



FOUNDATION NEWS

Chairman's Notes



I WRITE THESE NOTES whilst in the midst of lockdown, during the most critical time the country has faced and still faces since the war, and no one knows how long it will last.

Of course it has played havoc with the plans for lectures and visits to The Hunt House, which are on hold for the moment. To set a date for a future start up at this time would be premature but I am hoping that the Heritage Weekend will go ahead as normal in November.

We have speakers on Alfa Romeo and Triumph cars, Rolls-Royce pioneer Eric Platford and with luck, an ex Rolls-Royce man talking about building the Royal Bentleys.

Some may think this off-topic but we also have plans for a talk on Leica, the company that introduced 35mm cameras to the world before World War Two and enabled action shots to be captured much more easily. The quality of the product was of the highest standard, so I anticipate it will be of interest, I hope not only to Colin Hughes, but we will have to see how things go with the virus.

As many of you know Jane Pedler had to step down from the SHRMF board following the AGM but has consented to be returned to the board and we also hope to welcome James Black the well known Silver Ghost restorer to the board.

The Foundation is pleased to announce that at a virtual board meeting on 26 March Bill McGawley OBE was appointed an Independent Trustee Director. He joined us in 2018 but had to stand down due to other pressures; he now makes a welcome return.

Duncan Feetham

Clarification of levels of Foundation membership

THERE IS SOME CONFUSION over the various levels of Foundation Membership, so a word of explanation is appropriate.

All donors and members can attend SHRMF events, lectures etc and if they are not a member of RREC, receive a PDF copy of the bi-monthly *Foundation News* which appears in the RREC's *Spirit & Speed* magazine.

Donor: Anyone who gives a donation to the SHRMF of whatever size up to £30 is a Donor.

Member: Anyone who contributes £30 or more in any one calendar year is a Member of the Foundation. They receive a letter of acknowledgement with the invitation to 'upgrade' to a Voting Member.

Voting Member: Anyone who contributes £30 or more in any one calendar year AND has signed the Limited Liability Guarantee is a Voting Member. They can take part in the voting at the AGM, stand for election to the Trustee Board (once they have been a member for three years) and take a major role in the running of the Foundation.

In our current Articles (due for update) this level of membership is referred to as 'Ordinary Member'.

Life Member: An original donation of £500 (£300 for those aged over 65) entitles the donor to Life membership. Again they can vote provided they sign the Limited Liability Guarantee.

Red Badge holder: Anyone who bought a Red Badge as a contribution to the Peter Baines

Wing is entitled to Life Membership as above. Subsequent purchase of a Red Badge at an auction or sale does not carry this entitlement.

LIMITED LIABILITY GUARANTEE

The Limited Liability Guarantee as reproduced below is included as part of the Membership Application Form. If you want to become a voting member and are unsure whether you have filled one in or not please contact the Business Manager to confirm or obtain a form. Members of RREC who donate via their subscription may not have filled in this form and need to check.

I hereby apply for membership of The Sir Henry Royce Memorial Foundation subject to the Company's Memorandum and Articles of Association. I hereby request you to register my name in the Register of Members. I undertake that, in the event of the Company being wound up whilst I am a member or within a period of one year after I cease to be a member, I shall contribute to the debts and liabilities of the Company a sum not exceeding £10.00.

Finally, if you are able to Gift Aid your donation that effectively adds an extra 20% to its value. You need to be a UK tax payer and sign the appropriate Gift Aid Form. Again please check with the Business Manager if you are not sure whether you have Gift Aided your donation or not.

Who can identify this recently acquired picture?



DUE TO COVID-19 there is no Hunt House Treasures article in this issue as our reporter cannot get into the building for research. But here is a question. Rob Pedler recently found this photo on eBay. It is a Rolls-Royce Ltd. London Group picture, stamped on the reverse and numbered WHP 266. Despite appearances, the car is not GSK 80 – the windscreen and Auster screen are different and although it is marked 'Rolls-Royce 20hp early series' it has vertical radiator shutters which suggest a later model. Any help would be much appreciated. The registration can't be seen but the mascot looks interesting.



Lecture by Ian Whittle reveals the genesis of the turbo jet

ON WEDNESDAY 11 MARCH the SHRMF was able to welcome Ian Whittle, the son of Sir Frank Whittle, to talk about his father and the role he played in the development of the jet engine.

He explained how his father tried to join the RAF and was rejected the first time, gaining entry at a second attempt and later going on to train at Cranwell as a fighter pilot where he served with the uncle of John Baker, our current Business Manager.

Ian Whittle's father was a brilliant mathematician and realised there must be other sources of power, besides piston engines, and his mind turned to turbines which already powered many ships in the form of steam turbines and were also used in the electrical industry.

The problem was weight – but after many years of trials and blind alleys, working on lightweight alloys and searching for materials able to cope with heat that was generated in the

combustion process, success was reached in the early 1940s when an engine was produced that was able to power a plane. It was very low thrust compared to today's engines but enough to enable several successful flights in a prototype Gloster aircraft.

Ian explained that it took several more years to produce a reliable engine able to go into front line service in the shape of the twin-engined Gloster Meteor. He also spoke about the German jet engines that flew during the war and although the Messerschmitt 262 was in service before the Meteor it was never available in sufficient numbers to make a difference. The Germans also suffered the problems of reliability and short engine life – some of their early engines only had a life of seven minutes.

Ian Whittle himself had a career as a commercial pilot, eventually flying 747s and with much experience of Rolls-Royce power units. In his talk he was

blunt in his disdain for 'experts' with prejudices regarding ideas that go against conventional wisdom, as well as the difficulty in Britain of getting venture capitalists to take the risks necessary for supporting innovation.

All in all a brilliant talk. As usual, it was never long enough and it made one realise how modern jet engines have shrunk the world by going from a life of a few short hours to an extended reliable period of thousands of hours.

Sadly, the May Lecture to be given by Oliver Winterbottom fell victim to the COVID-19 restriction and will be rescheduled in 2021. However, it is hoped that the lecture on Thursday 1 October (60 Years at the Sharp End by John Hutchinson, retired Concorde pilot) will be able to go ahead, so keep an eye on our website for updates and details.

The Heritage Weekend remains likely to go ahead but may be reduced to a single day.

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, Stephen Byrne, Philip Hall, Ian Hick, Bill McGawley, Jane Pedler, Lindsay Robotham Business Manager: John Baker

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