



FOUNDATION NEWS

Chairman's Notes



As I write these notes the Government announced the country is officially in recession, which is not good news for anyone. This, along with COVID-19, is having an impact on the day to day work of the Foundation. However our team of

John Baker and Jo Hover are working to keep the SHRMF functioning. Pleasingly we have been able to hold monthly virtual Trustee meetings throughout lockdown. Each meeting has been fully quorate, a tribute to the board's commitment. All Trustees are determined to maintain strong governance and to achieve in full the charitable objectives of the Foundation and with this in mind have been able to produce a comprehensive proposed Lecture List for next year. You don't need to be reminded of the importance of STEM and the massive contribution that Engineering makes to our economy. Maintaining the Royce legacy going forward and encouraging the training of young engineers is close to all our hearts.

Looking back in our history has unearthed information regarding the early days of the SHRMF and the reasons for its establishment. I feel sure when you read Eric Barrass' words on the formation it will lead to a clearer understanding of why it is vital that we are able to continue our good works, as well as keeping the amazing archives we hold safe and in good order for future generations.

Some years ago we were contacted by the BDC regarding car records of mutual interest; this has led to a long-standing friendly relationship with them and the W O Bentley Foundation and we often exchange information with them. The Hunt House has thousands of records on Bentley but we don't hold everything, continuing the relationship is to everyone's mutual long-term benefit.

It was good to be able to welcome our new trustees including James Black from Northern Ireland to our meetings via Zoom. James has come up with some interesting ideas to take the Foundation forward that are being explored.

None of us has any idea as to how long lockdown and self-distancing will continue. However, we are confident that despite all our present challenges the Foundation is well positioned to prevail. No doubt there will be constructive change as we move forward, but as we all know, living in the past is a terminal condition.

Nevertheless, what is certain is that engineering design, development and craftsmanship will underpin the UK economy and its recovery. By achieving its charitable objectives SHRMF will play its full part in the process. The trustees really do look forward to the future with confidence.

Duncan Feetham

2020 Annual General Meeting (year ending 30 June 2020)

THE FOUNDATION is currently planning the 2020 AGM to be held later this year subject to whatever COVID-19 restrictions are in place at the time.

We are consulting with our independent legal and charity advisors to determine the best, most acceptable method by which

all members will be given the opportunity to attend and take part (and vote if eligible).

Full details will be published on our website and the necessary papers will be sent out to registered members in due time. The accounts are in the process of being prepared.

LECTURE LIST 2021

Thursday March 11, 2021

■ The Gloster Meteor and its Development - Rod Dean

Rod has already given excellent lectures to the Foundation on the Spitfire and flying vintage aircraft. Now he will review the development of the Meteor and its use of Rolls-Royce Welland, Derwent and Nene engines. He will also tell us what it is like to fly such an aircraft.

Wednesday May 12th 2021

■ The Fall and Rise of Rolls Royce Ltd - Alan Edge

Alan's book on this subject will be completed next year. It is significant to do this lecture in 2021 as it is the 50th Anniversary on 4 February of the RR 'Crash'. He is working on lectures along similar lines with the Rolls-Royce Heritage Trust and the RR Branch of The Royal Aeronautical Society.

Wednesday 8 July 2021

■ Engineering and Design with Jaguar, Lotus, TVR and General Motors - Oliver Winterbottom. To be confirmed

Oliver Winterbottom spent a lifetime in engineering, working with Colin Chapman and Giorgetto Giugiaro. He will trace the development of the design process and reveal projects which never appeared. His design highlights were the Lotus Elite and the TVR Tasmin

Wednesday 6 October 2021

■ "Sixty years at the sharp end" - a pilot's retrospective on 60 years of change - John Hutchinson

John Hutchinson has flown more than 70 types of aircraft from the Harvard to Concorde. His lecture last year was enthralling and we are inviting him back for this fascinating review

NOTE: As always and even more so now with COVID-19 still an unknown quantity please keep an eye on our website for up to date details and booking arrangements

The Sir Henry Royce Memorial Foundation

President: Charles Tabor Chairman: Duncan Feetham Deputy Chairman: John Beecroft

Company Secretary: Mark Griffiths

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

Bill McGawley, Jane Pedler, Lindsay Robotham Business Manager: John Baker

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Sir Henry Royce Memorial Foundation is a company Limited by Guarantee.

Registered in England number: 6819026 Charity Number: 1128686

Due to COVID-19 restrictions and The Hunt House being in lockdown there is no Hunt House Treasures feature in this issue. Philip Hall cannot get into the building to do the necessary research. We hope Hunt House treasures will return as soon as possible

The Foundation and The Hunt House

A search through some historical documents has produced a scan of the original 1977 letter from Lt Col Eric Barrass OBE regarding the formation of the Foundation and the purchase of the Hunt House.

Since this was written Charity Law has evolved and the Foundation is no longer a Trust but a Charity incorporated as a Limited Company. This is the way most charities are run nowadays and the change was recommended and overseen by our independent Charity Advisers. The resulting Articles of Association were inspected and approved by the Charity Commission and filed with Companies House in 2009.

Since it was formed an agreement has been signed with Rolls-Royce Motors Cars Limited and latterly Bentley Motors which places the car records and material that came from Crewe "in the custodianship" of the Foundation. This imparts a degree of protection in that it cannot be sold on the open market, it has to be passed on to another like-minded charity or

Continued overleaf ►

THE SIR HENRY ROYCE MEMORIAL FOUNDATION

A NOTE OF EXPLANATION

It has become clear, from talking to many members at rallies and meetings in various parts of the country, that there is some uncertainty and unease concerning the Sir Henry Royce Memorial Foundation. The situation was not helped by the need for confidentiality while charitable status was being sought for the Foundation, such status being essential for the success of the project.

A number of questions have been raised, and what follows is intended to answer the principal ones.

1. What is the Foundation?

The Foundation is a charitable organisation which has been set up by certain members of the Rolls-Royce Enthusiasts' Club. It takes the form of a Trust and will be under the control of the trustees, all of whom are members of the Rolls-Royce Enthusiasts' Club, and an Advisory Committee. The Committee is drawn from the Club, from the Rolls-Royce Owners Club Inc., the Rolls-Royce Owners Club of Australia and from the Institute of Mechanical Engineers. Additional members can be co-opted by the Committee.

The charitable status of the Foundation has been accepted by the Charity Commission and it confers very considerable tax benefits on the Foundation. In this way the trustees will be able to recover tax on the Foundation's income, and other gifts to the Foundation will not normally attract any tax liability at all. There is the additional fact that many people are prepared to make gifts to a charity but not to a private club.

2. Why has the Foundation been established?

There were three main reasons, two tangible, one less so.

(a) Rolls-Royce Motors Limited have made over to the Club the "Archives" which consist of the Royce Papers going back to before 1914, some 35,000 chassis cards for pre and post war cars, together with thousands of drawings and photographs etc. They have also promised large quantities of other valuable material. The Company acknowledges that it would not itself be able to make the best use of this material but that the necessary knowledge and enthusiasm can be found in and through the Club.

Having been entrusted with this substantial amount of material, the Club had effectively three choices. First, it could store the material, in which case it would be more or less unavailable and therefore useless. Secondly it could house and make available the material at its own cost. This would almost certainly necessitate an increase in the subscription over and above the one already proposed and which is dealt with below. Thirdly, steps could be taken to form a separate organisation to look after the Archives, to provide a permanent home for them and to see that the best use is made of them. In view of the tax advantages of charitable status, the reasons why this new organisation should be a charity are self-evident.

b) The Club is now twenty years old and has grown from a handful in 1957 to over 3,000 members at the present. With this increase the amount of paperwork has escalated enormously and the task of coping with it is spread amongst the Club's secretariat and is run from a number of private homes. These offer widely different degrees of facility, and the system inevitably proves inefficient and slow, quite apart from imposing a heavy burden on a few dedicated members of the Club. The Club already owns a certain amount of office equipment and it has been apparent for some time that it would need to find a central home for its administration. The purchase of The Hunt House at Paulesbury by the Foundation

archive. This keeps the material "in the public domain" and means it will always be available to researchers and enthusiasts alike.

Since 1977 a large amount of further material and a number of artefacts have been added to the collection from various sources such as donations and purchase from sales. A lot of work has been carried out on the digitisation of various elements of the Archives - plans and drawings, car records, historical paperwork and so on.

The collection is constantly evolving and developing as modern technology in recording, cataloguing and scanning advances.

We are extremely grateful to all the volunteers who assist with this work.

will enable the Club to carry on its administration there on the most cost-effective basis. Such accommodation will of course have to be paid for by the Club, but in turn the Club will be released from the major burden of having to house the Archives.

c) The least tangible of the reasons for setting up the Foundation is perhaps the most important. The growth of the Club has already been mentioned and in addition there are flourishing Clubs in America and Australia not to mention independent enthusiasts all over the world, even behind the Iron Curtain. The "home" Club, like all the others, is based on the works of Frederick Henry Royce, a man whose contribution to engineering and to his country has been immense but perhaps never fully recognised. Many of his ideas were never brought to fruition, and it is hoped that by making available the Archives relating both to the development of Rolls-Royce cars and to Royce's other ideas, for instance in the field of aero-engineering, the value of his work and of the standards which he sought to achieve, will be more fully appreciated and developed by today's engineers and students. This is the vision which lies behind the establishment of the Foundation.

3. What will the Foundation cost?

The Foundation is being financed quite separately from the Club. It will not be financed from subscription income and the only funds which will pass from the Club to the Foundation will be proper payments for any services provided by the Foundation to the Club, for instance, the provision of accommodation or office or other facilities. The Hunt House at Paulespury has already been purchased and paid for. No mortgage was necessary. It is however intended to develop The Hunt House to render it suitable for the purposes of the Foundation. This development will cost a considerable sum of money but will take place only in accordance with the funds available.

The fund raising scheme will be launched shortly and brochures detailing the project will be sent to all members of the Club and to all other people, both at home and abroad, who are potentially interested. The target is a figure of £100,000. including what has already been raised. Should it prove impossible to raise the sums necessary to fulfil the vision lying behind the creation of the Foundation, then the property will have to be sold and the money applied in other ways in accordance with the terms of the Foundation. Needless to say, it is fervently hoped that enough will be raised to carry out the project and to show that the pursuit of excellence which Sir Henry Royce exemplified is a goal for which we his heirs feel impelled to strive.

4. How will the Foundation be run?

As mentioned above, the Foundation will be run by the trustees and an Advisory Committee. In addition, it is intended to have a full-time curator who will be employed independently by the Foundation and by the Club. Part of his time will be devoted to the activities of the Foundation and part to those of the Club. We have a particular person in mind who is ideally suited to the job. The curator and his wife would be supported by part-time secretarial and clerical assistant from local sources already available. Peter Baines, who lives fairly near, will also be closely involved with the project between tours of professional duty.

It has already been mentioned that the accommodation required by the Club will be rented from the Foundation, and similarly any other services provided by the Foundation will be paid for by the Club. It is absolutely essential that this is done since the Foundation is a charity and therefore exists for the public benefit. It is unable by law to provide services for the Club, or for individual members of the Club, which it cannot make available to the public at large. Should it try to do so, it would be imperilling its charitable status and the financial advantages that go with it. It is however anticipated that it will in practice be mainly members of the Club who will find the activities of the Foundation of most interest and benefit. It could be said that the Foundation is the servant of the public at large, but that its services will be



of particular interest to members of the Club.

5. The Hunt House, Paulespury

Some mention has already been made of this property. The property was chosen not only because it is ideally suited to its purposes and very reasonably priced, but also because of its location. It is in a low cost country area but it is close to the developing town of Milton Keynes which means that property values are being pushed upwards. Communications in all directions are excellent by rail and road. It is quiet but yet close to shopping and service facilities and the local Council and villagers are delighted to have us.

The property itself has generous accommodation and several stable blocks which it is intended to adapt into a museum which will be used for the display of Rolls-Royce engines and parts from motor cars and aeroplanes. Facilities will also be available for the study of exhibits and the practical study of both engineering and the restoration and preservation of motor cars. These facilities will be available to any one though again it is anticipated that they will be of particular interest to members of the Club and to other persons interested in studying the development of Rolls-Royce cars.

6. How will the Foundation affect the Club?

It is hoped that the above explanation of the Foundation will have indicated to members its function and the relation between it and the Club. It might be said that the two have a common interest, but there is no special relationship in the sense that the Foundation exists to serve only the interests of the Club. The Club is however particularly concerned with the Foundation, not least because the Foundation will be taking over from the Club the substantial task of housing and organising the mass of material relating to Sir Henry Royce's work and to Rolls-Royce and Bentley cars in particular. This will result in a considerable saving of both effort and money by the Club and for this reason, apart from anything else, it is in the interests of the members to give the Foundation their wholehearted and generous support.

It was mentioned above that the Foundation will in no way be financed out of the Club subscription. The proposed increase in the subscription to £10 per year from 1st July 1978 is however easily explained.

We have so far balanced the books only because of good management and because the increased turnover of the Club shop (£11,000 last year) and the income from the advertising supplement has doubled the subscription income. It has so far been possible to contain the effect of inflation, but with the frightening increase in the cost of everything, especially postage, printing, clerical assistance, stationery and travelling costs, it will not be possible to continue to do this for very much longer. The last increase in July 1975 was calculated to do no more than break even the following year. That the subscription has been held for three years is no mean achievement, but basic economics and the facts of inflation cannot be avoided.

During the same period hundreds of Club members have saved their subscription over and over again through using the Club's insurance scheme. We always said that the subscription should not exceed the price of a tank full of petrol. We are, even with the increase, a long way below this figure (taking an average eighteen gallon tank) even on 2 star!

ERIC BARRASS

SECRETARY