



FOUNDATION NEWS

Chairman's Notes



BEING THE FOUNDATION CHAIRMAN brings with it work ranging from car park duties, tours of

The Hunt House and introducing speakers at the evening lectures. It was therefore with great pleasure that I introduced Captain John Hutchinson on 3 October to give a talk on his 6,000 hours at the controls of Concorde. To say it was interesting and entertaining would be an understatement, it was so well received by all who were there that we hope to repeat it in future.

Sadly, some people who had booked to attend, with the promise to pay on the door, failed to turn up and this resulted in food being prepared that had to go to waste. As a result we were only able to make a smaller financial contribution to the Foundation than we would have liked.

During my time as chairman, I have been accused of wanting to make money for the Foundation. I make no apologies for that. The Foundation's income comes from rent for The Hunt House, running events, and donations, so anything else is a bonus; it all helps to keep the archives where they should be – at The Hunt House.

Make no mistake, should the SHRMF fail, the archive and artefacts owned by the Foundation would have to be distributed among other charitable organisations. If they were to go to The National Archives at Kew or the British Library, for example, members would find it much more difficult and perhaps more expensive to access the information.

Duncan Feetham

New face joins the SHRMF admin team

THE FOUNDATION TRUSTEES are pleased to announce the appointment of a new part time administrative assistant to help John Baker with the day-to-day running of the Foundation.

Jo Hover lives just around the corner from The Hunt House in Paulerspury so has many useful local connections. Her partner works for Mercedes-AMG Petronas Motorsport at Brackley. She started on 14 October and by the time you read this should be well settled into her new post.

There have been several visits to The Hunt House recently. In September we hosted two parties from the RROC with about 30 in each tour, the Vintage Austin Register held their committee meeting and AGM and the MG Car Club came for a visit. In addition, the Newport Pagnell Rotary Club came for a tour. These events create a lot of interest in The Hunt House and the archives from outside bodies and are an extremely useful PR exercise both for the Foundation and the RREC.

Australian Sir Henry Royce Foundation offers The Dreamer coachwork for sale by international tender

THE AUSTRALIAN Sir Henry Royce Foundation is a registered charitable foundation whose primary objective is to preserve and promulgate the engineering ethos of Sir Henry Royce and his successors. The Trustees have decided to sell a body made for an Edwardian Rolls-Royce.

1911 Silver Ghost (chassis 1524) was bought new by South Australian businessman Charles H Angas as a Hooper & Co limousine. This body was subsequently removed and replaced with Brougham coachwork by Grosvenor. Angas adopted the English custom of naming his cars and called 1524 The Dreamer. The Grosvenor body was destroyed during 1524's subsequent use as a taxi and a farm utility.

Rolls-Royce enthusiast Charles F Wright acquired 1524 in 1963 and embarked on a 25-year 'labour of love' to construct a replica of the original coachwork. This boasts a

capacious passenger compartment with a polished wood cabinet, cast fittings and plush upholstery. The aluminium skin is unpainted and the brightwork is gold plated. A subsequent owner removed this body and donated it to The Foundation.

The Trustees seek written tenders for the purchase of this one-off coachwork. Their preference is that The Dreamer should be returned to service on a Rolls-Royce chassis and reserve the right to refuse offers if the price fails to meet a sensible reserve.

The sale is on the basis of 'as is, where is'. The Dreamer can be viewed by appointment, at The Foundation's Melbourne (Australia) Head Office. Tenders close on 31 March 2020 and should be mailed to: PO Box 140, South Yarra, Victoria 3141, Australia. For further information please e-mail: enquiries@henryroycefoundation.com



Charles Sykes assigns the Spirit of Speed to Rolls-Royce Ltd

SIR HENRY ROYCE is known to have voiced his disapproval of mascots of any sort on car radiators, believing that they served no useful purpose and were an unnecessary adornment.

However, in the early days of motoring they were very much in vogue and soon many car manufacturers were supplying their own mascots with their cars. This practice continued until after the World War Two. In addition to the manufacturers' mascots, a wide range of other mascots were available. Many of these were tasteless kitsch, which Claude Johnson

considered to be undignified on a Rolls-Royce.

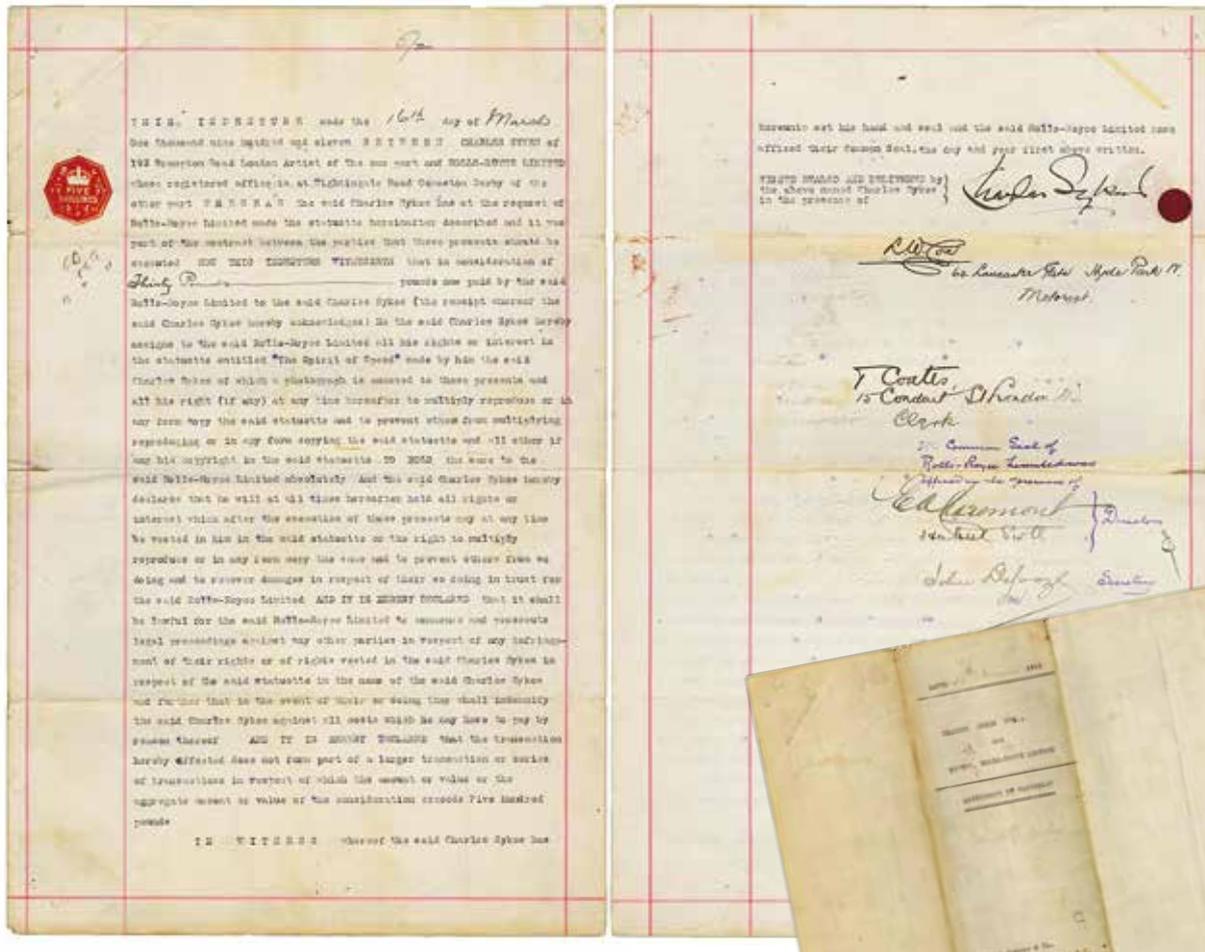
He therefore commissioned his friend Charles Sykes, an eminent artist and sculptor, to produce a mascot in keeping with a Rolls-Royce car. The result was the Spirit of Ecstasy, though Sykes originally christened it the Spirit of Speed.

Some years ago the Foundation acquired the official indenture by which Sykes assigned all his rights to the mascot to Rolls-Royce Ltd. Sykes was paid £30 for these rights. This document is dated 16 March 1911 and

bears the signatures of some notable names. These include Sykes himself, A E Claremont (who was Royce's original partner), John de Looze (the Company Secretary), Lord Herbert Scott (who became chairman of Rolls-Royce Ltd), Leonard Cox (sales manager) and T Coates (the clerk).

It is interesting to note that Spirit of Ecstasy did not become a standard fitment on Rolls-Royce cars until after World War Two; prior to the war it was an optional extra, supplied at a cost of three guineas.

Philip Hall



Original 1911 indenture by which Charles Sykes assigned all rights to his statuette that was to become known as the Spirit of Ecstasy to Rolls-Royce Ltd for £30

FOUNDATION NEWS



“I used to pinch myself up there. There was no feeling of speed.”



- The New York Port Authority doubted whether Concorde would be able to take off from JFK, climb fast enough and turn quickly enough to avoid flying over residential areas? You know the answer – in the words of the authority chairman: “The damn thing didn’t even trip our noise meters.”
- Life on board was cramped and noisy but customers were treated like royalty. There were post-take off drinks, a full lunch service with fine wines followed by fresh coffee and sweets. “In the early days, we had cigars,” chuckles John. “It took on the atmosphere of a gentleman’s club.”
- For the great and the good of the 1970s, 1980s and 1990s, Concorde was the only way to fly. Pavarotti was a regular passenger – but he always took two seats.
- When John flew the 7pm flight from London to New York, he’d take off in darkness. Halfway across the Atlantic he’d catch up with the sun and, by the time he landed in the USA, he could enjoy his second sunset of the day.

WOW, WHAT A GREAT LECTURE from Captain John Hutchinson, a long term senior BA Captain of Concorde. Virtually all SHRMF lectures are popular but this long awaited event was very well attended – with more than 100 people.

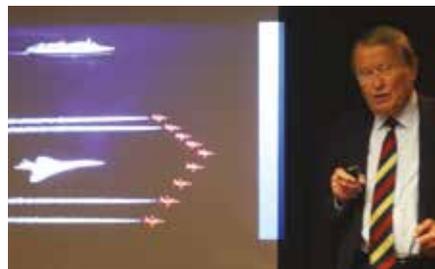
John regaled us with a variety of stories relating to his 15 years flying the iconic supersonic airliner for British Airways. He captivated the audience with humorous tales together with many evocative photographs taken during his time as a Concorde pilot.

Aviation was always the theme of John Hutchinson’s career after he joined the RAF in 1955 and went on to fly corporate aircraft before joining BA in 1966. These roles enabled him to pilot more than 70 different aircraft types, including the Shackleton with its four Rolls-Royce Griffon engines – a direct descendant of the Lancaster. At BA he flew 707, 747 and VC10 planes before joining the Concorde team in 1977.

The many details John shared with us included:

- “It was a pilot’s dream. It was – and will remain – the ultimate airliner. Without question.”

- At 60,000ft, Concorde’s operating altitude, you could see the curvature of the Earth. “I used to pinch myself, sitting up there, above the weather and the wind. There was no feeling of speed, no concept of it.”
- “The only time you would notice how fast you were going was when you overtook a 747, 20,000ft below, and it looked as if it was flying backwards.”
- During supersonic flight the plane grew between eight and nine inches.
- The route London to New York in less than 3½ hours began in 1977



John was involved in many special flights set up for particular photoshoots. One of the most spectacular involved Concorde, the Red Arrows and the Royal Yacht Britannia in the same place at the same time

The most amazing story was of an elderly American lady who John Hutchinson once flew to Washington DC.

“Lunch service finished and I asked the crew to invite her onto the flight deck. We were chatting away and I asked her ‘When did you first see an aeroplane?’ ‘Oh,’ she said, ‘I first saw an aeroplane when one of the Wright brothers landed at Savannah, Georgia in 1908.’

“I replied ‘Okay, so when did you first fly?’ ‘That was with Louis Bleriot in 1911,’ she said. I was stunned – there I was, talking to somebody who, in her lifetime, had gone from flying with Louis Bleriot at 23mph to flying with me, in a Concorde, at 23 miles a minute.”

There were many, many other stories but, sorry, you should have been at the lecture. However, don’t fret too much – we’re asking John to return next year.

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pictures **Alan Ferrier**

The Sir Henry Royce Memorial Foundation

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