Yamani and obtain a signed receipt. I was ushered into a magnificent, huge office and received a friendly welcome. Although undoubtedly very busy, Sheikh Yamani

chatted with me for about fifteen minutes, asking about the production of the questionnaires. I found him very amenable and interesting to talk with. I left with the precious receipt and enjoyed a couple of days in Vienna, courtesy of PW and OPEC, and thought no more about the questionnaire. It was in the October of that year that OPEC members, led by Saudi Arabia, proclaimed an oil embargo. This was targeted, initially, at those countries perceived as supporting Israel during the Yom Kippur war, which had just ended. Canada, Japan, the Netherlands, UK and USA were the initial targets, later extended to Portugal, Rhodesia and South Africa. In line with the main policy posited in the questionnaire, from October 1973 to February 1974, when the embargo was lifted, the OPEC countries cut production and raised prices by almost 300%. The initial "shock" resulted in severe oil shortages across the globe, not just in the targeted countries, reflected in petrol rationing and, in W. Germany, for some time, a ban on most private cars using the roads on Sundays. For me, that meant two trains and a taxi to reach my Sunday afternoon tennis sessions, taking 90 minutes versus a usual car journey of 20 minutes ! I have always thought, was I hoisted on my own petard, that my "anglicising" and improving of the questionnaire wording provided answers from the OPEC members which fuelled the decision to impose the embargo and resulted, among other (more important) consequences, in my, and many others in Germany, Sunday journeys being far more onerous than before the "shock" ? With Sheikh Yamani's death, that is a question I can now never ask him. *contributed by Mike Livesey*

ANAGRAMS :

ASTRONOMER = MOON STARER
PRESBYTERIAN = BEST IN PRAYER
DESPERATION = A ROPE ENDS IT
THE EYES = THEY SEE
THE MORSE CODE = HERE COME DOTS
DORMITORY = DIRTY ROOM
SLOT MACHINES = CASH LOST IN ME
ELECTION RESULTS = LIES - LET'S RECOUNT
SNOOZE ALARMS = ALAS NO MORE Z'S
MOTHER-IN-LAW = WOMAN HITLER
ELEVEN PLUS TWO = TWELVE PLUS ONE
A DECIMAL POINT = I'M A DOT IN PLACE

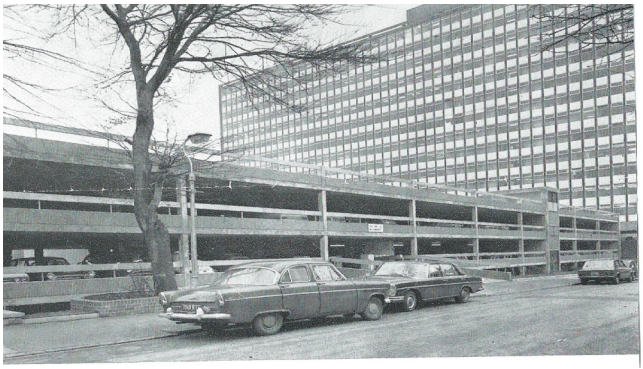
*All human endeavour returns to dust. (including OOPS No.3)*

Coming back on patient transport from Guys a couple of years ago, I nostalgically looked up a side road in Thornton Heath, expecting to see a structure that was my pride and joy fifty years ago, only to find that it had gone. Although it was the smallest site that I was in charge of in my twenties, it was a bit of a challenge to build a fair faced in-situ concrete structure in six months. One plus was that it was a job near home, soon after our wedding. I acquired a new pair of right-hand men and a tower crane driver who stuck with me for the next two high rise concrete framed structures as well. Pat Kelly was a lifetime employee of the company. He was a small shy man who had been a top tunnel miner in his time. Though middle aged, he was amazingly fit and strong. He was a phenomenal worker and a bit like Popeye but without the pipe and spinach. He was no. 2 to Dick Doherty, the Ganger. Dick, on the other hand, was a large man with a volatile temper. A similar great worker who could trowel concrete to a better standard than most plasterers. Between them they could lay and finish up to fifty cubic metres of concrete a day. A job which would take up to eight men nowadays ! Steve Reddings, the crane driver, was superb at his job but actually came from Reading, which meant that he was late in some mornings, forcing me to drive the tower crane which I moaned about but actually enjoyed. The carpenters and steel-fixers worked for an Irish lump labour contractor and, to disguise their identities, used Welsh names ! It is unusual to hear a David Davis or a Dai Jones speaking with a strong southern Irish accent. The quality of finish was superb as we used a new type of resin faced plywood which produced an ultra-smooth finish. The biggest problem was the exposed aggregate panels between the slab and the guard rail in the photo. They were produced by applying a retarder to the shutter and brushing the face off the concrete next morning. Unfortunately, when there was a very

Completion at Croydon

Last autumn saw the completion of this 3-storey car park in London Road, for City Commercial Real Estate Investments Ltd. Now fully operational, it is providing much-needed covered parking facilities for the occupants of the 13-storey Philips office block in the background, completed some years ago. The new car park's capacity is 300 cars, on 8 parking levels, 2 per floor + 2 in the basement.

Architects : Oscar Garry & Partners. Consulting Engineers : H L Waterman & Partners. Quantity Surveyors : H R Heasman & Partners. General Foreman : Roy O'Donnell BSc AIOB. Quantity Surveyor : John Heffer AIQS AIOB.



hot night, it did not always work. Towards the end of the job we used a shot blasting firm to even up the finish. This was the start of my problems. One of the office floors was let to a large Scandinavian Civil Engineering Contractor and their Managing Director arrogantly drove into the car park in his new Jag, ignoring the prominent no entry signs and even parked next to the "Danger shot blasting in progress" sign. Unfortunately, the over blast stripped the rear of his car back to the bare metal and produced an obscure glass rear window. He took my apology for the damage pretty well. Probably because he knew that he should not have been there. However, later on he had his revenge when I made a rather embarrassing and very public mistake at the end of the job. In the course of the final inspection with the Architect, he pointed out that there were four car parking spaces missing on the black asphalt roof level. The white liners had copied the floor below but as there were no columns on the roof, the Architect had squeezed in the extra bays. I should have spotted the change, but it was not obvious from the drawing, so nor did the specialist line painters. The solution was easy, to paint the wrong markings black on the black surface and repaint them correctly in white. Unfortunately the whole office block watched this too obvious fiasco including my new friend, the M.D. He caught my eye and gave a knowing Emperor Nero type thumbs down gesture with an "up your's" look on his face ! I have very happy memories of this job despite a few mishaps such as having the most frightening moment of my life when I nearly overturned the rail mounted tower crane and knocked myself out on the sprung reversing handle of the large concrete mixer. You can perhaps understand my disappointment when it had been replaced by these ugly flats. The once proud Phillips office block is an even bigger eyesore, having been converted into flats with rather weird fenestration.

*contributed by Roy O'Donnell*

*APRIL 1945 – My memories of a momentous month.*

In April 1945, just as the Second World War was finishing, I had a fortnight's holiday in Norfolk. I was with our Croydon neighbour, her two young sons and their dog. We stayed in a cottage on the Royal Sandringham Estate, but everything there was pretty basic. It was the only time in the war that I felt really hungry. Nearly all food was strictly rationed, and everything off the ration (like vegetables) was in short supply, even in the country. The common sign in the butchers' shops was "no offal today" ! Hunger is a terrible feeling - sometimes I raided the dog's biscuit box (and then developed a taste for Spratt's Bonios !)

On April 11th, General Patton's US Army liberated Buchenwald concentration camp. The Russians had already freed Auschwitz.

On April 12th, Franklin Delano Roosevelt (1882 – 1945), USA President, died.

On April 13th, Eamon de Valera, the Irish President (Taoiseach) visited the American Embassy in Dublin to offer his condolences.

Nightly, every evening around 18:00-19:00H there was an incredible engine noise from the sky as British Bombers were forming up over Norfolk for their nightly 1000 bomb raids on Germany. I remember looking for a clear space in the sky, but there was none - they were so close together that I was expecting a collision at any moment.

On April 25th, Soviet and US armies met on the River Elbe, south of Berlin.

On April 28th, Mussolini (1883-1945) who was the ex Duce of Italy, was executed near Lake Como in Northern Italy.

On April 29th, my 13th birthday, my mother somehow managed to get me a Meccano No 5 set, with which I was delighted.

On April 30th, Adolf Hitler (1889-1945) married Eva Braun and they both committed suicide (due to the war, not the wedding !)

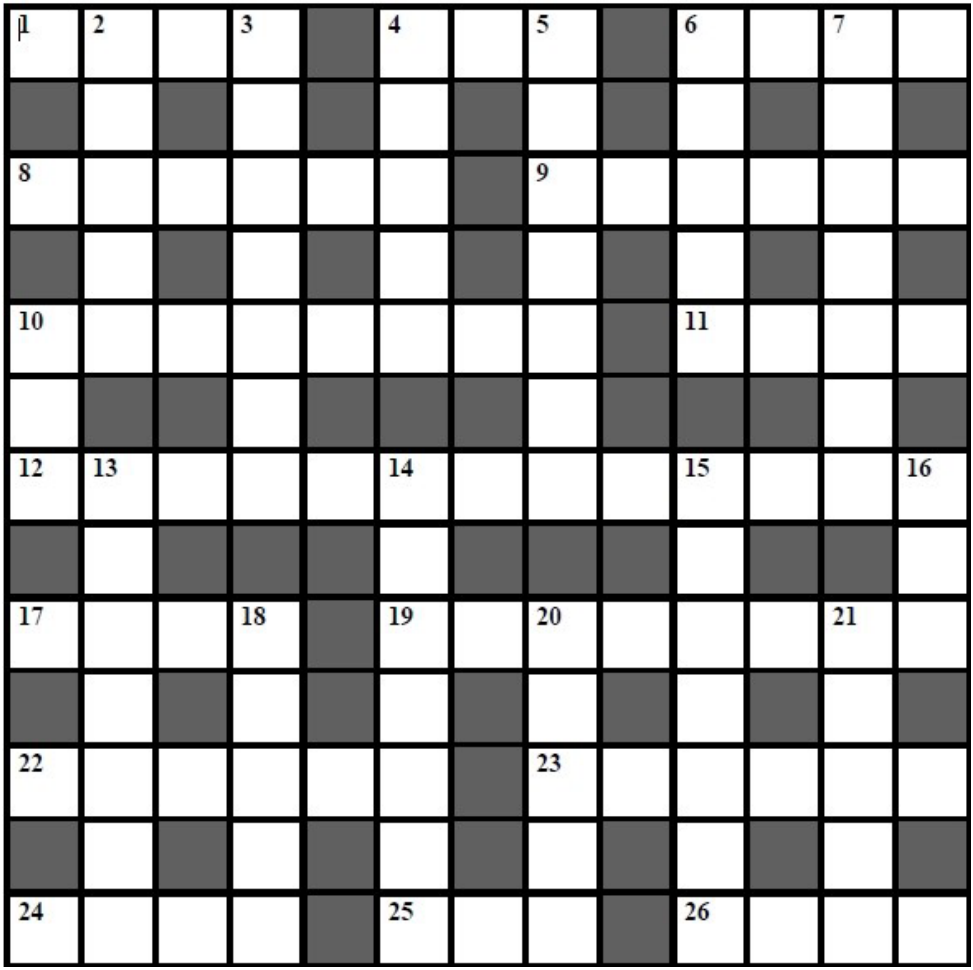
On May 1st Eamon de Valera (*) signed the book

*de Valera captured after the 1916 Easter Rising*

of condolences for Hitler's death at the German Legation in Dublin. I still find that an incredible action in view of the horrific discoveries in Germany.
(*) Eamon de Valera (1882-1975) was an early member of the IRA which seized the main Post Office in Dublin during the Easter Rebellion in 1916. He was captured and sentenced to death by the British but was reprieved probably because he had been born in the USA. He hated the British (the English in particular) and denied us and the Americans the use of Irish ports during the Second World War. However, he did allow the Dublin fire brigade to travel to Belfast to assist in dealing with fires caused by the Blitz.

*contributed by Arthur Meaton*

*Just one letter can make a big difference.*
A young monk transfers from one monastery to another. When he arrives at the new monastery he has an interview with the Abbot to determine how he can best be employed in the day-to-day organisation in the monastery. As he demonstrates to the Abbot to have beautiful handwriting, he is assigned to the Caligraphy Section in the Library, helping the other monks in copying the old canons, laws of the church and other important papers, by hand. He notices, however, that all of the monks are copying from copies, not from the original manuscript. So, the new monk goes to the old Abbot to question this, pointing out that if someone made even a small error in the first copy, it would never be picked up ! The result would be that this error would be continued in all of the subsequent copies. The head monk, says, "We have been copying from the copies for centuries, so you make a good point, my son." He goes down into the dark caves underneath the monastery where the original manuscripts are held in the archives, in a locked vault that hasn't been opened for hundreds of years. Hours go by and nobody sees the old Abbot. So, the young monk gets worried and goes down to look for him. When he finally finds the Abbot, deep down in the cellars and at the end of a long dimly lit and dusty passageway, he sees him banging his head against the wall and wailing. "We missed the R ! We lost the R ! We missed the bloody R !"
His forehead is all bloody and bruised and he is crying uncontrollably.
The young monk asks the old Abbot, "What is wrong, Father ?"
With a choking voice, the old Abbot replies,
"We missed the R - the word was ... CELEBRATE !"



*Across*

1 - Look back in Casablanca for something fishy (4)
4 - Old bird initially mulling over answer (3)
6 - Tear after daughter in hospital, perhaps ? (4)
8 - Did the chicken eat too much of this plant ? (3,3)
9 - To live wildly at the end of the rainbow (6)
10 - Extraction of comedy team Eric and Ernie (8)
11 - An advance for the ranger, perhaps ? (4)
12 - Wild Irish appended a shelter for WLNR visitors (9,4)

17 - A vegetable with rhythm ? (4)
19 - Bird follows a good man for young American's transport (8)
22 - Dealing effectively on top of the wall (6)
23 - Wild dingo I found next to 9 (6)
24 - Lost one's footing on high ground ? (4)
25 - Browned-off in Istanbul ? (3}
26 - The central thread of a story (4)

*Down*

2 - A little American rock music initially warns of danger (5)
3 - Stuck to dizzy redhead (7)
4 - The person at the top is highly excitable (5)
5 - Give loan to American lawyer returning to vehicle by church (7)
6 - Daily register is somewhat amusing (5)
7 - Could this be where Mr Angry lives ? (7)
10 - Animal found in grassland (3)
13 - Name one fresh flower (7)
14 - A deep understanding of things I mess up (7)
15 - Head office left 24 hours for a getaway (7)
16 - Her majesty takes note of cereal seed head (3)
18 - Twisted trail presents a test of endurance (5)
20 - Sounds like a constraint on a period of rule (5)
21 - Keen to stick notes in 16 (5)

*Solution for Xword 17 - August :*

*Across :* 5 - Scoff, 8 - Cinnabar, 9 - Board, 10 - Redshank, 11 - Anise, 14 - Ate, 16 - Fennel, 17 - Finger, 18 - Lot, 20 - Staid, 24 - Castanet, 25 - Futon, 26 - Election, 27 - Feted.

*Down :* 1 - Scart, 2 - Anode, 3 - Cache, 4 - Gannet, 6 - Clowning, 7 - Forester, 12 - Test tube, 13 - Antidote, 14 - All, 15 - Eft, 19 - Oracle, 21 - Stock, 22 - Inuit, 23 - Stint.

*Interesting ?*

In the last 2 centuries the average height of Japanese adults has increased by almost 4 inches. The tallest Europeans are still the Dutch.

Inheritance tax was first invented by Emperor Caesar Augustus (who lived from 63 BC - 14 AD) He used it for raising funds to pay his soldiers' pensions.

*Great Brits 5 : Sir Ernest Shackleton.*

Anglo-Irish explorer. Born on the 15th February 1874 in Kilkea, Ireland. He died on the 5th January 1922 in South Georgia - USA of a heart attack, so he was then only 48 years old. He famously led three British expeditions to the Antarctic. Shackleton was voted eleventh in the recent poll of the most famous Greatest Britons. As a child he was schooled at home by a governess but at the age of thirteen he entered Dulwich College. He left this college when he was aged 16. Among the options then available to him were a Royal Navy cadetship, but he chose to secure a berth with the North Western Shipping Company. During the following four years at sea, Shackleton learned his trade, visiting the four corners of the world. He obtained his First Mate's ticket and in 1898 was certified as a Master Mariner, qualifying to command a British ship anywhere in the world. In 1907 he was appointed as third officer to the expedition ship Discovery. The objectives of the ship included scientific and geographical discoveries. Shackleton is best known as a polar explorer, who was associated with four expeditions exploring Antarctica, in particular the Trans-Antarctic "Endurance" expedition (1914-1916). Although the expedition was unsuccessful he still became famous because of his remarkable resistance, perseverance and survival. Shackleton embarked in 1907 on an expedition to the South Pole aboard his ship "Nimrod", but failed, falling short by 97 miles of achieving his goal. On Shackleton's return home public honours were quickly forthcoming. King Edward received him and raised him to a Commander of the Royal Victorian Order and in the King's birthday honour made him a knight, becoming Sir Ernest Shackleton. In August 1914 the British Imperial Trans-Antarctic Expedition (1914-1916) left England under Shackleton's leadership. He planned to cross Antarctica from a base on the Weddell Sea to McMurdo Sound, via the South Pole, but the expedition ship Endurance was trapped in ice off the Caird coast and drifted for 10 months before being crushed in the pack ice. The members

of the expedition then drifted on ice floats for another five months and finally escaped in boats to Elephant Island in the South Shetland Islands, where they subsisted on seal meat, penguins, and (sadly) their dogs. Shackleton and five others sailed 800 miles (1,300km) to South Georgia in a whale boat, a 16-day journey across a stretch of dangerous ocean, before landing on the southern side of South Georgia. Shackleton and his small crew then made the first crossing of the island to seek aid. Four months later, after leading four separate relief expeditions, Shackleton finally succeeded in rescuing his crew from Elephant Island. It really is quite extraordinary that throughout this ordeal, not one of Shackleton's crew of the Endurance died.
Shackleton's motto : "Difficulties are just things to overcome".

*contributed by Dave Sharratt*

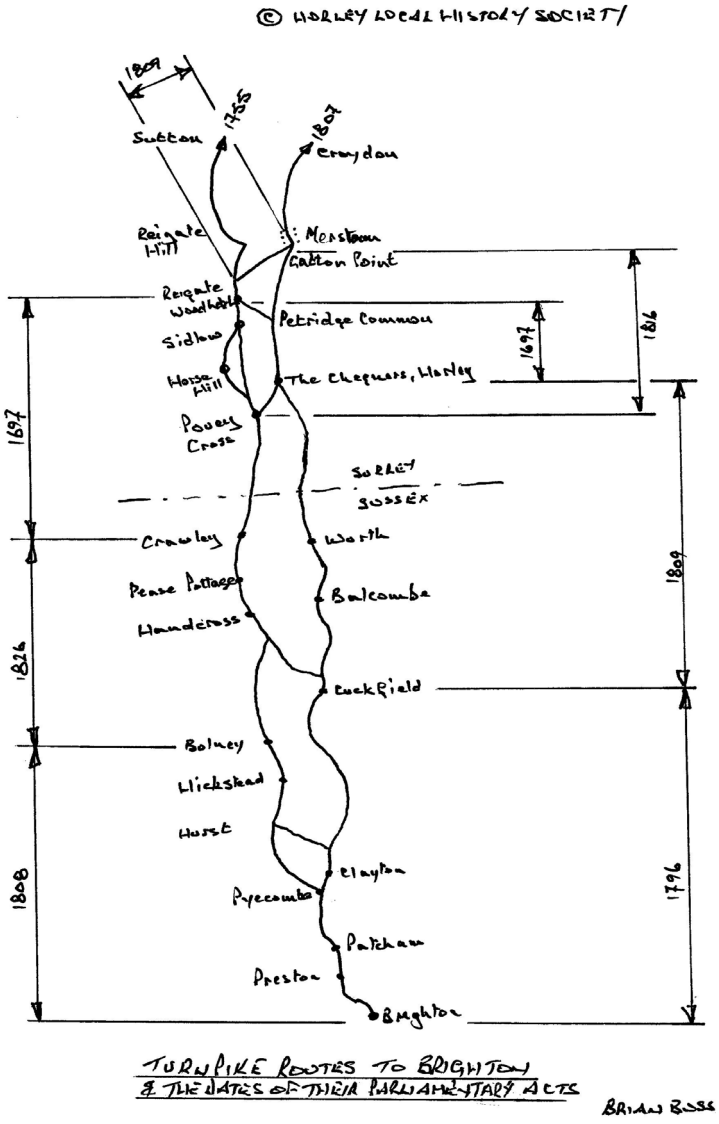
*Impact of Highways on the Development of Horley & District.*

*Background.* This article is about the impact of transport on the development of the Parish of Horley in the 700 years from the middle of the 13th century to the middle of the 20th century. In the first 400 years the Parish was the largest in Surrey covering an area from what is now north Salfords to Radford Road in the south and approximately the line of the M23 in the east to the River Mole (old name Emlyn Stream) in the west: an area of about 8000 acres of land and 25 acres of water. Topographically the Parish is low weald whilst the acreage of water largely given to rivers, brooks and streams gives an indication of its low lying dampness. It was these characteristics that determined its early development. As a consequence of its location and topography, Horley was largely isolated from its surroundings until the start of the late 18th century. The manors of Horley, in or abutting the Parish (there were 5 at one time), were owned by Chertsey Abbey and regulated by Canon Law. The Courts were held on the Lodge Estate (hence Court Lodge). The Village of Horley comprised the Church, St Bartholomew's, and the Mills on Mill Road, Horley Common and at Salfords Bridge. There were two public houses, the Six Bells and the Chequers. The residential centre of the village was Lee Street and Meath Green (old name Moy Green). Several of the 14th and 15th century houses around the Parish remain, as do the pubs. Their construction is timber frame with wattle and daub infill, although some now have brick infill. The use of timber and, subsequently, brick indicated the availability of these materials in close proximity to the village. These materials are also associated with the exploitation of the iron

wooded areas where pigs were raised. Near to the village cereals were grown and milled and iron deposits were dug. This diversity, together with the religious and administrative responsibilities on behalf of the Abbey, accounted for its affluence shown by the quality of the houses. The only highway in its locality was the Crawley-Reigate Road which entered the Parish at Povey Cross and ran from the junction with Mill Lane (thence Lee Street) and over Horse Hill to Sidlow Bridge and on to Dovers Green, Cockshot Hill, Reigate and eventually to London. The description 'Highway' suggests a substantial feature whereas, in fact, the carriage way was a track of compacted earth which was hard and rutted in the dry and deep mud in the wet weather. In addition, there was the prehistoric trackway, now called Balcombe Road, going north-south from Horley Common to Cuckfield. In the vicinity of Horley it was built on a causeway because of flooding. Even today road maps of Horley give an indication of how isolated it must have been until mettled roads were introduced especially for travelling east or west.

*All Change.* In 1535 some 300 years of comparative stability came to an end with the Dissolution of the Monasteries when the Abbot of Chertsey surrendered his lands to the Crown. Between 1535 and 1602 there were different owners of the Manors and estates until 1602 when the Parish and other areas were granted by the Crown to the Mayor and Commonalty of London as Governors of Christ's Hospital who remain Lords of the Manor of Horley today as well as having the school at Horsham (author's note: the deeds of my house refer to the previous ownership and covenants of Christs' Hospital). In the 17th century the population of England started to increase as the country moved into a more stable social and economic period following the Civil War. This created a demand for better transport to move goods around the country and to move resources and food to the major conurbations especially London. Road conditions became increasingly important. Highway maintenance had been the statutory responsibility of parishes since the 16th century. However, the arrangements and payment were very haphazard and there was increasing pressure for changes in organisation and an increase in the availability of well-constructed roads. Locally in 1697 the fourth Turnpike Act to be passed by Parliament placed an obligation on the Surrey and Sussex Justices for the maintenance of the highway from Woodhatch via Horse Hill, Povey Cross to Crawley with the purpose of improving the transporting of cereals and livestock to markets at Reigate and Kingston and to facilitate a postal system before the introduction of mail coaches

(now the A217). A major obstruction on the road was the frequency around Sidlow where there was year round flooding. To avoid this obstruction, the Act permitted a diversion over Earlswood and Petridge Commons south to the Chequers Inn then over Horley Common (not turnpiked) to re-join the Crawley-Reigate Road at Povey Cross. In 1783 an external influence brought a significant change to Horley. The Prince Regent made his first trip to Brighton and over the next 30 years he became a regular visitor. His first journeys were via Reigate on the Horse Hill Crawley Road, but he needed to be within 50 miles of London on a fast route. In 1807 and 1809 a new Turnpike was built from Croydon to Merstham. At Gatton Point, it went on to Reigate to join the Turnpike to Crawley (the route is now the A242). However, this route was too circuitous and in 1816 a new road was authorised by Parliamentary Act to run from Gatton Point through what



TURNPIKE ROUTES TO BRIGHTON & THE DATES OF THEIR PARLIAMENTARY ACTS

BRIAN BOSS

became Redhill and along Bonehurst Lane (the original name of the track to the farm at Cross Oak and Salfords) to the Chequers at Horley and onto Povey Cross where it joined the Crawley Reigate Road (the start of the A23). In 1793 England went to war with Napoleonic France, and there was a need to move troops and supplies to the south coast. Turnpikes were already in place via Reigate to the Chequers Inn and between 1796 and 1809 the Balcombe Road from the Chequers to Brighton was turnpiked. By this time, Horley was increasingly recognised as a mid-point stopping place between London and Brighton offering a choice of two routes. This option started to attract investment into the village south of Crawley through Pease Pottage and Bolney. The road to Brighton was turnpiked in 1808 and 1826 to form what is now the A23. In 1836 there were 36 regular licensed coach lines running services between London and Brighton using both routes, although the route via Horley, Crawley and Bolney was the more popular. This number does not include Royal Mail Coaches that did not pay tolls. The journey from London to Brighton took about 5½ hours and the actual distance was 53 or 55 miles depending on the route. The Prince Regent never fully complied with the 50 mile limit but did the journey in about 4 hours.

*The End.* Turnpiking did lead to improvements in the construction of highways and established the "A-road" road network. However, in 1841 the railway from London Bridge to Brighton signalled the end of the turnpike within 5 years and resulted in the second major change for Horley. Its route was across Horley/Houne Common and resulted in the centre of the village moving east towards the station and the disappearance of the Common beneath buildings.

References :
British-history.ac.uk/vch/surrey
Maps and Houses of Horley compiled by Jean Shelley.

The Chequers –
A place in Horley's History by Os Brown, Brian Buss and Bernard Davis.

The impact of Turnpike Routes on Horley 1697 to 1816
by Bernard Davis, Edited by Brian Buss.

Thanks to Horley Local History Society.

*contributed by David Yates*

Horley
Horley Common
Albert Road
Albert Brewery
Courtlodge Farm
Horley Street
Hatchgate
Spears Farm
Gatwick
Fish Pond
The Rookery
Gatwick Cottages
Poveyeross Farm
Hookwood
Hookwood House
Wilgers Farm
Inholms Farm
Lodge
Fishers Farm
Brighorne Farm
Mill Bridge
The Vicarage

## Highlighting a Local Club or Organisation.

.....or not, of course

And finally...

Even in these dark days there are still enough reasons to celebrate !

In September we pay tribute to the parents of the following people :

4th - Ray Langridge
13th - Norman Brown
15th - Les Lockett
26th - Ken Luttman
29th - Mike Livesey

Give them a ring and say 'Happy Birthday"

Please let us know if your birthday is also in September but is not mentioned.

The editor always has the last word.....

I would like to say a very warm "thank you" to those people who have, with their contributions, made this issue of proBITS possible - take a bow !

*On this page we also gratefully mention that page by page has been checked for mistooks by the Pages.*

Contributions for the next issue are very welcome (if not essential) - and you still have enough time on your hands ! More details on page 2.

Receipt *well before* the end of this month would be much appreciated. It gives (just) enough time to prepare the next issue.