

THE 20-GHOST CLUB RECORD



Vol. 4 No. 2 SUMMER 1963



28MS at Rest and Be Thankful

THE SCOTTISH TOUR

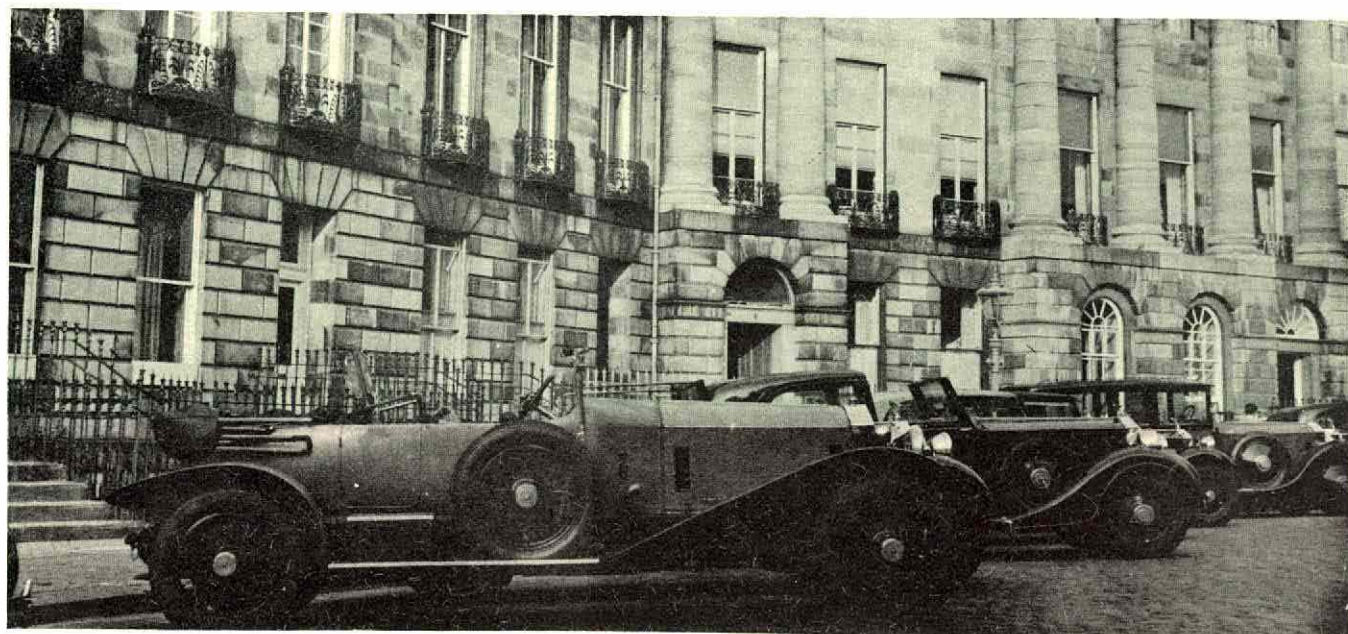
The Scottish Tour which took place from June 8-16 is generally agreed to have been a most enjoyable and successful event. Two S G's, two PI's, two PII's, four PIII's, two 20's, two 20/25's, two 25/30's and a Wraith took part in the tour, and in fact attended most of the gatherings that had been arranged - incidentally, more than half these cars had also gone to the Continent last year. It is not of course possible to give details of every participant's route and experiences, but it is hoped that these notes and photographs will remind those members who took part of some of the happenings during a crowded programme.

For the journey to Edinburgh, the separate competition which was organized was won by Robin Barnard in his 1924 S G 22 LM. This tourer, which bears a somewhat earlier body made by T H Gill (probably around 1920) taking inspiration from the pre-war London-

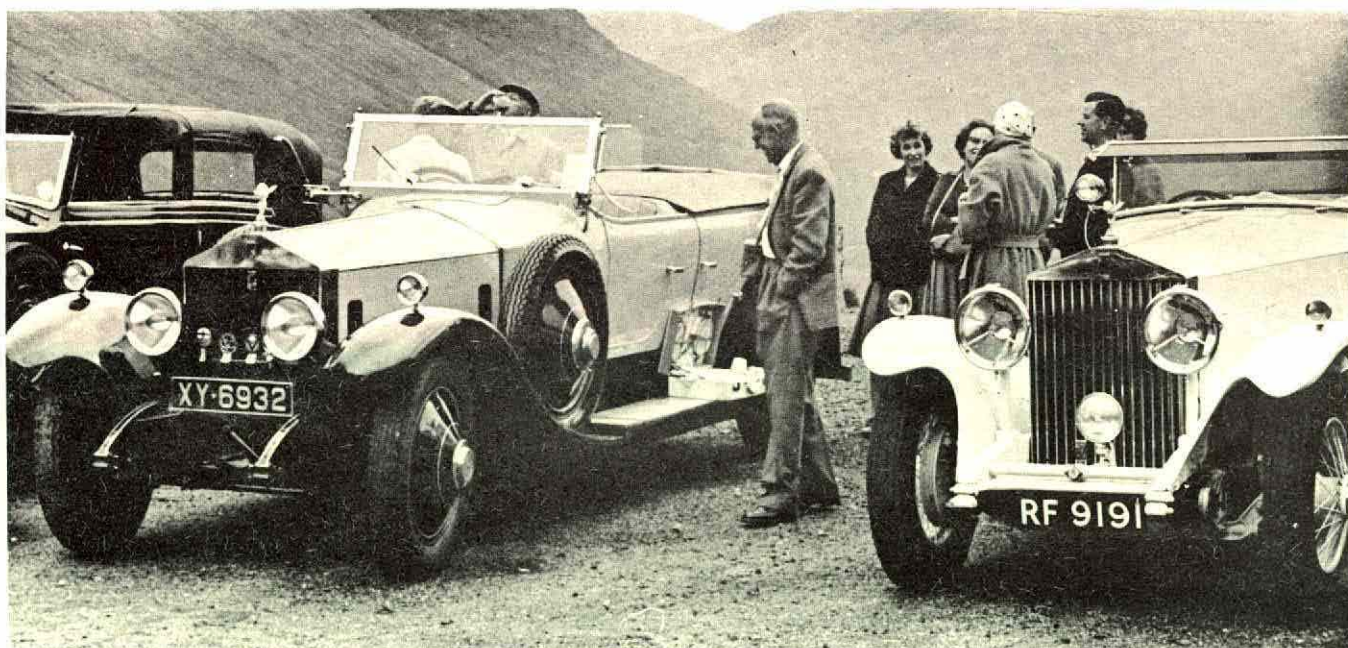
Participants in the Scottish Tour photographed at Ballater in the garden of Mr and Mrs A N E McHaffie's house: the host and hostess are in the centre.



Photo by James Reid of Ballater



Above.-Robin Barnard's 1924 SG 22LM, Ian Hallows' 1936PIII 3AZ112 and John Dymock-Maunsells' 1926PI 20TC in Moray Place, Edinburgh. Below.-Dick Honnywill's 1936PIII 3AZ76, John Hampton's 1925 SG 120EU and Henry Wilkins' 1932 PII 28 MS at the top of Rest and Be Thankful.



Edinburgh type cars, was driven from London to Edinburgh on the Saturday by Robin Barnard, Michael Vivian and Richard Barton. At 5.54 a.m., a start was made from Hampstead and shortly after 8 a.m. the car joined John Dymock-Maunsell's PI in the yard of the George at Stamford for the breakfast stop. Apart from a stop of less than two minutes to replace a loose coil connection, all was well until after an excellent picnic lunch the driver failed to take the left turning for Carter Bar and proceeded to the centre of Darlington. Despite this oversight, there was enough time to stop for tea and arrive punctually at Moray Place at 6.50 p.m. The 382 miles recorded were covered in just under eleven hours' running time: petrol averaged out at 11 m.p.g. and oil at 1,500 m.p.g.

During the evening of June 8, a cocktail party was held at 4 Moray Place, Edinburgh, through the generosity of Mr H M Harvey-Jamieson. The line of cars in Moray Place was particularly impressive, although it was sad to hear that Fred Watson's PII had been damaged by fire before reaching Edinburgh, so that a F**d was in use by his party until his temporarily repaired 3TA appeared at Stanford Park the following Sunday.

On June 9, Edinburgh Castle was visited in the morning and Holyroodhouse in the afternoon. The weather was on the cold side, and the haar that was blowing up in the later afternoon discouraged some of the more timid members from crossing the Forth by ferry and caused them to make the detour over Kincardine Bridge: a somewhat alarming experience was reported by those who used the ferry in fog, however.

June 10 brought better weather, and on the way to the Devils Elbow members paid particular attention to the gigantic beech hedge, over 200 years old and measuring 85 ft in height and nearly half a mile in length that borders the Perth-Blairgowrie road. The ascent to the Devils Elbow was less difficult than some had feared but it was easy to visualise the impossible conditions that would prevail for much of the winter. A brief visit to the Linn of Dee preceded lunch at Braemar, followed by a tour of the grounds of Balmoral Castle. Here, it was particularly interesting to note the commemorative tablets placed in the slope from the river Dee that marked the extent of each of the major floods this century. Later, a sherry party was held in Ballater through the kind hospitality of Mr A N E McHaffie, after which members took the striking road through Tomintoul to Grantown-on-Spey.

June 11 was also a fine day, and many members were much impressed with the memorials and tombs of the clans at Culloden

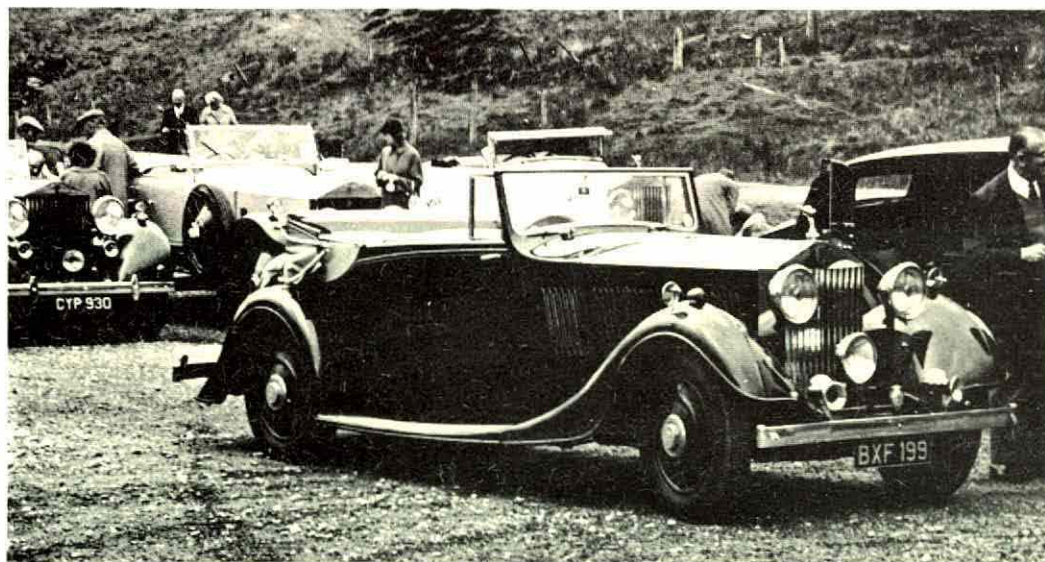


Cars, tanks and armoured cars at Catterick.

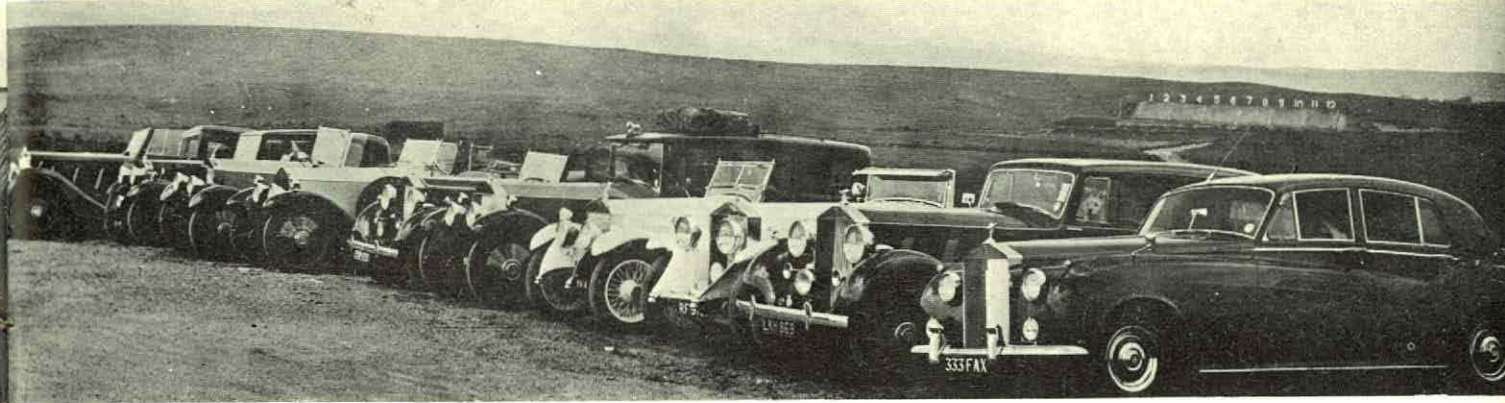
which was visited in the morning. After lunch at Inverness, members' routes diverged, some going to the north-west and others driving to the Fort William/Fort Augustus area that night and to the Oban area the following night.

Owing to navigational errors by some (Who were the others? - Ed), only ten cars arrived to take part in the climb of the old 'Rest and Be Thankful' that the Forestry Commission had most kindly opened on June 13. Those who attended thoroughly enjoyed the experience and the event was photographed by R-R News.

Stanley Sears started some 5 minutes ahead of the remainder in his Wraith to enable him to take up a suitable position for colour cinephotography. Hereafter cars proceeded at 2 minute intervals. No timing was implemented, as the earlier part of the course was very rough and members obviously did not want to overexert their suspension systems. No car had any difficulty, nor needed to change below 2nd gear and the climb was generally agreed to be far easier



Right.- Consultation at the bottom of Rest and Be Thankful.



Cars at Catterick: the SCII is Col Harding-Rolls'.

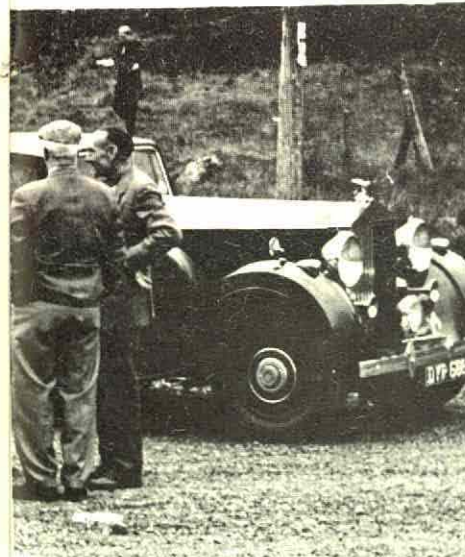
than both the Devils Elbow and Tomintoul, which had been undertaken earlier in the week.

For spectators, it was fascinating looking down the valley to see the approach of 'Dinky toys' slowly emerging into full size and finally the great cars were swung round the last bend in a surge of silent power; and even those with 12½ ft wheelbase did this with ease, although admittedly one or two did not take a perfect line and there was considerable tyre squeal in consequence.

After spending the night in Aberfoyle or Callender, members drove on the morning of June 14 to Glasgow by way of Milngavie. Parking had been arranged in Holland St, which was only a short walk from the Royal Scottish Automobile Club. A cocktail party preceded the lunch, through the kindness of Lord Bruce, one of whose S G's could be seen outside the Club.

The route to the Sword Collection in the afternoon, though taken in convoy by some members, was not too easy to follow and

Below.- Ralph Harrison's 1935 20/25 GAF81 leads a small convoy.



one member at least, as a result of seeking directions from locals, did not arrive until after all other members had left. An interesting collection of veteran and vintage cars still remains, including 3 S G's (750 Roi des Belges; 1246 Croall and Croall; and 43TG Park Ward).

After night stops in the Carlisle area, members visited Catterick on June 15, where an excellent lunch had been prepared by the 3rd R T R and where a selection of A F V's were lined up for inspection. A paratroop drop and a demonstration of current tanks and armoured cars gave added interest to the visit.

The final event of the tour was a meeting of the four Rolls-Royce Clubs and the Bentley Drivers Club at Stanford Park on June 16. Over 40 Rolls-Royce cars and 25 Bentleys were present, although the weather was rather wet and cool, similar to members' last visit on the last day of the Snowball Rally in 1961. Thus ended an extremely successful tour which had most of the time taken place in excellent weather. Many people helped in making the tour the success that it was: members' gratitude is particularly due to Mr A N E McHaffie, who was the primary instigator of the tour and indefatigable in advice and help to participants; to Mr H M Harvey-Jamieson and Lord Bruce for their generous hospitality; and to the C O of the 3rd R T R for arranging that members should see such an interesting demonstration of the capabilities of modern armour.

The line up of cars after lunch at the Invercauld Arms Hotel, Braemar, a few minutes after heavy rainfall. The optimism of those who immediately opened their cars was rewarded by the afternoon's weather.

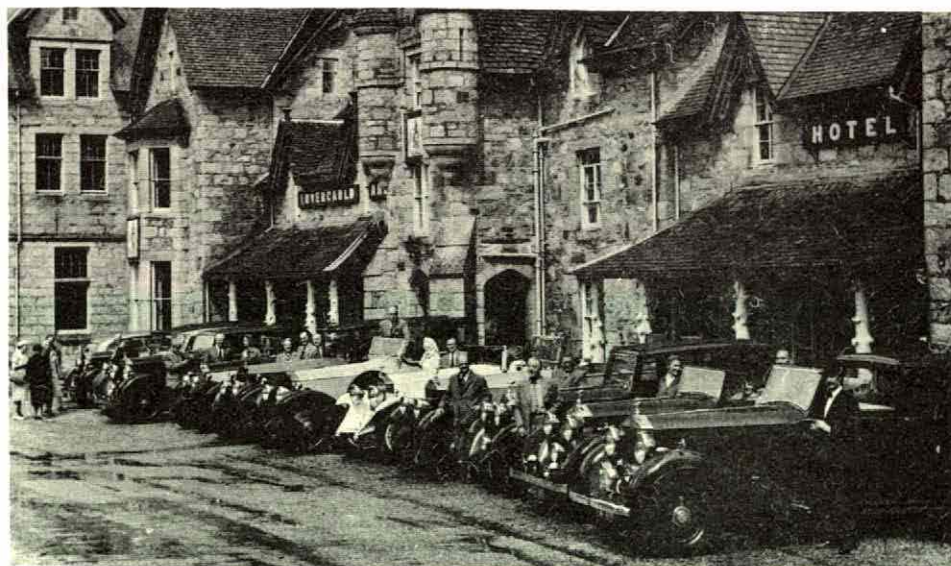
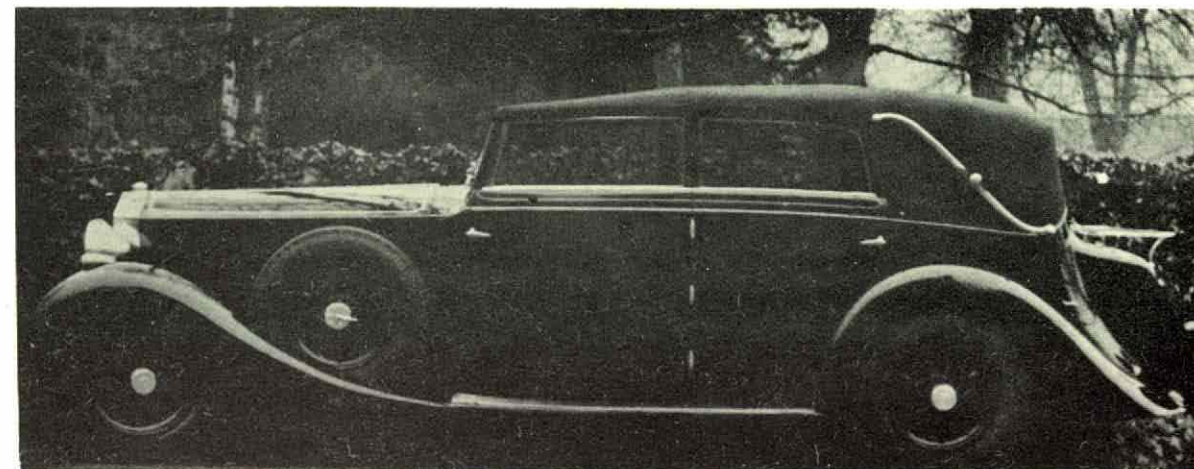


Photo by James Reid of Ballater

MEMBERS' CARS DESCRIBED. -27



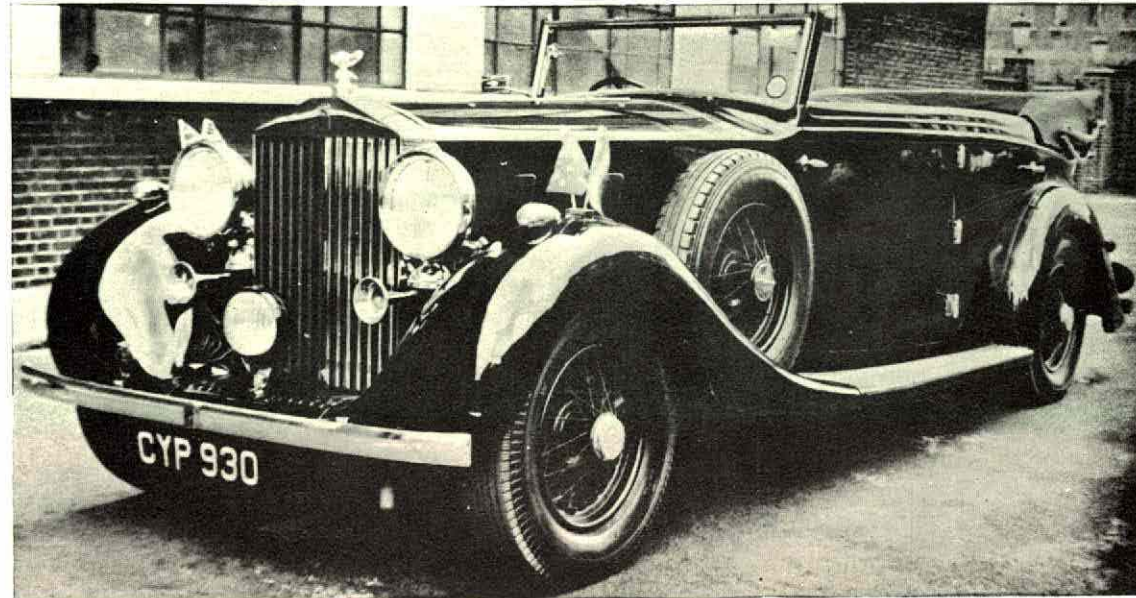
Capt R B Honnywill's 1936 Phantom III 3AZ76.

Model:	Phantom III	Coachwork:	Allweather Bodies
Chassis no:	3AZ76		seven-seater tourer
Number of owners:	two	First reg:	September 1936
		Present owner:	R B Honnywill

Owner's Remarks: This car, with a 7-seater 'soft-top' body with division, by Allweather Bodies Ltd, was ordered for the Duke of Sutherland and was first registered in September 1936. She was delivered to Golspie, Scotland, from Derby by Mr Harry Fleck (who featured in our 1962 Christmas Card) on a two-day journey. At the night stop, she was seen and admired by one of the Dewars: next morning he was given a trial run in her and promptly placed an order for a PIII for himself.

With the Duke, the car was but one of a stable of four Rolls-Royces and no record remains of the trips she made: the head chauffeur who, in those days, controlled the selection of which car should be used is now, alas, dead. The Duke himself, now also dead, was unable to recall any particular trips of interest made in this particular car. But the design of the body, with its very long 'chauffeur's' compartment, indicates the Duke's interest in being able to drive it himself in comfort and is a particular attraction.

I acquired the car, as its second owner, in January 1950 when it had done 29,000 miles odd. It took us for a holiday in France that



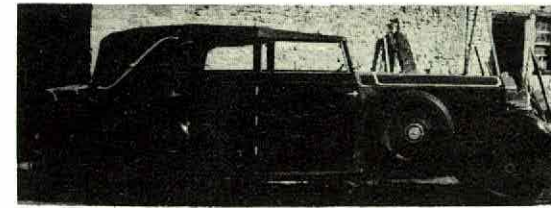
3AZ76 at Hythe Rd in 1958, ready to meet the Trans-Antarctic Expedition.

summer and made light of the Pyrenees where we spent 10 days. From 1952 to 1954, I was stationed ashore in Scotland and the car was extensively used for touring in that country: it has virtually covered the whole of it, and certainly visited every county, via main roads and lanes. Only once was it a nuisance, and then only because it was too heavy for the Kylesku ferry!

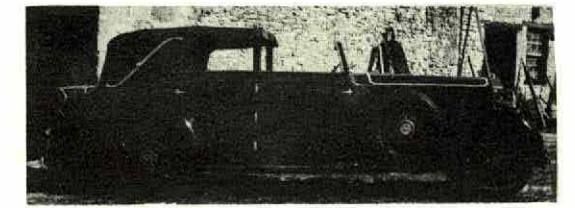
Early in 1954, the original hydraulic tappets gave trouble and, in changing them to mechanical, Rolls-Royce at Crewe stripped the engine right down and virtually rebuilt it, any doubtful parts being replaced, (mileage 48,000).

In May 1958, as the largest open car readily available to seat four people clear of the chauffeur, it was at Waterloo Station to greet Sir Vivian Fuchs on his return from crossing Antarctica and carried, as well as him, George Lowe (New Zealand), 'Hannes' La Grange (South Africa), and Jon Stephenson (Australia) to the Royal Geographical Society's building. On this occasion, Rolls-Royce Ltd provided the chauffeur and contributed about half the cost of smartening up the car by recutting the white paint linings on it, replating certain parts etc, so that she should appear worthy on cinema and television screens.

In 1960, she was present to welcome the party from the RROC of America at London Airport and took part in the events that week-



Full Dress...



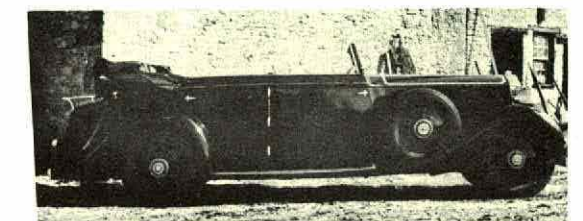
Undress...

end in the London area. Thereafter she was involved in an accident which resulted in the insurance company regarding her as a 'write-off'. I entertained a different view and, with the cooperation of Rolls-Royce at Hythe Rd, she was repaired and made, once more, fit for the road - albeit at some cost.

In 1961, the hood, new in 1949, fell into disrepair and had to be renewed. The opportunity has been taken to modify it - hence the description of bodywork 'by Allweather Bodies Ltd (no longer in business) and Branksome Carriage Co' - so that, instead of being 'all up' or 'all down' as it previously was, it can now also be 'up' over only the rear compartment. The Branksome Carriage Co have given much thought and ingenuity to this rearrangement. At the same time, opportunity was taken to fit discs to the beautiful open wire wheels which were nevertheless such a menace to clean.

The photographs of her at Sandhurst in 1961 and, in her new guise against a 17th century barn just next her home in Dorset, in full dress, undress, and 'nude' uniform, together with that taken at Hythe Rd before she went to meet Sir Vivian Fuchs indicate the changes which have been made. Additionally, for road safety purposes, she has been fitted with flashing trafficator lights instead of flippers. But she remains, basically, the magnificent car that she was when first delivered; she has her original paintwork and the Duke's cypher, originally prominent on the rear doors, was over-painted when I bought her but is still discernible in outline. R B H

Nude...





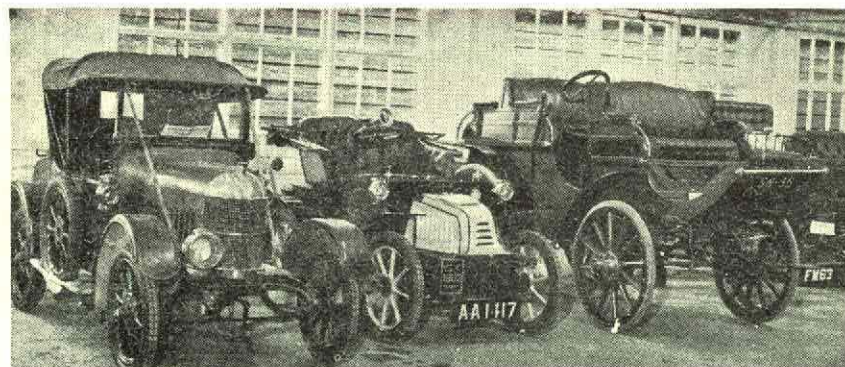
A Bleriot type XI, similar to the one in the Shuttleworth Trust Museum.

SHUTTLEWORTH CONCOURS D'ETAT

Twenty-six cars took part in the concours d'état that was held at Old Warden Aerodrome, Biggleswade, the home of the Shuttleworth Trust Museum, on 26 May. The collection includes many veteran aeroplanes and cars, and also pedal cycles, motor cycles and other mechanical and equine by-gones. Members were able to study the collection in some detail, and it may be of interest to those who were not present to list the aeroplanes and cars which were noted as being in the collection, although some of them were not present as it is the policy of the Trust to put them to as much use as possible.

AEROPLANES. - 1909 Bleriot monoplane type XI (25 h p fan-type Anzani engine); 1909 Avro triplane replica (V-twin engine); 1910 Deperdussin monoplane; 1912 Blackburn; 1915 Avro; 1916 Sopwith Pup; 1917 Bristol fighter F2B (R-R falcon engine no 9, the oldest R-R engine still flying); 1917 SE5a; 1923 DH 53; 1923 English Electric Wren (3½ h p ABC flat twin engine); 1931 Bristol Bulldog; 1934 Gloster Gladiator.

ENGINES. - 1870 steam engine for Frost ornithopter; 110 h p Clerget; 80 h p Le Rhone; 1917 275 h p R-R Falcon III; 1920 450 h p Napier Lion.



Three of the cars in the Shuttleworth Trust Museum: 1914 White and Poppe engined Morris Oxford; 1902 Peugeot; 1901 Arrol-Johnston dog-cart (Motor Sport photograph).

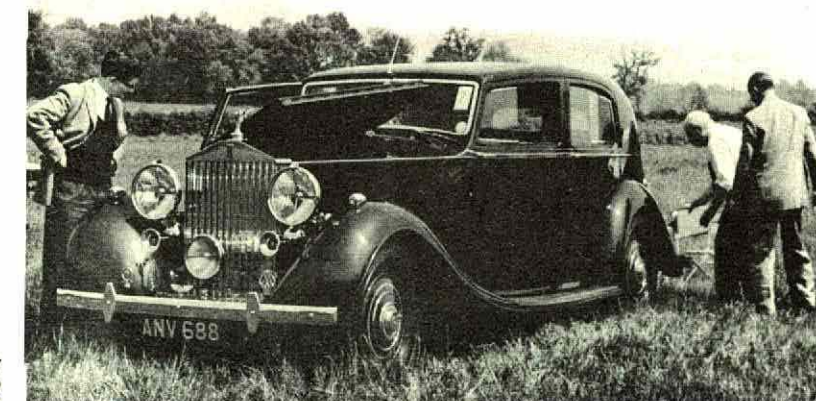
A Deperdussin monoplane of similar type to that in the Shuttleworth Trust Museum, here flown by Lt Porte RN.



CARS. - 1894 Peugeot; 1897 Daimler; 1898 Panhard-Levassor (1st 4-cylinder model); 1898 Benz 2-seater; 1899 Mors; 1900 de Dion quadricycle; 1901 Locomobile; 1901 Arrol-Johnston; 1902 Peugeot; 1903 de Dietrich; 1903 Richard-Brasier; 1911 Cottin et Desgouttes; 1912 Crossley staff car; 1913 Morris Oxford; 1927 G P Bugatti type 35c; 1931 G P Bugatti type 51. It was also interesting to note that an old tractor outside the hangar in which the vehicles were stored had a New Simplex engine.

Judging of members' cars started at noon, the judges being Mr M H Vivian (chief judge), Mr G Ashley Carter, Mr J R A Green, Mr R Haynes, Cdr H G W Keller and Mr H Ferguson Wood to all of whom the club's gratitude is due for their efficient carrying out of what at times must have been a difficult task. Entrants were divided into three classes - 20's and 20/25's; 25/30's; S G's, PI's, PII's, PIII's. Class 1 was won by Mr J Hamilton-Fish with his 1928 GWL32; Class 2 by Mr S R Terry with his 1938 GZR2; and Class 3 by Mr S E Sears with his 1938 3DL76.

On average, marks were somewhat lower than at the previous year's concours, but this was probably due to more stringent standards being applied by the judges rather than to a lower standard of preparation. It was noticeable that this year the competition was again the stiffest in the large-car class, as can be seen from the marks and averages given in the full table of results on the next page.



Stanley Sears' PIII 3DL76, winner of class 2

-28-										
CLASS I			Chassis	Interior	Under	Mechanical	Chassis	Originality	Exterior	Total
Owner	Car	Year	No.	100	100	250	100	150	100	800
J Hamilton-Fish	20	1928	GWL32	65	86	195	79	125	86 +	636
F Hellings	20/25	1934	GLB28	58	77	200	81*	150*68		634
J C Dymock-Maunsell	20/25	1936	GBK56	73*	64	203*78		135	77	630
R M Harrison	20/25	1935	GAF81	65	89*	189	71	135	70	619
A Leslie Banks	20/25	1930	GLR50	56	86	198	64	140	51	595
V Sagovsky	20/25	1936	GBK64	64	69	198	62	135	58	586
T D Hadrill	20/25	1936	GLJ49	67	65	160	55	150*50		547
Mrs F Hellings	20	1928	GHJ12	51	73	160	53	130	55	522
Average in class:				62	77	185	68	139	64	596
CLASS II										
S R Terry	25/30	1938	GZR2	78*100+		220	88	150*84*		720
S J Lovegrove	25/30	1937	GHO48	63	66	223*74		140	76	642
C M Keeping	25/30	1938	GAR25	62	75	205	71	140	70	623
C J Curtis	25/30	1936	GUL49	68	63	221	57	145	66	620
A D Hyde	25/30	1937	GHO8	68	85	214	63	140	50	620
E O Pogson	25/30	1936	GTL47	67	69	166	59	150*52		563
I Munro	25/30	1936	GXM24	66	44	175	49	150*60		544
M S Timms	25/30	1937	GRO55	74	96	-	94+	150*81		-
Average in class:				69	70	201	67	145	66	619
CLASS III										
S E Sears	PIII	1938	3DL76	84+	96*	222	90*	150*82*		724
L E Dalton	PII	1933	24PY	81	94	237*76		150*80		718
J C Dymock-Maunsell	PI	1926	20TC	72	95	234	60	140	71	672
W F Watson	PII	1935	3TA	78	80	217	73	145	74	667
W D Berry	PII	1931	9GX	74	86	213	69	150*51		643
A N E McHaffie	PIII	1937	3BU186	70	83	233	76	135	41	638
I S Hallows	PIII	1936	3AZ112	71	82	218	61	150*53		635
L Taylor	PI	1929	109WR	71	68	200	73	150*61		623
J C Dymock-Maunsell	PII	1934	141RY	66	74	222	60	135	56	613
G D A Price	SG	1911	1645	73	83	147	68	150*71		592
Average in class:				74	84	214	71	146	64	652

- * Best in class in this category.
 + Best of concours in this category.

CORRECTION

Mr R W Bell points out that the firm that restored the coachwork of his 20/25 GHW64 (The Record, Spring 1963, p 11) should have been named as C A Tanner and Son: he says they were a very cooperative firm and took immense trouble.

S G MIXTURE CONTROL MECHANISM

The Victorian branch of the Rolls-Royce Owners Club of Australia reports that arrangements for making replica S G switches (given in the Record, Autumn 1962, p 40) were so well received that carburettor mixture control quadrant and fittings are to be made for early S G's. These parts are shown on p 79 of the 1909 catalogue of parts and on p 116 of the 1100-1300 series catalogue.

As there were three different lengths of vertical spindle - 15 3/8 in up to 1909, 16 3/8 in for A type steering for series 1100-1300 and 14 3/4 in for C and D type steering - all spindles are being made 16 3/8 in so that they may be cut down if required: before cutting down, a new groove at the correct angle has to be fitted. Also, only bearing U 1196 is being copied.

The price for the whole assembly is £A6. 2. 6 in gunmetal and £A7. 7. 6 plated. Orders should be sent, with bank draft, to Mr F L Lee, c/o G and C F Briggs, 70 Wellington St, Collingwood, Victoria, Australia, stating whether A type quadrant handle (3 in long) or C and D type (5 11/16 in long) is required.

EDINBURGH COMPETITION

The Edinburgh competition was based on the distance each participant travelled to Edinburgh from their starting points after 9 a m on June 4 (via two intermediate points if desired) and the distance travelled to Edinburgh after 9 a m on Saturday, June 8, with an allowance being made for the age of the car. Participants had to arrive at Moray Place, Edinburgh, by 7 p m on June 8, having 100 marks deducted for each minute late and being disqualified for more than one hour's lateness. A silver ashtray with the club's crest was awarded to the winner and the results of the competition go towards the Stanley Sears Trophy as shown in the table on the next page. It is noteworthy that the winning S G was driven all the way from London to Edinburgh on the one day, though with a change of drivers, and that Ralph Harrison performed a similar feat but single-handed with his 20/25.

EDINBURGH COMPETITION RESULTS

	Car	Year	Chassis	Total mileage	Age	Saturday mileage	Age		Total	Stanley Sears Trophy points
R O Barnard	SG	1924	22LM	420	x38	+284	x38	x2	37544	100
J C Dymock- Maunsell	PI	1926	20TC	444	x36	+284	x36	x2	36432	97
L Taylor	PI	1929	109WR	434	x33	+239	x33	x2	29766	79
H Wilkins	PII	1932	28MS	302	x30	+302	x30	x2	27180	72
J G Hampton	SG	1925	120EU	420	x37	+150	x37	x2	26640	71
F Hellings	20/25	1934	GLB28	370	x28	+284	x28	x2	26264	70
I S Hallows	PIII	1936	3AZ112	400	x26	+260	x26	x2	23920	64
R M Harrison	20/25	1935	GAF82	373	x27	+227	x27	x2	22329	60
S E Sears	Wr	1939	WEC2	435	x23	+136	x23	x2	16261	43

1963 ALPINE TROPHY RESULTS TO 18 JUNE

	Car	Chassis No	Year	Mile- age	Age	Size	Total
J E Castle	20	GCK63	1926	4650	x36	x2	334,800
J C Dymock- Maunsell	PI	20TC	1926	2417	x36	x3	261,036
R B Honnywill	PIII	3AZ76	1936	3008	x26	x3	234,624
A M Keeling	20/25	GAU55	1932	3392	x30	x2	203,520
H M V N Smith	20/25	GFE40	1935	3496	x27	x2	188,784
H H V Forbes	20/25	GBA52	1934	2687	x28	x2	150,472
I Munro	25/30	GXM24	1936	2743	x26	x2	142,636
W D N Berry	PII	9GX	1931	1246	x31	x3	115,878
J E Castle	20/25	GMU4	1932	1815	x30	x2	108,900
C M G Keeping	25/30	GAR25	1938	2201	x24	x2	105,648
R M Harrison	Wraith	WHA2	1938	1912	x24	x2	91,776
R M Harrison	20/25	GAF81	1935	1589	x27	x2	85,806
M E Watt	20/25	GED78	1934	1531	x28	x2	85,736
C J Curtis	25/30	GUL49	1936	1267	x26	x2	65,884
T G Scott	20/25	GBK41	1936	1194	x26	x2	62,088
S E A Fortune	25/30	GAR37	1938	-	x24	x2	-
S J S Boord	20/25	GBA29	1933	-	x29	x2	-
H C W Somers- Smith	20/25	GBK3	1936	-	x26	x2	-
L Taylor	PIII	3BT413	1937	-	x25	x3	-

ANNUAL GENERAL MEETING

The 13th annual general meeting of the Club was held at the Eccleston Hotel, Eccleston Sq, London SW1, at 7 p m on 29 May 1963, with the president, Mr S E Sears, in the chair. Twenty-three members were present.

MINUTES

The minutes of the previous annual general meeting were read by the hon secretary, Mr W F Watson, and approved by the members present as a true record of that meeting.

ACCOUNTS

The approval and adoption of the accounts for the year ended 31 December 1962 was proposed by Mr C H M Gonne, seconded by Mr C Meachen and carried unanimously.

ELECTION OF PRESIDENT

Mr Sears then vacated the chair. His place was taken by the vice-president, Mr A J Belsey. On the proposal of Mr F Hellings, seconded by Mr K A Steel, the members present unanimously reelected Mr Sears. Mr Belsey referred to all the work that Mr Sears did for the club and emphasised that there was no other president of his standing in the Rolls-Royce world. Mr Sears expressed his gratitude to members and stated that he was happy to continue to serve so long as members wished.

ELECTION OF SECRETARY AND TREASURER

Mr Sears resumed the chair and expressed his appreciation for the devoted work of Mr W F Watson as hon secretary and treasurer. The reelection of Mr Watson to these two offices was proposed by Mr Belsey and seconded by Mr R M Harrison: the resolution was unanimously passed by the meeting. Mr Watson then returned thanks for the confidence that had been placed in him.

ELECTION OF MEMBERS OF COMMITTEE

Mr Sears then said that Lt-Cdr J C Dymock-Maunsell and Mr I S Hallows, the two senior members of the committee, had retired by

rotation but, being eligible, offered themselves for reelection. Mr J G Hampton proposed the reelection of the two candidates: this proposal was seconded by Mrs J E Castle and carried unanimously.

ELECTION OF VICE-PRESIDENT

Mr Sears then said that Mr Belsey, who had been a founder member of the club and who had considerable influence in the club's progress over the years, had agreed to stand for reelection to the office of vice-president for a further three-year period. The resolution that he should be reelected was proposed by Lt-Cdr Dymock-Maunsell, seconded by Mr K A Steel and passed unanimously. Mr Sears expressed thanks to Mr Belsey, particularly for placing his house at the committee's disposal for many meetings.

OTHER BUSINESS

Cdr H G W Keller proposed a vote of thanks to the hon auditor, Mr C R Watson, and his company for his work in auditing the club accounts for the year in question. The proposal was seconded by Mr C Meachen and carried unanimously.

Mr Gonne drew attention to the loss that had been made on the sale of Christmas cards and questioned the value of having them. Mr Watson explained that Christmas cards were usually a useful source of revenue to the club but that in the year in question they had been brought out too late. The committee much regretted the loss that had taken place but would ensure that they were available in future by October. Mr Steel also spoke in favour of continuing to have club cards each Christmas.

Cdr Keller raised the question of the very high cost of spare parts. He wondered if the president could persuade someone of importance in the company to come to a meeting and see what the club was doing. Mr Sears explained the company's policy on spares and their pricing, but said he was going to Crewe later in the year and would raise the subject then.

As there was no further business, Mr Sears thanked the hon officers on behalf of members for the work they had done in the past year to make such a friendly and efficient club, particularly mentioning Lt-Cdr Dymock-Maunsell and the events committee for the many interesting events they had organised and Mr Hallows for his production of the Record. He then declared the meeting closed.

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