



# FOUNDATION

## Chairman's Notes

As you will be aware from my previous notes, the Foundation Trustees are now collectively working hard to develop SHRMF as a bipartisan Charity fit-for-the-future.

Following statements from the Charity Commission and due legal advice, the Articles and 'objects' have been revised to reflect the current guidance and regulation. Changes have been incorporated to eliminate the potential for conflict of interest and to remove restrictive criteria for Trustee selection. A draft of the revised document will be issued to all 260 voting members next month for their prior information and comment. The Board, who unanimously endorse the revisions, will propose their adoption at the next AGM on 15th December.

At that meeting, in addition to the usual agenda items, Members will formally be invited to:

- a) Accept the revised articles.

The Board of Trustees will then all stand-down en-block.

- b) The meeting will then vote on a proposal to re-elect the Board.

I hope that all 260 eligible Members will exercise their democratic right and vote, in order that the future direction and governance of SHRMF is in line with their wishes. These changes should be endorsed (or otherwise) by a majority of the Membership - rather than just a majority of those who bother to vote.

Regarding operational matters, activities are warming up now that we have escaped the purgatory of C19 lockdown.

The excellent BBMF lecture in the Hunt House by Squadron Leader Singleton was one of the best-

attended Foundation lectures for many years. We are now exploring the potential for a reciprocal visit to RAF Conningsby. Incidentally, some Members have complained that there has been a bias towards aeronautical issues recently. This has arisen partly as a result of the enforced lockdowns and the re-booking of available speakers. There is no intention to move away from the marques. It is worth considering however that Royce has had far more global influence and reputation for his engineering excellence in propulsion and generation rather than just that of automotive. Nevertheless, the next lecture by James Black is scheduled to be based on 20 Ghost restoration.

The whole Board recently visited Bicester Heritage and had a productive day. A process of embedding Royce Awards in their Heritage Apprenticeship programme for deserving candidates was commenced. Furthermore, SHRMF Trustees Chris Ball and John Beecroft attended the launch of the new Heritage Skills Academy at Brooklands and are exploring the logistics of integrating Royce awards there too.

Last month, I was fortunate to investigate the skills development and apprenticeship training at Silverstone-based company Lunaz. They carry out a full nut-and-bolt restoration and then transplant electrical propulsion into a range of Heritage vehicles. Whether you regard their activities as sabotage or beneficial, what is without doubt is the scope, quality and depth of their workmanship. I am arranging a visit of Foundation Members to see for themselves. Should you wish to participate (even if it is to accuse them of sacrilege) please express your interest through Jo Hover.

Following my (very welcome) invitation to become an Honorary



Member of the 20 Ghost Club, joint discussions continue and a further session has been arranged later this month to further explore mutual interests - particularly on skills.

Whilst the search for candidates for our Treasury Trustee vacancy continues, the financial management of Foundation activities has been re-aligned. CED Accountancy Services of Towcester have been appointed following due diligence and at lower cost than the previous regime. In addition, Phil Harris of Northampton-based Harris and Co., has agreed to advise the Board on future monetary and business matters. We feel that his extensive network of regional contacts is likely to prove fruitful.

Active steps are being taken to recover Costs awarded against the recent (and now bankrupt) serial litigant and thus retrieve some of the £180k that SHRMF incurred in taking legal action against him.

Finally, looking ahead to 2022, should they be re-elected, the Board's intention is to progressively recruit and evolve a truly diverse, capable and non-conflicted board of Charity Trustees for the future, who will embrace the revised articles and to fully achieve SHRMF 'objects' along with Sir Henry's Credo, Excellence in Engineering.

**Bill McGawley OBE**

## 20hp for The Riviera

James Black's restoration project has been paused for the Summer but we know how keen you are to continue to Part 3 and we hope to be able to bring you this soon!

# MATTERS

## Battle of Britain Memorial Flight Lecture

We were very excited at the Foundation to be able to hold our first post-Covid lecture and welcome members back to the Hunt House this month. It was lovely to see so many of you again! Squadron Leader Mandy Singleton, Senior Engineering Officer for the Battle of Britain Memorial Flight kept us all enthralled with the trials and tribulations of working with historic aircraft. Mandy, who has named all the aircraft after ladies, spoke about the problems associated with keeping them flying today and for many years to come; as both a tribute to the “Few” and for the enjoyment of the public. The Flight attends over one thousand events a year and the talk was a fascinating tribute to the iconic aircraft and those unnamed engineers with unique skills that keep them aloft



We still have availability for you to join us for the following lectures coming up in October/November....

### Wednesday 13th October A History of the RB211 Engine

We look forward to welcoming Phil Ruffles to the Hunt House on Wednesday 13th October for the first of our Autumn lectures. Phil will be covering the development of the Rolls-Royce RB211-22 three shaft turbofan engine for the Lockheed Tristar from its inception in the early 1960's, the technical difficulties that led to Rolls-Royce going into receivership in 1971, type approval and entry into service in 1972 and resolution of the many problems encountered when the engine was in service.



Subsequently the RB211-524 variants were developed to power the longer-range Tristar, Boeing B747 and B767 whilst the RB211-535 variants powered the very successful Boeing B757. The RB211 laid the foundations for the very successful family of Trent engines which now power over half of the world's widebody aircraft.

### Wednesday 3rd November “60 years at the sharp end”

Following the success of Captain John Hutchinson's lecture in 2019, he has been invited to return in November. Captain Hutchinson has flown more than 70 types of aircraft from the Harvard to Concorde. We are looking forward to his fascinating review on “60 years at the sharp end”.

This was fully booked last time so early booking is advisable to ensure you are not disappointed!

Our lectures start at 6pm, followed by an optional 2 course Dinner with wine at 7:30pm, all at the Hunt House in Paulerspury.

To reserve your place please visit our website and book online via our 'Shop' page or contact us at the Foundation office.

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

#### 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

The Hunt House, Paulerspury, Northamptonshire NN12 7NA

T: 01327 811852 • E: [admin@henryroyce.org.uk](mailto:admin@henryroyce.org.uk) • [www.henryroyce.org.uk](http://www.henryroyce.org.uk)

Sir Henry Royce Memorial Foundation is a company Limited by Guarantee. Registered in England number: 6819026 Charity Number: 1128686