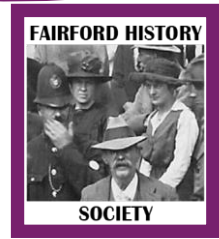


100<sup>th</sup>  
issue !!

# Fairford Flyer No 70 January 2025



*Best Wishes for 2025 to all FHS members!*

The Fairford Flyer - the FHS newsletter started in July 2005 and was issued in January and July up until January 2020 when the 30<sup>th</sup> edition was sent out. In April 2020 Fairford Flyer Extra was started from issue No 1 and these were issued fortnightly and then monthly to keep members in touch during the Covid pandemic while no meetings could be held. After the pandemic the monthly newsletters seemed popular so were continued and were renamed as Fairford Flyer again from January 2023 but the numbering continued so this issue, is after careful calculation, is the 100<sup>th</sup> issue.

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FHS membership runs from September to August and remains at £5. Visitors are always welcome at meetings at £3. You can pay your subscription at the meeting or by bank transfer, Lloyds Bank, sort code 30-92-06 A/C Fairford History Society No 02170130). You can also leave the subscription at the Community Centre in the FHS post slot by the FTC office door. Regretfully from 2025 we are no longer able to accept cheques as Lloyd's Bank is now charging 60p per cheque deposited to charity accounts.

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## FHS Meetings 2025

All meetings are at 7.30 pm in the Farmor Room, Fairford Community Centre on the third Thursday of the month, (except for January and February 2025)

## 2025 Programme

**16 January** History of Christmas and wassailing by Robin Burton (**afternoon meeting at 2.30pm**). Beverages and biscuits will be served from 2pm before the meeting.

**20 February** Along the River Coln in Fairford - Edwin Cuss (**afternoon meeting at 2.30pm**). Beverages and biscuits will be served from 2pm before the meeting.

**20 March** John Putley on a topic yet to be decided.

**24 April** (4<sup>th</sup> Thursday) Maps and LiDAR imagery for historic studies in and around the Fairford and Cirencester areas by Peter Vujakovic of *GlosGeog* (Gloucestershire Branch of the Geographical Association)

**15 May** Fairford's part in the Second World War by Chris Hobson

**22 May 2.30 Cirencester Civic Society is giving FHS a guided walk in Cirencester - more details later**

**7-8 June Fairford Festival**

**19 June** AGM Show and Tell

In July Syd Flatman is giving Cirencester Civic Society a guided walk round the town, FHS to provide teas

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## An article from the first issue of the Fairford Flyers

Fairford Flyer 1 July 2005: *Australian Visitors*. A gentleman from Brisbane Australia and his 15 year old son contacted FHS recently having seen details of the Fairford History Society on our website. Harold Hope and his son Cameron were visiting Fairford to retrace their English roots. Apparently, at the turn of the 20<sup>th</sup> century, Harold's grandfather (Charles Lowther Hope) lived in East End. Harold knew that one of his grandfather's siblings had emigrated to Canada

*and another to Australia, but wondered if any other relatives were still here. Before he left, Harold kindly donated a copy of the book "Farmor's School" by H W Hedges, published in 1938, and some copies of The Carnival and other photos.*

Here is a bit more about Charles Lowther Hope. Since that visit in 2005 another branch of the Hope family from Australia contacted FHS and we were able to put him in contact with Harold Hope.

HOPE, LOWTHER CHARLES (1892-1969), manufacturer, was born on 4 August 1892 at Fairford, Gloucestershire, England, one of five children of George Morfield Hope, an illiterate gardener and domestic servant, and his wife Mary Ann, née May. Charles was educated at the local Farmers' Endowed and Church of England schools until he was 12 years old. Determined to become an engineer, he helped out at a blacksmith's shop in his spare time. After labouring for two years on his father's farm and attending night-school, he served an apprenticeship in a small coach body building factory at Fairford [Constables]. During this period he developed into a resourceful, practical and 'tough' individual, being influenced by his mother who stressed that hard work and independent action would reap their rewards. Aged 17, he was employed as an engineering smith by a vehicle body building factory at Farnham, Surrey. Six months later he went to Hooper & Co., London, where bodies were made for Daimler and Rolls-Royce vehicles. In 1910 he joined his elder brother Stanley at another motor-body works at Coventry.

Concluding that, if he were to make his fortune, he needed to emigrate, Hope read about the British colonies and Australia became his preferred destination, especially after his uncle John May returned from New South Wales with stories of opportunity. Sponsored by May, he reached Sydney in 1912 to find opportunities somewhat limited. He took a succession of jobs in Sydney and at Warialda, and cut sugar cane along the Richmond River, before finding work, first as a blacksmith, and then in a coach and body building factory at Lismore. There, in 1914 he opened his own business, Charles Hope Ltd, making sulkies [lightweight carts used for racing] and motorcar springs. On 11 September 1915 at St Andrew's Anglican Church, Lismore he married Gladys Hart; they were to have three children. On the outbreak of World War I, he obtained a supply of spring steel and expanded his business (under the trade slogan, 'Hope springs eternal') through agents at Newcastle, Sydney and Brisbane.

In 1921 he visited England to examine engineering and design developments, and to acquire spring-making machinery. He opened the Monarch Engineering Works in Brisbane in April 1924 to manufacture springs for motor vehicles and railway rolling stock; he also diversified into iron and steel fabrication, as well as electroplating. Drawing upon his flair for technology and design, he ordered special presses to meet the demands of various clients. Hope continued to improve his techniques, and learned much from his trips in 1925 and 1929 to Britain and the United States of America. In 1927 he had opened a spring factory in Sydney and soon claimed to be supplying about 80 per cent of springs required by motorcar importers. That year, realizing that profits could be made from producing a light utility vehicle, he sent for his younger brother Harold, a body-designer, and Hope's Body Works Pty Ltd was established. In 1932 the factory and the works were merged. The Depression and a large, unpaid order by General Motors-Holden's Ltd severely affected Hope's operations. Following a brief entry into the Melbourne market, he concentrated on Queensland. Recovery was helped by Harold who designed a body to fit the new Morris (People's) car.

The design and manufacture of domestic refrigerators became Hope's next challenge. By 1939, with the help of a European designer, he was producing a kerosene-powered, air-cooled, absorption refrigerator. During World War II manufacturing was interrupted to allow his Brisbane factory to service American military vehicles, at considerable profit. Production of the Charles Hope Cold Flame refrigerator resumed in 1946; by 1953 he had supplied over 100,000 households. Charles Hope Ltd, floated as a public company in 1948, kept innovating. A contribution was made to door insulation through development of a laminated plastic, Panelyte, made under licence from 1952. Hope's postwar motor-body business prospered, aided by a Brisbane City Council contract for the bodywork for its buses. In the mid-1950s the company was also assembling Austin 95 motorcars for the British Motor Corporation. By 1960 Hope was prepared to enjoy his success. In that year his company, one of Queensland's largest metal industries, was sold to Australian Consolidated Industries Ltd on

the basis of two A.C.I. shares for every three of Charles Hope Ltd's – or, as Hope put it, the equivalent of 'a million and a half b– quid'. He retired in 1962.

Keenly interested in sport, as a young man Hope had tried cricket, soccer, boxing, bare-knuckle fighting and bicycle racing. In 1948 he established the Cotswold Hills Thoroughbred Stud at Toowoomba. President (from 1960) of the Bloodhorse Breeders' Association of Queensland, he remained active in horse and cattle breeding after retirement from business and published an engaging autobiography, *Hope Springs Eternal* (Brisbane, 1965). He died on 18 April 1969 at Toowoomba and was cremated; his wife, son and one of his two daughters survived him.

[Extracted from the Australian National Biography]

## NEWSPAPER CLIPPINGS

***Gazetteer and New Daily Advertiser*** January 9, 1766

*On a visit in Gloucestershire, about a week ago, in Fairford, I observed a sort of a warehouse not much unlike a wheeler's shop. Though stocked with cheese; for at the entrance, there was a bench with a brown earthen pot, in it a brush, and a ruddy paint, with which a man brushed over and painted the edges, and about an inch round of each cheese (of which there was a great number piled up). On my asking the reason, the answer was that the factors for London would not buy them unless so done. What an insult this on Londoners! To suppose they are tasteless and almost blind. At best, this paint can be of no service or improvement to the cheese; but possibly may be pernicious to the eater; therefore worthy the public's notice.*

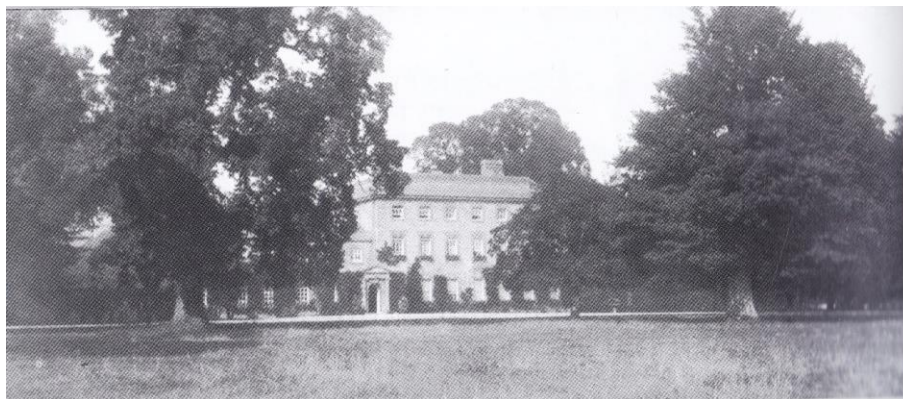
*From this, reasonably it might be inferred, that the factors invented this practice to deceive and impose on the ignorant, etc. consequently factors and brokers, are, in such cases, a nuisance to the public; An they are the chief cause of scarcity (in the midst of plenty) of all necessaries of life; were they to be banished, am growers were obliged to bring corn etc. to open markets (and no proprietor of a mill for grinding corn was permitted to buy so as to act the mealman) then the poor labourer, (who now with family are starving) would have chance of buying bread corn at a market price; and were public bakers obliged to bake honestly, happy were it if these were so for the poor; and that it soon may be is the since wish of Y  
Yours - a Lover of Industry  
Bath 6 January*

***Bath Chronicle and Weekly Gazette*** 8 January 1767

*We hear from Fairford in this county, that Mrs Lambe, Lady of the manor, supplies the poor of that parish regularly every week with wheat at 5s a bushel.*

***Wilts and Glos Standard*** 16 March 1889

*THE TREES IN FAIRFORD PARK – During the life of the late J. Raymond Barker, Esq., the trees in Fairford Park were his peculiar care and pride. Certainly, nowhere in this county could the trees in this park be excelled for beauty and perfection of form and growth. Alas! They have had their day. The beautiful beeches, the pride and boast of the neighbourhood, have been denuded of their lower branches, and trimmed up like the trees in a hedgerow of modern high farming. The artists who delighted to sketch those lovely trees may now retire, and make their bow to tears.*



Fairford Park in 1890

## The Queen 30 March 1889


Col and Mrs Porter left Barton Lodge, Oxfordshire and gone to reside at Fairford Park, Gloucestershire which they have taken on a lease.

[*The Queen: The Ladies Newspaper and Court Chronicle* or simply *The Queen* was a magazine created in 1864 in London. The title became "Queen" in the 1950s, then "Harpers and Queen" in the UK and then part of the British Harper's Bazaar. This is a useful article in that it pinpoints the date that Colonel and Mrs Porter moved into Fairford Park after the Raymond-Barker family rented it out. Colonel Porter died in 1902 and was buried in Cornwell, Oxon and Colonel A J Palmer moved into Fairford Park.]

## Gloucester Journal 3 June 1854

**GREAT BRITAIN TO AUSTRALIA.  
CARRYING A MAIL.  
NOTICE TO PASSENGERS AND SHIPPERS.**

**The "GREAT BRITAIN," S. S.**

 Will be despatched for MELBOURNE, PORT PHILIP, 10th June, booking passengers for Sydney, Adelaide, Launceston, and Geelong. Cargo can now be sent alongside.

**PASSAGE,—£30 to 70 Guineas.**

No Cargo will be received after Monday, 5th June; no *extra* luggage after Tuesday, 6th; no other luggage (hat boxes and carpet bags excepted), after Wednesday, 7th. All Lower Cabin passengers must be on board the vessel, in the Wellington Dock, by nine A.M. on Friday, the 9th June, to be passed by the Government Inspector. The Ship will leave the Dock and proceed to sea on Saturday, the 10th June.

Letters can be posted at any Post-office, but must be addressed "*per Great Britain via Liverpool,*" prepaid. Newspapers must each have on a 1d. postage stamp.

Apply to GIBBS, BRIGHT, and CO. Liverpool.

Note: When she was launched in 1843 the SS *Great Britain* was the largest ship in the world and the first screw-propelled, ocean-going, wrought iron ship. Designed by the famous engineer Isambard Kingdom Brunel, the SS *Great Britain* was built for the luxury passenger trade between Britain and America. In 1852, Gibbs, Bright & Co. purchased the SS *Great Britain* to use for carrying emigrants to Australia. After being converted to carry cargo, the ship transported a variety of exports such as coal and wheat between England and the west coast of America from 1882. Due to the extraordinary distance, the ship was confronted by the wildest sea conditions in the world. In 1886, storms off Cape Horn badly damaged the SS *Great Britain* and forced her Captain to seek shelter in the Falkland Islands, the first port of refuge. The ship's owners decided that the cost of repairs was far too high and eventually their insurers sold the SS *Great Britain* to the Falkland Islands Company to be used as a floating store. By 1933, the ship was deemed too unsafe even for this. In 1936 she was towed to Sparrow Cove in the Falkland Islands, a remote and windswept beach, where she was left to deteriorate. The ship's fittings were removed by thieves, a huge crack appeared in her side and her only visitors for many years were penguins and picnickers. On 7 April 1970, a team of expert divers managed to re-float the SS *Great Britain*, after spending days plugging holes in the ship's hull and pumping out water. It took two more weeks, working in terrible weather conditions, for the salvage team to secure the ship on to a huge floating pontoon. Finally, on 24 April, the ship began her 87-day voyage back to Bristol across the Atlantic Ocean. The 8,000-mile journey to Avonmouth was the longest ever under tow and the re-floating and return to Bristol beneath the Clifton Suspension Bridge was watched by crowds of spectators and millions on television.

[www.ssgreatbritain.org/our-story/](http://www.ssgreatbritain.org/our-story/)