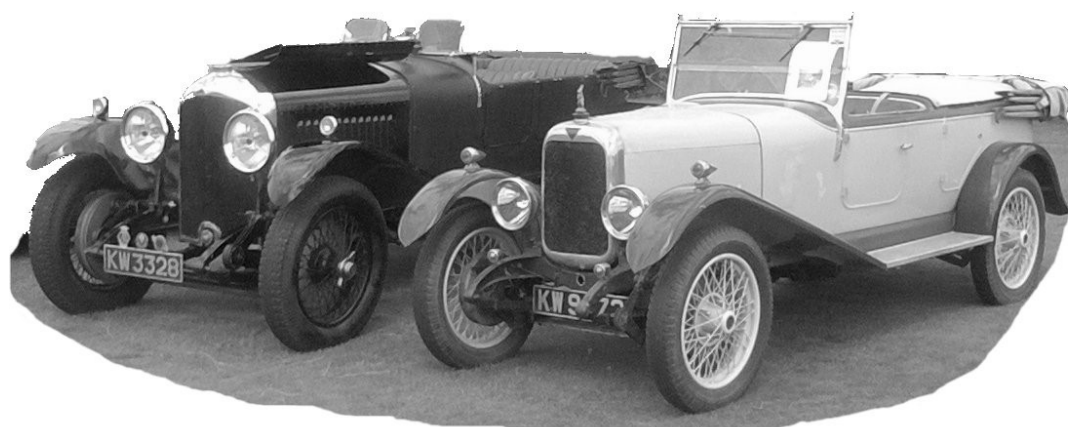
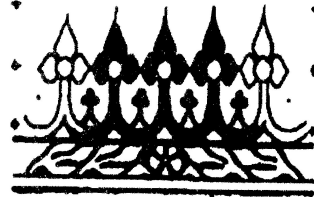


SOMBORNE

and District Society



Summer 2019

Newsletter 163

Somborne & District Society

Contacts

President Terry Mackintosh	Chairman David St John
Secretary Janet Ingleson	Editor David Pennington Snowdrop Cottage Winchester Road King's Somborne SO20 6NY davidpennington1250@gmail.com

DPA 2018 – GDPR Data Policy

<p>What personal data we collect</p> <p>The Somborne & District Society collects personal data from its members comprising name, address, email address and telephone number. Occasionally other personal data may be collected from sources such as attendance lists at events, documentation of personal achievement and publication awards, and records of sales including publications.</p> <p>What we will do with the data</p> <p>The Society will use this data to send members its quarterly Newsletter, and managing events and meetings. We may also use it to send you mailings relating to news.</p>	<p>We may also use your information for data analysis so that we can monitor membership numbers and location. We do not share your data with other organisations.</p> <p>How we will store the data</p> <p>The Society will store your data on a database held by our membership secretary and used in accordance with the Society's data protection policy.</p> <p>Historical Data</p> <p>The Society may also hold historical data for its historical research purposes.</p>
--	--

Chairman's Letter Summer 2019

As the AGM approaches, I look back at the varied and interesting programme that we have enjoyed in the past year. We have learnt all you need to know about cob walls and thatched cottages; we have heard gruesome tales about hanging judges and torture in prisons and the Tower of London; we've learnt what the Romans did for us and we've been in Windsor Castle and under the sea exploring wrecks. At the time of writing we are looking forward to Colin Reeve's account of activities of art thieves and the powers that be in pursuit of them. In addition to all this we have had some enjoyable social events. John and Doreen Rowles once again generously hosted a picnic in their garden. Mike Reynolds organised another entertaining quiz and finally we ate well at the Christmas Dinner and New Year lunch.

Also during the year, I have started to email all members with details of upcoming events so everyone should know what's happening provided they read their emails.

We now look forward to next year's programme which is nearly complete and promises to be equally interesting and enjoyable.

At the time of writing we are still looking for someone to replace Norman Denison who, after many years of loyal service has decided to step down as Treasurer.

David St.John

Editorial

Two longer articles this month, Summer of 79 and hundred years of A, B & C. It's also AGM time, so please consider joining us on the committee.

David Pennington

davidpennington1250@gmail.com

Cover Picture: 1928 4½ litre Bentley and 1926 12/50 Alvis

Somborne's Biggest Event Ever: "The Hampshire Weekend"

Introduction

In 1979, King's Somborne received enormous publicity when, for two days only, the village opened its doors to visitors. The "Hampshire Weekend" was held on the 6th and 7th October when it played host to the residents of the county. The aim was to "Share the delights of this gem of the Test Valley, to share its historic associations and its continuing traditions" claimed the advance publicity material.

The idea was suggested by Cyril Piggott who had attended a similar event elsewhere and considered it appropriate for King's Somborne. He formed a small committee which included the vicar and representatives from the village organisations who liaised with talented individuals and the response was enormous. However, not all villagers were in favour. The Police force was concerned with security of residents' cottages and some individuals called for a village referendum, fearing the impact of so many visitors on the community. However, despite these concerns, all organisations agreed to take part together with a mass of individuals. The venture "United the village in a way that nothing before had ever done" and nearly everyone was involved in one way or another. The committee agreed that the weekend should pay its way and that any profits should be shared between village organisations and the churches.

Following several months of planning, Saturday, 6th October arrived. The weather forecast was uncertain but proved to be better than expected with sunshine and showers. The Police had closed the A3057 in the centre of the village and diverted traffic along the valley through Houghton. Cars from Winchester were diverted along New Lane and free car parks were provided in old vicarage meadow and at the recreation ground. By mid-morning, visitors started to arrive. They were sold a 10p, sixteen-page guide to the events throughout the village and given a map locating them. Tickets cost 25p to visit each venue or £1.00 to visit all of them. Children and senior citizens were half price and some venues were free to all. The events were co-ordinated from a manned central point set up centrally at "Dapples" in Winchester Road to where all emergencies and queries were directed. The balloon race started here at a cost of 20p for a balloon and label.

By early afternoon, huge numbers of visitors from all over Hampshire came to see our village. The event had been well advertised on the radio, in local newspapers and by posters displayed in many villages by helpful parish councils.

Events in public buildings

The parish church sold a guide to its history and displayed its fine needlework. Also, talented members of the congregation exhibited "A Festival of Flowers" which depicted the many facets of village life. This coincided with the annual harvest festival. On each day, a relay of organists gave recitals between noon and 6.00 p.m. and on Saturday evening, a concert featuring The Four C's (a flute quartet led by Robin Soldan) and The Ashton Singers conducted by Julian Macey was held. The audience was highly appreciative and all tickets were sold at 50p for adults and 25p for senior citizens.

Outside the church, the brassband of the First Battalion Wessex Regiment played popular music and finely dressed huntsmen mounted on their horses congregated outside the Crown Inn. There was concern when the band's conductor went into the pub and asked publican Roy Peto (known as "Pete") for thirty-six pints of beer for his musicians.

The village hall, built only four years earlier to a design by local architect Richard Sawyer, housed displays of a wide variety of activities including photography, old agricultural tools, vintage costumes, historic household articles and early Ordnance Survey maps, drawn to a large scale. Local newspapers had been researched for old articles about the village which were photocopied and put on display. Some featured information on local families. One stand portrayed the Andover to Southampton canal at Horsebridge which had been filled in and a railway built which became known as the Sprat & Winkle Line. However, the display which entertained most visitors was that created by the film crew which had been filming the first series of "Worzel Gummidge" in the village. We had all become used to seeing John Pertwee, Aunt Sally, Sergeant Beetroot, etc in the village. The crew exhibited props from the production including the Crow Man's bicycle. Villagers had featured in a number of scenes.

Outside the village hall, John Verrier stood with his immaculately turned out heavy horses and offered rides to all on his cart. The Hampshire Fire Service displayed a vintage fire engine. A steam engine hissed away alongside and a vintage car was on display.

Somborne & District Society

At the school, parents had dressed their children in Victorian costume. They had been busy for weeks preparing displays representing four periods in the life of the village from prehistoric times to the modern era. As their exhibits were on display for only two hours each afternoon, there was no charge to visit this event. School head Mr Vicarage said how delighted he was with the effort made by the children, their parents and the staff.

The old Wesleyan Chapel (now Whitechapel), had closed but the present Methodist Church of 1871 featured flower arrangements which portrayed hymns. These were the work of the Romsey Further Education Flower Arranging Class. The Epworth Hall was not built until 1989.

The old parish rooms were opened for the weekend. They stand in the Cross, opposite Snowdrop Cottage, are owned by the Old Vicarage and became the first meeting room of our society because Dale Goodfriend, tenant of the Old Vicarage, was our vice chairman. The Wessex group of the Great Western Railway Society put on a magnificent display of working layouts together with a comprehensive collection of items and equipment associated with the railway including notices, plates, signals, lamps, time-tables, photographs, etc. This venue attracted an enormous number of visitors, many of whom purchased souvenir items.

Open Cottages

Eight cottage owners had agreed to allow public access where handicrafts were being made and put on display for sale. They were Riverside Cottage, The White House and Manor Farm House all in Winchester Road; The Old Vicarage in Old Vicarage Lane, Braborne in The Cross, together with Froman's Farm House and Bryony Cottage in Stockbridge Road. The Vicarage in Romsey Road was also open.

Visitors were encouraged to enter these cottages through their open front doors, to look around and talk to the artists who were busy on their latest projects.

At Riverside Cottage in Winchester Road, Jean Roylance and Joy Herrett were in the sun room making a variety of decorative articles by delicately hand-battering sheets of copper and pewter. In other rooms, Patrick Stacey was at his wheel throwing pots and Mary Pollock was demonstrating tooling and modelling leatherwork. Meanwhile there was a hive of activity in the drawing room where Henry Clyne was painting and sculpting different breeds of sheep

to the delight of onlookers. Shirley Brooks were pressing flowers and making pictures as well as exhibiting her Victorian style rag-dolls and other needlecraft. Maurice Brooks was making and selling his originally designed wooden toys. Elizabeth Calder of Up Somborne and her friend Mrs Phyllis Gill were knitting garments.

A little further along the road, Leonard Turner was exhibiting a selection of his paintings in The White House. Len was head of art at what is now King's School in Winchester.

The Old Vicarage was a hive of activity. In the hall, our society, which had only been formed 12 months earlier, showed visitors the start of our collection of old photographs and press cuttings, together with recorded interviews with older residents. We produced a folder titled "Aspects" which contained a village guide and details of its history. The large, early Georgian kitchen was transformed into a working Victorian one with scones being baked by cooks in costume. Susan Martin was upholstering a chair in the drawing room and Ann-Marie Hook demonstrated the Swedish method of making unusually shaped candles together with cloth-weaving on her loom. Gillian Hilton was spinning wool on her wheel and Elaine Clyne exhibited her homespun woven fabrics. In addition, Winifred Bright was making lace. The large room was always busy as there was so much to see. In the courtyard, the King's Somborne Woman's Institute presented their cakes and fruit preserves in the groom's cottage and sold copies of a recipe book and household hints which had been prepared for the occasion by members. It sold for 10p and takings totalled £36.21. In addition, a beautiful cake had been made for their raffle which together with other cakes made £102.31.

Nearby, at Braborne (now demolished) in the Cross, Jack Neale opened his apiary to the public and sold honey whilst Audrie Bendall and Mrs Haynes demonstrated their hobby of wine-making. Mrs Brown was also making wicker baskets and selling them.

Meanwhile, on the village green, villager Alan Johnston of the HCC Museums Services was preserving what was thought to be the last otter in Hampshire by taxidermy. It had been run over by a car and brought in by the rather upset driver. Alan lived in Austin's Cross Cottage.

There was another mass gathering at Fromans Farm House where more demonstrations were taking place in the drawing room. Owner Brian Orange exhibited his outstanding large collection of book matches. David King

Somborne & District Society

displayed his paintings and Mary Turner and her friend Audrey Neale were making rugs. Captain Martin, Caroline Dayus, Mrs Thornton, Mrs Carter, Denise Orange, Ida Walford and Delia King exhibited their canvas work, tapestry and bargello, a type of needlepoint embroidery. Outside, Gillian Hilton was caning chair seats and Jackie Chalcraft was making useful objects out of rushes. Also, Colin Francis was selling his allotment grown produce and potted plants.

At Bryony Cottage in Stockbridge Road, Margaret Dent of the Royal Academy was exhibiting her sculptures and Jean Cummings of Horsebridge Lane showed her pottery skills. The village needleworkers Mrs Blake, Chrissie Johnston, Madge Laphorn, Gillian Hilton, Lorna Simms and Diana Drinkwater put on a splendid display and Joan Dowty was making lampshades. In another room of this former terrace of three cottages, members of the King's Somborne Women's Institute craft group exhibited patchwork, quilting and appliqué where ornamental pieces of fabric are sewn onto larger pieces to form a picture or pattern. Most were for sale and the craft group took £25.26. Denise Orange, Caroline Dayus, Jackie Chalcraft and Mrs Carter also exhibited their own craft items.

In 1979, the Vicarage was in Romsey Road and is now named Wisteria. The vicar's wife, Audrey Coates was arranging flowers and exhibiting wrought iron work. In another room, Lady Caroline Hervey-Bathurst was painting and Honoria Marsh displayed various pieces of artistic work.

Due to such a large number of exhibitors, an extra venue was added at the last minute. Manor Farm House in Winchester Road became host to Pam Monk, Mrs Watts and others who were making lace. Tenant Caroline Dayus was showing visitors how to make things out of macramé by knotting string together and Helen Ferrana exhibited her drawings and prints. Strawberry Fayre, a gift shop in Stockbridge High Street manned a stand, one of the four commercial companies to do so, and members of the Women's Institute were making and displaying more of their needlework.

Other activities

Despite the threat of rain, all of the outside activities went ahead as planned. Refreshments and toilet facilities were available at the Crown Inn, the Andover Arms, on Vicarage Meadow and at the village hall. There were several trade stalls in the lay-by along Church Road, on Vicarage Meadow and on the village green including a practical demonstration of brick-making by hand, courtesy of

the Michelmersh Brick Co Ltd. Other stalls exhibited hand-crafted goods such as leatherwork, fishing and fly-tying, wooden sculptures, jewellery, knitting and hand-sewn clothing.

Conclusion

Detailed accounts of the event were probably published in the Gauntlet parish magazine but all copies seem to have been lost. It would appear that each exhibiting organisation or individual kept their own takings but an overall profit of approximately £1,250 (£6,600 today), was shared between the parish church and the Methodist Church, the former receiving £631.40 (£3,300 today). However, the Methodist accounts do not appear to acknowledge this.

Bibliography

“Hampshire Weekend” programme and amendments
Andover Advertiser: 12th October 1979
Romsey Advertiser: 12th October 1979
No report in the Hampshire Chronicle
Historical UK inflation rates and calculator: Google
W.I. minute book and record book 1979
Parish Church accounts 1979
Personal recollections from Glenda Simms, Angela Gentry, Sally Wilson, Ann-Marie Hook, Mary Pollock, David Bevan, David ‘Taff’ Evans, Brian and Pam Gravenor, Marion and Gordon Downing, Pam Monk and Gordon Pearson.

Gordon Pearson

A Hundred Years – Alvis, Bentley and Citroen.

After the carnage of the first world war, the rebuilding started. This had been the first truly mechanised war, more and more people had travelled, used trucks and cars. Various engineers and entrepreneurs, released from war work, looked for new opportunities. In this article we look at three eponymous car companies founded in 1919, all celebrating to some extent 100 years.

Bentley

Wilfred Owen Bentley was born to a prosperous middle-class family and went to school at Clifton College in Bristol. After school his family *purchased* a Premium

Somborne & District Society

Apprenticeship at the Great Northern Railway company in Doncaster. This was common method of training design engineers in those days. Bentley's interest moved to motor-cycles and cars. Eventually he formed a business with his brother (HM) called Bentley and Bentley, which was the importer and dealership for the French make of DFP. Keen to promote the marque, Bentley would race the car.

In any reciprocating engine design, (either steam or internal combustion) the mass, (or weight) of the structure that has to be moved one way, then the other is of concern. The speed of the engine is limited by the acceleration forces required. In early car engines, the pistons were heavy cast iron. To reduce the piston acceleration forces, the engines turned over slowly. To achieve power, the engines were made larger, some of the racing monsters being over 12 litres of swept volume.

To make things worse, the British Government applied an annual Road fund Tax based on the RAC nominal horse power. This was a theoretical horsepower based on the piston area. To make tax efficient engines, engineers used long strokes and smaller piston areas. The longer stroke increased the acceleration forces, as the piston had to travel further each cycle.

To develop more power, or make a car go faster in a race, it would help to spin the engine faster (*more revs.*). With a given crank throw and stroke, making the piston lighter would help reduce the forces. The story is that it started as a joke challenge, based on a paperweight sample of a piston. However, Bentley put aluminium pistons in his engine, with some success.

During the War, Lt. W.O.Bentley was in the RNAS, liaising with aircraft engine manufacturers, encouraging them to use aluminium Pistons to improve the power output of the engines. This work cumulated in the design of two radial aero-engines BR1 and BR2. These designs were based on the French Clerget engine, which was fitted in large numbers to the Sopwith Camel. The RNAS fitted the BR1 engines to its Camels.



After the War, a new Bentley Motors company was formed, to produce a good quality, fast car. The first model was a 4 cylinder 3 litre engine car. The car was made in a suburb of London,

Cricklewood. In those days most manufactures produced the metal work; the

engine, the chassis and axles. The body was made by another firm. The main look of the car was the product the coachbuilders. The main external differentiator from the chassis supplier being the radiator. In the early 1920's car bodies were often light open structures. The occupants wrapped up warm. Some clientele wanted a warm, weather proof, draught free "town car". The coachbuilders would supply the bodies that the customers wanted, but these saloon and limousine bodies could be heavy, dampening the performance. To counter this the car manufacturers countered by offering more powerful engines. The easiest was to increase the size of the engine from 3 litres to 4 1/2 litres, again still 4 cylinders. To reduce the weight of the bodies fabric was used instead of aluminium to cover the ash frames. Weymann being one of the main patents. The rate of progress of car design in the 1920's should not be underestimated. Towards the end of the 1920's the fashion was for 6 cylinder engines, which were smoother, and less booming in the saloon bodies. Bentley then offered a 6 litre 6 cylinder engine.

From the start, to help sell the cars, Bentley cars were entered in various races. Most notable were their successes at Le Mans. This race was designed to find the best touring car, in the sense of a car one could do a tour of Europe. The cars had to be 4 seaters and run laps with the hood up, the race was run for a full 24 hours. Bentley fitted a body by Vanden Plas and the classic vintage Bentley was created. Most of you will know our President's lovely example.

Although racing success helped sell the cars, the company was not always a great success. One of the wealthy owners then bought the company. Woolf Barnato had inherited a Kimberley Diamond mine fortune. Barnato and his chums raced the cars at Le Mans, helping create the Bentley Boys legend of wealthy Gentlemen Racers.

To help with the ever-larger formal saloons Bentley created an 8 litre model with a massive chassis. This was launched just after the Wall Street Crash and the start of the great depression. The car was slow selling. The Bentley board panicked and created a 4 litre version with the large chassis and a non W.O engine. It was too late Barnato had run out of money. Bentley Motors was to be sold.

Naiper had been an early pioneer car manufacturer, but had moved in to Aero Engines. It was strongly rumoured that they were going to buy Bentley. At the last minute Rolls Royce pounced, and using a proxy company bought the assets and name of Bentley Motors. This included W.O. who was only able to leave years later, he then went to Lagonda and engineered Le Mans Winners.

Somborne & District Society

Rolls Royce had been building 6 cylinder 7 litre cars since 1906 with the 40/50 Ghost model and since the mid 1920s the New Phantom. In 1930 they released the improved Phantom II model. A re-entrant Naiper company with the 8 litre Bentley model would have created serious competition. The remaining 8 litre cars were sold. The Cricklewood factory was closed.

From 1922 Rolls Royce had offered a smaller horse power model, the 20hp and later 20/25hp model. This 20/25 model was tuned up and used as the basis of a new "Silent Sports Car." A new Bentley was offered, now 31/2 litre, later 41/4 litre. As before Rolls Royce only made the chassis, the coachwork added by suppliers such as Vanden Plas, Park Ward and Gurney Nutting. The engine and chassis were made in the Rolls Royce plant in Derby and this series of 1930's Bentleys are known as the Derby Bentley cars.

Rolls Royce was also a major aero engine manufacturer, and with the threat of another European War a dispersal plan of shadow factories was started. Rolls Royce Merlin engines for Spitfires and Lancasters were made in various plants. One was situated in Crewe. After the war, car manufacture was moved to Crewe, the space at Derby made available to the new Jet Engines. The first model was a departure for Rolls Royce/Bentley in that a standard steel body was available. The Bentley was called the MKVI, my father had a few over the years, we sold his last one last year. Over the years the Bentley's became a badge engineered Rolls Royce and the brand was left to wither. Some attempts were made to revive interest in special sports models.

In 1971 problems with the RB2-11 aero engine meant that Rolls Royce called in the receivers. The company was nationalised, the Jet (gas turbines) engines too important to the UK to be allowed to fail. The car division was profitable and eventually sold to Vickers. The Jet Engine division, as part of general European co-operation, built up links with BMW having a joint company. Vickers looked to sell their car company and VW Group said yes please. However, BMW caused a fuss, they had just started supplying car engines to Crewe. The Rolls Royce brand belonging to the Aero Engine Company and only licenced the name to the car division; complicated. The situation was resolved amicably where VW acquired Crewe, and the Bentley name, whereas BMW acquired Rolls Royce cars and created a new factory at Goodwood near Chichester, near to where Henry Royce had retired.

Under new ownership the Bentley brand was resurrected, and even a Le Mans win was effected, with help from VW group family member Audi. The company is celebrating 100 years.

Alvis

Alvis as a car manufacturer only lasted less than 50 years, but was a pioneer company in its day. The Company was founded as T.G. John Ltd in 1919. Like W.O Bentley T.G. John was born in 1880. T.G. John was born in Pembroke, at that time a major Naval dock yard and served an apprenticeship as a Naval Architect, after serving at Devonport he moved to Vickers rising to manager of ship building. In 1915 he moved to Siddeley-Deasey Motor Cars in Coventry as Works Manager and Chief Engineer, building the Puma engine for use in the DH9 aircraft.

At the end of the War T.G John bought the site of the Holley Carburettor Company in Hollyhead Road Coventry. After various engineering projects, car manufacture started using designs with aluminium pistons. This inspired the Alvis name, the company name changing too. Improved models with larger engines were released, giving rise to 10/30, 11/40 and final 12/50 models. The first number being the RAC horsepower, the second the real Brake Horse Power (BHP). The engines were about 1500-1600cc, compared to the 16hp (RAC) of the 3 litre Bentley and 20hp of the smaller Rolls Royce. As was normal, only the engine and chassis were made in house, the bodies supplied by other Coventry companies such as Carbodies or Cross and Ellis. Racing was used to advertise the cars, a modified car won a major race at Brooklands, the 1923 Junior Car Club 200mile race. The 12/50 model was to be a mainstay for the next 9 years. Your author has a 1926 Cross and Ellis Tourer 12/50.



In racing a lower profile helps, it can also help if the direction of the car is helped by powering the front wheels. To remove the prop-shaft under the driver and to power front wheels, Alvis effectively turned the engine round and created a low Front Wheel Drive (FWD) racing car. Nick named the "Tadpole", it was a success. Later cars winning

their class at Le Mans. Alvis also added two more cylinders to the 12/50 to create the Silver Eagle series of cars.

The FWD cars were released as third-party motor insurance was made compulsory. These fast cars, with unexpected handling characteristics, made worse by the rear suspension design of linking arms, meant the cars were

Somborne & District Society

expensive to insure. That, and the onset of the depression, meant the 12/50 model was re-introduced in 1930.

The Silver Eagle model was developed into the Speed Twenty, the second iteration in 1933 had independent front suspension, full syncro-mesh on all four gears. The London agent (Chas Follet) contracted with Vanden Plas to offer three styles of bodies. My brother-in-law has one of these cars.

In the 1930's Alvis looked to diversify into aero engines, after the war this rewarded with the use of the 9 cylinder rotary Leonides engine in many Westland helicopters. Alvis also started a small joint venture building armoured cars. After the war this was to become the major activity for Alvis.

On the night of the 14th of November in 1940 the works in Holyhead Road was heavily bombed as part of the Coventry blitz. The company ran many shadow factories, supplying parts to Rolls Royce.

After the war cars were still built, many bodied by Tickford and Mulliners of Birmingham. A 100mph model was offered, but called the Grey Lady. Graber, a Swiss design company offered a much more stylish body, and Alvis licenced the design, built by Park Ward. This formed the basis of the Alvis car production until the last cars in 1967. Alvis was absorbed by the Rover Company in 1965 and came under the Leyland empire.

The Armoured Vehicle division was sold by British Leyland in 1981 as United Scientific and renamed Alvis plc in 1992. It slowly acquired other manufactures, including Vicker and moved to Telford. In 2004 BAE Systems bought Alvis plc and the name disappeared again.

The car service division was eventually spun out as Red Triangle Services, the Alvis badge being a Red Triangle. They have recently acquired the redundant Alvis name, and now use the Alvis Car Company name, they will even make you a 4.3 litre model from 1939!

Citroen

Andre Citroen was of French, Dutch and Polish heritage, and had links to both Poland and France. He was born in 1878, and after studying engineering at the Ecole Polytechnique, joined the French Army as an engineering officer.

In 1904 he patented the design of double chevron gears made in steel. These were based, it is thought on wooden gears used in water mills in Poland. If one uses straight cut gears, as found in a clock, only one tooth is engaged at a time. If the gears are cut at diagonal to the direction of travel, two or more teeth can engage. There is however the issue that the diagonal cut, gives a sideways thrust. Adding a second gear ring, cut on the opposite diagonal, removes this sideways thrust, so helping the bearings holding the gears. Citroen used, and still does to this day, this double chevron gear as the badge of the company.



The first company was very successful supplying gears to the developing French Automobile Industry. Citroen realised the need for high volume manufacture, which was to help his later career. Through family connections, he was asked to help run the Mors car company, becoming chairman in 1908.

During the war he managed munition factories, again with success and increased volumes. Towards the end of the war Citroen commissioned two series of prototype cars. The first were large cars for the wealthy, such that had been built by Mors, and later smaller cheaper cars for the emerging middle classes. In this he had been influenced by his trip to see Henry Ford and the Ford Model T production line system. So Citroen was launched with the smaller Model A car, the larger cars sold to Voisin, who developed then. The Model A was built in, for the time, large numbers with 20,000 cars built in the first few years. The Model B,C and D followed, all on the basic theme. Extra factories were built in export markets, including in 1926, Slough which survived until the 1965.



Citroen as a company was also known for some interesting developments. The first was the Kégresse half tracks trucks, which were used for many expeditions across unexplored regions of Africa and Asia. Second was the Traction Avant, a front wheel drive car, a technique we have already seen Alvis sell in small numbers. The car was to be a success, but cost Andre and the company too much money. In 1934 the company was sold to Michelin, and Andre died in 1935.

Somborne & District Society

The Citroen company was still one of the most original, or quirky, car companies with the 2CV as a cheap car for the rural population (and in my day the Art and French language teachers). This followed in 1955 by the hydro-pneumatic suspension system in the Citroen DS series of cars.

In 1968 Citroen bought the Italian company Maserati. Together they developed the new flagship SM model, perhaps the ultimate DS. The car was not a commercial success, launched during the petrol crisis flowing the 1973 Yom Kippur War and the rise of Opec, its high performance engine was seen as thirsty and a change in USA regulations closed that market. Citroen was in trouble. Michelin had sold 49% to FIAT, but FIAT had withdrawn and sold the shares back. Citroen was bankrupt, again.

The French government engineered a merger with Peugeot, and Citroen was saved. Citroen, and the related DS brand, continue under the Peugeot (PSA) group banner.

Bibliography.

G.N. Georgano "Complete Encyclopaedia of Motorcars" 1968.

M Hay, "Bentley, The Vintage Years" 1989

G Robson, "Rolls Royce and Bentley", 2005

J Fasal, "The Rolls Royce Twenty" 1979

K Day, "The Story of the Red Triangle" 1997

Hull & Johnson, "The Vintage Alvis" 1995

Bozi Mohacek, "Andre Citroen and his introduction to double chevron gears." 2011 from www.svvs.org/citroen2.shtml

and wikipedia

David Pennington

Rev. Richard Wake: Somborne's Pioneering Colonist

Richard Wake was born in King's Somborne in 1831 and led a wagon train across the Great Plains of North America where he founded the City of Wakefield in Kansas. Although Wake's pioneering, adventurous life is barely known over here, he is a household name in the city which bears his name which celebrates the 150th anniversary of its founding at a three-day event this August.

Wake was born into a family of blacksmiths which came to the Test Valley from Exton in the Meon Valley via Headbourne Worthy in the Itchen Valley. He was educated privately in **Houghton**, **Stockbridge** and King's Somborne and became a devout member of the Methodist Reform Movement, later becoming a Minister and evangelist. He preached in most of the local chapels until the family moved briefly to Poole and then to Millbrook, Southampton where he met Sarah Attwood, his future wife who assisted him with his ministerial and charitable duties.

In 1854, Wake followed his older sister and brother and emigrated to America. Later, his father and younger brother were to follow. In New York and Illinois, he soon became aware of the opportunities available to immigrants who were prepared to work hard. He returned to the UK and toured Hampshire preaching the benefits of American emigration to his followers. In 1866, he arranged to meet 115 of them on the quayside in Liverpool where they crossed the Atlantic to New York and onto Chicago where he organised a wagon train for the long trek West across the Great Plains which were still prone to hostile attacks by native Americans. After travelling for three weeks, they settled in Palmyra, Nebraska where they made their home.

Flushed with success, Wake was inspired to seek more emigrants to found an English colony on a site he had chosen alongside the Republican River in Kansas. It was to be named Wakefield, after Wake. The colony grew and he lived there with Sarah and son George for many years. He died in Los Angeles in 1915.

Gordon Pearson's latest book "The Revd Richard Wake (1831-1915) Somborne's Pioneering American Colonist" (ISBN 978-0-9515110-8-4) is based on his diaries, augmented by local research undertaken over the last two years. It includes details of other members of his family who emigrated and of the Attwood family.

The book is an A4 sized softback containing 65 pages including 27 illustrations and costs £8.00 for local collection. Postage and packing is £2.00 extra. Copies are available to purchase from Gordon or from the Tourist Information Centre in Church Street, Romsey.

from Romsey Advertiser 2nd May 2019

Somborne & District Society

John of Gaunt Award 2019

Every two years The Somborne and District Society holds a local history competition for children living in the Sombornes or Ashley, or who attend King's Somborne Primary school. It is hoped that this will make children more aware of and interested in the history of the area in which they live, i.e. Test Valley, thus inspiring an interest in local history. This year the competition, which is open to pupils in years 5 and 6, was launched on Tuesday May 14th, with children having until Friday 21st June to complete their entries. (a period of about 5 weeks, including the half term holiday). Entries after this date will not be accepted. Judging will then be carried out before the presentation of prizes on Friday 5 July. The number of prizes awarded will be at the discretion of the judges.

THE TOPIC

The topic should be historical and preferably based on the local Test Valley area. Examples of possible topics might include:

- Local people like Rev. Richard Dawes, (Founder of King's Somborne School.) Local places of interest (e.g. Horsebridge Railway Station.)
- Listed buildings/ houses in and around the locality.
- Local events of note (e.g. Founding of King's Somborne School)

HOW TO PRESENT YOUR WORK.

The work collected may be presented in a variety of ways. It does not have to be pages and pages of written work and should not be merely chunks of copied work. Entrants should select and use information in their own way. Some examples of possible formats are:

- A picture or photographs labelled with information.
- A booklet, scrapbook or interview.
- A chart, maps or diagrams with information (no larger than 60 x 42 cms. A pretend diary or newspaper report.
- A model, no larger than 40 x 20 cms, supported by written work.
- ICT work – must be on a USB stick only.

WORK SHOULD BE FROM AN INDIVIDUAL ONLY-

Jo Finch (388462)

Society Publications

New! The Ongoing Legacy of a School Founder and Education Innovator by Josephine Finch	£5.00
Richard Dawes: Education pioneer and Dean of Hereford – Family, Friends and Legacy. By Norman Denison 2017	£6.50
Celebrating Somborne Hardback Edited by Paul Marchant <i>A History of King's Somborne</i> Paul Marchant (Ed) 1989	£6.00
The History of Ashley Village Kate Gilbert 1992	£4.00

Booklets

Seven Walks Around <i>The Countryside</i> of King's Somborne Joy Hunt, Steve Rake and George Upton	£4.00
Two Walks Around <i>the Village</i> of King's Somborne Keith Chapman and Gordon Pearson	£1.50
Somborne Remembers, World War I (1914-2014) Mary Pollock and Norman Denison	£4.50
The History of The Crown Inn (<i>new Revised 3rd Edition</i>) Gordon Pearson	£4.50
The Folks Who Lived on The Hill (The Johnson family of Marsh Court) Mary Pollock	£2.00
Pigskin and Silk (The Story of the Stockbridge Races) Mary Pollock	£4.00
The 6 th Bell and Other Stories – Somborne Memories Mary Pollock (Ed)	£3.50

Electronic Media.

The Parish Records of King's Somborne CDRoms Baptisms, Burials & Marriages 1700 – 1971	£6.00 each or Online
---	-------------------------

Low Stock - Loan Copies available

Illustrating Somborne <i>A photographic history</i> (1992)	A History of Little Somborne
<i>A History of Up Somborne and Rookley.</i> Gordon Pearson (2016)	King's Somborne Farmers' Club
A Year in the Life of Somborne DVD filmed by Bill Sutton	The Founding of King's Somborne Working Men's Club

Programme of Meetings

Subject to changes announced in Gauntlet.

June 26 th	“Evening Visit” to Farley, nr Pitton [FULL]
July 24 th	AGM followed by Talk “Artfest” by Colin Reeve
August 8 th	Picnic in Chilbolton, 12.30pm

Publications

The School

Published to coincide with the 175th anniversary of the founding and opening of King’s Somborne CE School, by the Reverend Richard Dawes in October 1842, the book looks back over the last 25 years since the 150th anniversary celebrations, in 1992.

- See how the Sombornes and Ashley are enriched by the active participation of the school community in village events and activities.
- The implications, demands and challenges of introducing and implementing the National Curriculum.
- Discover how the educational values and aspirations of the Reverend Richard Dawes are being exemplified in a 2nd millennium Primary School.

Price £5.00 (+1.50pp)

Richard Dawes: Education pioneer and Dean of Hereford – Family, Friends and Legacy. **By Norman Denison**

This book tells the story of Richard Dawes (1793-1867), his origins in the Dales of Yorkshire; his own schooling and further education, his wedding and the couple’s arrival in the village where he opened the school. The details of his wife’s early life, beginning in what is now Prince Edward Island, Canada and their subsequent life together in Hereford are included.

Price £6.50 (+1.50pp)