

# FEDORA

FEDERATION OF OXSHOTT RESIDENTS AND ASSOCIATIONS



**A VOICE FOR OXSHOTT**

**[www.fedora.org.uk](http://www.fedora.org.uk)**

**Autumn 2016**

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## FEDORA MANAGEMENT COMMITTEE

<i>Chairman</i>	<i>David Cooke</i>	<i>(01372) 842873</i>
<i>Treasurer</i>	<i>Leon Reed</i>	<i>843532</i>
<i>Planning &amp; Developments</i>	<i>Steve Anderson</i>	<i>809691</i>
<i>Membership</i>	<i>Rita Clarke</i>	<i>843655</i>
<i>Police</i>	<i>Henk van Roest</i>	<i>843880</i>
<i>Roads</i>	<i>Allan Bleach</i>	<i>842011</i>
<i>Advertising</i>	<i>Carmen Robinson</i>	<i>842128</i>
<i>Website</i>	<i>David Cooke</i>	<i>842873</i>
<i>Magazine</i>	<i>David Cooke</i>	<i>842873</i>

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*Further information is also available on our website or to contact FEDORA members you can e-mail to the appropriate position above, [@fedora.org.uk](mailto:@fedora.org.uk); e.g. [planning@fedora.org.uk](mailto:planning@fedora.org.uk) or [chairman@fedora.org.uk](mailto:chairman@fedora.org.uk), etc., or for general enquiries [info@fedora.org.uk](mailto:info@fedora.org.uk).*

# Chairman's Comments

*by David A. D. Cooke*

## **Traffic**

Before the AGM we asked residents for their top four concerns about living in Oxshott. By a very long way density and speed of traffic was the number one item. Unfortunately we are all part of the problem.

Since then we have been in touch with the police about where they carry out speed checks and have received the following response:

'I am one of the two Casualty Reduction Officers (CRO) covering North Surrey and I am aware of your concerns regarding speeding in the Oxshott area.

Speed enforcement by CRO's is only permitted to be carried out on roads given priority under a Speed Management Plan which is determined in conjunction with Surrey County Council.

Priority roads are primarily determined by collisions where there have been injuries and data collected on average speeds.

None of the roads you have both mentioned are currently on the Speed Management Plan. However, we are happy to put up some speed recording devices in the next few days on these roads to give us some up to date speed data intelligence.

If this data does show higher than acceptable average speeds we will raise the matter with our colleagues at SCC. If the average speeds indicate otherwise then I will let you know and we can then discuss the matter further.

Having said that, our colleagues from the Surrey Safety Camera Partnership do carry out speed enforcement on Leatherhead Road which is the van you see parked up from time to time. Irrespective of which way their van is facing it is, in fact, monitoring and catching vehicles speeding going in both directions, into and away from the village.'

As far as the A244 is concerned a new speed check warning has been installed in the last month or two near Charlwood Drive.

Free parking on roadways has also become a problem. The residents of Silverdale Avenue have raised a petition to complain about excessive

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all day parking in their road. One side of Oakshade road is also normally blocked from end to end with parked cars, reducing the road to a virtual single lane, restricting buses and passing is only possible by manoeuvring into the entrance of driveways.

There is some speculation as to who owns all these vehicles. Some are probably workers in the High Street, others train commuters, shoppers and parents dropping off children for school. One wonders whether the schools have done all they reasonably can to restrict vehicle movements by using minibuses, encouraging pupils to walk to school, car share etc?

This is a seemingly intractable problem as there is no free alternative space for vehicles to park.

### **A3 Trees**

There have been complaints about increase in noise levels following clearance of a 30m width of trees along the A3, to the extent that some residents in the Beech Close area now do not wish to open windows on that side of their houses or sit in their gardens. FEDORA has been in touch with Hamish White of the Countryside team at Elmbridge about whether there could be more replanting, and he has responded that the situation will be re-assessed this autumn to see if more needs to be done.

Further information is available on:

<http://www.elmbridge.gov.uk/leisure-and-culture/countryside/>

### **Litter**

The situation with litter in Oxshott and Elmbridge at large is getting steadily worse. We used to take more pride in keeping our environment tidy, but now rather than keep litter in their vehicles and dispose of it at home people just throw it out of their windows. I suppose they still want a clean environment but think that someone else will be there to clean up after them. Other offenders include young people throwing drink cans and chocolate wrappers away and contractors discarding their lunch wrappings.

Elmbridge have a new cheaper contract with Veolia but their cleanup operations are reduced. Fortunately those with internet access can go onto the Elmbridge website and report litter. When FEDORA received a complaint about litter in the station approach I reported it on the website and it was cleaned up within a few days and I received a confirmatory email within a week. It may not be effective to telephone Elmbridge directly because the email probably goes direct to the contractor rather than Elmbridge.

### **Donations**

Thanks to the generosity of our members FEDORA, in line with the objectives of maintaining and improving the amenities of Oxshott village, has been able to award grants of £2,000 each to the Oxshott Choral

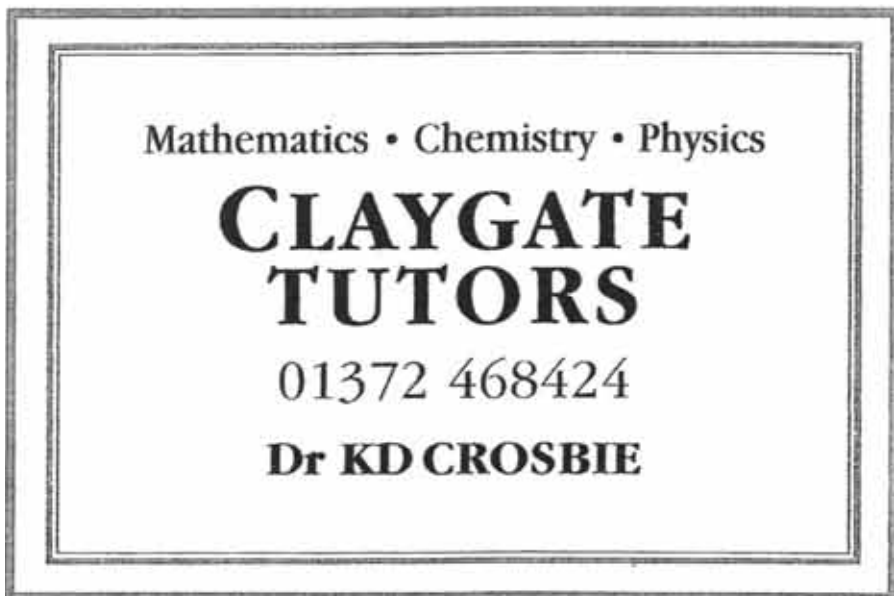
Society to defray the costs of sheet music, and St Andrews Pre-School for improving the play area behind St Andrews Church.

### **Council Tax and Waste Disposal Charges**

Council tax has increased by 3.5% this year, considerably more than inflation, but side by side with this increase has come a reduction in services provided. For some years now payment has had to be made for the collection of garden waste, and now charges are being introduced for other categories of waste. It would be interesting to know by how much council and contractors' wages have risen over this time?

### **Oxshott Calendar**

Our management committee has come to the opinion in this paperless age that there would be only limited demand for an Oxshott wall calendar but it will be produced, and anyone who would like to view / buy one can contact the chairman by email on [chairman@fedora.org.uk](mailto:chairman@fedora.org.uk), or for those without email by telephone on 01372 842873.



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# Things that go bump in the night

*by Stephen Spark*

The railway has always been part of my life. It could hardly have been otherwise, for my great-grandfather had been a station master in Weardale, my father published a magazine called *European Railways* and the family house stands next to the line between Cobham and Oxshott.

Some of my earliest memories are of waving to the driver of the daily goods train and getting a friendly wave in return. One crisp January morning in 1965, my father took me to Cobham goods yard to watch the angular Q1 class locomotive, oozing steam from every leaky pipe and pore, fussily shuffling weatherbeaten coal wagons about the sidings for the last time.

Steam's rule on the Southern Region ended in July 1967, but while the engineers were installing electric rails on the main line through Basingstoke, the expresses to Bournemouth and Weymouth were diverted through Oxshott. For a few weekends in the summer of 1966, OVS Bulleid's powerful 'West Country' and 'Merchant Navy' Pacifics, hauling rakes of gleaming green coaches, laid wreaths of steam over the pine trees. With all these extra trains, the signalman at Cook's Crossing worked up a sweat manhandling the wheel that opened and closed the gates across Littleheath Lane. In addition, several steam-hauled enthusiasts' specials passed through on their way to tour doomed branch lines in Hampshire and Sussex.

One sad night I glimpsed from my window a trio of rust-streaked steam engines being hauled away on their final journey. Perhaps their destination was Dai Woodham's vast locomotive graveyard in Barry, South Wales. Woodham bought hundreds of British Rail's redundant engines but rarely cut them up, allowing many to be rescued by enthusiasts and put to work on lines like the Bluebell and Mid Hants railways.

After 1967 there was little to watch apart from half-hourly processions of workaday commuter trains, jammed full of besuited, bowler-hatted commuters – a sight rarer than a steam engine today. Occasionally, though, a diverted express complete with buffet car raced past, leaving in its wake a heady scent of hot oil and ozone. These 1930s electric trains were nicknamed 'Nelsons' for their 'one-eyed' look and their connection to 'Pompey', as railwaymen called Portsmouth.

But it was at night that the excitement started. On cold winter evenings a mysterious and antique-looking train crept along to spread deicing fluid on the electric conductor rail. Winters were surely colder then, and trains often struggled to make it up the gradient to Oxshott.

On frosty mornings I could hear the first train starting off from Effingham Junction. By the time it was grinding past Stoke D'Abernon a crackling sound like tearing paper was filling the air accompanied by a thrilling display of blinding flashes and sparks. As the train staggered past at walking pace, every detail indoors and outside was thrown into sharp relief by the brilliance

of these electric pyrotechnics.

Those 1950s slam-door trains were utilitarian, but tough and reliable, and they always got through eventually. Station staff often lacked the customer service polish we expect today, but professional pride drove them to keep the trains running at all costs – except when they were on strike, of course!

For trains to run safely, the track must be regularly maintained. Network Rail is still catching up with arrears of maintenance built up by its predecessor, Railtrack, which in the early 1990s allowed the condition of the railway to deteriorate alarmingly. At our local stations you could see wooden sleepers that were completely rotten, rail fastenings lying loose on the ballast and weeds growing through the track. We were fortunate that no serious accident occurred in those dark days.

The only evidence of railway maintenance most of us see is a sign warning that our travel will be subjected to that depressing necessity, the “rail replacement bus service”. The action takes place in the small hours. One night in early June I became aware of a high-pitched asthmatic whistle accompanied by a lawnmower-like drone and a low munching sound. After a few minutes a pattern of lights flickered across the ceiling. An alien invasion, perhaps? A glance outside did indeed show something akin to a spaceship, with control cabins fore and aft full of multi-coloured lights and screens. Inside, dark figures flitted to and fro in the shadows as the machine stopped, crunched, and moved forward slowly but relentlessly.

It was no spaceship but a ballast tamper, which keeps the track – properly termed the ‘permanent way’ – in good shape. Compared with past methods, it is a lot quicker and quieter (my wife’s slumbers were undisturbed). No one could have slept through British Rail’s old ballast cleaner, though. Like a bucket dredger on wheels, this contraption scooped stone from the trackbed, vibrated the dirt out of it and dumped it via a conveyor belt into wagons. It announced its presence with unearthly screeches and banshee wails that set your teeth on edge. Ornaments danced on the shelves as we were subjected to a din like stones being thrown at a tin roof. Scarcely any better was the flail, which lashed out at vegetation with a whirling chain, smashing everything in its path. The sound of cracking saplings was bad enough, but the sight the next day of its vandalistic handiwork was even more distressing.

Track-laying today is mostly automated, but 40 years ago a big permanent way gang was needed to replace the rails and sleepers. One morning in 1975 I rose early to watch them in Oxshott station. It was hard, dirty, dangerous work, yet no one wore anything more protective on his head than a flat cap. Tea, delivered along the platform in buckets, was swigged out of tin mugs. They rode, with a swaggering, piratical air, on big hopper wagons codenamed Whale, Walrus, Dogfish and Sea Lion, letting out just the right amount of Meldon Quarry granite to provide a support for the track. When the crane broke down, after a shaft punched through the cab roof, the men went off to play football on the heath. Some asked me where they could find the nearest pub! Downing a couple of pints in the Victoria would lead to instant dismissal in today’s more safety-conscious environment. The last act in the drama was

to weld the rails. The welder's face was transformed into an Old Master study of concentration as he crouched in the darkness, lit by the glare of his oxy-acetylene torch.

Defects are discovered electronically now, eliminating the need for the ganger to walk his 'length' to spot problems, equipped with little more than a sharp eye and long experience. It was reassuring to hear his feet crunching on the ballast, punctuated by the odd 'tunk' as he hit a loose fastening back into place. Like the clickety-click of trains on jointed rails and the staccato clanking and chattering of goods wagons, those sounds have disappeared from the modern railway.

Safer and quieter it may be today, but the noisier, smokier railway of the past was more characterful. No doubt, 60 years ago villagers were waxing nostalgic about the disappearance of the gentle clip-clop and rumble of the horse and cart they remembered from their childhood. Perhaps in another few decades, Oxshott's inhabitants will be reminiscing about the long-vanished sounds of cars and aircraft!



*Author and roadrailer crew, Oxshott, 28 June 2009*  
© Sudha Spark



*Ballast train crew, Oxshott, 24 March 1975*  
© Stephen Spark



*Bulleid Pacifics 34019 & 34023 + enthusiast special, passing Irene Road, 16 October 1966  
© Robert Spark*



*Diesel shunter and crane from Warren  
Lane bridge, 24 March 1975  
© Stephen Spark*



*Q1 class loco with coal train, Cobham goods yard.  
January 1965 © Robert Spark*



*'Nelson' express unit Waterloo-Portsmouth Harbour,  
passing through Cobham, July 1969  
© Stephen Spark*



*Tamping machine, Oxshott station, 25 March  
1975 © Stephen Spark*



*Relaying track, Oxshott station, 24 March 1975  
© Stephen Spark*



*Signalman and gate wheel, Cook's Crossing,  
1973 © Stephen Spark*





*Roadrailer crew tea break, Oxshott, 28 June 2009 © Stephen Spark*



*Track relaying crane, Oxshott, 24 March 1975 © Stephen Spark*



*Track relaying from Warren Lane bridge, 28 June 2009 © Stephen Spark*



*Track relaying from Warren Lane bridge, Oxshott, 28 June 2009 © Stephen Spark*



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# MEMORIES OF OXSHOTT

*by Tony and Millie Langley*

As related in an article in FEDORA headed 'The Way Things Were: A Postcard View' Copsham Cottage, in about 1900, was incorporated into the estate known as Copsham which became the home to Sir Herbert Cook. It was to this cottage which, from the photograph appears to have undergone some alteration, that in about 1902 my grandfather, Frederick Card as Head Gardener, together with wife Ellen, son Arthur and my mother, Minnie, moved.

In about 1927 I visited Copsham and whilst I cannot claim any memory of the event, enclosed copies of family photographs show various areas of the gardens.

During the thirties I spent some part of the 'summer holidays' with my grandparents who had left Copsham and were living in Milbourne Lane, Esher, and well recall the sand, the ferns, the flies and the rabbits on our walk to Round Hill.

A few years ago I did visit Oxshott to find that the area previously occupied by Copsham is now the Sunrise Care Home and that the A3 appears to have been driven through part of the former estate.

My only other memory of the area is that I was told that General Evangeline Booth, of the Salvation Army, had property adjoining Copsham on the Esher side.

Before she died, in 1982 my mother recorded some of her memories of life at Copsham, which I attach. Whilst these are somewhat rambling I think that aged over 90 when she wrote them down she might be excused.

'My father was Head Gardener to Sir Herbert Cook and we lived in a cottage in the grounds and were surrounded by pinewoods and commons.

When Sir Herbert bought the farm he had cottages built, one for the farmer and his family, one for the lady housekeeper and one for the laundry maids.

In one field a studio was built for his children and, when the Russian Revolution took place Prince George, a very nice young man, who had previously stayed at Copsham, used to practice the piano in the studio. Sir Herbert also had a revolving summer house built in which the children would take their lessons when the weather was suitable.

The first cottage we lived in at Copsham was burnt down on Primrose Day, April 19th 1902 and until the new house was built we lived in Oxshott but I still went to school in Esher which I left in 1906.

Each morning started with a religious lesson and one morning a week the Rector gave us a lesson. May Day was celebrated with the May Queen and Jack in the Green and we sang May songs. Empire Day, May 24th, was a holiday and on Ascension Day we would have the afternoon off.

School holidays were a week at Easter, two days at Whitsun, four weeks in summer or, if the school was being decorated, six weeks and two weeks at Christmas.

Lots of noted people used to stay at the big house including the King of Portugal, a Count from Russia and another from Belgium, Captain Scott and an Indian Prince who gave my father and I our first ride in his red motor car in which he took us to the village and back

Sir Herbert and Lady Cook's two daughters were married at Richmond, where the family had a house, and we were all invited together with former servants who had been pensioned off. We had lovely times at the weddings.

Our village was a very pretty one with nice shops and people and plenty of dancing, roller skating, pictures and various other activities in the village hall. Bonfire night was lovely. A huge bonfire, fireworks and tar barrels.

Following school I took up dress making and, during this time Sir Herbert would send my Mum and Dad for a holiday at Studland Bay. Whilst they were away I used to have to sleep in the big house and have my meals there. I had a lovely time - a cup of tea in bed in the morning and thoroughly spoilt with the girls.

At one time my boyfriend was a footman in the big house. When he left he was employed at St. James's Palace where he served the Prince of Wales, later the Duke of Windsor.

There was no church in Oxshott although one was built later where I prepared for confirmation which was carried out by the Bishop of Guildford in Cobham Church.

At one time gypsies camped in the nearby woods and, on one occasion, I saw a bear at the back of one of the caravans.

My Grandfather Card served in the Crimea War.

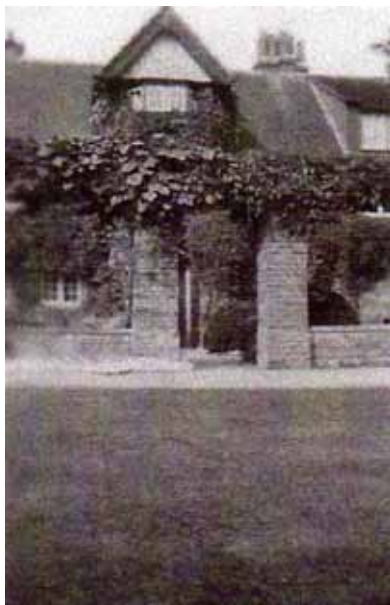
During the Boer War several young men from the village enlisted. Some served in the CIVs, The City of London Volunteers. When Ladysmith and Mafeking were relieved one shop in the village decorated with their names and with flags and with the words 'Bravo Ladysmith, Bravo Mafeking. The fire engine was brought out and the butler from the big house rode on it ringing the bell.

The songs that I remember from the period were 'The Boers have got my Daddy', 'Goodbye Dolly I must leave you' and 'When we shouted Rule Britannia'.

During WWI my brother, Arthur, was killed on 20th December 1917 and is buried at Hermies Hill War Graves Cemetery. I also lost six cousins.'



*About 1927*



*Copsham taken from the stable end*



*The Lavendar Walk*



*The re-built Copsham Cottage*



## ROYAL BRITISH LEGION POPPY APPEAL

We have a very loyal band of door-to-door collectors in Oxshott but there are still a few areas not covered by collectors (parts of Leatherhead Road and Steels Lane, Heathridge Green, Links Green Way, Littleheath Lane, Clarendon Park and others) so if you are interested in volunteering for this most worthy cause please contact:

Sandra Collard, Oxshott Area Organiser, on 01372 842687 / collardoxshott@outlook.com

Collections take place any time from 29th October until Remembrance Sunday on 13th November.

The residents, schools and businesses in Oxshott are very generous and the amount collected in Oxshott in 2015 was £4066.

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## **New local Running group**

Sponsored by Run England with the support of the Oxshott Village Sports Club, there is a new local running group in Oxshott.

Started in January on a Tuesday morning, the aim is to take anyone interested in getting fit to try running as an option.

If you already run or are looking to get started, or want to add to your fitness for other sports, come and join a regular training group.

Dee Smale, a highly experienced club runner and a Run England Leader, will take you through your first steps and beyond.

## **Come train with us**

We are back on the 13<sup>th</sup> of September at the

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# **Oxshott Village Day Donates to Cobham Area Foodbank**

*by Felicity Bond*

Oxshott Village Day on 2nd May was a great success, and as usual, the organisers were pleased to be able to make a donation to a local charity. The chosen beneficiary this year was Cobham Area Foodbank, which also covers Oxshott, Stoke d'Abernon, Downside and The Horsleys. The formal presentation took place recently, when Carmen Robinson, the founder of OVD, handed over a cheque for £3,000 to Hugh Bryant, the Cobham Area Foodbank General Manager.

Hugh was delighted to accept this major donation and explained that the money would be put to good use. Although all the volunteers are unpaid, the operating costs are considerable. The collection, warehousing, distribution and transportation of supplies all cost money and demand for this essential community service continues to grow.

Unexpected events like illness, sudden unemployment, family breakdown and low pay combined with rising rental costs can leave people struggling to put food on the table. Hugh said "Ordinary, hard-working families on low incomes can suddenly find themselves in desperate straits when confronted by an unforeseen expense". Those in need must obtain a voucher from one of over 20 professionals and agencies authorised by the Foodbank to assess need, in order to access the Foodbank, and this service is a lifeline for families who are unable to cope.

Each food voucher is exchanged, without charge, for nutritionally balanced food parcels sufficient to provide food for all the adults and children specified in the voucher, for a week; the Foodbank opens each Friday lunchtime. There is no limit to the number of vouchers each client may obtain, so long as they are hungry, but unable to afford to buy food.

Hugh said that they are always looking for keen volunteers to commit to working in a number of roles, including warehousing, transportation and distribution (which requires special training). If you feel you could regularly spare a few hours, you can get in touch with him by email at [manager@cobhamarea.foodbank.org.uk](mailto:manager@cobhamarea.foodbank.org.uk), or telephone 01932 450282. Each week a list of the groceries and other household items most needed can be found on the Foodbank website, or on Twitter @CobhamFoodbank, or on Streetlife. Drop-off points include Waitrose Cobham, Sainsbury Local in Cobham, Starbucks and any of the churches in Cobham, Oxshott, Stoke d'Abernon and East Horsley.



Pictured at the presentation, in front of the newly liveried Foodbank van, are (from left) Christina van Roest, Foodbank Trustee, Hugh Bryant, General Manager, Cobham Area Foodbank, Carmen Robinson, OVD Founder, and Felicity Bond, OVD Publicity.

The 10th Oxshott Village Day will take place on Bank Holiday Monday 1st May 2017 – so join us then for yet another great family day out. For details visit [www.oxshottvillageday.com](http://www.oxshottvillageday.com) or follow us on Facebook and Twitter.

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# BRIDGE CHAT

*by R. Clair Sexton EBU Professional Teacher*

## **Stayman**

If you have a 4-card major suit and your partner has opened 1NT (any range), you cannot respond in that suit because to do so, you need a minimum of five cards.

So in order to discover if you have a 4-4 fit you need the convention devised by Sam Stayman.

It is so well known that I will only emphasise a few points:

- It is **ONLY for 4 card** majors. (With a few rare exceptions, most notable with a 5-4 shape in the majors),
- It normally requires a **good** 11+ HCP, because the bidding may not die until 2NT is reached. (As responder it is usually best to pass with a balanced 11HCP. Only raise to 2NT with 12HCP, or 11HCP and a 5-card minor),
- A 2C response can no longer be used as a weak take-out,
- If the opening NT bid is doubled for penalties, you need to discuss with your partner a rescue system.
- It can be used over a 1NT overcall, and over a 2NT opening bid.

## **Jacoby Transfers**

The second convention, Jacoby Transfers, is now in general use.

It is used after a 1NT or 2NT opening bid (or 1NT overcall) when you have a **5+ card major suit**.

Those who know me appreciate that I am against teaching lots of conventional bids, but this is so useful that its merits inclusion in any player's bidding system.

It is a simple idea with far reaching consequences. It makes NT bidding far more accurate in several circumstances.

The basics are that a response in the **red suits** is a **demand** for partner to bid the next suit up.

The complete response list is:

- |   |            |  |
|---|------------|--|
| • | 1NT - 2C   | Remains as Stayman,                        |
| • | 1NT - 2D   | Is a transfer to Hearts,                   |
| • | 1NT - 2H   | Is a transfer to Spades,                   |
| • | 1NT - 2S*  | Shows (usually) exactly a balanced 11 HCP, |
| • | 1NT - 2NT* | Shows (usually) exactly a balanced 12 HCP. |

\* In both these cases the responding hand will not have a 4 card or longer major suit. It is useful to remember that using Stayman and Transfers together, there will no longer be any direct weak take-outs.

The two most significant advantages of using transfers are:

(1) When responder is weak it transfers the play to the stronger hand which remains out of the view of the defenders. Also the lead may be from a more favourable direction.

E.g. with	Q10xxx xx Axxx xx	Bid:	<u>Ptn.</u> 1NT 2S	<u>You</u> 2H (transfer) pass
-----------	----------------------------	------	--------------------------	-------------------------------------

(2) There are many responding hands that contain a 5 card major, are essentially balanced, but only hold 11 or a poor 12 HCP.

Traditional Acol says that these hands have to be bid 1NT - 3H/3S, which is game forcing, when the two hands together only hold 12 HCP (opener) + 11 HCP (responder).

Transfers remove this problem!!

E.g.with	xx AJxxx Kxx QJx	Bid:	<u>Ptn.</u> 1NT 2H	<u>You</u> 2D (transfer) 2NT*
----------	---------------------------	------	--------------------------	-------------------------------------

\* This bidding sequence tells partner that you have a 5 card heart suit and enough HCP to bid 2NT - a very accurate picture. He can now choose the final contract with certainty.

With 11 HCP and a six card Heart suit the second response would be 3H, not 2NT,

With 13+ HCP and a five card Heart suit the second response would be 3NT, not 2NT.

I hope you can now appreciate that using these two conventions together, it is possible to have a range of responses to NT opening bids that accurately describe your hand, leading to more makeable contracts.

Due to available space, these notes have left many other opportunities unsaid, but if you wish to pursue these ideas further, please contact me and I will send you further more detailed notes.

If you would like any advice, please feel free to telephone 01372 843 846, or send an e-mail to [reginald.sexton@ntlworld.com](mailto:reginald.sexton@ntlworld.com)

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# Oxshott Village Sports Club

## Summer of 2016 – Inspiring Year of Sport

This summer has certainly been an inspirational year for sport with the Olympic Games being the most successful ever for a GB Team. But you don't need to be an Olympian to enjoy your sport! We have had our own successes to celebrate at OVSC with our junior sections especially excelling this year.

Our junior tennis teams have been triumphant in the Surrey League competitions, with our 8 & Under, 9 & Under mixed teams and 12 & Under girls team all winning their Surrey Tennis Leagues whilst the 10&U and 16 & Under girls came second in their leagues. We hope this is a sign of the future for these talented young players and that they will continue to develop their tennis skills both through the excellent coaching offered at the club and the team and social play available.



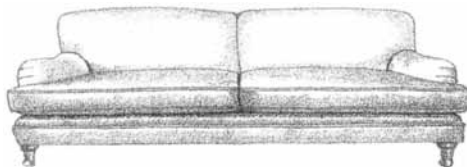
Many of the team members also played in the successful week long annual junior tennis tournament held in July. It was a glorious week when the sun shone for each day of the tournament and culminated in a BBQ and prize giving.

The Colts at Maori Oxshott Cricket Club have also had a hugely successful summer. An exclusive training session at the club courtesy of ex-West Indian captain, Gordon Greenidge and ex-England fast bowler, Devon Malcolm, complemented the training programme which had started over the Winter with indoor nets and continued with Friday night sessions for all Colts throughout the Summer. All the hard work was rewarded with a fine season on the field, particularly for the youngest teams. The Under 8s, 9s and 10s all finished top of the Gladys Chitty League in their age group, with pride of place to the Under 8s who won all nine of their matches in an unbeaten season.

The Academy team of MOCC U19 year olds visited La Manga on a week-long cricket tour which provided fantastic experience and great fun, and ten younger colts had the excitement of representing the Club at the One Day International between England and Sri Lanka at the Oval. Although the weather necessitated a short interval so there was no opportunity to entertain the crowd with their cricketing exploits, they had a great day out – and saw an England win!

Remember you don't need to be an Olympian to enjoy your sport. OVSC welcomes new members to all sections at all levels with coaching available in many of our sports.

For further information please contact Fiona or Sarah on 01372 843652 or email: [office@oxshottsports.com](mailto:office@oxshottsports.com).



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## MEMBERSHIP SECRETARY

Renewal of your annual FEDORA membership is due for the 12 months from 1st January, 2017. It would be a great help, and would also save considerable postage, if you could kindly use the form below and send your renewal to me as soon as possible. Your membership contribution is important - FEDORA has no other source of funding.

Alternatively you can pay by internet banking Account Name: FEDORA, Sort Code: 20-90-56, Account Number: 80164445, but please use your surname and postcode as reference (so that we know who the payment is from) and send a confirming email (to advise payment) to [membership@fedora.org.uk](mailto:membership@fedora.org.uk) with the information from the form below.

Even if your Residents' Association is already a member of FEDORA, why do you not consider joining so that you personally can be an active participant in FEDORA?

Please don't forget to mention FEDORA to our advertisers when you make an enquiry or use their services. Their support is essential for the magazine to continue.

Thank you very much for your support.

Rita Clarke

### 2017 Membership Application / Renewal

Please send this form with your remittance (cheques payable to "FEDORA") to:  
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## OXSHOTT VILLAGE CENTRE

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Notice of any matter you wish to be  
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