

THE 20-GHOST CLUB RECORD



Vol. 3. No. 1. SPRING, 1962



A WELSH MOUNTAIN FARM, Near CADER IDRIS

MESSAGE FROM THE PRESIDENT

At the beginning of the season, I should like to wish to all members a happy year of motoring in the true R-R tradition, and to thank on their behalf ALL those who have been responsible in any way, large or small, for giving us such great pleasure during 1961. Our Vice President, Adrian Belsey, has kindly allowed us to hold our committee meetings at his house, which has greatly facilitated our deliberations under the excellent Chairmanship of Michael Vivian. Fred Watson continues his labours as our Hon Secretary and Treasurer in a most efficient and friendly manner, and I do hope you are all doing your bit to help him by paying your subscriptions promptly and correctly. Ian Hallows is making a splendid job of The Record, and it seems to improve with each issue. Our Events Committee, under the able Chairmanship of John Dymock-Maunsell, has been very active in arranging rallies and social events which were most successful and enjoyable. They have in view a splendid programme for 1962, the highlight of which will be the Continental Tour in the second half of May.

We are expecting another visit of members of the RROC from the United States at the beginning of June. While some of them will be coming to Bolney on June 2 at my personal invitation, the Club event has been arranged for June 3 at Blenheim Palace in conjunction with the Rolls-Royce Enthusiasts Club; the Midlands Rolls-Royce Club; the R-R section of the Vintage Sports Car Club; and the Bentley Drivers' Club. The assembled company of Rolls-Royce and Bentley Cars will undoubtedly be the most numerous and the finest ever staged in this country. This will be the occasion for the smartest possible turn-out. I am pleased to say that the general standard of members' cars in this respect is very good, but unfortunately there are one or two exceptions which are not up to the level we should like to see.

For a change, we held the Annual Dinner at the Dorchester instead of the Hyde Park Hotel. We had a record number of 103 present, and enjoyed an excellent menu and a very happy evening.

Members who do their own servicing will be interested to know that Rolls-Royce Ltd have reprinted in reduced size the Service Instructions relating to 20 hp, 20/25 hp, 25/30 hp, Wraith, PI, PII and PIII. These are bound in an attractive red plastic cover, size approximately 6 in by 9 in, and can be obtained from Rolls-Royce Ltd, Hythe Rd, Scrubs Lane, London NW10, at 3 guineas a set, postage extra.

Very best wishes to you all,



FUTURE CLUB EVENTS

Apr 14 (Sat).- Luncheon, West Country.
Apr 29 (Sun).- Visit, gardens of Leonardslee, near Horsham, Surrey.
May 14 (Mon).- Paris/Versailles.
May 19 (Sat)
May 20 (Sun).- Monaco.
Jun 3 (Sun).- Open concours d'elegance, Blenheim Palace,
Oxfordshire.
Jun 23 (Sat).- Afternoon visit, home for young adult spastics, near
Beaconsfield, Buckinghamshire.
Jul 7 (Sat).- Afternoon visit, Downside School, near Radstock.
Sept 16 (Sun).- Concours d'etat, Burghley House, near Stamford,
Lincolnshire. Alternative date for this event is
September 23.

NOTE.- The open concours d'elegance will take place at Blenheim on
June 3 and not on June 23 as given by error in the Winter 1961 Record.

THOUGHTS ON THE LEGALIMIT

The success of the electric town broughams in the early few years of
this century would seem to have been something of an obsession with
C S Rolls and Claude Johnson. In point of fact, in the weeks immediat-
ely preceding the first meeting of Rolls and Royce, C S R and C J had
invested much of their available capital in a company which was to
manufacture (for them) electric town cars. Rolls returned to London
with the first experimental Royce car, full of enthusiasm for Royce,
his willingness to cooperate, and his superb standards of engineering.
C J was fully convinced by C S R of the wisdom of linking up with
Royce, but the meagre capital available would not permit of both the
electric car venture and the financing of the Rolls-Royce project
(one must assume that some system of payment to Royce for cars
ordered, plus the payments for bodywork, advertising, exhibitions,
etc, would demand quite an amount of capital). Their deliberations
resulted in a decision to cut their losses immediately, withdraw
from the electric car venture and go ahead full steam with the R-R.
As we know well, this was effected without delay but the success of
the electric car must still have haunted them, and the V-8 was 'the
Rolls-Royce answer' - again an ill-starred venture.

To me, the V-8 is not only of interest as a V-8, but also be-
cause it embodied the results of experience with the 2, 3, 4 and 6
cyl cars, and showed very clearly how progressive R's thinking was.
First, he had discarded the main-bearings-in-lower-half-of-crank-
case (a hangover from stationary engine practice) and provided a
'droppable' lower half. Main-bearings-in-upper-half meant a sturdy,
stiff unit (and not a gaping cavity, a feature of the other pre-Ghost
cars), with reduced overall height of engine.

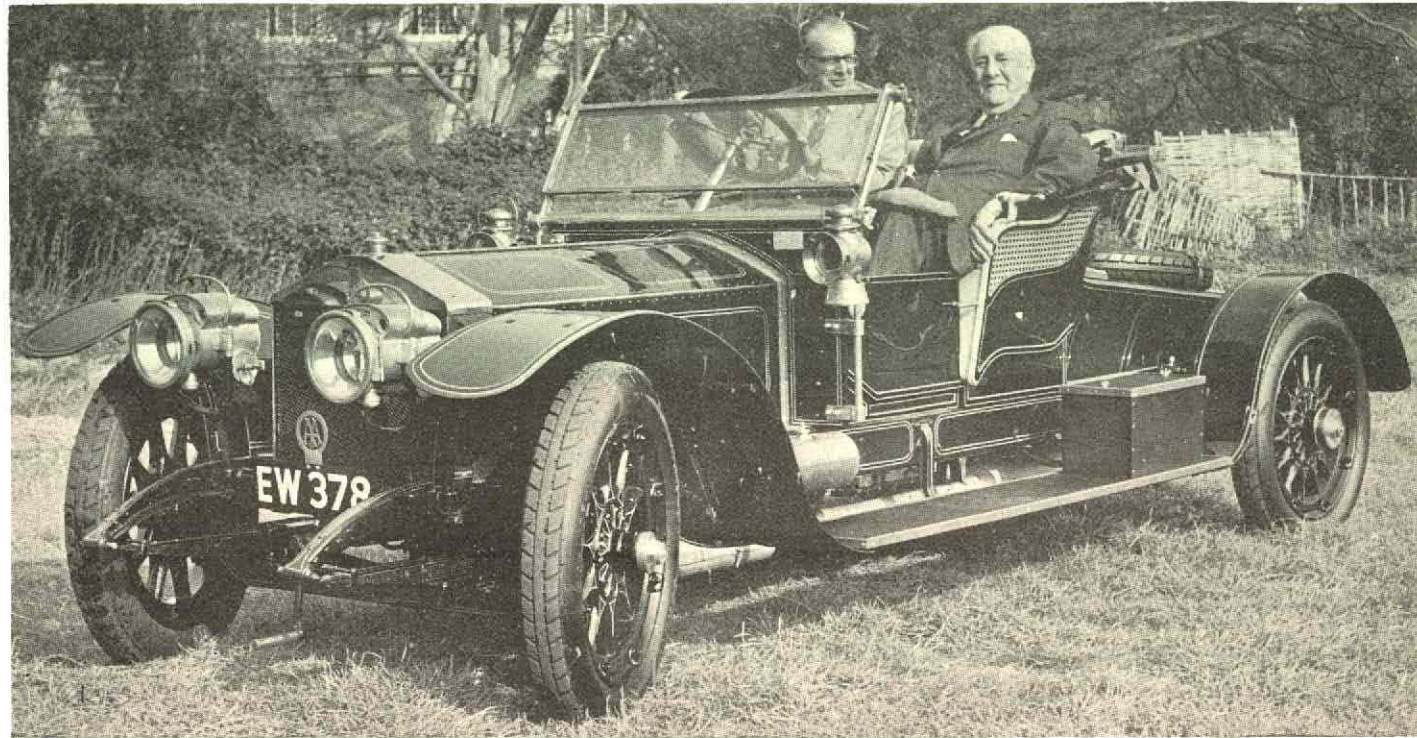
Secondly, the introduction of pressure lubrication for crank-
shaft bearings was the other really outstanding departure. A survey
of other makes reveals how tardy were even leading makers to
depart from the awful 'drip' system (total-loss). In America the
'splash' and 'scoop' system of big end oil feed persisted until the
1930's with even quite respectable makes.

The work done on the V-8 with these two features was made
over to the 40/50 and put a really sound heart into the Ghost and
contributed in no small measure to the amazing longevity of its
mains and big ends.

The immediate success of the 40/50 was, I think, the dominant
factor in winding up the V-8, and it says much for the courage and
foresight of C J (and equally his wonderful powers of persuasion, as
Royce was somewhat loth to drop the highly successful 4 cyl) that he
sank everything into the 40/50, and not only discarded the motors
with the archaic features already mentioned, but also the V-8. One
can only conjecture whether R allowed this undoubtedly brilliant
brain child to go under protest or whether it was with a sense of
relief in view of its teething troubles. What we now know and what he
probably did not know then was that this V-8, with its 180° crank
angles and equal firing impulses, produced severe transverse couples
which would have placed severe limitations on its development.

Similarly, the demise of the 3 cyl eliminated another prime
mover which posed special problems in balance. Here, of course, we
have clear evidence in the very fully counterbalanced crankshaft,
that Royce was fully au fait with this problem.

C W M



Mr G McGregor-Craig's Silver Ghost 1390; Mr H J Mulliner
is in the passenger's seat.

Model:	Silver Ghost	Coachwork:	2-seater
Chassis no:	1390	Number of owners:	four
First reg:	1910	Present owner:	G McGregor-Craig

Owner's Remarks: Little is known of the early history of this car, but Rolls-Royce Ltd write: 'It was originally despatched from the Derby works on 20 September 1910. The chassis was of the long wheelbase type designed for the fitting of a 5-7 seater limousine, with a steering set in the B position. All fittings were finished in brass and the tyres were 895 x 135. The original trembler coil number was 4168.'

Before being purchased four years ago by a garage owner in Cambridgeshire, the car had served for a number of years as a general utility vehicle on the home farm of a landed proprietor. The

chassis had been lengthened and the rear springs altered to half-elliptic, with the rear wheels modified to take 30 x 5 tyres. Apart from this, the chassis was pretty well as it left the works.

The original ignition coil had been scrapped, and an odd-looking American distributor fitted. The entire pressure petrol system including the gearbox-driven pump had been removed and replaced with an autovac system.

The petrol tank had been transferred to the offside running board and was in very poor condition. As will be seen from the photo appearing on page 7, the car was pretty dilapidated, having lain in an open shed for some considerable time. Yet the engine started quite readily, and had it not been for the state of the tyres and the corrosion in the petrol system no doubt the car could have reached London under its own power.

I decided to have a 2-seater body and Mr A T Johnstone of Mulliners' gave me a postcard of the famous 2-seater 1908 R-R built by H J Mulliner for the Hon C S Rolls. As well as being an aeroplane pilot, CS Rolls was an ardent balloonist, and the car had been specially designed to transport his balloon and gear in the rear part. I proposed to omit this arrangement!

From this little photograph and with the aid of an early R-R catalogue, scale drawings were made. The first step was to remove the existing body and thoroughly scrape and clean the chassis. Happily, the chauffeur who had actually carried out the modifications already mentioned had put aside the beaded edge rims and also many of the brass screw down greasers. It was therefore a simple matter to reinstate the former beaded edge rims, and Dunlops' supplied a set of new 895 x 135 tyres.

New C-springs were made for the rear suspension. The extensions to the chassis were removed and the rear was reassembled to the original. Except for a bent track rod, the front axle and steering were in excellent order and, apart from rebuilding the thrust race in the steering column, no other renewals were necessary.

The radiator was sound and only required a good clean out. Engine work consisted of grinding in the valves and cleaning out the sump. The

distributor was a real Heath Robinson affair, having been hopelessly messed about. By a piece of extraordinary good luck, a friend found an early tourer in Scotland complete with the proper cap and rotor. This was completely overhauled together with the oil pump. The original Bosch magneto was stripped, rewound and gone over by a firm of experts.

The clutch was dismantled and found to be in good shape, as was the gearbox. The brake shoes and liners were examined and were obviously good for considerable further service. In view of certain past experiences of other veteran car owners, I was determined to take no risk and had a self-starter and dynamo fitted. These can easily be discarded by a 'purist' of the future.

Three of the wheel caps were badly battered, so a local foundry turned out castings from which a set was made, indistinguishable from the originals. The general construction of the body was put in hand and, by good fortune and after much diligent search, many contemporary fittings were found, including hood struts and rods, lamp brackets, door locks and handles, etc.

An Elliott speedometer was unearthed and synchronised by an expert firm, the drive being taken from a pulley driven by the shaft and fitted adjacent to the brake. A small trembler coil, an Omega clock and one or two other items were fitted to the bulkhead in addition to the original gauges and switches.

The body was hand painted in Royal maroon coachpaint and varnish, with the top panel in basketwork. The mouldings were picked out in black and fine lined in champagne. The chassis and wheels were also lined, the whole work taking countless hours and covering several hundred feet.

After a few local trial runs, we drove one October Sunday to Bexhill to fulfil a promise I had made to Mr H J Mulliner that he would be the very first passenger to ride in the car when completed. On the way, with John Jarvis at the wheel, a large sow suddenly shot out from a farm gate. We missed her by inches, and John mopped his brow and remarked that it was an unexpected hazard.

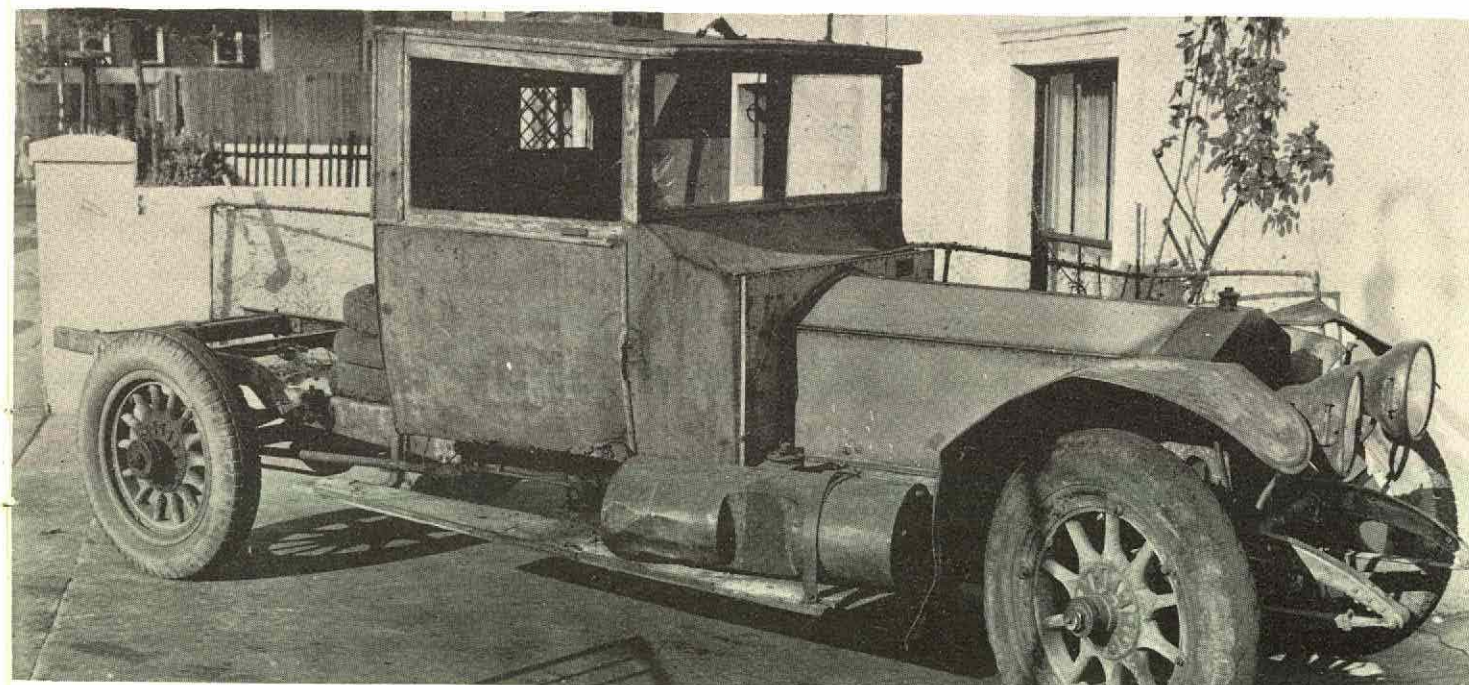
Mr Mulliner was delighted and highly complimentary about the body design and paintwork. He insisted on the windscreen being lowered

and sat bareheaded and without an overcoat as we drove from Bexhill to Cooden Golf Club, his mane of glorious white hair blowing in the breeze. From Bexhill to London, the return journey was made in top gear all the way, at around 45 miles/hr, and the performance throughout was excellent, although it is hoped to improve on the present petrol consumption of approximately 12 miles/gal.

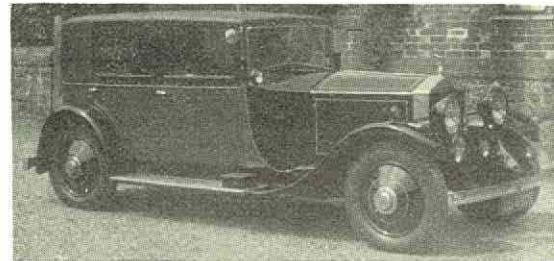
Perhaps it is fitting to conclude these remarks with a letter I received a few weeks ago from the last user owner. 'I have just had a letter from my uncle telling me of the magnificent restoration you have done on the 1910 Rolls-Royce I sold a few years ago. If by any chance you have a photograph, I would be most grateful for a copy. Apart from my own interest, my chauffeur is wildly excited by the news. He has been here for over forty years with my grandfather and uncle before me and well remembers the car in all its glory before it was converted into a farm lorry. In fact he, to his great sorrow, had to do the conversion and still nostalgically treasures one or two odd fittings off the original car. If therefore you had a spare photograph, it would give him the most tremendous amount of pleasure.'

G McG-C

Below. - 1990 before restoration: photos by Bolmore Press Photos Ltd.



MEMBERS' CARS DESCRIBED.- 20



Model: 20
Chassis no: GEN45
Total mileage: 153,000
First reg: 30 May 1929
Coachwork: James Young
Weymann saloon
Number of owners: three
Present owner: Com H G W Keller

Owner's Remarks: The car was supplied by Paddon Bros in the spring of 1929 to Mr Keith Barlow, a well-known London solicitor. After his death a year later, it remained in his family until 1945, when Daily Mirror Newspapers bought it for their chairman. It was intended to be his personal town car.

The mileage at this time was reputed to be 20,000 and almost another 80,000 miles were added to this figure in the next four years. The chauffeur who drove it for most of this time said it was the chairman's favourite car and it frequently did a London-Manchester-Southampton-London trip within twenty-four hours.

I acquired the car in 1949 when the mileage was 97,000 and I have since raised this total to 153,000 miles. The car has done two continental tours, one to Italy and the other to Denmark, and it is used every day by my wife for shopping.

The chassis was ordered from Derby, early in 1929, with special features incorporating a balanced instrument panel layout. The coachwork was designed by the late Phil Paddon and myself. This design, which included the wings, was developed over a number of years from Phil Paddon's original Mulliner Weymann saloon which was built in 1923 on the Silver Ghost chassis 54EM. I like to think that I may possibly be one of the few vintage car owners who helped to build the actual car they own.

The car had an engine overhaul last year and the coachwork was also renovated. In various concours d'elegance, it has won eight first prizes and two third prizes.

H G W K

THE SPIRIT OF ECSTASY - 2

Some of the basic types of mascot are shown in the group of originals on p10. There was a short winged 5 inch mascot made, perhaps in an effort to clear the wings of the sides of the bonnet when the engine compartment was opened. Mr Sykes did not like this model very much, and persuaded Rolls-Royce to return to the original design. There is also a 3¼ inch kneeling model, introduced in 1934 for the owner-driver cars. This 'Kneeling Lady' was modelled entirely by Sykes during 1933. Some of these were made by sandcasting methods, but all were worked on or examined individually by Mr Sykes or his daughter. The pre-1940 price for mascots in Great Britain was 4 and 6 guineas.

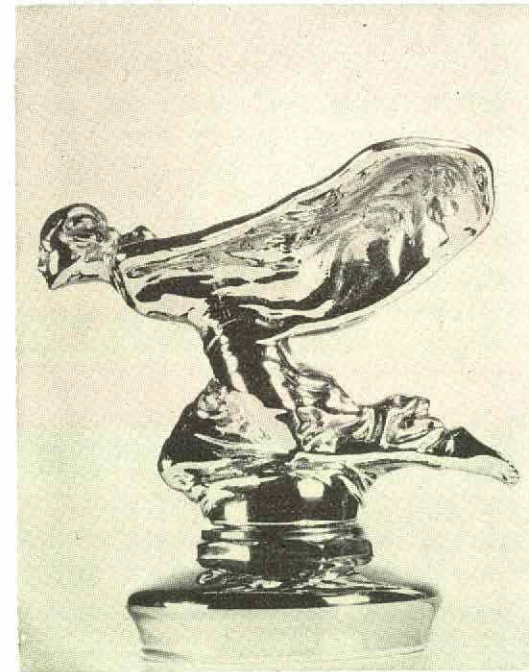
R-R say that the kneeling lady was introduced on the 1939 Wraith and was fitted on the post-war Silver Wraith models and Silver Dawn saloons. The upright figure of smaller dimensions was fitted to the Silver Cloud I when it was introduced in April 1955 and is currently fitted to the Silver Cloud II and Phantom V.

The kneeling mascots up to 1940 are signed C. Sykes, with the date 26.1.34, rather than Charles Sykes, with the date February 1911, as is usual with the early standing mascots. But even here, one can expect to find exceptions. The lettering on the base and under the wings of the mascots will vary, since it was put in by hand, with a scribe, on the original wax patterns. The underside of the right wing carries 'trade mark reg' while the left carries the message 'reg U S pat off'. The base will carry the signature C. Sykes or Charles Sykes, the words R-R Ltd, and the date, Feb 6, 1911, or sometimes 6.2.11. Sykes's daughter tells us that the change in signature from long to short form was made for the sake of ease and speed in finishing the wax model, and might date around 1928. Mascots made by Rolls-Royce (1951 and later) do not bear Sykes's signature.

In addition to the motor car mascots, there were several miniature models made for presentation purposes, on ash trays, lamps, trophies, cups and the like. In each case, Sykes was asked to design the trophy-mascot combination. There are also in existence five or six 22 inch high models of the spirit of ecstasy, in bronze, on green marble bases, in the showrooms of Rolls-Royce Ltd in London, Paris, New York, Madrid, Berlin and possibly Buenos Aires.



Above, left, 1930 PII; right 1937 PIII. Below, left, 1955 Silver Cloud I; right, Silver Cloud II. All but the last mascot are from Stanley Sears' collection and all are photographed by R-R Ltd.



TWO UNUSUAL MASCOTS

There are two unique Rolls-Royce mascots which bear no resemblance to the ones already mentioned. The first is the unusual mascot on Lord Montagu's Silver Ghost. This model is purported to be the same little sprite, but in a different position, moving sideways to the wind, so to speak. It is said that this version called the 'Whisper' was made especially for Lord Montagu by Mr Sykes. Both car and mascot are now in the possession of the present Lord Montagu. The second is the mascot made especially (but not by Sykes) for the Phantom IV that was formerly used on state occasions by Her Majesty The Queen. The figure is that of St George slaying the Dragon, and it is interesting to note that, before the design was finally approved, it was subjected to vibration tests to check on its serviceability. Structural weaknesses were found, and the design modified accordingly.

In view of the care taken in manufacture, the gold medal award and the 50 years of almost continuous production, it would be fair to say that the radiator of the 'Best Car in the World' is graced by the 'Best Mascot in the World'.

I'm the little silver fairy,
Your mascot of many a mile,
Bringing you golden hours,
Guarding your safety the while.

Round the curves of the Grey Rhone Valley,
Thro' the scent of the Estorels,
In the evening light from the golf club,
Past the Mediterranean's spells.

I soothe you with tender daydreams,
Of home or the girl you love,
Of spurring you on to adventures,
Your skill and courage to prove.

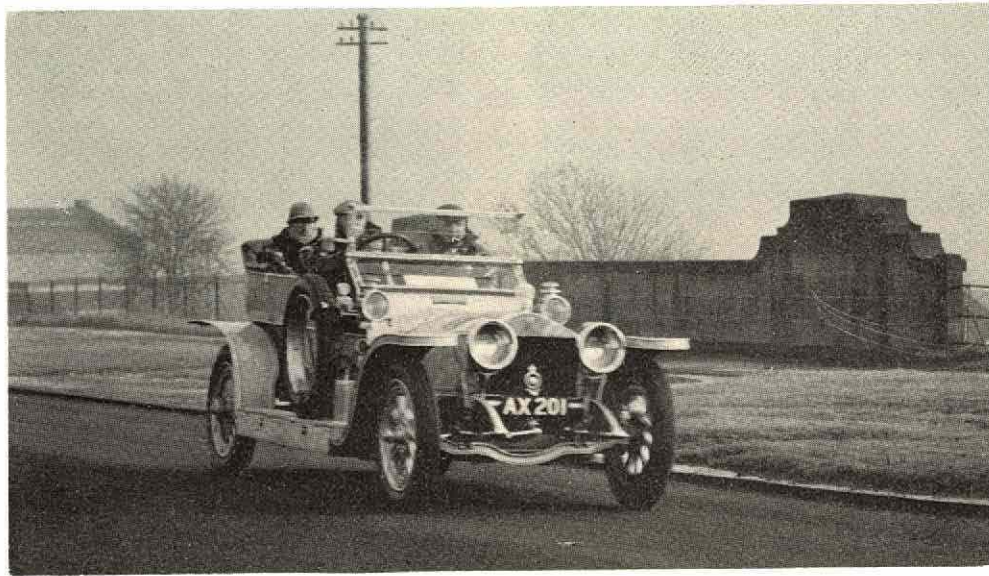
I'm your little silver fairy,
Wed to the car of my choice,
Roaming the whole world over,
Enthroned on my grey Rolls-Royce.

M. (Montagu) April 1912

Author's note. - For help in preparing this article, I am indebted to C W Morton for material published in Rolls-Royce News. I am indebted even more to Mrs Jo Phillips, daughter of Charles Sykes, for a transcript of a talk arranged by the Rolls-Royce Enthusiasts' Club of Great Britain. I also thank Mr Nigel Hughes of that club for making a tape of Mrs Phillips' talk and forwarding it to RROC. Comments will be welcomed.

B G

LONDON TO EDINBURGH



RAC report on trial no 837 states that a 1906 Silver Ghost was driven from London to Edinburgh, a distance of 397 miles, at an average speed, based on net running time, of 29.63 miles/hr with a fuel consumption at the rate of 14.70 miles/gal. The report further states that for the whole period, during which the vehicle was under constant observation by the RAC, the car ran smoothly and gave no trouble whatsoever. It is of interest to note that the report is dated November 1961 and refers to a trial to commemorate the well-known top-gear London-Edinburgh run which took place in September 1911, just over fifty years previously.

STORAGE OF PRE-WAR CARS - 1: THE CHASSIS

The instructions given in this article, if carried out fully, should give a reasonable safeguard against the deterioration of a pre-war Rolls-Royce car in storage. On the other hand, it is of course obvious that much will depend upon conditions in the actual place of storage and the regularity of inspection and attention to parts of the coachwork and chassis which may be attacked by mildew, rust and other causes of damage. The maintenance of a satisfactory condition of paintwork and upholstery can only be assured if immediate action is taken against incipient deterioration. If paint blisters and small rust patches are allowed to spread, more trouble than is visible will arise, by creating a layer of corrosion between panels and primer. Similarly, mildew formation will occur under leather pleats and folds where its action may proceed unchecked until the leather and stitching rot. The chassis is also subject to the same form of gradual destruction, which can only be held in check by application of paint or lubricant. It is therefore not sufficient merely to carry out these instructions and subsequently to assume that a car will retain its original condition without further attention. It is particularly emphasised that a continuous periodic inspection should be carried out throughout the period of storage.

With reference to particular items in these instructions, it will be noted that the petrol system should be completely drained and dried out. This is an important operation which will prevent the formation of the gum deposit which has been the cause of so many difficulties after storage in the past.

It is recommended that the cooling system should not be completely drained but should be filled with an anti-freeze solution. Provided that the solution strength is adequate to prevent freezing, the system will be protected against the corrosion which is liable to occur if it is empty. Aluminium castings are particularly susceptible, especially if the car is stored in a coastal district. On the other hand, anti-freeze solutions which contain ethylene glycol are more searching than plain water, so that the possibility of leakage is somewhat increased

This article is based on R-R Service Instruction Leaflet SB/GF.1/SF. The permission of the company to reproduce this information is gratefully acknowledged.

if corrosion has already taken place, as is likely on older cars. If the cooling system is known to be doubtful and reconditioning is not practicable, therefore, it is preferable to leave it empty.

The hydraulic type of jack deteriorates if left inoperative for long periods, since the sealing rubbers harden, causing leakage and unsatisfactory operation. The only way to keep them in good condition is by periodic operation.

Calcium chloride crystals may be kept in a small open container on the floor of the car and will absorb moisture fairly rapidly, thus needing replacement when saturation is reached. This method will only be fully effective if the body can be sealed from the outside air, and as this cannot be done hermetically it follows that efficiency will only be proportional to the degree of sealing attained. A heated garage is the best protection, of course.

CHASSIS

1. In order to facilitate the draining of the engine crankcase, gearbox and rear axle, the car should be run for a sufficient mileage to ensure that the oil in these units has become thoroughly warmed and fluid.

PETROL SYSTEM

2. The main petrol tank and, where fitted, the auto-vac should be completely drained of all liquid petrol. The engine should then be run until all the petrol in the carburettor, petrol pump, fuel strainers and feed pipes has been completely used up. The use of a tyre-inflating compressed-air line to blow out the feed pipes will ensure that no petrol remains in these units. Next, such items as the carburettor, petrol pump and filters should be removed, thoroughly cleaned and refitted, thus ensuring that no chemical deposit or action will take effect in the petrol system during the storage period. The main tank petrol gauge unit should also be withdrawn, cleaned and lubricated and, if means are available, it is advisable to spray the interior of the petrol tank with a thin film of oil to act as a deterrent against the formation of rust during storage period. The petrol gauge unit should be refitted.

COOLING SYSTEM

3. If plain water is being used as the cooling agent, the complete draining of the system and the substitution of an anti-freeze mixture is recommended. If, on the other hand, the water system already has an anti-

freeze mixture, the system should not be drained: if the coolant is found to be of insufficient strength owing to dilution, the percentage of anti-freeze additive should be increased to a point which will ensure protection against the lowest temperature which may be expected. All rubber joints should be carefully examined and, if doubtful, renewed, and careful examination for leaks should be made at regular intervals during the storage period. Ethylene glycol should be to BS 3150.

TYRES

4. The complete vehicle should be jacked up, taking all weight off the tyres, and placing wooden blocks under the axles: for those cars having independent front suspension, these blocks should be placed under the stub axles. Tyres should not be deflated, but maintained at a reasonable pressure throughout the storage period and kept covered up to exclude the light which is injurious to rubber when not in actual use.

ENGINE, GEARBOX AND REAR AXLE

5. The engine crankcase, gearbox and rear axle should be completely drained of all old oil, and refilled to the working levels with one of the mineral oils recommended by the company. In this manner, the effects of corrosion within these units during the storage period will be minimised, but it is essential that, before the recommissioning of the car, this oil is completely drained off, and the units refilled with the recommended working grade of lubricant. A label bearing the statement that these units are filled with pure mineral oil should be prominently displayed to serve as a reminder of that fact.

6. When the engine is cold, the sparking plugs should be removed and two tablespoonsful of pure mineral oil injected through the plug holes into each cylinder. Using the starting handle, the crankshaft should be turned a few times to distribute the oil over the cylinder walls. The valve rocker cover should be removed and the rocker mechanism treated with the same mineral oil. The sparking plugs should then be screwed down lightly.

7. The engine, gearbox and rear axle should be revolved by hand at least once every seven to ten days. The sparking plugs should be removed and the task accomplished either by leaving the clutch jacked out, turning the engine by means of the starting handle and then winding round one of the rear wheels with first gear engaged, or by letting in the clutch, engaging first gear and winding the engine, gear-

box and rear axle by means of the starting handle. Under no circumstances should the engine be permitted to run under its own power during the storage period.

JACKS

8. The hydraulic jacks, where fitted, should be operated at least once a month to prevent deterioration of the oil seals.

CLUTCH

9. The clutch should be jacked out by placing a length of wood between the clutch pedal and the steering column bracket. This will prevent the clutch fabrics from adhering to the face of the pressure plate.

BRAKES

10. The handbrake lever should be left in the OFF position.

1961 ALPINE TROPHY RESULTS

	Car	Chassis no	Year	Mileage	Age	Size	Total
G D A Price	PIII	3DL82	1939	21,333	x21	x3	1,343,979
A M Keeling	20/25	GAU55	1932	10,018	x28	x2	561,008
J E Castle	20/25	GMU4	1932	8,812	x24	x2	493,472
W D N Berry	PII	9GX	1931	4,584	x29	x3	398,808
A N E McHaffie	PIII	3BU186	1937	4,515	x23	x3	311,535
H C W Somers- Smith	20/25	GBK3	1936	6,841	x24	x2	304,368
J C Dymock- Maunsell	20/25	GBK56	1936	6,325	x24	x2	303,600
H M V N Smith	20/25	GFE40	1935	5,813	x25	x2	290,650
I S Hallows	PIII	3AZ112	1936	3,892	x24	x3	280,224
W F Watson	S G	2260E	1913	1,291	x47	x4	242,708
W F Watson	S G	1543	1911	983	x49	x4	192,668
J C Dymock- Maunsell	PII	141RY	1934	2,449	x26	x2	191,022
L Taylor	PI	109WR	1929	2,035	x31	x3	189,235
J C Dymock- Maunsell	PI	20TC	1926	1,834	x34	x3	187,068
S J S Boord	20/25	GBA29	1933	2,427	x27	x2	131,058
L A J Koenen	S G	1456	1910	557	x50	x4	111,400
F Thornton- Glide	20/25	GCJ25	1936	2,318	x24	x2	111,264

COVERS PRINTED FOR THE PUBLISHERS
THE 20-GHOST CLUB
BY T. O. ELWORTHY & SON LTD., 1 HOSE ST., BRISTOL 1