



FOUNDATION NEWS

Duncan Feetham elected SHRMF chairman, David Whale as deputy

AT THE MEETING following the Foundation AGM on 17 November (see below) Jane Pedler stepped down after four years as chairman and Duncan Feetham was elected by the Trustees to fill the post. David Whale was elected deputy chairman to replace Clive Green who did not seek re-election and Jane was then elected treasurer.

Archivist Amii Errington moved on to new pastures at the end of November. The Trustees are immensely grateful for everything she has done over the past two years and wish her all the best for the future. Recruitment for a new incumbent is in progress.

New Foundation chairman reveals his plans and ambitions for 2019



I HAD THE HONOUR of being elected the chairman of the SHRMF following the AGM on 17 November. I realise that I have some mighty big boots to fill following in the footsteps of previous post holders. Looking to the future, it is my ambition to increase the number of visitors to The Hunt House, and urge members who have never done so to attend some of the events which are scheduled for 2019.

The Hunt House and its unique and very rare contents are a treasure trove, which have been gathered over many years and are an historic record of the finest examples of British engineering in the 20th century. My intentions are to invite other interested clubs and associations to visit our exceptional collection, starting with the Parliamentary historic motor group who will tour The Hunt House and join us for a buffet lunch. At the November NEC Classic Car Show, I spoke to other car clubs and several showed an interest in visiting The Hunt House, while others enquired about using it for their AGMs. A great deal of work has been completed on our Grade II building under the guidance of previous chairmen and there is a continuing programme planned for the future.

As a positive way of working together it has been agreed with the Club chairman that there will be regular joint meetings with the Club and Foundation chairmen, to discuss items of common interest and to find satisfactory solutions.

I look forward to seeing Club and Foundation members at some of the open days throughout the year and at the 2019 Annual Rally.

Duncan Feetham



Left to right: SHRMF business manager John Baker, apprentice Max Dempsey, outgoing SHRMF chairman Jane Pedler, apprentice Jay Lacey, incoming SHRMF chairman Duncan Feetham



Tool kits and chests awarded to the winning apprentices in 2018 were supplied by King Dick Tools

Apprentice award presentation takes place on the NEC Live Stage

WE PRESENTED our third annual apprentice awards on the Live Stage at the Lancaster Classic Car Show at the NEC on Saturday 10 November 2018 and offer our thanks once again to the FBHVC who the Foundation works with on these awards.

This year there were two prizes to two young men from the excellent scheme run by P&A Wood. The first went to Jay Lacey who works in the coachwork department and is fast becoming an excellent fabricator and is the 2018/19 Apprentice of the Year; the second award was made to Max Dempsey, the 2017/18 Apprentice

of the Year, who has become an excellent mechanic.

Both were presented with the Foundation gold medal and a chest tool kit supplied on this occasion by King Dick to accord with the requirements of P&A Wood.

In 2019 it will be the turn of the RRBSA to nominate suitable candidates. The Foundation are very grateful to the Sections and members who support this part of our work – it cannot be emphasised enough that these young apprentices are vital to the future of our hobby and need to be given all the encouragement we can muster.

The Diary of the Silver Ghost records the 1907 success of AX 201

THE TRIUMPH of the 15,000 mile run by the Silver Ghost AX 201 in 1907 is well known. What is less well-known is that in order to achieve maximum publicity from this event Claude Johnson issued regular bulletins on the car's progress. The fact that these were produced right from the start of the run, indicates the confidence that Johnson had in the car accomplishing a spectacular result.

As well as press releases, Johnson published weekly booklets summarising in detail the routes, the daily distances and the drivers.

Five booklets, entitled *The Diary of the Silver Ghost* were published, and the Foundation purchased at auction a set of these extremely rare items in 2005.

The trial started on 21 June 1907 and was completed on 8 August, the car having made the round trip from London

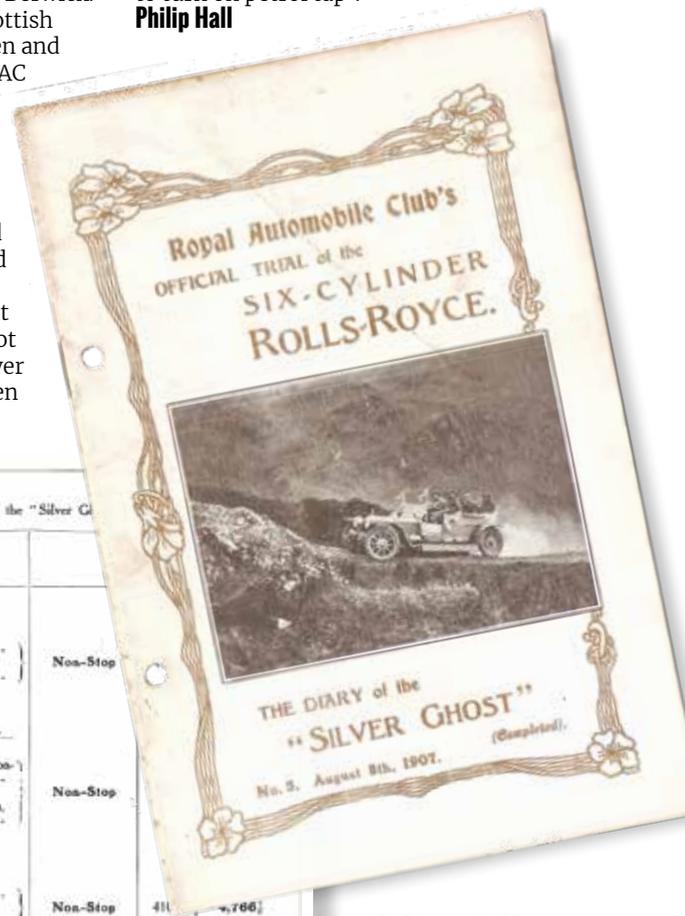
to Edinburgh to Glasgow and back 14 times, a total distance of 15,021¼ miles.

The route varied, but was generally via Coventry, Manchester, Huddersfield, Bradford, Leeds, Newcastle and Berwick. One circuit incorporated the Scottish Trial and went as far as Aberdeen and Inverness. The run was under RAC observation throughout.

The diary shows that the driving was shared by the Hon C S Rolls, Mr Johnson, Platford and Macready (sic). It is interesting to note that Platford and Macready were not afforded the title 'Mr'. On most days the car covered about 400 miles, but this varied on occasions from not much more than 100 miles to over 500 miles. The car was not driven on Sundays.

The one involuntary stop, when after 629 miles the petrol-tap had been shaken into the off position, is recorded as 'One stop viz for one minute to turn on petrol tap'.

Philip Hall



Diary of the "Silver Ghost"—(cont'd).			
		DAILY DISTANCE.	TOTAL DISTANCE.
		Miles.	Miles.
27th JUNE—			
Scottish Trial to Inverness	Non-Stop	160½	908½
28th JUNE—			
Scottish Trial to Pálochy	Non-Stop	154½	1,063½
29th JUNE—			
Scottish Trial to Glasgow	Non-Stop	114½	1,177½
1st JULY—			
Glasgow, Manchester	Non-Stop	304½	1,482½
2nd JULY—			
Manchester, London, Manchester	Non-Stop	416½	1,898½
3rd JULY—			
Manchester, Berwick, Glasgow, Berwick	Non-Stop	406½	2,305½
4th JULY—			
Berwick, Manchester, London	Non-Stop	410½	2,715½
5th JULY—			
London, Manchester, Berwick	Non-Stop	410½	3,126½
6th JULY—			
Berwick, Glasgow, Berwick, Manchester	Non-Stop	406½	3,533½

Diary of the "Silver Ghost"			
		DAILY DISTANCE.	TOTAL DISTANCE.
		Miles.	Miles.
8th JULY—			
Manchester to London	Non-Stop	410½	4,000½
London to Manchester			
9th JULY, MIDNIGHT—			
Manchester to Berwick-on-Tweed	Non-Stop	406½	4,407½
Berwick to Edinburgh, Glasgow and back			
10th JULY—			
Berwick to Manchester	Non-Stop	410½	4,818½
Manchester to London			
11th JULY—			
London to Manchester	Non-Stop	410½	5,229½
Manchester to Berwick			
12th JULY—			
Berwick to Edinburgh, Glasgow and back	Non-Stop	406½	5,636½
Berwick to Manchester			
13th JULY—			
Manchester to London	Non-Stop	416½	6,053½
London to Manchester			
Total Miles for 6 days = 2,467½.			

The Diary of the Silver Ghost records the daily accomplishments of AX 201 in five booklets • NB we have followed the Rolls-Royce tradition of not using the number 13 when labelling this Hunt House Treasures article

FOUNDATION NEWS



Heritage Weekend speakers entertain and educate the audience

David Towers started off the weekend of 16 and 17 November 2018 by continuing his review of W.O. Bentley. Last year David concentrated on the engines, this year on the man, his relationships, homes and marriages. The later stages of his business and his time with Rolls-Royce were covered, and moved into his engine designs for Lagonda as well as for Armstrong Siddeley and Aston Martin.



Linda Ball, the RREC's trophy master, presented a carefully researched history of a number of the trophies and their donors. The audience was issued with gloves to permit a closer examination.

Keith Taylor of the Bugatti Trust's talk showed the Type 32 'tank' Grand Prix car of 1923 and the Type 41 'Royale', the engine of which was the basis for that of the railcar. The railcars were streamlined monocoque single, double or triple 'car' units with eight-wheel bogies and either two or four engines in one of the cars.

Before the **SHRMF AGM**, Philip Hall announced the Philip Hall Award and Jane Pedler presented it to Duncan Feetham in recognition of Heritage Weekends for the past eight years.

Pat Jeater kicked off the Sunday session (above) with details of his 25/30 Franay saloon with division GRP33. He has extensively researched the car's owners.

The first, Daniel Dreyfus, a French banker, only kept it for a year. But Pat found an unsent letter inside the car's division from the second, William Zimdin, about his attempt to escape from occupied France to Switzerland. An Estonian Jew, Zimdin had been the equivalent of a money launderer for the Soviets in the 1920s. The next owner was Lt-General Marie-Joseph Koenig, military governor of Paris in 1944 and later Minister of Defence.

Pat showed the early progress of work on the body, with observations on the seller's description of a car needing 'light renovation' and the reality.

Our next speaker was **Martyn Wray**, secretary of the Singer Owners' Club. He was supported by Arthur Michell, the chairman of the Club, who had brought his 1936 Le Mans Special Speed to the event. Martyn covered Singer from its early cycle days in the 1880s to motorcycles in the 1900s and light cars from 1905, with the 'Ten' in 1912 being one of the first real cars in miniature. After the war a range of cars was made with side valve engines, but in 1927 the 8hp overhead cam Junior's engine was the basis for sports cars from 1932.

Davide Bassoli covered the post WWII development of the Bentley Continental, reflecting on the Embiricos car designed by Paulin and the Corniche project halted by the war. He then covered the Flying Spur saloon and variants by Mulliner and Park Ward and other coachbuilders.

Our final speaker was **Tom Purves**, who started at Rolls-Royce, moved to BMW and became CEO of Rolls-Royce Motor Cars from 2008 to 2010. His theme was 'What would Royce and Rolls and CJ say if they looked back from now?'

Report by Colin Hughes

Rod Dean returns in March to reveal his experiences flying vintage jets

FOLLOWING THE SUCCESS of Rod Dean's Lecture in March 2018 (see report in Foundation News May 2018) he has been invited to return and deliver another aviation talk on 'Flying and Displaying Vintage Jet Aircraft'.

He describes this as "covering my introduction to display flying in the Hunter in 1971 at RAF Chivenor, through displaying

vintage jet aircraft such as the Vampire, Venom, Meteor, T33 and F86A, plus of course, civil registered Hunters."

The talk will include a number of short videos and technical details on the various aircraft. This is sure to be an evening not to be missed, full details and booking forms are available on www.henryroyce.org.uk.

FOUNDATION DIARY DATES

Wednesday 13 March

■ Flying and Displaying Vintage Jet Aircraft
Rod Dean

Wednesday 15 May

■ The Work of Sir Harry Ricardo and the development of Ricardo Ltd
Neville Jackson, Chief Technology Officer of Ricardo

Thursday 3 October

■ Concorde
John Hutchinson

Saturday 16 and Sunday 17 November

■ Royce Heritage Weekend and Foundation AGM

The Sir Henry Royce Memorial Foundation

President: Charles Tabor Chairman: Duncan Feetham Deputy Chairman: David Whale Company Secretary: Mark Griffiths

Trustees/Directors: Cedric Ashley, Chris Ball, John Beecroft, Stephen Byrne, Allan Fogg, Philip Hall, Ian Hick, Jane Pedler, Lindsay Robotham Business Manager: John Baker

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