



# FOUNDATION

## Chairman's Notes

The Foundation is now able to focus on the future with confidence. I am sorry to disappoint any conspiracy theorists and mischief-makers but the only underlying agenda being implemented is that the Foundation will be positioned as a business-like and professional organisation focussed on STEM, the promotion of craftsmanship and by developing mutually beneficial partnerships. We intend staying faithful to Sir Henry's values and mission to embed excellence in engineering technology. By migrating from any negative legacy issues and leaving them firmly in the past, the current Board will now run the charity for public benefit. In that respect the positive commitment and active contribution of Members is crucial. The low number participating at the important AGM last December presents a genuine risk should that be repeated in future years, as an unrepresentative small core of trouble-seeking activists could prevail and indeed derail our recovery. The evolving Board who are now working together as a real and coherent team are upgrading the governance of the Foundation – and the Charity Commission has been briefed and supports our direction of travel. A revised governing document is currently undergoing legal audit and will be circulated prior to its planned adoption at the next AGM, hence the need for an appropriate democratic decision by the full membership.

As indicated in my last Chairman's notes, operationally we are now seeing some daylight. The recent RREC Members' Day at Burghley was a good example of partnership working. Our Deputy Chairman's initiative to conceive, coordinate and implement the Prince Philip procession was appreciated by all present. In addition, Foundation members participated as marshals, stewards and judges in what was a memorable event. The Foundation Board are visiting Bicester Heritage as a group in July, to explore ways that we can complement and support their craftsmanship training. We are also participating in the Grand Opening of their second training School at Brooklands in September.

The Foundation Awards programme has re-commenced with my recent participation as a Judge in the IET International Achievement Awards. I have critically examined some outstanding local and international candidates for a Royce Medal. In addition, our participation in the Worshipful Company of Carmen's awards has commenced, with outcomes for both, to be announced in the Autumn. Finally, with the confirmation of my admittance to the Worshipful Company of Engineers, I am now in a position to connect the Foundation with their ambitions too.

As I write this, our 2021 lecture programme has now belatedly commenced with a "Free of Charge" virtual lecture by Rod Dean on the Royce-powered Gloster Meteor: a first for The Foundation in this format. Incidentally, our guest speaker for the early Autumn lecture to be held at the Hunt House on September 2<sup>nd</sup> will be Squadron Leader Singleton of the Battle of Britain Memorial Flight and has generated huge interest. Places will be limited so I suggest you contact Jo Hover to register your interest on her waiting list, as places will be at a premium.

Pleasingly, the joint Club/Foundation Sub-Committee reviewing Archive management is making sound progress. We look forward to reviewing their proposals in due course. In the meantime, the Club will continue coordination of archive matters.

Finally, the Vexatious Litigant who we successfully met in court earlier this year is no longer a Foundation Member. He has appealed one case and applied for a judicial review on the second. The present board members regard those actions as past legacy issues. We shall focus exclusively on securing the future.

**Bill McGawley OBE**



## Two new Rolls-Royce publications

Sir John Stuttard has written two new books of Rolls-Royce interest described below. These have been published by the 20-Ghost Club, and Sir John has most generously agreed to donate the net sales proceeds of these books to The Sir Henry Royce Memorial Foundation.

Copies can be purchased from Philip Hall at The Hunt House (pah.rr@btinternet.com). Prices for each book, including postage, are as follows: UK £23; Europe €30; ROW £30 or US \$44.

### By Rolls-Royce Silver Ghost to the Isle of Skye in 1920



This book contains 33 wonderful photographs taken in 1920 by George Abraham, a Lakeland photographer, rock climber and motorist. George Abraham joined Geoffrey Summers, a scion of the iron and steel company of North Wales, in a journey in Geoffrey's new 1920 Silver Ghost Tourer to the Western Highlands of Scotland and the Isle of Skye where they climbed mountains and toured. These photographs, which capture the exploits and achievements of the car, show how resilient and dependable

# MATTERS

a Rolls-Royce motor car was when travelling over some pretty rough terrain in the 1920s. The photos were bequeathed to The Sir Henry Royce Memorial Foundation and are being published now, for the very first time in their entirety.

In those days, there were no bridges and the ferries were simple and quite daunting. The Silver Ghost didn't miss a beat and the book describes the journey as well as contains full page reproductions of the photographs. It is an interesting account of a journey in Scotland when the roads were quite basic, just metalled roads, and when there was a sense of adventure which was matched by the reliability of the Rolls-Royce motor car.

This hard-back book will be a collector's item not least for those enthused by adventurous journeys in the 1920s and the achievements of the Rolls-Royce Silver Ghost.

## Pre-War Rolls-Royce Motor Cars with a Finnish Connection

After the Bolshevik Revolution in Russia in October 1917, Finland broke free from the Russian Empire and achieved its independence on 6th December 1917. Finland's trade with Russia, was disrupted and their companies sought other markets. England was a major economy and had a large demand for paper and



packaging. The Finns came to London and their businesses thrived. They then emulated the wealthy and the successful by purchasing 'the Best car in the World'. In the early 1920s many Silver Ghosts were sold to Finnish owners.

This book describes the history of Rolls-Royce in Finland and the 27 pre-War cars which have Finnish connections. These include the car used by President and Marshal Mannerheim, the three 1920 Silver Ghosts ordered for the wealthy Rosenlew family and the car purchased by the famous chocolatier

Karl Fazer, as well as the Phantom III once owned by Charlie Chaplin. This 66-page, hard-back book will be a historical record and a collector's item for those interested in the marque.



## LECTURE LIST 2021

Please contact the office to reserve your place on any of the following:

### THURSDAY 2ND SEPTEMBER 2021.

“The RAF ‘Battle of Britain’ Flight” – Sqn Ldr Mandy Singleton

### WEDNESDAY 13TH OCTOBER 2021.

“A History of the RB211 Engine” – Phil Ruffles

### WEDNESDAY 3RD NOVEMBER 2021.

“Sixty years at the sharp end” – a pilot’s retrospective on 60 years of change - John Hutchinson

*COVID-19 regulations are still fluid and an unknown quantity so please keep an eye on our website for up to date details.*

Sit back and join James Black for his second instalment of

## 20hp for The Riviera



In Part One I discussed the origins of chassis number 4-G-II, its acquisition and the assessment of the chassis. In this part I propose to discuss the design of the Hooper style body which is intended to be similar in style and more importantly weight to the original as conceived by Henry Royce.

The design and construction of a body to suit an early chassis is not a particularly complex task, one must simply stick to rigid construction norms and in the case of a 20hp chassis, one must always avoid excess weight. The 20hp chassis although beautifully built lacks the performance needed to carry a heavy body. This was known by Royce who fought a constant battle with the design team over the matter and as we all know many 20hp chassis are overburdened.

The one cardinal rule which must never be broken when restoring historic motor cars is never to alter the chassis to suit the needs of the body. The body must always come secondary and should be built around the chassis.

I am indeed fortunate to have available to me, not only a fine coachbuilder who is an artist in ash and can construct a beautifully proportioned body frame merely from period drawings or, what is more often the case, pictures. I am also further fortunate to have a gifted sheet metal worker who can fashion beautifully curved aluminium panels. The design and construction of the body here illustrated, has taken a period of three months and we have been extremely careful in the construction method in order to save weight without sacrificing strength. This body, unlike the myriad of “replica Barker barrel sided tourers” has full depth doors in the Hooper style and is reinforced at some of the key positions with forged steel bracketry.

One of the pitfalls alluded to earlier has to do with the doors. We have built several bodies mostly for early Ghosts, having first constructed a frame at bench height and usually on casters (for ease of movement between workshop departments). The frame is constructed as the chassis in form and the body base is bolted down prior to construction, however, inevitably when we come to fit the body to the chassis, we often find the doors which fitted beautifully on the template frame no longer fit so well! This is more the case on early chassis without under chassis bracing. So, for this restoration we are not going to

finish the doors until the body is fully made, skinned and bolted down to the chassis in its final fitting. By using this method we will achieve a better door fit, along with the nice “clunk” which is expected from a high quality coach built body.

Another minor pitfall is that on previous bodies we extended the aluminium all the way to the top of the body. This did not impress our coach trimmer, the excellent Mr Ashley Harding from Scotland, who asked us to leave a half inch bare edge of wood enabling him to roll over and attach his leather edging around the top of the body, which of course we did on this body and are very pleased with the overall results.

The process of design is quite a simple one, we find as many appropriate photographs as possible which became the basis for the design work to follow. Having overlaid a series of grid squares we scale up (given that we already know the chassis dimensions, steering rake etc) we then transfer this to a full-scale working drawing, which is attached to an appropriate blank workshop wall and from these we cut our first profile patterns.

The master drawing can and is often altered on reflection. Of course the ultimate result must be aesthetically pleasing but also practical, with close attention to the chassis mechanics. What I mean by that is the relationship between the steering column, the bottom of the steering wheel, the reach of the driver to the controls on the dash and most importantly the reach of the hand brake and gear lever. One point that is often overlooked when a car is rebodied is the relation of the angle of the pedals to the steering column, for example, on a Silver Ghost there are at least four variations to suit potential body types, however, on a 20 there are only two.

In the above there hangs a tale; chassis Number 4-G-II as we all know was built for Frederick Henry Royce. Now, Henry Royce was a man over 6 foot tall, unfortunately, I am not and as I intend to drive this car myself certain minor column adjustments were required where necessary to make the car practical and comfortable for myself to drive. This has been achieved in a sympathetic manner and has not altered the chassis in anyway. The column can be returned to its original position should a future owner require it, without an alteration to the body.

# FOUNDATION MATTERS



A certain pleasure can be obtained in designing a body and in the preparation of the drawing, which I did myself. After many attempts, I felt I had the lines correct before they were committed to wood. The body is now ready for paint and will be finished in grey as per the original. This will be done by the traditional coachbuilder's method using many coats of coach paint applied by brush.

The complicated procedure of manufacturing the windscreen posts and frame will be next and the hood frame geometry will need to be decided upon. Unfortunately, no photographs of the car exist with the hood erected, however photographs of other Hooper tourers will give us a reasonable insight.

Whilst the body work has progressed, we have acquired some of the important parts to replace those which were incorrect on the chassis, including a new exhaust made to the correct pattern from the firm of PD Gough of Nottingham. Minor work has also been completed on the chassis including wheel bearings, kingpins etc. and also a few missing components for the rear spare wheel mounting bracketry have been found and fitted.

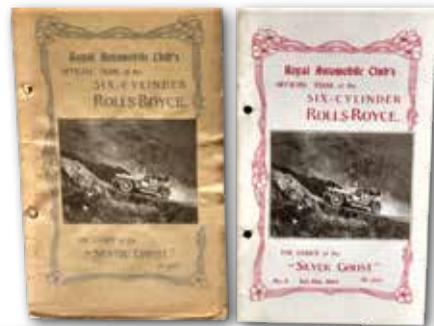
The archives describe the dash fitted to 4-G-II in some detail. On instructions from F H Royce the dash was to be in polished aluminium, we assume on a base of ash. Therefore, we have designed a dash to fit all the required instruments and the important oval chassis plate (fitted to the dash of all early twenties) which will be covered with high grade polished aluminium. We are tied to this in the interest of historical accuracy, however I don't personally favour a highly polished dash. Through experience I have found that such a panel has the alarming effect in an open car of reflecting bright sunlight directly into the eyes of the driver at the most inopportune time. A memorable journey along the mountain road above Monaco in a 1922 Silver Ghost springs to mind. First distracted by an attractive lady cyclist, I was blinded by the setting sun reflecting on the dash, just on a hairpin, running up onto the ditch. No damage done however, except to one's credibility as a motorist!

I hope by Part 3 to have the body installed on the chassis and be at the upholstery stage.

More to follow next time!

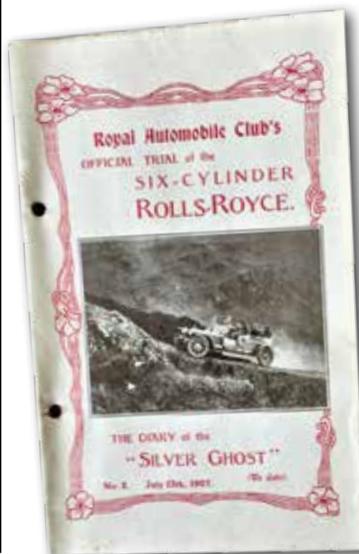
**James Black**

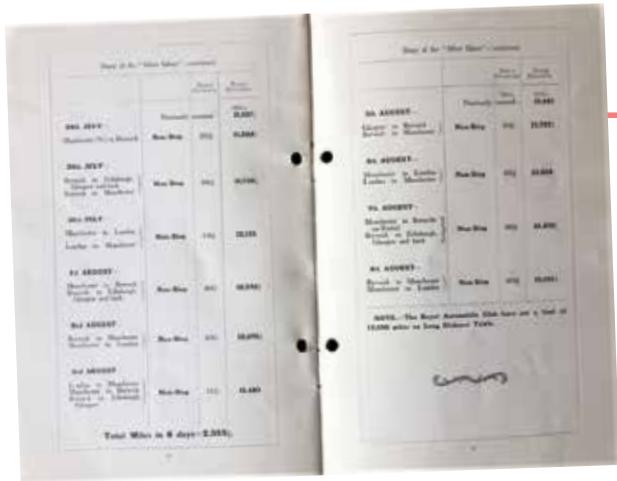
## Hunt House Treasures The Silver Ghost Diaries



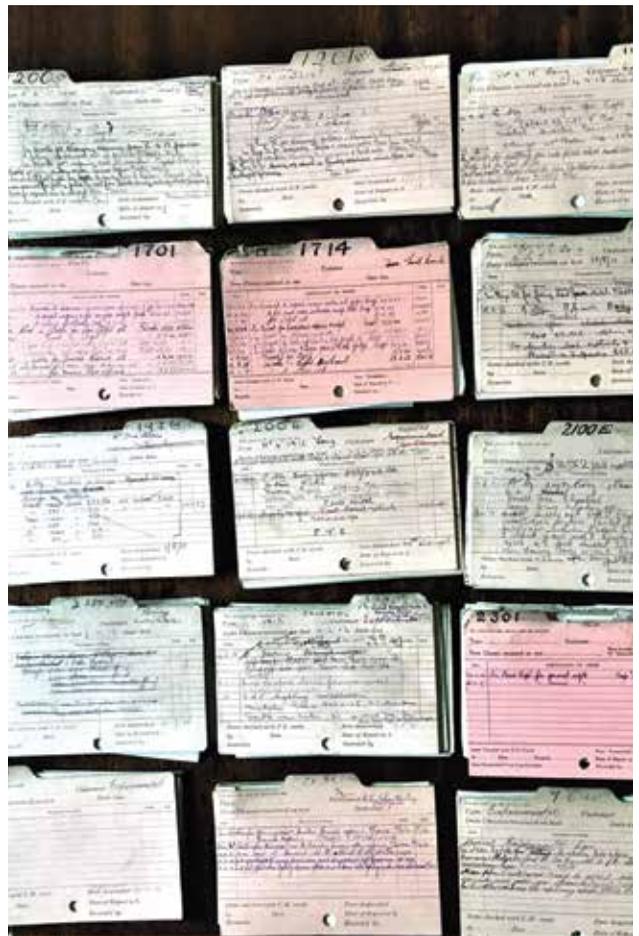
Most readers will be familiar with the historic 15,000-mile run made by The Silver Ghost, AX 201, in 1907. There was an official RAC observer on board throughout the run to verify that

everything was recorded correctly. The car was kept in a sealed garage overnight and was not run on Sundays. This was a landmark event in motoring history, and it clearly demonstrated the superiority of Rolls-Royce above all other makes. A 15,000-mile non-stop run could be managed by almost any car built today, but in 1907 it was an outstanding achievement; in those days a run of even 150 miles without an involuntary stop would for most cars have been noteworthy.





## Missing Chassis Cards Come to Light



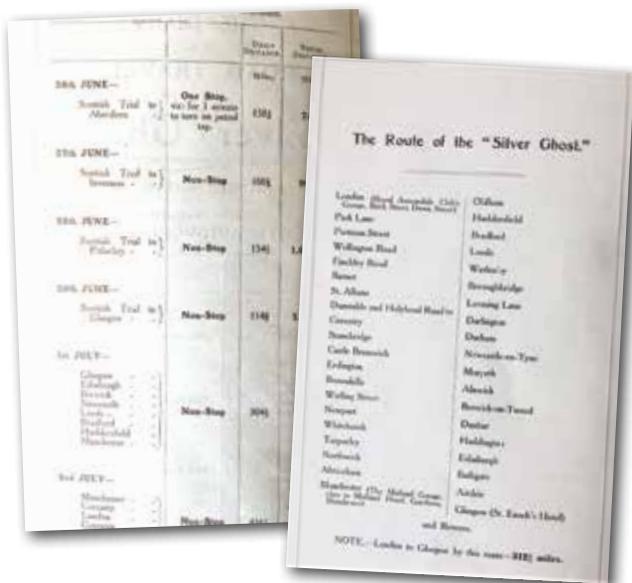
Rolls-Royce did of course gain a huge amount of publicity from this accomplishment, by issuing bulletins to the press during the course of the run.

They also published a series of five pamphlets, entitled *The Diary of the Silver Ghost* during the seven weeks that the car was travelling back and forth between London and Scotland. These pamphlets detail the routes taken, and the distances travelled each day, and contain press reports, etc. The infamous petrol-tap stop that happened after 748 miles is recorded as “One stop. viz: for 1 minute to turn on petrol tap”. The runs all the other days were shown as “Non-Stop”. The final issue confirms that the run was ended by the RAC after a total of 15,021¼ miles as they were not able to provide an official observer indefinitely.

The setting-up of the run, and the issuing of regular updates of *The Silver Ghost's* progress indicate the immense confidence that Claude Johnson had in the car; any failure would have been highly embarrassing.

These pamphlets are extremely rare, and there can be very few, if any, other complete sets in existence.

**Philip Hall**



As is well known, the Foundation holds the original Construction and Test Records for very nearly all the cars built by Rolls-Royce at Manchester, Derby and Crewe between 1904 and 2002. Inevitably after 100 years some of these have gone missing. It was a wonderful surprise at the RREC's Members' Day at Burghley to be handed the cards for 15 early Silver Ghosts by Steve Plimmer. These cards are all for experimental cars, which probably explains why they became separated from the rest.

Among them are two notable cars, chassis number 1200, which as the cards show, was Mr Royce's car, and chassis number 1701, “The Sluggard”. This was the original London-to-Edinburgh car which was driven between these two cities and back using only top gear. It later topped 101mph at Brooklands. Several other of the cars on these cards were used by Royce.

# FOUNDATION MATTERS



Steve purchased the cards from the family of a former Crewe employee and has most kindly donated them to the Foundation. Steve has been a stalwart supporter of the Foundation for many years, and this is not the first time he has purchased items to give to it. Steve has also loaned

several gems from his personal collection for display at The Hunt House.

**Philip Hall**

Our next lecture is Thursday 2<sup>nd</sup> September. Do join us for.....

## Engineering the aircraft of the Royal Air Force Battle of Britain Memorial Flight

This September we welcome Squadron Leader Mandy Singleton MSc BEng (Hons) CEng MIET RAF, Senior Engineering Officer for the Royal Air Force Battle of Britain Memorial Flight (BBMF) as she shares with us the pleasures, challenges and lived experiences of maintaining the BBMF's historic aircraft.

Flying over one thousand events annually, the Griffon and Merlin powered Spitfires, Hurricanes and Lancaster of the BBMF have ensured strong links between Rolls-Royce and BBMF throughout the years. As the Flight's Senior Engineering Officer, Mandy has responsibility for the team of engineers and technicians who keep the BBMF flying for all to enjoy. With the Flight's iconic aircraft firmly in the hearts of the nation, Mandy and the team work tirelessly to ensure the serviceability and availability of the aircraft to undertake all those fly past and air display commitments each year.

Join us as Mandy gives us an insight into the world of BBMF, the challenges of maintaining historic aircraft within the modern military environment and the skills required to do so.



# FOUNDATION MATTERS



## AGM 2020 Q&A

Foundation members were invited to submit questions ahead of our Zoom AGM last year.

The first 5 questions and responses can be found below and will be continued in our next edition.

**Question: The tangible benefits of membership to the Foundations Members are minimal. When will the lectures and other suitable events be recorded and made available digitally or alternatively in the case of the lecture in hard copy to the Membership? Please note, the question is “when”, not “will consideration be given etc.”.**

**Response:** There seems to be a misunderstanding here regarding the role of a MEMBER of a charity. Under UK charity law, members join a charity to ensure that it achieves its “charitable objects” not to have tangible benefits themselves.

Briefly, our stated charitable objects are:

- a. To increase understanding of the pursuit of excellence in STEM for public benefit.
- b. To provide and maintain:
  - Museum to preserve SHR/WOB legacies
  - Library
  - Artefacts
  - Workshops
  - Learned papers/documents
  - Grants/scholarships/loans/awards.
  - Develop partnerships with education providers.
- c. To achieve the above, the charity needs income both from members and from profitable trading activities.

Regarding the recording and electronic distribution of suitable future events, the Trustees are planning to do this, in compliance with current data protection law and confidentiality criteria. However, professional productions are very costly so we would expect locally produced amateur filming to be sympathetically received by all.

**Question: What changes are proposed by the Foundation Leadership to repair and enhance the relationship with the RREC?**

**Response:** The Trustees believe that it is essential that both the Club and the Charity significantly enhance their relationship. Two sub-committees (one from each Board) have now met 3 times since November to develop the way forward. There is a

*genuine co-incident of views and a willingness to change the way we cooperate. Both parties recognise the strengths of each other, we also recognise and understand the differences between responsibilities of a Charitable Trust and those of a Membership organisation. However, there is a unanimous desire to ensure the security of the Hunt House Assets.*

**Question: Could consideration be given to delivering the Core Lectures from time to time in locations other than The Hunt House thereby increasing the physical visibility of the Foundation around the country?**

**Response:** Yes, there is no reason why this could not be considered, provided critical demand existed. We will be grateful for practical offers of help and the offer of suitable facilities.

**Question: Could “videos” of some “Hands On” work either being undertaken or completed be made. These could take the form of a virtual tour round a restoration or similar project, given a wide circulation for the benefit and encouragement of all and archived. It only needs a mobile phone to record and possibly a small tripod. It is neither difficult or costly.**

**Response:** We believe that this is something that the Club and Foundation should consider.

**Question: Is there any reason why the minutes of the board meetings of the Foundation could not be published, post approval, on the web site or electronically circulated to members? This would greatly aid transparency and interaction between the members and the Board. My Yacht Club and Golf Club do this to great effect.**

**Response:** Minutes of board meetings are internal records of company activities. They often contain commercially sensitive and/or confidential information. They also provide the opportunity for vexatious action by agents provocateurs. Some organisations publish minutes suitably redacted, but that is often counter-productive as that often generates further suspicion and conspiracy concerns. Our board minutes are made available to HMRC, The Charity Commission & Examiners/Auditors. We are content to follow the guidance of the Institute of Chartered Secretaries and Administrators on this as SHRMF is not a club, it is a limited company and Board Minutes will remain an internal document that can be audited when required in accordance with company law.

### The Sir Henry Royce Memorial Foundation

President: Charles Tabor Chairman: Bill McGawley OBE Deputy Chairman: John Beecroft Company Secretary: Mark Griffiths

Trustees/Directors: Cedric Ashley CBE, Chris Ball, James Black, Stephen Byrne, Philip Hall,

Chief Executive Officer John Baker

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