

Press cuttings

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Village's Derby victor

CGN
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A HORSE trained on farm land at Horseheath became a Derby winner, claims Mr Fred Barker, who lives in the village.

He says that The Lodge, Horseheath was owned by Stanlake Batson just 150 years ago, in 1834.

The horse's name was Plenipotentiary, and it was trained on the Manor Farm land, now owned by the Vestey family, writes Mr Barker.

The horse was buried in the orchard behind the Batson's Arms pub, which is now closed, he says.

The record books show that Plenipotentiary did indeed win the Derby in 1834, ridden by P. Conolly from a field of 23 runners.

NEWS



Honour makes Sir Arthur 'very proud'

SIR Arthur Marshall was yesterday made a new freeman of Cambridge. The Honorary Freedom of the City was bestowed upon 100-year-old Sir Arthur in recognition of the strong links between the city and Marshall of Cambridge.

In Sir Arthur's lifetime, the honour has been conferred on only 14 occasions, and it is the first time since 1911 it has been given to a non-councillor. Marshall's was founded by Sir Arthur's father, David Gregory Marshall, in 1909. Sir Arthur was chairman from 1942-89, and is honorary life president of the Marshall Group.

Receiving the honour at a ceremony in the Guildhall yesterday, Sir Arthur said he was "really quite overwhelmed". "I have lived in Cambridge all my life and this has made me very, very proud," he said.

The honour recognises Sir Arthur's contributions to aviation and to the motor industry and his unique service

to Royal Air Force pilot training during the Second World War.

Contributions he has made to the city of Cambridge include the founding of No 104 (City of Cambridge) Air Squadron Corps, the foundation of the DG Marshall Charitable Trust and the creation of many thousands of jobs.

Cambridge city councillor John Durrant said: "Marshall's has made a very significant contribution to the Cambridge economy over a long period of time and Sir Arthur Marshall has played a big role in that.

"He helped transform the world and Cambridge with it."

Rob Hammond, Chief Executive of Cambridge City Council, and Coun David White, the Mayor of Cambridge, presented the Honorary Freedom of the City to Sir Arthur, and Marshall's presented a silver model Tiger Moth to the city council to commemorate the event.



Above, Freeman: Sir Arthur Marshall toasts his honour.

Top left, congratulations: Front, Cambridge Mayor David White and Sir Arthur's sister Vi Hodgson. Back row, from left, Rob Hammond, city council chief executive; Judy Boscawen, Sir Arthur's daughter; Brenda Moore, Molly Rose and Lady Chesham, his sisters; and Michael Marshall, his son.

Pictures: Roger Arbon 175856/58

Tribute to hero oarsman

ATLANTIC rowing hero Henry Dale will be honoured in his home city of Ely on Sunday.

He will be the guest of honour at the opening of a 1944 Boat Race exhibition at the Prickwillow Drainage Engine Museum after a trip along the Great Ouse.

Henry, a 42-year-old computer consultant, spent 118 days rowing 3,000 miles to Barbados from the Canary Islands in aid of cancer research at Addenbrooke's Hospital.

A14 crash misery

A THREE-VEHICLE accident on the A14 near Godmanchester this morning caused two-mile tailbacks.

The accident happened at about 8.12am on the westbound carriageway, near the A1198 junction.

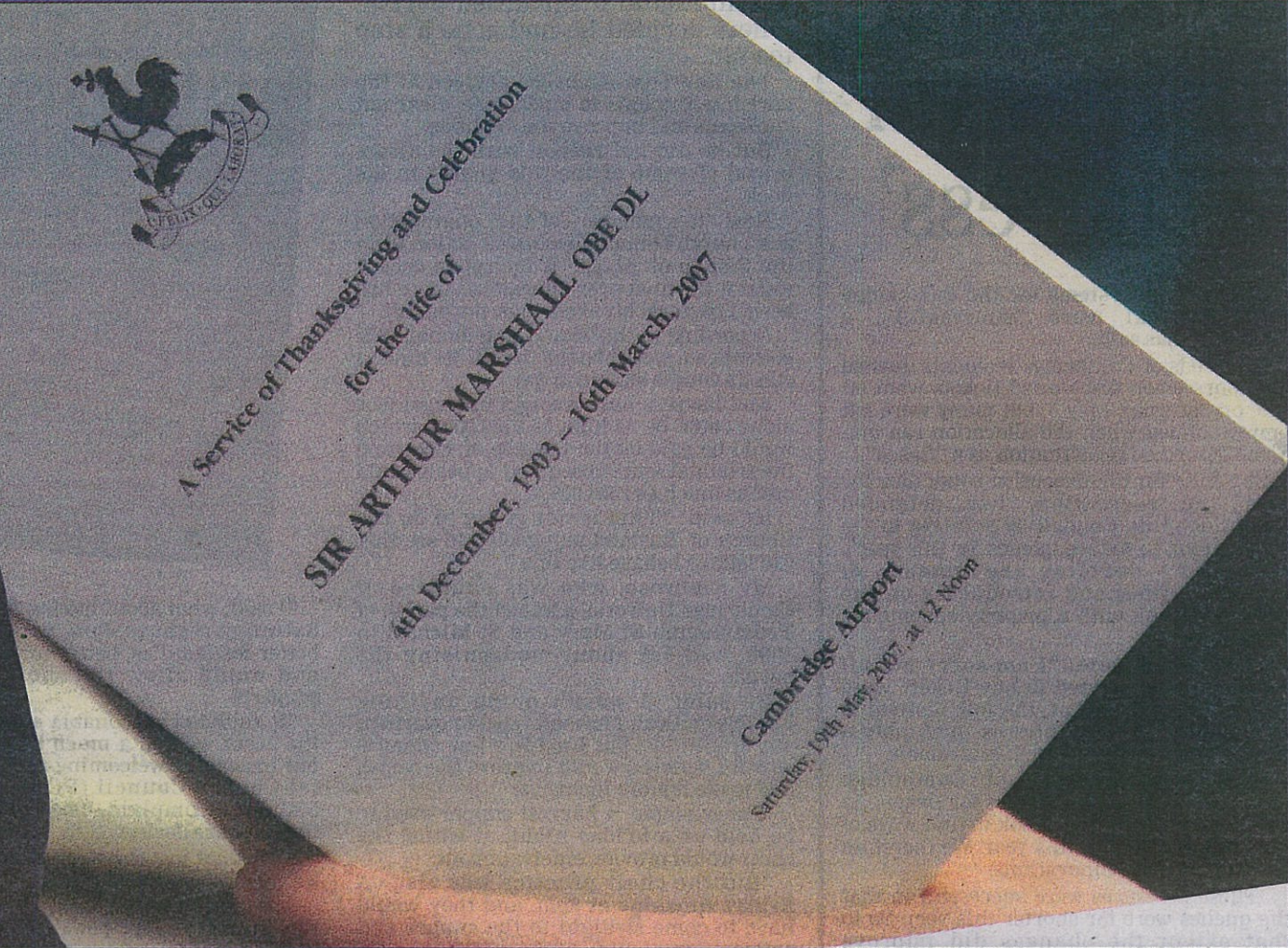
One vehicle hit the central reservation, partially blocking the road, but no-one was reported to have been seriously injured.

■ A crash in rush-hour on the A14 at Fenstanton last night caused delays for motorists.

The accident at 4.40pm left a Nissan in a ditch and a lorry blocking one westbound lane of the road. No-one was hurt.

Farewell, Sir Arthur

December 4, 1903
- March 16, 2007



Moving memorial tribute to a Cambridge legend - Pages 7,8 & 9



Sir Arthur Marshall: Tribute to a legend

Man whose mission took

■ From Page 7

and Deputy Lord Lieutenant of Cambridgeshire in 1969 – *felix qui laborat*, 'happy is he who works', Mr Marshall said.

"The business was his life. He and my mother would often say that they regarded its growth as a fairy tale which one day would come to an end."

He said Sir Arthur was "an aviator and an engineer whose achievements during the first century of aviation will endure for many generations," adding that his "legacy to Cambridge, to Great Britain and to all of us" was something in which he and Sir Arthur's family take great pride.

Among the other family members attending the service were Sir Arthur's other children – son David Marshall and his wife Jennie, and his daughter Judy and her husband Simon – as well as Sybil Marshall, wife of Michael.

Sir Arthur's three surviving sisters – Violet, who is in her 90s, and Molly and Brenda, both in their 80s – were also there.

Cambridgeshire dignitaries included the Lord Lieutenant Hugh Duberly, High Sheriff Peter Horrell, Sir Francis and Lady Pemberton, Cambridge's deputy mayor Jenny Bailey, Cambridgeshire County Council's chairman Tony Orgee and its new leader Shona Johnstone, Ian Nimmo-Smith, leader of the city council, and Fitzwilliam Museum director Duncan Robinson representing Cambridge University.

Other VIPs included South East Cambridgeshire MP James Paice and South Cambridgeshire MP Andrew Lansley, Cambridgeshire Chambers of Commerce chief executive John Bridge, Prof Robert Mair, master of Sir Arthur's old college, Jesus, and former hostage Terry Waite.

Dr Michael Fopp, warden of the Guild of Air Pilots, represented the Duke of Edinburgh, and Duncan Simpson attended as a representative of Queen Noor of Jordan.

Also there were representatives of the Air League, the Royal Aero Club, the Institute of the Motor Industry and many members of staff, past and present. Friends attending included Leslie Worsdell, a former Marshall test pilot.

Music was provided by the Jesus College choir and the Brass Quintet of the RAF Central Band.

Young cadets from No 104 (City of Cambridge) Air Squadron, which Sir Arthur supported throughout his life, formed a guard of honour.

After the service, there was a flypast, including an RAF Hercules, and a quartet of aircraft from the Cambridge Aero Club, the oldest such club in the world, flew a Missing Man formation – where one aeroplane leaves the group and climbs vertically, symbolising the ascent to heaven.



SPLENDID CEREMONY: The bishop and choir process inside No 17 hangar, transformed into a cathedral for the service.



FORMAL FACES: From left, Hugh Duberly, Duncan Simpson and Dr Michael Fopp.

Latin leads to top tunes

THE service, led by the Bishop of Ely, the Rt Rev Anthony Russell, included a short reading from the Bible by Sir Arthur's grandson, Robert Marshall, and a tribute in Latin, read by the Cambridge University orator Anthony Bowen.

In translation, it read: "Has there ever been so much change in the course of one man's lifetime . . . His powers of anticipation, advice and assistance have served his city, his university and his country no less than they have served his family and his company."

At the end of the service, a medley of Sir Arthur's favourite songs was played – including Harry Lauder's *Keep Right On To The End of The Road*, Frank Sinatra's *I Did It My Way*, *The Dambusters March*, *Those Magnificent Men In Their Flying Machines* and the music from the movie *Chariots of Fire*, rekindling the memory of the 1924 Paris Olympics, in which Sir Arthur was a member of the British athletics team.



BISHOP'S BLESSING: Anthony Russell.

December 4, 1903, to March 16, 2007



off with flight

The father who took his son flying, too

SIR Arthur Marshall's contribution to aviation – and to Cambridge itself – was immense.

In an exclusive interview with the *News*, his son Michael, who gave a moving tribute to him as part of Saturday's thanksgiving service, described the centenarian as a remarkable man, devoted not only to flying but also to the city where he was born.

"What he did for aviation was so widespread," said Mr Marshall, chairman and chief executive of the Marshall group.

"The flying training for RAF pilots and instructors which he established at the time of the Second World War was very important, and very dear to him too – he was proud of what was achieved.

"Then immediately after the war, he started an aircraft design office at the airport, and in the early 1950s he put a runway down, which he cleverly made deep enough and strong enough to bear the weight of the heaviest aircraft."

As a result, in the years that followed, the Marshall firm became involved with almost all the domestic aircraft manufacturers, handling everything from Canberras and Comets to Viscounts and Venoms.

Mr Marshall also recalls his father's role in the development of Concorde's famous droop nose.

"It was a very special design that required a lot of detailed work," he said. "The British Aircraft Corporation asked him to go to Bristol to discuss it, and he flew down there and signed a contract straight away.

"Of course the job proved very complicated, but he saw it through. When it got very tricky, he took his office down there and set up his desk in the hangar where the work was going on."

Sir Arthur's affection for Cambridge, where he grew up and went to university, was also a major factor, Mr Marshall said.

"One of the things that really drove him from the earliest days was the realisation that Cambridge was not a city – it was a little university town, and out of term time it just went to sleep. College servants used to go and work in hotels elsewhere because there wasn't anything much else to do, so my father was keen to establish some sort of industry.

"At the time, the aviation industry was growing, and he caught the wave at the right time. As a result he was able to provide jobs for people, and we're very proud of the fact that we cater for all types of people, from cleaners to designers, and every type in between.

"It was the need for avoiding massive redundancies after the war that led to the vehicle body building side of the company being started. "He was quite tough as a boss. He would expect people to be there at any time of the day or night, as required, but on the other hand when anyone had a problem, he was the first to be concerned about

it and offer whatever help he might be able to."

As well as providing thousands of jobs, Sir Arthur was also at pains to stay loyal to local suppliers.

"From its very beginnings, the company has been with Barclays Bank, has used the same firm of solicitors and has awarded building contracts to local companies like Kerridge's and Carter," Mr Marshall said.

It was the enthusiasm of Sir Arthur, and his father David Marshall, that led to the establishment of Cambridge airport. After the end of the First World War, David Marshall had secured the right to distribute Austin cars in Cambridgeshire, and when he and Sir Arthur realised that flying was becoming popular too, they established an aerodrome in a field behind their house on what is now the Whitehill housing estate, later switching to a bigger site nearby.

Mr Marshall said: "They were both very keen on whatever was the latest form of transport – wheels or wings."

As a father, Sir Arthur had to



SON'S SPEECH: Michael Marshall gives his reading.

balance the time he spent with his family with his onerous work responsibilities.

"During the war he was working flat out, but he used to take me with him on flights every other Sunday, in a Miles Falcon aircraft," Mr Marshall said.

"Once I remember he showed me how to do a loop in it – and on another occasion, a Spitfire came up alongside us and looked us over to see if we were friend or foe.

"When I learned to fly myself, I think he was very proud, although he wasn't one to show emotion in that way."

But Mr Marshall senior had always wanted to live in the country, and in 1948 bought Horseheath Lodge, where he kept his beloved Great Danes, and his wife Rosemary built up a herd of Jersey cattle. He lived there until he died on March 16, aged 103.

When it was time for the hearse – an old Austin – to set off from the house for the private service, the driver could not get the engine started, said Mr Marshall.

"We felt there was a very strong message in that – father did not want to leave Horseheath."



SINGING PRAISES: The choir of Jesus College, Cambridge, at the service.