

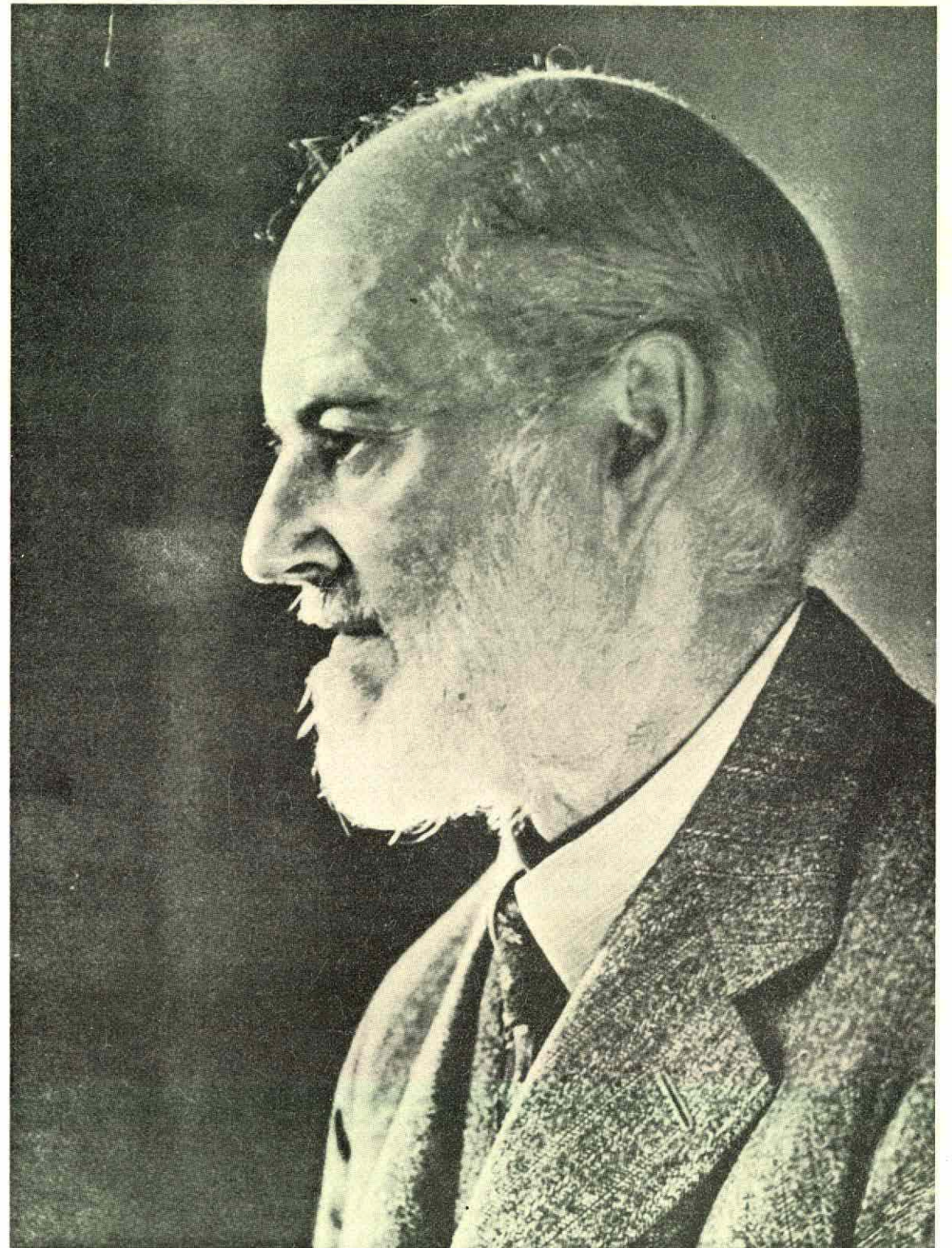
THE 20-GHOST CLUB RECORD



Vol. 4 No. 1 SPRING 1963



Storm Clouds over North Wales



1863-1933

THE EARLY LIFE OF SIR FREDERICK ROYCE Bart, M I C E, M I M E.

Frederick Henry Royce was born on 27 March 1863 at Alwalton, near Peterborough. His father, James Royce, was the son of Henry William Royce, and a miller like his father: he had been married at the age of 21 on 30 March 1852 to Mary, daughter of Benjamin King, in the parish church of Woodham Ferrers, in Essex.

F H R was baptised on 26 July 1863, the baptismal register giving his first name as 'Fredrick' and for some reason omitting his mother's name. He was the youngest of five children, the others being Emily, b 6 July 1853, Fanny Elizabeth (later Mrs Genard), b 18 August 1854; Mary Ann (later Mrs Willison), b 21 February 1856; and James Allen, b 20 Sept 1857.

Not long after F H R's birth, his father's mill failed, and, when he was four years old he was taken to London by his father who was going to work at the London Flour Mills. (In 1934, Sir Max Pemberton, F H R's biographer, was told by a Mrs Turner, residing in Alwalton, that her grandmother, Mrs Clarke, took Mrs Royce and the girls as boarders for a time after the father failed while the boys went off to London with their father. She also repeated to Pemberton her grandmother's statement that in later life F H R tried to buy the old mill but the lease had only three years to run and he gave up the idea. The owners were the Ecclesiastical Commissioners, and the house that was F H R's birthplace was afterwards entirely pulled down and the stones used to build a mill at Castor nearby).

F H R was nine years of age when his father died, and it appears that he had received only one year of schooling up to that time. His mother is reported to have gone as a housekeeper to various families and then as a nurse to a Mr Pott, of Tunbridge Wells. F H R sold newspapers for W H Smiths' at Clapham Junction and Bishopsgate between the ages of 10 and 11, received a year of schooling and then was a telegraph boy (in Mayfair?) from 13-14. He had an aunt living at Fletton who had apparently been of some help to his family, and it was she who provided £20 a year for an apprenticeship for F H R at the Great Northern locomotive works, at Peterborough between the ages of 14 and 17: during that time, he lived at the house of a Mr Yarrow, and his sister Emily (who in the 1930's was reported to be still living, in America) came to see him.

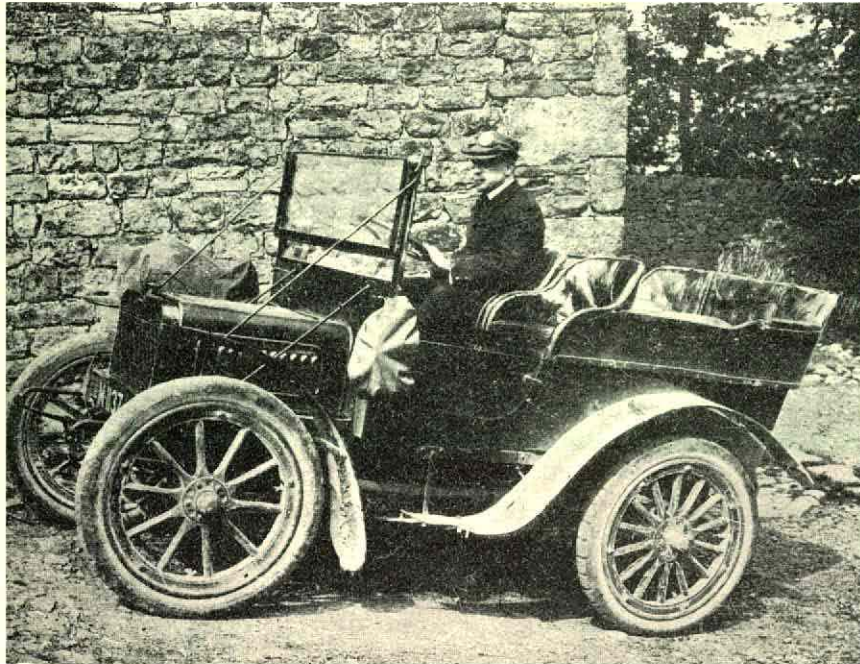
When his aunt was unable to provide any more money, F H R was forced to leave the Great Northern works. He then worked for some time (in 1881, he stated in the last year of his life) with a firm of toolmakers in Leeds. Later, he became a tester with the

Electric Light and Power Company in London, living in what he described in 1932 as a 'third floor back in the Old Kent Rd.' During this time, he attended Prof W E Ayrton's evening classes at the City and Guilds, Institute* and other lectures. At 19 years of age, about the end of 1882, he was sent to Liverpool as chief electrician of a subsidiary, the Lancashire Maxim and Western Electric Co, but the liquidation of this company left him jobless again.

As he had been able to save about £20, he was able, with E A Claremont, to found the firm of F H Royce and Co in 1884 with a capital of £70 at Cooke St, Manchester (the firm became Royce Ltd in 1894 and survived to 1933). Various simple electrical devices were made and sold, and the profits used for financing more ambitious schemes and experiments, such as the successful development of an improved dynamo. In 1893, Royce married Minnie Grace, the third daughter of Mr Alfred Punt, another daughter of whose Claremont married. With his growing success, his mother moved to Manchester, where she died in 1904, the year that saw the first Royce car. (She is buried in the District Council Cemetery at Knutsford).

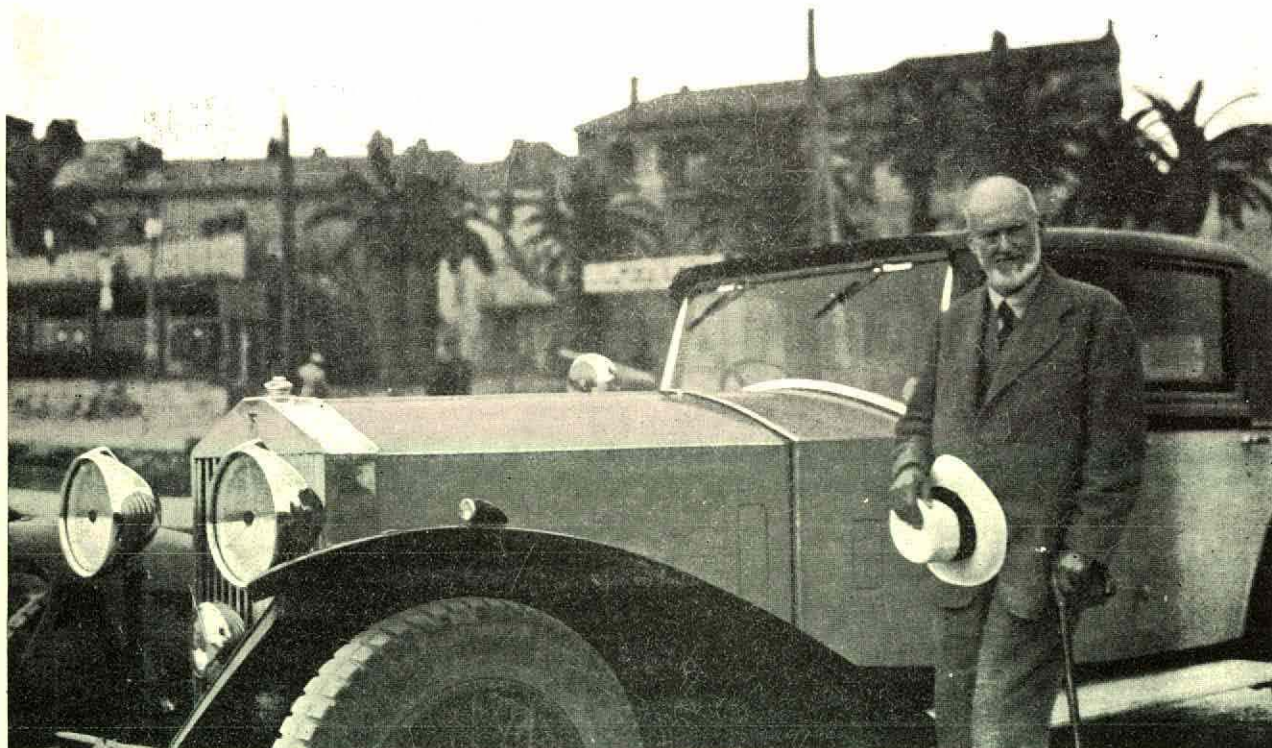
Royce's purchase of a 10 h p Decauville in 1903 led him to the design and construction of a 2-cylinder car, and on 1 April 1904 the first Royce car was driven out of the Cooke St factory. The subsequent meeting between Royce and C S Rolls, engineered by Henry Edmunds, at the Great Central Hotel in Manchester has been frequently referred to in R-R literature, but it is interesting to note that Edmunds, because of business contacts with Claremont over W T Glover and Co Ltd, had learned that Royce was building a car and in fact mentioned it to C S R before 26 March 1904 - that is, before the car had even run. With the success of the Rolls-Royce partnership, the motor section of Rolls-Royce Ltd, founded in 1906 with an issued capital of £104,112 and Royce as chief engineer and works director, was transferred to Derby in 1908.

*The City and Guilds of London Institute for the Advancement of Technical Education was founded in Cowper St in 1879. In 1881, the governors laid the foundation of Finsbury Technical College and the Central Technical (now the City and Guilds) College, South Kensington. Prof. Ayrton, who was a noted electrical engineer, physicist and inventor, was professor of applied physics at Finsbury from 1881-4 and then first professor of physics and engineering in the Central Technical College.



One of the first three
Royce cars (1904).
From 'The Early His-
tory of Motoring.'

Sir Henry Royce in the South of France. From 'The Life of Sir Henry Royce.'



SOME REMINISCENCES OF SIR HENRY ROYCE

The life and actions of Sir Henry Royce after the company's move to Derby in 1908 are well-known, and this is not the place to attempt an assessment of his stature as an automobile and aero-engine designer. It is felt, however, that the inclusion of a few personal anecdotes from some of the men who worked with him, before memory fades, may be of interest.

George Clegg, who started at Royce Ltd on 22 February 1906 as an improver-fitter, remembers the factory at Cooke St vividly, consisting at that time of a main building and some auxiliary buildings which had apparently been terraced houses with the separating walls knocked out. The instrument room where he worked was in the end house, and could only be reached by going through the drawing office. As Royce was mainly occupied with design at that time, he was always appearing through the door, and George Clegg was thus in almost daily touch with him. On one occasion, Royce was seeking to decrease or eliminate the noise of the suction in the carburettor. There was a partition behind them, and Royce, pointing out that speech was not so plainly heard with the partition between them, decided to put a partition in the carburettor. He accordingly designed a silencer in wood (of all materials) and sent the sketch to the joiner for the component to be made. George Clegg afterwards fitted it to the carburettor when it proved successful, and he points out that there must be a metallic version of that silencer on some of the carburettors on the 10 h p, 15 h p, 20 h p and 30 h p models.

In the early days of the Silver Ghost, the company had no iron foundry, so the cylinder blocks were cast and supplied by a Rugby firm. As the cylinder head was not detachable, the actual cylinder bores finished at the beginning of the curve of the combustion chamber, and the outside of the combustion chambers were just plain semi-spherical rough casting. This end section design obtained in the early S G's, until Royce took one out round Knutsford on a Sunday and, owing to a weak section thickness perhaps produced by a misplaced core in casting or a dig-in of the boring tool, the cylinder end blew off into the water jacket. Royce suffered the indignity of having to be towed in by a farm horse. On the Monday morning at the works, he saw eleven blocks cast off the same pattern and core boxes, finish machined ready for the fitters, and immediately smashed thirty-three bores in with a large hammer. Then, sending for the foreman patternmaker, he

gave instructions for diagonal ribs to be put across the outside of the combustion chambers to avoid any recurrence of the mishap.

In the little workshop in Cooke St, overtime was necessary and practically compulsory. Every night in the week, the men worked until 8 p m and often all night Friday to Saturday noon. One Friday night, a team of men had worked on a chassis for Royce to take to Knutsford on the Saturday. Towards 6 a m, those men who had been to bed started to come in and exchange banter with the weary workers who had been on the job all night. One of those who had just arrived saw a pair of ankles sticking out from under the chassis, grasped them firmly and proceeded to pull the luckless workman out on his back. When the face emerged and he saw it was Royce, he fled (as did everyone else) from the vehement language of which Royce was capable. However, Royce apparently harboured no resentment afterwards!

Harry Fleck, who joined C S Rolls in 1904, had much contact with Royce after his move to Le Canadel as a result of serious illness in 1911. He frequently had to take experimental cars to Le Canadel and later bring them back and can relate many stories of the good times he had there. One occupation was to go out with Royce, Miss Aubin (his companion-nurse) and others in a glass-bottomed punt to fish for sea urchins on the sandy bottom. These were caught with a long bamboo stick which was split and held open with a large cork, the idea being to prod the urchins into the cleft and bring them into the boat. There was a knack about it, because the stick appeared bent by refraction in the water, which gave Royce the opportunity of explaining the theory of the bending of light rays. Harry Fleck says that they used to interject 'Yes' and 'No' at the appropriate places and hope they were right. He also recollects that the sea urchins made good eating - he describes them as being rather like fishy raw eggs!

A story quoted by Lord Hives may be known to some readers but is worth recording as an example of Royce's constant improving activities. Once Royce saw his gardener at Knutsford going to put a screw in the hinge of the garden gate and insisted on doing it himself. First, he picked up the screwdriver, which was one of those horrible things designed to slip out of the slot (Is there any other kind? - Ed). That annoyed him intensely, so he sat down and wrote a strong letter to the factory for ever sending out a screwdriver like that with a Rolls-Royce car (he is said to be about the first person who made a hollow-ground screwdriver that was really nicely turned). He then went to the grinding machine in his workshop. Like many ordinary cutter-grinders, it was out of balance and would not let him do the precision grinding he wanted. So he took the grinding

machine apart, balanced it and dressed it, again writing to the factory to tell them their grinding machines were out of balance and unsatisfactory. After this, he went to the screw, which was an ordinary commercial one with burrs and sharp edges. So he wrote again that whoever made a screw like that was a disgrace: the screws should have a radius on them and no burrs. Unfortunately, when he eventually came out it was too dark to see to put the screw in the gate!

BIBLIOGRAPHY

Royce died on the morning of 22 April 1933 at West Wittering. Three days before he died, he said to Miss Aubin, his nurse and companion: 'I have but a little time to live - I know that I am dying, but please let there be no trouble about it for anybody.' He would have neither mourners nor flowers at the cremation, and the only two men allowed to attend were Mr Tyldesley, one of his solicitors, and Mr Claremont, the brother of his old partner at Manchester. His ashes were sent to Derby and placed under a bust by W McMillan R A in the works entrance, but were later interred in the parish church at Alwalton, the village where he had been born. His estate amounted to £112,598, and included a bequest to the children of his late sister, Mrs Willison. He had been appointed O B E in 1918 and created a baronet in 1930.

Most of the rather scanty information about the first forty years of Royce's life will be found in the following works:

The Life of Sir Henry Royce, by Max Pemberton: Selwyn and Blount.

Frederick Henry Royce: An Outline of his Engineering Achievement, by G Geoffrey Smith: Longmans, Green, 1945.
Rolls-Royce Memories, by H Massac Buist: Cambridge University Press (for private circulation), 1926.

The Early History of Motoring, by C E Johnson: Ed J Burrow 1927. See appendix, added after Claude Johnson's death.

Two Men Came Together: Rolls-Royce News, 19 May 1954.

Although Royce was a martinet for accuracy, his biographers do not always reach the same standard. Smith, for example, states that he moved to London with his mother at the age of nine after his father's death and that when he was later employed by the Electric Light and Power Co in London he would work in a little shed belonging to his landlord and containing a lathe, a vice and a few tools. In fact, Royce moved to London at the age of four with his father, who died five years later, and the little shed was in Mr Yarrow's garden at Peterborough where Royce had lodged three or four years before joining the Electric Light and Power Co. Pemberton refers to the 1905/6 V-8 car as 'The Limit' and Massac Buist calls it

'The Legal Limit': it was of course the 'Legalimit.' Smith states that one of the three Royce cars was sold to a north-country owner: he is confusing this with the first heavy 20 which was sold to Mr A H Briggs, of Bradford, who later came to the rescue of the company when its share offer was undersubscribed.

There are also a number of errors in the illustrations published in the works listed. Pemberton for example shows what is described as one of the first of the 1903 10 h p Rolls-Royce cars (it is a 1904 Royce car); Smith gives a picture entitled 'The first Royce car to be sold to a private owner, 1904' (it is a 10 h p Rolls-Royce car); the appendix in Claude Johnson's book illustrates 'One of the first three Royce cars, 1903' (it was 1904); and Massac Buist illustrates 'H R H The Duke of Connaught with Mr C S Rolls in an early Rolls-Royce car' (it is a Royce car). However, the company itself is sometimes a little shaky on dates: 'Two Men Came Together' gives the date of 1934 for the introduction of the Phantom II! I S H

ROAD TESTING A LATE 20/25

I was most fortunate when a fellow club member handed me a copy of 'The Motor' Road Test for 18 December 1934 of the last series of 20/25's, a similar chassis to my own. I decided it would be rather interesting to take out my car and make comparisons. It should be noted that my car has a considerably lighter body than the car tested, and I am sure that instruments and records would not meet with The Motor's standards of accuracy.

	1934	1963
10-50 3rd gear	22 sec	22 sec
10-50 Top gear	28 sec	30 sec
0-50 Through gears	20 sec	22 sec*
Top speed	74 miles/hr (in favourable conditions)	77 miles/hr by speedometer
Petrol Consumption	14 miles/gal driven hard	15 miles/gal overall mostly long distance

*I believe I would have achieved better results had I stayed in second gear beyond 30 m p h.

I don't think these figures prove anything, but I found it an interesting occupation, and I was gratified to discover that, at least, after 160,000 miles the performance was of the right order. J C D-M

MEMBERS' CARS DESCRIBED. - 25

Model: Twenty Coachwork: James Young,
Chassis no: GWL32 drophead coupé
First reg: 1928 Present owner: J Hamilton-Fish

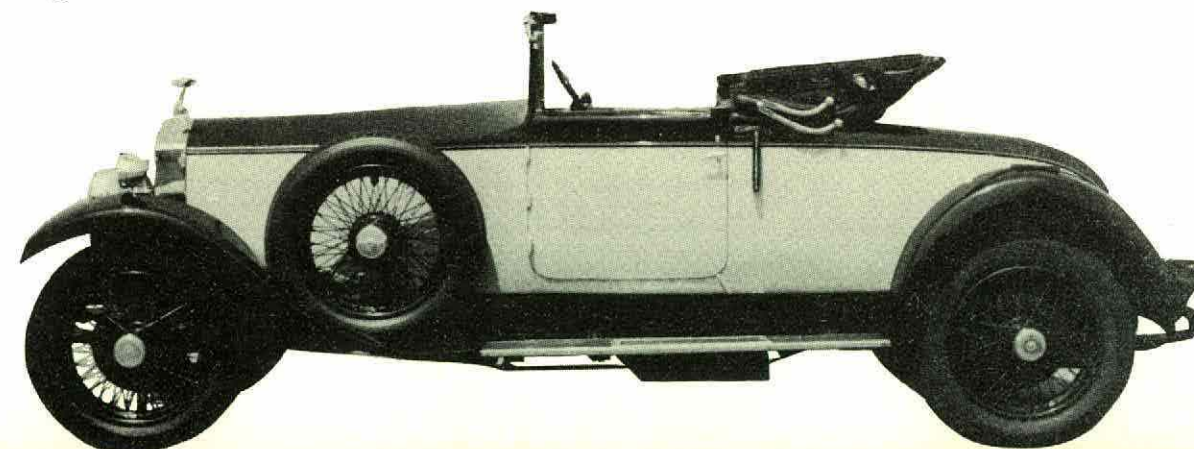
Owners' Remarks: I understand the car was originally ordered for a doctor. Unfortunately, very little is known about its early history beyond the names and addresses of its five previous owners. One of the few facts which have been found is the interesting note that a request was made, at the time of ordering, for the spare wheels to be mounted with their hub bosses outwards. This, being contrary to the usual practice, involved the redesign and manufacture of special brackets. This feature certainly enhances the appearance of the car.

Of the five previous owners, two - the first and the fourth - each retained the car for over seven years. On 3 December 1938, it again came into the hands of a doctor, when it was bought by Dr J A Nunn of Hadley Green, Barnet. Dr Nunn retained the car for about 13 years, using it constantly throughout this period which included the war years.

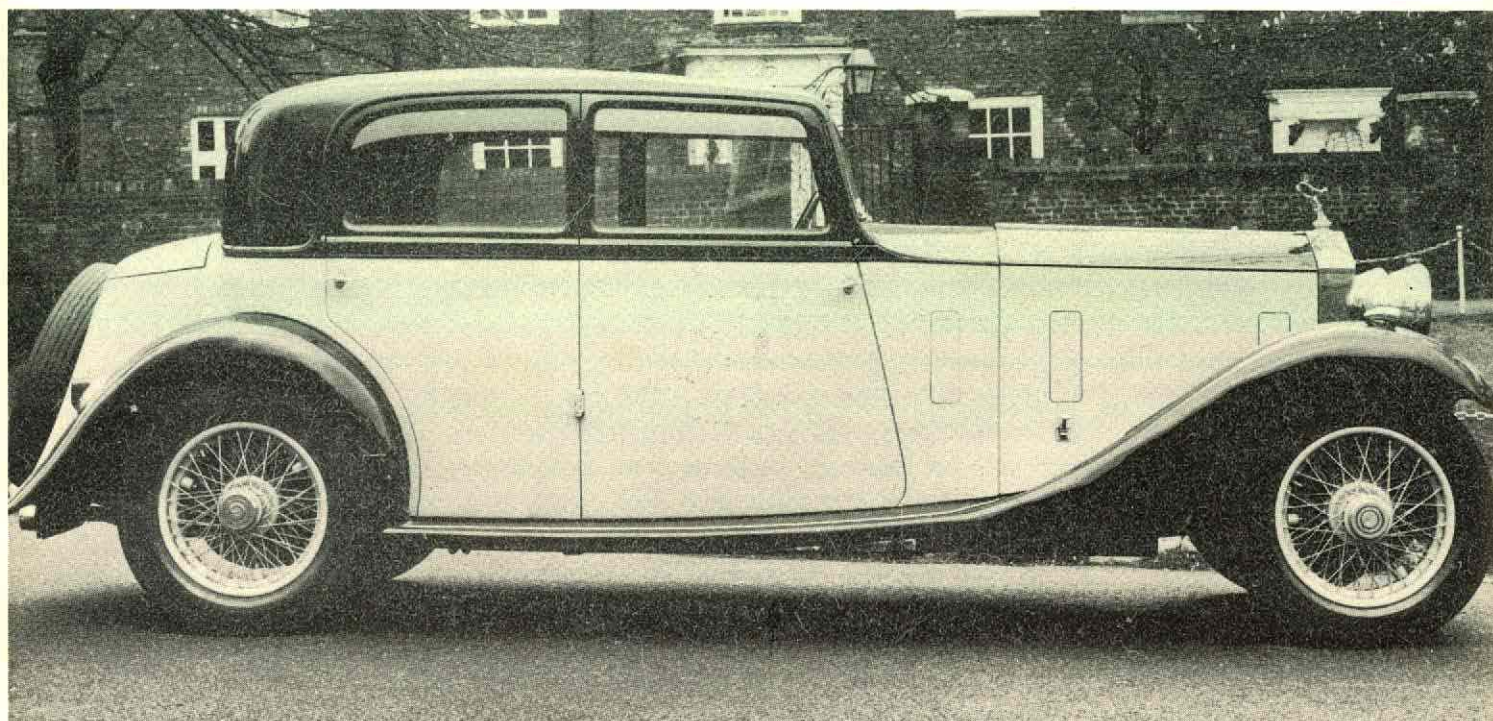
When I acquired the car in January 1960, it was given a thorough overhaul, so I have good reason to believe it is mechanically sound. The upholstery was renewed at the same time and the whole car was repainted, its yellow and black colour scheme being retained.

Although I have no idea of the car's total mileage, I believe it has been used continually throughout its life. I have added considerably to this total by regularly using the car for Club events and on holiday tours abroad. Last year, my wife and I took the car on the club's continental tour to Monte Carlo and then, later in the year, we crossed the Channel again for a holiday tour across country to Bavaria.

At the Sandhurst meeting in 1960, we were asked if we would mind opening the back of the car to enable H R H Prince Charles and his companion to see the dickey-seat. The two boys had not even heard of this type of seat before. They were quite interested in the car and they rode in the dickey-seat as we took them for a short run on the parade ground. J H-F



MEMBERS' CARS DESCRIBED. - 26



R W Bell's 1933 Thrupp and Maberley special touring saloon GHW64.

Model: 20/25 Coachwork: Thrupp and Maberley
Chassis no: GHW64 special touring saloon
First reg: 22 February 1933 No of owners: Eight
Present owner: R W Bell

Owner's Remarks: As far as is known, the owners of my car have been as follows:

- | | |
|------------------|------------------|
| 1 Lady Selsdon | (1933) |
| 2 Capt Wentworth | |
| 3 Mr Kedge | (1934) |
| 4 Dr Rivlin | (1954) |
| 5 Mr J M Hornsey | (1955, March) |
| 6 Mr W B Hull | (1955, August) |
| 7 Mr P Arnoldi | (1959, November) |
| 8 Present owner | (1960, July 2) |

The original owner of the car, Lady Selsdon, was the wife of Lord Selsdon who, as Sir William Mitchell-Thomson Bart had a distinguished political career as M P for Croydon. He was chief Civil Commissioner during the general strike of 1926 and H M Postmaster General from 1924-9. The car was noticed by my brother in 1960 outside an inn in Richmond. It was mechanically sound though in poor condition otherwise, and I discovered that the owner, an American airline pilot, was willing to sell it.

During Mr Hull's ownership, the car was overseas in Nigeria, where exposure to tropical conditions had affected the coachwork. It seems likely that during this time the original engine L3Z was removed and replaced by M9G. The company has no record of this exchange of engines but knows that M9G was originally fitted in GXB35, a 1934 chassis originally owned by Mrs W E Wright but which, after the death of the owner and her husband in 1940, is not recorded further.

After I purchased the car, I had the engine and chassis overhauled by Paddon Bros and the coachwork restored by C A Farrier and Son. It was possible to retain the original leather on the rear doors and side panels, but the front doors and seats had to be re-upholstered. After this work was done, the suspension was overhauled as it seemed remarkably hard, and the self-centring action of the steering was almost non-existent. Paddon Bros found that an extra leaf had been inserted in each front spring, perhaps to meet conditions in Nigeria. With the removal of the extra leaf and the setting up of the springs in their original form, the suspension returned to normal, as did the self-centring action of the steering. I also had the wheel discs removed and the body painted pale grey with a gold line in place of maroon, which has had the effect of lightening the appearance of the car.

I found a complete set of chromium-plated tools on the car, and an unusual feature is that the self-starter is operated by a curved extension lever, about 9 in long, ending in a round knob projecting above the clutch pedal. It is easily operated by hand but less easily by foot, particularly if the driver is tall. The company has no record why this fitting was supplied, but it may have been for the physical convenience of the first owner or perhaps to allow the starter to be operated by hand with the clutch depressed in cold weather.

I am very pleased with the car and have enjoyed some extensive tours in it. In its first year in my hands, I had a holiday tour of Scotland and covered well over 1000 miles of very pleasant motoring.

R W B

FUTURE CLUB EVENTS

- June 8 (Sat) - Scottish tour, start in Edinburgh.
June 16 (Sun) - Joint meeting in conjunction with R-R E C, R-R
Section of V S-C C, M R-R C and B D C at
Stanford Park.
Jul 16 (Sat) - Visit, Bradfield College, Berkshire.
Jul 28 (Sun) - Driving tests, Royal Military Academy, Sandhurst.
Surrey.
Sept 14 (Sun) - Charity event.

FILM SHOW

Over 100 members and their friends attended the club film show at the Mostyn Hotel in London on Friday 14 December 1962. The meeting was informal and some excellent films were shown.

The first film, made and brilliantly edited by Mr Colin Hughes, was an account in colour of the Blenheim Meeting. It opened with the arrival of our American guests, covered their transportation from Battersea Park to Blenheim Palace and presented shots of the scenes in that famous setting.

The second film took us on the club's successful tour via Paris and Versailles down to Monte Carlo. It was made by Mr Leonard Taylor and gave a detailed and interesting story in colour of the drive across France into Monaco.

After an interval for refreshments, the third film was run. This was also in colour and was the work of Mr C S Phillips. It carried us away again on a holiday tour of southern France and the Pyrenees.

Those of us who had taken part in any of these events were able to relive some of the most pleasant moments. All of us, in one enjoyable evening, visited Battersea and Blenheim, set off on a grand tour of France and Monaco and wandered back happily via the Pyrenees. Our thanks are due to the members who kindly lent their films and particularly to Mr Taylor who, besides lending an excellent film, also loaned (and so ably operated) the projector and sound equipment. K A S

ANNUAL DINNER

Exactly 100 members and guests attended the club's annual dinner which was held at the Hyde Park Hotel in London on February 2. This is always a most pleasant function, and although space limitations do not allow the publication of a detailed report in the Record on every occasion it is felt that the opportunity should be taken in this issue of expressing to the vice-president, Adrian Belsey, the appreciation of members for his organisation of this event.

After the dinner, the toast of 'The Guests' was proposed by the president, Stanley Sears, who formally welcomed the members and guests who were present. He expressed his regrets that Sir Denning and Lady Pearson, Mr and Mrs Vivian, Mr and Mrs Scott, Mr and Mrs Granzow and Mr and Mrs Dorey had been unable to attend because of the very bad weather, through illness or because of prior commitments, but was particularly glad to welcome the guests from the company. He then referred to Mr Kelley, whose responsibilities were on the aero engine side but who still maintained his enthusiasm for the company's cars; to Dr Llewellyn Smith, without whose presence the evening would not have been complete, to Mr and Mrs Craig, and to his personal guests, including Paul Gleave who had produced a carburettor for the 30 h p 6-cylinder car following the design of that on the 15 h p 3-cylinder car and Bill Morton who had served for 36 years with the company and must be regarded as the leading expert on the early cars. He also expressed his pleasure at being able to welcome Mrs Messervy and her daughter and Mr and Mrs Parsley whom he had to thank for the great enjoyment members obtained from the film shows at Shell-Mex House. A special welcome was due to Col and Mrs Harding-Rolls and to their son and daughter in law, Mr and Mrs Harding. He pointed out that Col Harding-Rolls was the present head of the Rolls family and was second cousin once removed to the late Lady Shelley-Rolls and to C S R himself. He was especially pleased to announce that Col Harding-Rolls had placed on permanent loan to the club for its lifetime one of the trophies gained by C S R which was to be named the Col Harding-Rolls Challenge Cup and made an annual award. Col Harding-Rolls had also loaned a cabinet of medals won by C S R for car and balloon events during the 1899-1906 period, which would be displayed in the home of the vice-president.

Stanley Sears then expressed his appreciation for the way in which the club's committee, under the chairmanship of Michael Vivian, had looked after the club's affairs during the previous year.

He made particular reference to the excellent programme of events that was organised each year by Lt-Cdr Dymock-Maunsell and the events committee, and to the devoted work of the hon secretary and treasurer, Fred Watson, who had now held these onerous posts for 13 years.

In replying to the toast of 'The Guests' and proposing the toast of 'The Club', Mr A F Kelley paid tribute to members' enthusiasm, friendship and real interest in cars. He indicated that he was certain of the future of the club, although he looked to members to buy new cars as well. He always enjoyed the club functions that he was able to attend and offered his congratulations and thanks for the way in which members kept so many cars running.

In replying to the toast of 'The Club', Fred Watson pointed out that they were present at the club's 14th annual dinner and the biggest social function of the year. He was glad to see that attendance was well up to average, although he was sorry that bad weather had caused some familiar faces to be absent. He reported that membership stood at 291 and had in fact remained fairly constant over the previous four years: of this number, 84 were lady members and 22 were honorary members, several of whom were present at the dinner. He also expressed his pleasure in working with a very efficient committee, and particularly mentioned Lt-Cdr Dymock-Maunsell for his revolutionising of club events, which in the past year had been especially marked by the club's first Continental tour.

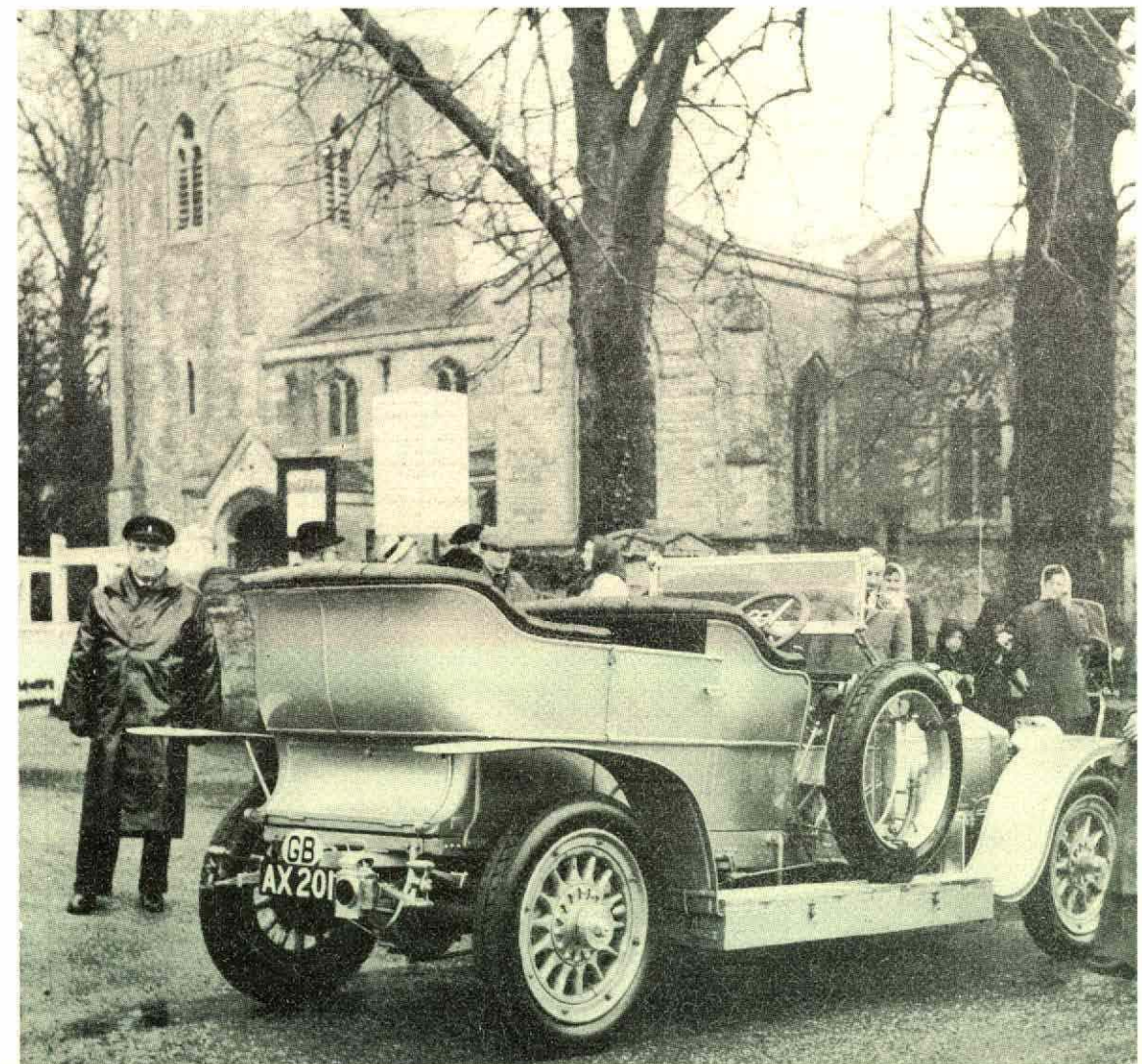
A presentation of an inscribed silver tray was then made to Lt-Cdr Dymock-Maunsell by Mrs Watson on behalf of the participants in the Continental tour in appreciation of his organisation of that event. The Messervy Trophy, which had been won by Mr J Hamilton-Fish, was presented to him by Mrs Messervy, and the Alpine Trophy was presented to your editor by Mrs Sears. With the end of the formal part of the evening's entertainment, members were able to devote their entire attention to the discussion of car problems and experiences, which in many cases continued until the early morning.

A REQUEST TO MEMBERS

We have been asked to point out that it is most unwise for members to raise the bonnets of other members' cars, even if the mascot is turned. Without great care, the bonnet cover may scrape spare wheels and/or the scuttle.



Some of the club's cars on the way to Alwalton on March 30, led by two Silver Ghosts. Below.- The company's S G outside the church of St Andrew at Alwalton, where Sir Henry Royce's ashes are buried.

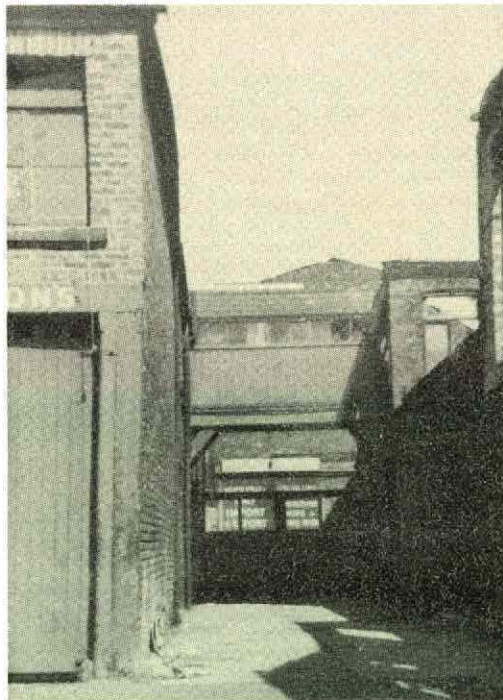


VINEYARDS LUNCHEON

48 people arriving in sixteen motor cars gathered at the Vineyards, Colerne, on Saturday 20 April for the annual West Country luncheon. All models except the Twenty and the Silver Ghost were represented. Ten cars were known to have been motored over 80 miles. The weather again was exceptionally bad, although some of the open cars did start their journeys with the hoods down, and even after a dirty run, the presentation of the cars was a credit to the club. If spirits were dampened by the weather, they were soon thawed by the warmth and refreshment at the vineyards, and all agreed that the gathering had been a worthwhile venture.

The local press (Bath and Wilts Chronicle and Herald) took an interest in the gathering, and took some photographs.

A visitor in the shape of a 1920(?) Silver Ghost arrived, which had apparently taken part in the filming of 'Laurence of Arabia'. The car, sadly in need of renovation, might have come straight from the battlefield, finished in matte sand colour, with the residue of sand in the interior and on the chassis, and with a dent in the radiator shell, caused by a spent bullet (?). J C D-M



THE LAST OF COOKE ST

Out of the gates at the end of the little cul-de-sac underneath the bridge at Cooke St came the first Royce car on 1 April 1904. George Clegg, who took this photograph shortly before the demolition of the buildings, points out that it was a day that saw the start of an era: the car was no April Fool's joke, and he suggests, knowing Royce, that the choice of date might have been more by design than by accident.

PRINTED FOR THE PUBLISHERS
THE 20-GHOST CLUB
BY HARWOOD PRESS ADVERTISING LTD.,
21-55 WEST STREET, HARROW,
MIDDX. BYRON 5656/7/8. 18199