



FOUNDATION NEWS

MoD apprentices make the final cut for Awards at Shrivenham Training Centre



SHRMF CHAIRMAN Jane Pedler with husband Rob and business manager John Baker (along with 20/25 GAF 76, pictured with the apprentices, above) travelled to the MoD Training Centre at Shrivenham on 17 August to judge the Sir Henry Royce Prize at the MoD Apprentice week.

The challenge was to create an axe using a circular saw blade as the basic material, and anything else that

could be found in the stores, or sourced on the internet. It had to contain some original features and would be subjected to a 'function test' of chopping wood. The candidates had four days to design the axe, source the materials (other than the saw blade) and complete the task.

The quality of workmanship was amazing; handles of polished wood were finished in various ways, blades carefully



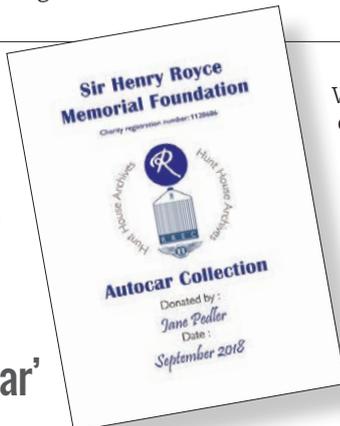
designed for form and function and heat treated or hardened according to taste. Chopping kindling and severing a fence post were the final tests and proved a little too much for some designs.

In the end the winner was a full 'breaching tool' which was well designed for its purpose. However, others deserve a mention including a camping size 'Viking axe' and one with a dragon tail trim to the blade which looked good but sadly did not survive the chopping test.

While the chairman and Rob were involved with the axes John helped to judge the miniature hovercrafts which had been constructed from supplied parts and again subjected to various tests. The final race in the Tank Hall proved a bit too much for some, including one which veered off course and collided with a full size tank. The tank sustained no damage but the hovercraft was a write off.

Altogether a most interesting day and we look forward to presenting the Sir Henry Royce Award to the winner at the Presentation Day later in the year.

Magazines previously in The Hunt House loft provide the opportunity to 'adopt an Autocar'



WHEN ROBIN BARNARD donated his (possibly unique) full set of bound copies of Autocar (*Spirit & Speed* issue 349, July 2018) he also donated a large number of subsequent editions in unbound condition and many more have been acquired over the years.

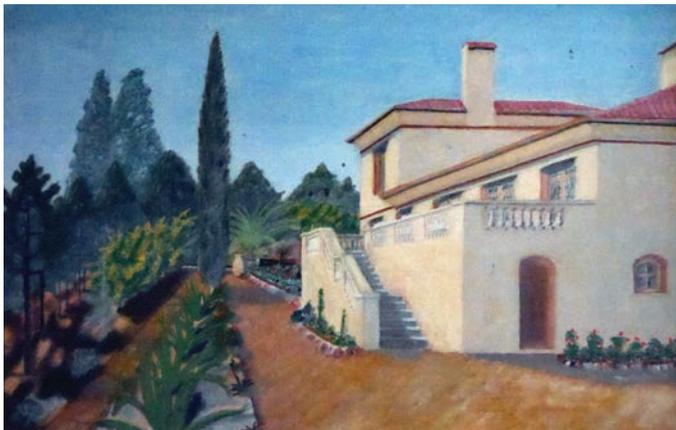
These have now been brought down from the

loft of The Hunt House and placed in the archives where they are being sorted. The best copies are going to be bound to match the existing volumes and complete the set, thus providing a superb resource for the many researchers and enthusiasts who visit Hunt House.

The binding will cost £50 per volume which contains a three-month run of the weekly magazine.

We invite RREC and SHRMF members alike to help with this work by sponsoring

Sir Henry Royce paintings on loan from Peterborough Art Gallery



SIR HENRY ROYCE liked to spend most of his waking hours working, however he did find time for leisure activities. He was a keen gardener, and the Rackham portrait at The Hunt House indicates that he played bowls.

Royce's talents extended beyond engineering; he was a competent flute player and also enjoyed painting and sketching. We are fortunate to have a set

of five paintings by Sir Henry on display in the Royce Room. This is thanks to the Peterborough Art Gallery, which has been kind enough to place them on permanent loan to the Foundation. Two are of his residences, La Villa Mimosa at Le Canadel, and Elmstead at West Wittering. The other three are landscapes thought to be of the south of France close to Le Canadel. In addition the Foundation

possesses a painting by Sir Henry of an unidentified coastal scene.

While not great works of art, they are certainly better than the average amateur's effort. It has to be said, though, that they were not greatly appreciated by the well-known art critic, the late Brian Sewell, who declined to comment on them.

Philip Hall

a volume. If required, a donation acknowledgement will be inserted in the binding stating the name of the donor, or anyone the donor wishes to acknowledge (in memory of a loved one, for example). This project will be funded entirely by donations and 10 volumes have already been 'spoken for' but there are many more available.

If you would like to be part of this initiative, or know more about it then please contact the archivist Amii

Errington or SHRMF Business Manager John Baker.

Don't forget that if you are a UK taxpayer the donation can be Gift Aided which adds an extra 25% to the value.

Please help us to complete this unique set which will then be available to enthusiasts and researchers alike – the issues we are missing include: 7 August 1969; 14 August 1969; 14 May 1970; 21 May 1970; 28 May 1970; 26 November 1970 and 1972 onwards.



FOUNDATION NEWS



THE MOST
AWE-INSPIRING
PART WAS THE SIZE
OF THE LATER
AIRSHIPS

Golden Age of British Airships brought to life by glowing lecture

FOR THOSE to whom the knowledge of the history of airships is confined to photographs of the burnt out skeleton of the R 101, Alistair Lawson's lecture was a revelation. Alistair has a lifelong interest in airships starting with a fascination with lighter-than-air travel as a teenager, spending hours looking out of the window at school and looking skywards on his paper-round, hoping to catch a glimpse of a 'skyship'. This led to him working with the Airship Heritage Trust, currently as the vice chairman.

His talk to an almost full house led us through the original design concepts and the importance of airships (barrage balloons) in World War 1. This led to luxury travel in the 1930s with a level of comfort unheard of in the average modern jet, and then to the withdrawal of confidence and support following the R 101 disaster (understandable, since one of the victims was the air minister!)

The talk was illustrated with a number of historical photographs and finished with the modern developments by the Airship Heritage Trust at Cardington (rescued from possible oblivion and now making inflatables again).

On the way we learned the difference between rigid and semi rigid inflatables, and were shown the various developments of engine deployment, passenger accommodation, mooring mast techniques and so on. The most awe-inspiring part was the sheer size of some of the later airships.

At the end of the talk Alistair took questions and was given a rousing ovation before we all adjourned to the conservatory for the usual excellent and convivial supper.

The lecture list for 2019 is detailed on the right, if you have not yet attended one of these events they are extremely interesting and excellent value.

FOUNDATION DIARY DATES 2019

Wednesday 13 March 2019

■ Flying and Displaying Vintage Jet Aircraft
Rod Dean

Wednesday 15 May 2019

■ The Work of Sir Henry Ricardo and the development of Ricardo Ltd
Neville Jackson, Director of Technology for Ricardo

Thursday 3 October 2019

■ Concorde
John Hutchinson

Saturday 16 and Sunday 17 November 2019

■ Sir Henry Royce Heritage Weekend

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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