

continued use of horse-drawn vehicles were presented at the annual show of the British Driving Society held at Smith's Lawn in Windsor Great Park, by invitation of HM the Queen. Subsequently it was decided to present an annual Coachmakers' Company award to the leading British entry in the National Driving Competition. To mark the Company's renewed link with its original craft, Lt-Col. Sir John Miller, KCVO, DSO, MC, the Crown Equerry, who was responsible for the Royal Mews with its carriages, horses and motor cars, and himself a leading whip, was made an Honorary Liveryman.

Interest in the restoration and reproduction of coachwork on original motor car chassis was promoted, and in 1979 Coachmakers' Company awards were presented for the first time at a Coachmakers' Weekend at the Beaulieu National Motor Museum.

The Livery Committee

In 1970 the Livery Committee was formed and charged with, "advancing new ideas which might be forthcoming from members which would be of benefit to the Livery as a whole."

The Award to Industry

The first action of the Livery Committee was to propose the idea of the Coachmakers' Awards to Industry. There were to be two awards annually, one for aerospace and one for the automotive industry, with the citation being "for outstanding contributions to technological advancement in transport also involving elegance and commercial significance." If there were no achievements in any one year deemed worthy, then no award would be given.

The Awards to Industry were made for the first time in 1972, each consisting of a silver sculpture by Leo de Vroomen to be held for the year, and a medal to be kept by the recipient in perpetuity. In turn, award winners have traditionally and graciously given table pieces to the Company which are displayed at Court and Livery Dinners.

The Eric Beverley Award

In 1979 earlier grants and covenant with the Cranfield College of Aeronautics were replaced by a bursary to enable students at the Cranfield Institute of Technology to obtain experience with overseas companies. The bursary was the brainchild of Eric Beverley, who was Master in 1978. When he died the new bursary benefited from the Memorial Fund launched in his memory by the then Master Mr J A Williams.

The Victor Gauntlett Flying Scholarship

Victor Gauntlett was commissioned in the Royal Air Force before moving on to a successful, entrepreneurial career in industry in the founding of a major petroleum company and famously rescuing Aston Martin from extinction. He owned and raced vintage Bentley cars and operated a Spitfire and Dakota DC3 aircraft. Tragically he died during his year in office as Master, and in recognition of his contribution and untiring support for the aims of the Livery and his interests in training for the young, the Court agreed that an annual Flying Scholarship be funded in his name.

The Motor Centenary Award

In his year of Office, 1985, Master Richard Dallimore launched an appeal to establish a Motor Car Centenary Fund to provide an annual bursary for achievement in the field of motor car design. It is open to automotive design students in colleges and polytechnics, and young (under 28) practising designers in the motor industry.

In 1977 the Company celebrated its Tercentenary, which included participation in the Historic Vehicle Silver Jubilee Tribute at Windsor and Ascot, together with the publication of the revised Company History, 'The Coachmakers'; renovation of the Company's Brougham; and the receipt of various gifts including a silver model of a Corniche by Rolls-Royce Motors to celebrate the Queen's Jubilee. During the year arrangements were concluded with the Tallow Chandlers for the building of safe storage in their cellars for the Company's silver, gowns and archives.

Modern Aims

It has been said that the Guilds of the City of London are like sturdy oaks, deeply rooted in the past, yet maintaining their strength and renewing their freshness from year to year and branching out generously to new opportunities. The City Guilds were the nurseries of English Crafts and Commerce, and now justify their continued existence by a host of activities in the promotion of Charity, Education, Craftsmanship and Good Fellowship.

The Coachmakers' Company has moved from an organisation responsible for quality control to a charitable association which, in contemporary times, meets its obligations to the City of London through support for the heritage of coach and coach harness making and in the promotion of excellence in the development of the trade, within the modern aerospace, automotive and rail industries. These goals are achieved through the promotion of associations, the award of educational bursaries, the recognition of excellence and in charitable fund-raising for organisations associated with the relevant industries.

CITY OF LONDON LIVERY COMPANIES IN TODAY'S WORLD

The Survey

There are 108 Livery Companies in the City of London. Some are of modern origin (Builders Merchants, Environmental Cleaners, Information Technologists, Hackney Carriage Drivers) and some of ancient origin (Mercers, Goldsmiths, Fishmongers) with the oldest being the Weavers, incorporated in 1115. Whether ancient in origin or not, modern Livery Companies are custodians of much City heritage and are trustees of many traditional and innovative charitable endeavours. The extent of that endeavour was unclear until in 2000 it was decided to gather information to establish the facts about Livery activities today. The outcome of an updated survey was as follows:

General

There are **40,741** Liverymen of the City of London, **41** companies have their own Halls, **96** admit women and **85** maintain an active link with their trade. Some **171** units of the armed forces of the Crown and **61** churches are actively supported by Livery Companies.

Almshouses and Sheltered Housing

Livery Companies have traditionally run almshouses, and in recent times the more modern equivalent, sheltered housing, where today **41** housing schemes and **947** residents are supported. The financial assistance given to these schemes was **£2.5million**.

Education

Livery Companies are widely involved in education and **124** educational establishments and schools have a specific link with Livery Companies and benefit from **£5.5million** of financial assistance.

Charities

The total charitable giving by Livery Companies in 2002 was **£42.8million**.

www.coachmakers.co.uk



*The
Worshipful Company
of Coachmakers and
Coach Harness Makers
of London*

1677

A SHORT HISTORY

The Beginning

The Company, which existed for many years before it received a Charter, joined the Worshipful Company of Wheelwrights in petitioning the Court of Aldermen in 1631 to assist them in procuring Letters Patent from the King owing to the difficulty in controlling the members of their respective trades. The Civil Wars and other causes delayed the attainment of this object and it was not until 31st May 1677 that the Charter was received. By this, King Charles II constituted “Edmund Awbry, our Coachmaker, Charles Nevill, our Coach Harness maker, Thomas Brigham, Coachmaker to our Dear Brother the Duke of York” and others named, and all who follow the trade, as a body politic and corporate in Deed and Name as the Master, Wardens, Assistants and Commonalty of the Company of Coachmakers and Coach Harness Makers.

Within ten years of the grant, on the 5th October 1686, the Company was forced to surrender to the King the powers conferred by Charter, “And do with all submission implore his grace and favour to regrant the same”. On the 12th May of the following year a second Charter was granted by King James II. The chief change made was that the King, by Order in Council, might displace the Master, Wardens, Assistants and Clerks, or any of them, and require the Company to elect others. On 22nd October 1688, King James II made a regrant to the Company of their surrendered rights.

The Charter

The present Charter provides that a Master, three Wardens and twenty-three Assistants constitute the Court; that election day shall be 1st September each year; that the Company may purchase and hold lands, plead and be impleaded in law, possess a Clerk and a Beadle; that no person other than a freemen of the Company shall follow the trade; and that, after obtaining a Warrant from the Lord Chief Justice of the King’s Bench, and if accompanied by a Constable, the Master, Wardens and Assistants may enter “Shopps Cellars Sollars Stables Coachhouses and suspected places” and examine coaches and materials, find out defects, and prosecute offenders.

By the Charter no one could lawfully carry on the trade of a coachmaker or coach harness maker within London and Westminster and the country within twenty miles around without being a member of the Company.

The Hall

For the first twenty-five years of its incorporation, the Company did not possess a Hall and the Court usually met at the Painter Stainers’ Hall by Queenhithe. Thereafter, until the purchase of the Company’s own Hall, the Court assembled at the Jewell Chamber at Guildhall or in taverns. In 1703 the Company bought from the Worshipful Company of Scriveners

for £1,600 their Hall in Noble Street. The Hall, which was rebuilt in 1843 and 1870, was totally destroyed in an air raid on the 29th December 1940. The whole of the Company’s Library and many of its possessions, including the Master’s chair, which dated from 1670, were lost. However, the plate, other treasures and the original model of the Royal State Coach, which was made by Sir William Chambers and submitted to King George III in 1761 in order that he might approve of the Coach for his wedding to Queen Charlotte in 1762, had been removed. In 1978 Past Master Bernard Boxall, CBE, presented the Company with a new Master’s Chair and in 1980 Past Master P M H James arranged for the Company’s Charter to be restored and framed for display purposes.

The Services

The Company has long appreciated the importance of links with the armed services. In 1900, when Colonel Stowe of the Honourable Artillery Company was Master, adverse reports from the South African War led the Company to organise a competition for improving the design of horse-drawn ambulances. Today, the Company maintains strong connections with the services, which foster mutual understanding of Arms, Industry and the City.

The Royal Navy

In 1955 the Company adopted HMS Centaur, a Light Fleet Carrier of 16,000 tons and, to commemorate the affiliation, presented a mace, sash and gauntlets to be used by the Drum Major of the ship’s Volunteer Band. This was followed by the gift of a silver bugle.

Centaur was withdrawn from service in 1970 and, by agreement with the Board of Admiralty, the Company’s association and gifts were transferred to HMS Hermes, classified as a Commando Ship. In the Falklands campaign her name became known worldwide but was retired from active service and on 3rd May 1984 the Company was formally affiliated to HMS Boxer, a ‘stretched’ Type 22 Frigate, which was decommissioned in 1999. The Company’s liaison with the Senior Service continues with the new HMS Bulwark, an Amphibious Control and Support Ship, which was commissioned in 2005.

The Royal Air Force

In 1961 the Company became affiliated with No. 216 Squadron of RAF Transport Command and subsequently presented the Squadron with a silver rose bowl to mark the relationship. In 1962 the Company presented a silver trophy in the form of the Squadron’s crest to be awarded annually to the Master Aircrew and SNCO Aircrew Section achieving the highest aggregate categorisation results. Unhappily, ‘Two-

Sixteen’ was disbanded in 1975, but a replacement was found in No. 10 Squadron, which was re-formed in 1966 to fly VC-10 aircraft. In addition to being responsible for providing long range transport for the three services, No. 10 Squadron was regularly used by the Royal Family and senior members of Government for international and State visits. The Squadron, which was heavily engaged in the Falklands campaign, both Gulf Wars, the Balkans and Afghanistan conflicts, was disbanded in 2007 and the Company was authorised to form a new affiliation with the station of RAF Brize Norton.

The Army

In 1974 the Company’s association with all three services was completed through an affiliation with the 4th/7th Royal Dragoon Guards. The event was commemorated by presenting a banner to the Past and Present Regimental Association on the occasion of the 50th Annual Cavalry Memorial Parade in Hyde Park. Her Royal Highness the Duchess of Kent is the Colonel-in-Chief of the regiment.

In his year of office, 1980-81, Master J A Williams presented a silver drum trophy to the Regimental Band to be awarded to the Bandsman of the year. The Regiment celebrated its 300th Birthday at Detmold in June 1985 in the presence of Her Royal Highness the Colonel-in-Chief.

In 1992 the Regiment was amalgamated with the 5th Royal Inniskilling Dragoon Guards to form the Royal Dragoon Guards. The Company was represented at the Farewell Parade of the 4th/7th at Detmold in April and at the unveiling of the Regimental memorial at Creully, Normandy in June.

The Royal Dragoon Guards were deployed to Iraq in 2004, returned to Munster in 2005, and redeployed to Catterick Garrison in 2008.

Royal Liverymen

Five members of the Royal Family have honoured the Company by accepting membership and office. In 1873, the Duke of Edinburgh (later the reigning Duke of Saxe-Coburg-Gotha) was presented with the Freedom and Livery and elected to the Court of Assistants, and in 1927 HRH Prince Arthur of Connaught accepted the Freedom and Livery and was subsequently elected an Assistant. To commemorate this, Mr Arthur Hungerford Pollen, who was then Master of the Company, presented a silver gilt cup, known as the ‘Prince Arthur Cup’ to be competed for annually as a golfing trophy by the Livery Companies of the City. Prince Arthur’s continued interest in the Company was shown when in 1932 he served the office of Master. A third member of the Royal Family to honour the Company was HRH the Duchess of Kent, who was presented with the Freedom and Livery by the Master, J A Williams, at a meeting of the Court held at Tallow

Chandlers’ Hall on 9th December 1980.

HRH Prince Michael of Kent, who has always shown great interest in all aspects of motoring, was sworn to the Freedom and Livery at a Court Meeting in Stationers’ Hall on 20th November 1985. The last member of the Royal Family to honour the company was HRH Prince Philip, Duke of Edinburgh, KG, who was sworn to the Freedom and Livery in Tallow Chandlers’ Hall on 15th July 1987. The Prince signed his name in the same Book of Admissions which the other Duke of Edinburgh had signed 114 years before. To mark this occasion the Master, Wardens and Clerk subscribed to an engraved tankard to be used whenever His Royal Highness visits the Company.

Recognising & Promoting Excellence

In 1865 the Company began to give prizes for the encouragement of good design and workmanship in the construction of vehicles. In fact the encouragement of technical education and the improvement of design are objectives which the Company has consistently supported financially.

The subjects for which prizes were awarded reflect the changes in fashion and habits of the day, as the following examples show. In 1884 there was a prize for “a lady’s driving phaeton, ascent between the wheels, any shape (except Stanhope or mail) being eligible, except that the hood to be shown down”. Thirteen years later the Company offered a prize (but made no award) for designs for a “self-propelled light motor carriage”. In 1904 a design was invited for “a motor car to carry four people in the hind part and one or two in the driver’s seat, suitable for a petrol engine. The hind part to be convertible from an open to a closed carriage.”

When the horse-drawn carriage was superseded by the motor car at the turn of the century, the number of coachmakers diminished; even more so when hand-made motor coachwork gave way to the all-steel pressed body of the mass produced car. Fortunately the growing number of motor manufacturers were recognised by the Coachmakers’ Company, a City Livery with which they could naturally be identified. They were soon joined by the makers of the ‘coaches of the air’ and these two industries – motor and aircraft – became the modern equivalents of the coachmakers and coach harness makers of old.

The Driving Award

After the war there was a revival of interest in carriage driving when a historical pageant of horse-drawn carriages at the Royal Agricultural Society’s show at Windsor Great Park led to the formation of the British Driving Society. In 1979 awards for outstanding contributions to the