



FOUNDATION NEWS

John Baker takes up post as the new Business Manager of the Sir Henry Royce Memorial Foundation



WHERE TO BEGIN? I was being flown in a helicopter on a routine flight when we suffered a bird strike. The aircraft seemed to me to plummet towards the ground, dropping in altitude very, very quickly: my life passed in front of my eyes at lightning speed. Time vanished and I have never worn a wristwatch again. However since the incident, which shaped my views on life and work, I have enjoyed a rich career, even scarier at times, that has taken me all around the world.

I was very fortunate to serve in the Royal Air Force as a logistics specialist at the beginning of my working life. The Service taught and developed in me a huge range of skills, taking me to the far edges of civilisation, to some not-so-exotic places and up into the corridors of power.

Following military life I went to university and studied architecture but a serious economic downturn in the property sector and a massive student debt forced a change of direction: I found myself working for a national charity as a welfare and disability rights advisor - I was bitten by the "third sector" bug.

Since that point some three decades ago I have built a career helping people and charitable organisations develop to their full potential. My work has involved me with a variety of third sector organisations from injured firefighters, through riding for therapy and those who have suffered sight loss, to measuring the impact of educational sponsorships for disadvantaged but exceptionally gifted young people.

Fortunately, I have been a successful fundraiser and through hard work and good research have managed to raise over one million pounds so far for causes that matter to me. However, fundraising is a team effort and requires

perseverance and a very thick skin; bid rejections far outweigh successes. A clear mandate and distinct project aims help when preparing any application for support. My successes include building a new horse riding complex for disabled people and a new "fit for purpose" headquarters for a local charity. The best aspect of raising such funds is ensuring that the monies which are hard earned are well spent.

My interest in the work and genius of Sir Henry Royce is life-long and involves the very vivid war stories of three uncles - they flew Spitfires and Wellingtons during World War Two. One became a Rolls-Royce owner and another became a significant aero-engineer and designer.

Where to end? My life since that near-fatal day in a helicopter has been far more rewarding, if a little less adrenalin fuelled. Time is too precious to clock watch and there is still much to achieve in life and particular, at the Foundation. It is imperative that the engineering innovation of Sir Henry is not lost to the Nation; the legacy is secured and accessible for all; and, most importantly, that a new generation is encouraged to join the profession and become the next "Sir Henry".

John Baker
SHRMF Business Manager

The Hunt House catering area to receive upgrade and attain 'kitchen' status

REGULAR VISITORS to the Hunt House will be familiar with the dated kitchen facilities which many years ago were reclassified a 'food preparation area' as they no longer met the requirements for a 'kitchen'.

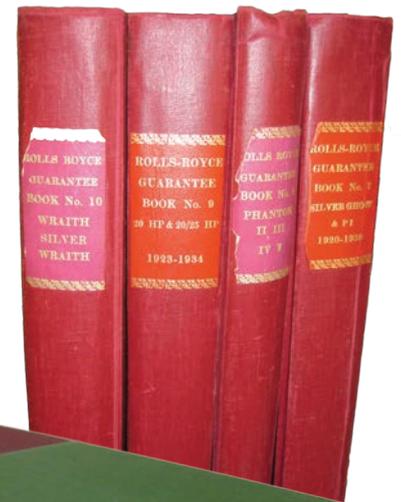
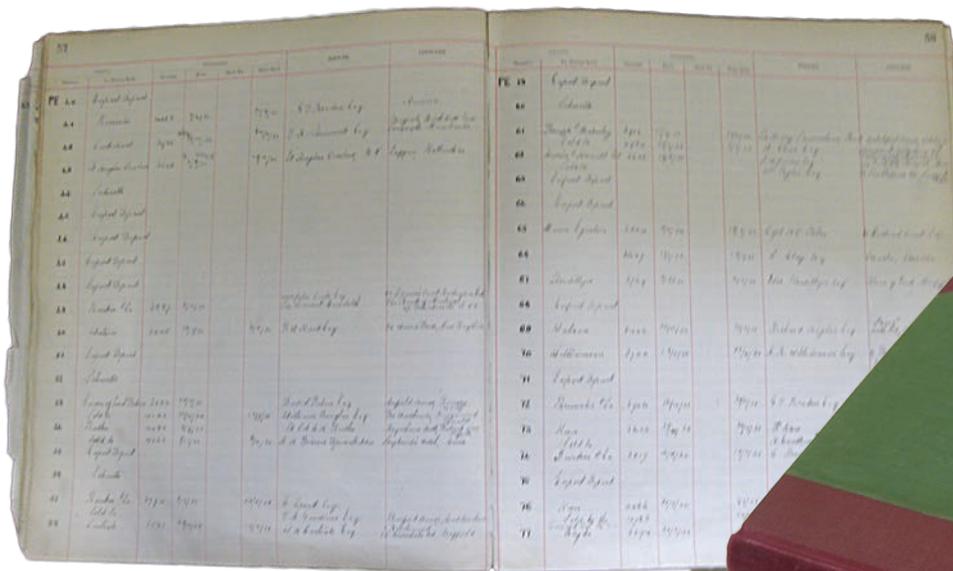
An upgrade has been under consideration for some time and the project is now going to be put in motion with a design proposal prepared by the caterers who use it. Fittings will be purchased from auction by the good offices of a member who is a professional catering advisor. Once the work is complete we should have a kitchen to be proud of and be able to offer a much higher grade of hospitality to visitors.

If any member would like to make a contribution to the upgrade, which will be of great benefit to members, then please contact either the RREC General Manager or the Foundation Business Manager. Don't forget that any donation to the Foundation can be Gift Aided if you are a UK taxpayer, making the amount worth an extra 20%.



Outdated 'food preparation area' is to be upgraded to a proper 'kitchen'

Guarantee Books reveal secrets from the early days of Rolls-Royce ownership



“THIS BOOK WAS DAMAGED by the blitz in 1940 and was rebound in 1961.” So reads a slip inserted into some of the 20 large ledgers known as the Guarantee Books, an indication of how fortunate it is that these have survived.

Rolls-Royce recorded details of their products and their customers in several ways, and the Guarantee Books are one of the most interesting and informative of these sources of information. It seems that their principal purpose was to record the dates on which the car guarantees became effective, but Rolls-Royce took the opportunity of adding other details, including the full name and address of purchasers. The first entry shows that the first Rolls-Royce to be sold, a 10hp car (chassis No 20151) was bought by Paris Singer, of sewing machine fame, in August 1904.

The earlier volumes, up to 1920, provided an extra amount of space with each entry so that the details could be amended when a car changed hands. In some cases, so many changes were recorded that additional pieces of paper had to be stuck in. These early books therefore became quite untidy. In many

instances the word ‘deceased’ has been entered by past owners’ names. There is evidence that Rolls-Royce routinely communicated with their customers, and ‘gone away’ has been written by some addresses where they had lost touch. We learn that the well-known 10HP car, SU 13 (chassis No 20165) was presented to Rolls-Royce by the owner after 100,000 miles.

The effects of World War One are evident with entries such as ‘Car being used as ambulance’ or ‘Commandeered by the authorities in the early days of the war’.

The later books are more formal, with just a single line for each chassis. The columns are headed to whom sold (ie the coachbuilder or agent), the number and date of the guarantee scroll, to whom the scroll was sent and the date, and finally the owner’s name and address. It is not clear why Rolls-Royce needed to record the date on which the scroll was sent; usually this was within three or four days of the car’s delivery, but occasionally there is an extraordinarily long gap.

Collectively the names of owners in these books form a Who’s Who of virtually everyone who was anyone in the 20th century and it is fascinating to look through all the notable names. There are numerous actors and rock stars as well as nobility, statesmen and industrialists. The 18 Phantom IV entries, listing of course only royalty and heads of state, show that the first car was delivered to HRH Princess Elizabeth in 1950. A few pages later we see that the owner of an early Phantom V was Elvis Presley.

These books were maintained until 1967 when Rolls-Royce adopted the by-then-common practice of issuing a printed slip to be signed and returned by the customer.

The Hunt House is also fortunate to have many tens of thousands of these slips in its archives.

Philip Hall

FOUNDATION NEWS



TOO MANY PEOPLE STILL REGARD AIRSHIPS AS FLYING DINOSAURS

Alastair Lawson's lecture tells the story of airships from its beginning, through the war years to the Imperial Airship scheme and the story of Cardington, the Royal Airship Works and the R101 project

Lecture series continues with the Golden Age of British Airships

THE FOUNDATION LECTURE on 4 October will be entitled The Golden Age of British Airships and will be given by Alastair Lawson who writes:

"Many people have a perception of airships as a thing of the past or 'flying dinosaur', however due to the media grabbing headlines and footage of disasters, the successes of these unique technologies was often overlooked, or ignored with embarrassment or shame. In this talk, I hope to show some of the success stories made by the people of the British Airship programme during the early part of the 20th century.

"In this talk I shall be telling the story from its early beginning, through the war years, to the Imperial Airship scheme and the story of Cardington, the Royal Airship Works, the R101 project,

and finally what happened afterwards in the lighter than air story.

"Having had a fascination for airships since my teenage years, I've been involved as a Trustee of the Airship Heritage Trust since 1994, and Vice Chairman since 2011."

IT'S NOT TOO LATE to book for the Sir Henry Royce Heritage Weekend (and Foundation AGM) with excellent speakers on a wide variety of topics, and a convivial feast on the Saturday evening.

Confirmed speakers are:

David Towers on W. O. Bentley (part 2 of last year's talk)

Linda Ball on the RREC trophies and their history

Keith Taylor on Bugatti Railcars

Tom Purves the former CEO of Rolls-Royce Motors, Goodwood

Daive Bassoli on Bentley Continentals

Pat Jeater on the restoration of his 20/25.

For full details, and booking forms please see the Foundation website at www.henryroyce.org.uk.

FOUNDATION DIARY DATES

Thursday 4 October

■ The Golden Age of British Airships
Alastair Lawson

Saturday 17 to Sunday 18 November

■ Heritage Weekend and SHRMF AGM

The Sir Henry Royce Memorial Foundation

President: Charles Tabor Chairman: Jane Pedler Deputy Chairman: Clive Green Company Secretary: Mark Griffiths Trustees/Directors: Cedric Ashley, Chris Ball, John Beecroft, Stephen Byrne, Duncan Feetham, Allan Fogg, Philip Hall, Ian Hick, David Whale Business Manager: John Baker

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