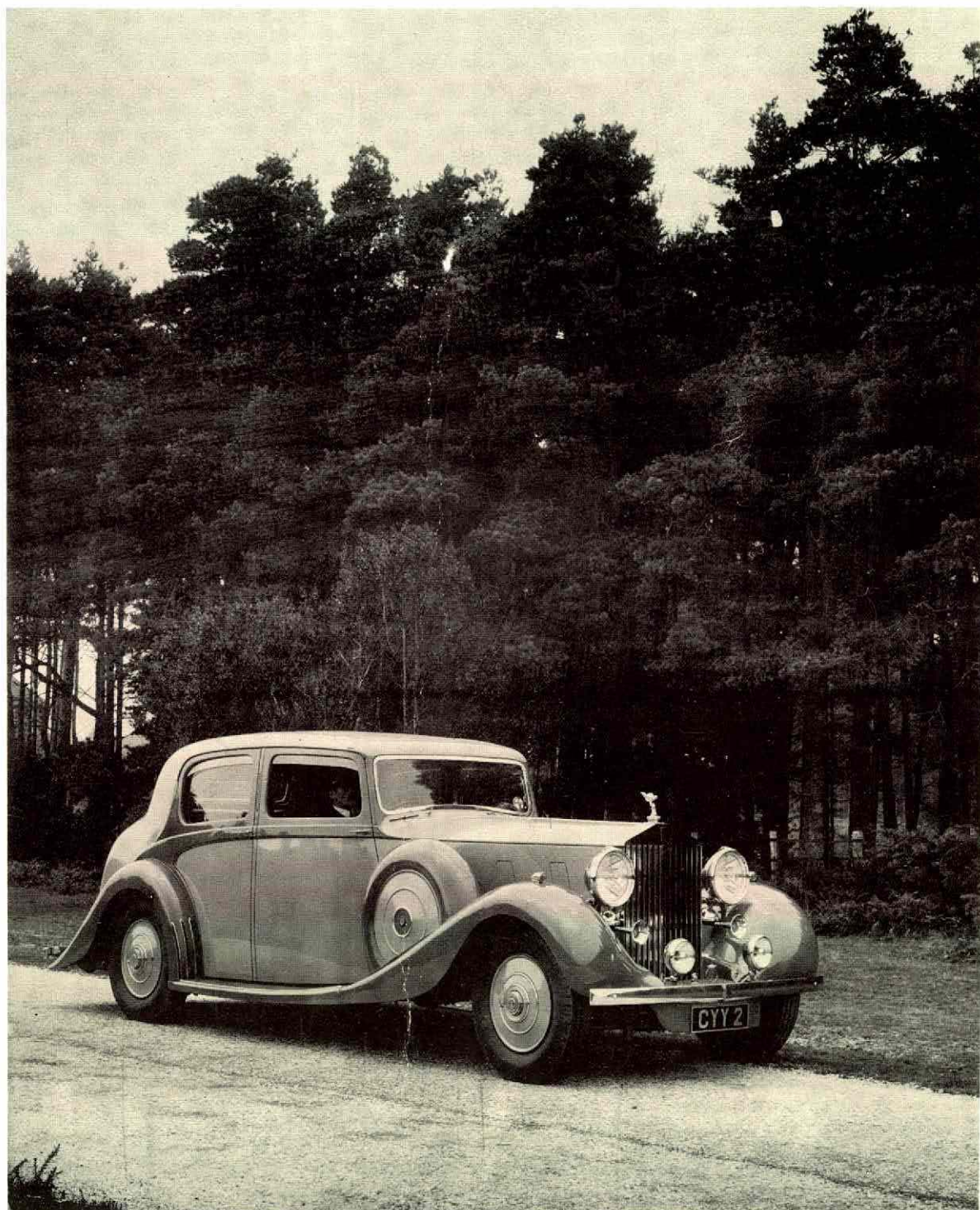


THE 20-GHOST



CLUB RECORD

Vol 9 No 1 1968



A Message from the President



It was with great regret that it was learnt that Ian Hallows could no longer continue as Editor of the Record, due to the pressure of other commitments. For eight years Ian has edited, printed and provided a large portion of the material for the Record, and club members must be extremely grateful for the very many hours he has put in, and proud of a production which has been up to the highest standards.

When the pressure eases we expect further contributions from Ian with the same degree of interest as those he has provided in the past.

We welcome Ian and Melanie Munro, who have taken over the editorship, and hope that club members will continue to send in material and photographs so that their task of editing may not be further complicated by the necessity to write more than the "Editorial".

IAN HALLOWS WRITES:

Although the late Duke of Cambridge used to say that "All change at any time for whatever purpose is to be deprecated", a change in editorship, certainly in the punctuality, and perhaps also in the content and appearance of the Record is overdue. I should however like to express my gratitude to those members of the Committee and the Club who have provided contributions and helped in other ways since the first issue in the spring of 1960.

Everyone who has written something for publication has helped in the production of an erratic but not uninteresting magazine. However, it has been John Dymock-Maunsell (who, with your former editor, in fact wrote the major part of the published issues) whose work has made the magazine possible.

Every member has some interesting piece of information, some anecdote, about his motor car that could well appear in the Record. Every member is urged to submit a contribution — it helps the editor and makes the Record much more of a club magazine. I will even submit a contribution myself.

CONTENTS

<i>President's message</i>	1
<i>Letter from Ian Hallows</i>	1
<i>Editorial</i>	2
<i>Annual Dinner Dance</i>	3
<i>Club Trophy results</i>	4
<i>Film Show</i>	6
<i>West Country lunch at Dodington</i>	7
<i>Annual Concours at Shottesbrooke</i>	8
<i>Concours results</i>	9
<i>Irish Tour</i>	10
<i>Boughton Hall and Oundle School</i>	14
<i>Future events</i>	15
<i>Committee, general notes</i>	16

LOOKING TO THE FUTURE

The Record is run by members for members and relies for its existence on contributions from members. Unhappily nothing has been sent in for some months, and we take over editing with only reports of meetings and competitions to publish.

We appeal therefore to everyone, including members abroad, who has a good story to tell, however long or short, to send it to us as soon as possible, and to contribute regularly whenever they can in the future.

An account of a private tour, of a Rolls-Royce Club's activities abroad, or of progress in restoring a newly discovered "find", — all these would be welcome, preferably with photographs.

On a lesser scale, a report of particularly useful and efficient work by a garage or coach builder, a description of how some problem that might affect others, such as the new headlamp regulation, has been tackled and solved, and notes on kindred subjects of general interest would equally be of help in making the magazine as readable and useful as we all want it to be. Ideas and suggestions would also be welcome.

Would everybody please do their best to help?

All copy and pictures should be sent to us at
**Calvert's Cross,
 Jordans,
 Bucks.**

Tel: Chalfont St. Giles 4562.
 Ian and Melanie Munro: *Co-Editors.*

ANNUAL DINNER DANCE

HYDE PARK HOTEL, SATURDAY, JANUARY 27th.

120 members gathered at the Hyde Park Hotel for our annual dinner dance, and after enjoying cocktails sat down to an excellent meal.

After proposing the loyal toast, the President Mr. W. F. Watson, welcomed the guests, new members, old friends, in particular Dr. and Mrs. Llewellyn Smith and Mr. and Mrs. F. Kelly and the official guests of the evening Mr. D. A. B. Plastow, Marketing Director, Motor Car Division of Rolls-Royce Ltd., and Mrs. Plastow, Mrs. Austen George from Fort Dunlop, and our guest of honour Mr. Stanley Sedgwick, President of the Bentley Drivers Club, and Mrs. Sedgwick. The President expressed his thanks to committee members and others who had helped the club during the year and proposed the toasts of the Master, Stanley Sears and the Guests.

Mr. Sedgwick, replying on behalf of the guests, paid tribute to The 20-Ghost Club as the doyen of Rolls-Royce clubs, and gave his views on the possible evolution of the club and where he considered its duty lay. He proposed the toast of The 20-Ghost Club.

Lt.-Col. J. C. Dymock-Maunsell, replying on behalf of the club, mentioned the recent inclusion to eligibility of post war six cylinder motor cars, commented on the visit of the RROC of America, with the inherent language difficulties involved, told the tale about starting an 18 litre 8 cylinder engine by hand, mentioned the 4261 gate paying spectators at the Goodwood Pageant, the undiminished faith in the maintenance of the Rolls-Royce standard, and hoped that our future generations would grow up to cherish their old motor cars in the same way that members of The 20-Ghost Club do.

Captain R. B. Honnywill then introduced Mrs. Sedgwick, who presented the Stanley Sears and Dymock-Maunsell Trophies to Fred Watson, the Alpine trophy to Dorothy Hellings on behalf of Bruce Woolton who was absent in America, the Messervy Trophy to Philip Taylor, and the Harding-Rolls Trophy to John Dymock-Maunsell.

After a short interval the room was cleared and dancing carried on into the small hours.

CLUB TROPHY RESULTS 1967

STANLEY SEARS TROPHY

	Alpine	Dymock-Maunsell	Concours	Driving tests	TOTAL
W F Watson	37	93	90	-56	164
J C Dymock-Maunsell	—	100	86	-41	145
R B Honnywill	46	59	90	-56	139
K B Wootton	100	62	—	-68	94
J I Yates	30	22	86	-51	87
P Taylor	35	(34)	86	-38	(83) 117

NOTE: First 6 results only given

MESSERVY TROPHY

	Year	Model	Concours	Driving tests	TOTAL
P Taylor	1927	20	661	-155	506
D Burness-Smith	1940	Wraith	624	-160	464
R B Honnywill	1936	PIII	686	-229	457
W F Watson	1935	PII	685	-228	457
J I Yates	1939	Wraith	663	-207	456
J C Dymock-Maunsell	1936	20/25	665	-212	453
R M Harrison	1935	20/25	613	-199	414
I Munro	1936	25/30	671	-287	384

NOTE: First 8 results only given

ALPINE TROPHY

	Model	Year	Mileage for year	Age allowance	Model allowance	Total
K B Wootton	20/25	1932	8993	34	2	611524
J G Hampton	SG	1925	1805	41	4	296020
R B Honnywill	PIII	1936	3101	30	3	279090
W F Watson	PII	1935	2409	31	3	224037
P Taylor	20	1927	2721	39	2	212338
L Taylor	PI	1927	1689	39	3	197613
J I Yates	Wraith	1939	3436	27	2	185544
C J Curtis	25/30	1936	3042	30	2	182520

NOTE: First 8 results only given

DYMOCK-MAUNSELL TROPHY

OWNER	AGE OF CAR	Vineyards	Goodwood	RROC tour	H.M.S. Worcester	Claydon	Sandhurst	Chichester	Camberley	Lewes	TOTAL MILES	X SQUARE ROOT OF AGE	TOTAL
W. F. Watson	55		8	937		110	47	7	50	40	62	7.416	460
	31										1137	5.568	6331
	53				85						85	7.280	619
P. E. F. A. West	29	118	987								1105	5.385	5950
H. R. Wilkins	34	155	766								921	5.831	5370
K. B. Wootton	34	40	680			60	5	56			841	5.831	4904
R. B. Honnywill	30	35	93	180	130	120	83	90	125		856	5.477	4688
S. J. S. Boord	33	15	797								812	5.745	4665
J. C. Dymock-Maunsell	32	85				75	40		46	57	303	5.657	1714
	30		1036	30				47			1113	5.477	6096
	40	20									20	6.325	7936

NOTE:—First 7 results only given

FILM SHOW

Some 45 members and their friends attended a most enjoyable gathering at the Colour Film Services Cinema on Friday 15 March in London. After cocktails, two films were shown, both lasting about 25 minutes.

The Gordon Wilkins Television documentary *Wheelbase* visit to the Crewe factory and testing ground showed the latest models at all stages of production assembly and testing and interviews with Mr. Grylls and Dr. Llewellyn Smith. Technical complexities were explained and design criticisms more than satisfactorily answered. This was an excellent film and if any one did not have absolute confidence in the complete thoroughness of the latest models before the film they certainly did afterwards. We are most grateful to Rolls-Royce Ltd. for the loan of the film.

The colour film of the 1967 Goodwood Pageant, produced by Colin Hughes, Barry Hose and their friends, was also shown. This is undoubtedly the best amateur film yet produced on a Rolls-Royce or Bentley gathering and of particular interest to the club member as so many different motor cars were 'shot', the majority in motion. The producers are to be congratulated for depicting all aspects of the Pageant, under gruelling weather conditions, even to the extent of synchronizing the correct engine noises, even if these were in some instances exaggerated. The flypast of the Merlin-engined Spitfire was also well filmed, as were the aerial photographs of Goodwood House and race-track.



DODINGTON, Forecourt Scene

Picture by Miss M. W. Kelly

VISIT TO DODINGTON

APRIL 20th, 1968

This year's West Country meeting was probably the most successful and well attended yet. In place of the normal restaurant, the venue was Dodington, near Chipping Sodbury, one of the most elegant and charming "Stately Homes" in the region. And instead of some twenty motor cars arriving with about fifty members, no less than forty arrived carrying 107 members and guests.

Major Codrington, who opens his beautiful estate to the public three afternoons a week from May to September, had most kindly agreed to open the house and grounds to the Club for the occasion, and furthermore, to provide lunch for us in the tea room formed some years ago in the basement kitchens on the north side of the house.

A rush of applications came in just before the closing day, and some hurried re-organisation was required at the last moment to accommodate the unexpectedly large numbers who wished to attend. Major Codrington very obligingly increased the number of luncheons available to 67, which was just about the maximum which could be accommodated at one time, and some 40 arrivals had to content themselves with picnic lunches.

The parking of so many motor cars, even in the spacious forecourt of Dodington, provided some problems, but once these had been overcome they presented an impressive spectacle. About a dozen cars lined each of the three sides of the forecourt, with the house as a background, and a lawn and beds of flowers in the centre. It was pleasant to welcome members from other Rolls-Royce Clubs who brought some very fine cars.

Vastly interested in the proceedings, a superb St. Bernard, the house dog, strolled majestically round the scene, although regrettably the Chairman's retriever did not entirely see eye to eye with him. (Nor nose to tail. Ed.)

A fitful sun gave enough warmth for some to stroll round the grounds while others repaired to the well stocked bar before moving into the lunch room where an admirable meal was provided.

A Stately Home which is lived in by its owners always has a special charm, and a tour of the interior after lunch under the aegis of helpful guides proved a most rewarding experience.

Major Codrington and his family, were themselves absent at nearby Badminton for the Horse Trials, but his Agent, who deputised for him, was most kind and helpful in ensuring the success of the visit.

Although the Codrington family have lived on the estate since 1578, the present house dates from the early nineteenth century, and was built by James Wyatt. It has all the elegance of its period, and still houses the furniture, pictures and archives of previous centuries. Set in a vast park landscaped by Capability Brown, the entire effect is a delight to the eye, and our warm thanks are due to Major Codrington for providing us with such a pleasant and memorable day.

CONCOURS D'ETAT: SHOTTESBROOK PARK

WHITE WALTHAM, BERKS—SUNDAY 12th MAY

Atrocious weather had been experienced on the Saturday, and it was with some relief that this ceased early on Sunday morning. Shottesbrook Park is the home of Mr. J. L. E. Smith, M.P., Director of Rolls-Royce Ltd., and Mrs. Smith, and is set in a beautiful park "well away from anywhere"; we are extremely grateful for being invited to hold our Concours d'etat in the lovely grounds. Despite the possibility of severely damaging the very wet lawn, Mr. Smith insisted on the risk being taken, which enabled a most impressive line-up of some 30 competing motor cars.

The results are shown on the opposite page, and whilst as always all winners are to be congratulated, this year this is more true than ever. Mr. Fergusson Wood had been at a wedding in Hampshire the previous day with his Silver Ghost, and had got back late the previous night, the car covered in every form of road filth. G. E. Price who always turns out his car so well, has even improved it since last year. After five years of work, M. R. Neale's London-Edinburgh was an example of restoration to everyone, even the gold trademarks on the wheels were lined up. G. W. Wrapson's Wraith, the overall winner by one mark, was a most impressive performance, particularly bearing in mind the amount that car is used.



SHOTTESBROOK PARK

Photo: by G. Lochee Bayne

Coleman's PI was again beautifully presented, after one of the most complete one-man restorations ever; possibly the appearance is slightly spoilt by not having discs on the spare wheels. Melanie Munro's two-seater 25/30 coupe repainted in crimson and black, like Ian's Hooper 25/30, was probably the most improved car since 1967, and members were astonished at the transformation.

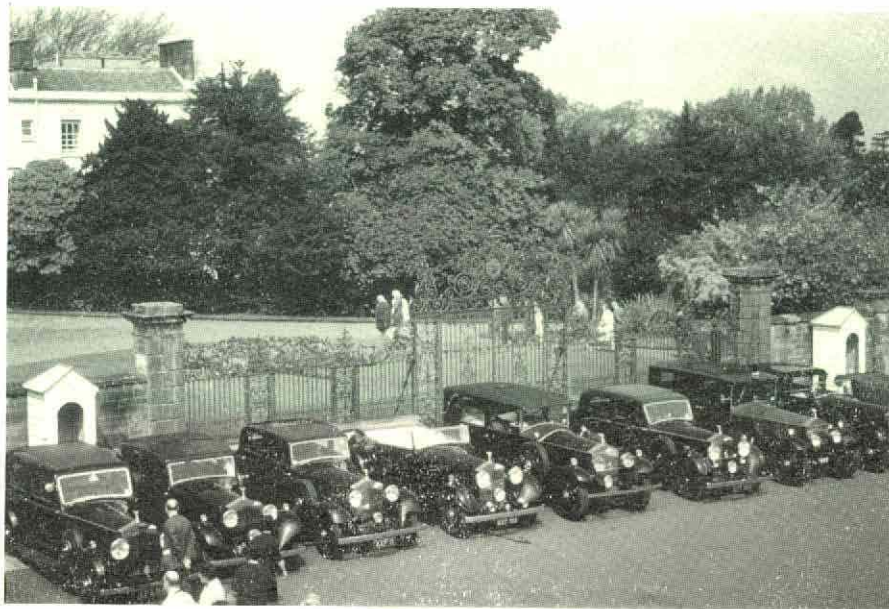
It was most generous of Mr. and Mrs. Smith to ask members into their home before lunch for drinks, and we saw the window, 150 years old, which disappeared into the ceiling without effort, thus permitting direct access to the pathway outside.

After Mrs. Smith had presented the prizes just after tea time, members departed, grateful for the hospitality of their hosts, and for yet another well organized concours by John Lovegrove. As usual, our warmest thanks are due to the judges for all the time and trouble they took in judging the motor cars.

	MODEL	INTERIOR 100	EXTERIOR 100	UNDER BONNET 100	CHASSIS 100	ORIGINALITY 150	MECHANICAL 250	TOTAL 800
CHAMPIONSHIP CLASS								
H. Fergusson Wood	S.G.	94	98	85	84	120	239	720
W. A. L. Cook	S.G.	96	95	93	87	150	189	710
C. J. Curtis	25/30	95	95	76	83	150	193	692
40/50's								
M. R. Neale	S.G.	97	100	99	98	150	220	764
W. D. N. Berry	P II	90	91	80	79	150	210	700
W. F. Watson	P II	88	98	78	57	150	206	677
R. B. Honnywill	P III	84	91	73	54	150	225	677
J. H. Coleman	P I	93	96	89	89	135	155	657
C. G. Duce	P II	84	90	90	68	150	172	654
J. C. Dymock-Maunsell	P I	79	76	69	56	140	218	638
J. D. Townsley	P III	86	85	76	49	120	207	623
F. A. B. Valentine	P I	75	50	66	50	110	194	545
20 and 20/25								
G. E. Price	20/25	93	98	82	72	150	234	729
J. C. Dymock-Maunsell	20/25	89	98	64	63	150	230	694
R. C. Williams	20/25	87	90	89	82	100	235	683
P. J. Taylor	20	91	87	73	70	140	172	633
N. Taylor	20/25	81	88	60	48	120	194	591
K. L. Rossi	20/25	96	93	46	65	75	175	550
J. W. Squire	20/25	69	55	61	37	75	115	412
25/30, WRAITH, SILVER WRAITH and SILVER DAWN								
G. W. Wrapson	Wraith	92	100	94	90	150	239	765
A. D. Hyde	S/Dawn	91	100	79	98	150	236	754
J. I. Yates	Wraith	87	98	76	57	150	237	705
I. Munro	25/30	83	98	67	81	150	223	702
A. D. P. Heathcote	25/30	90	96	79	77	150	205	697
E. C. Flynn	S/Dawn	93	98	82	56	150	213	692
J. C. Dymock-Maunsell	S/Wraith	96	95	62	59	150	228	690
Mrs. M. Munro	25/30	84	93	64	64	150	208	663
D. Burness-Smith	Wraith	86	78	65	63	150	206	648

THE ULSTER TOUR

Through a series of unfortunate clashes of business commitments, the number of motor cars that took part in the tour of Northern Ireland from 25 May to 1 June was finally reduced to 11 — two Phantom I, one Phantom II, one Phantom III, one Twenty, three 20/25's and three 25/30's. Prior to 25



May, members crossed to Ireland by various routes. Those who could spare little time crossed overnight in the new Liverpool/Belfast drive on/drive off ferries, of which they spoke highly. On the BBC N.I. news on 24 May, one of our cars was depicted driving around Belfast with a Silver Shadow and a short live interview was broadcast from the Belfast TV Studio.

Some 40 motor cars from Ulster and Eire as well as our own mustered at 10 a.m. on 25 May for the Ulster Vintage Spring Rally. There were seven visiting Rolls-Royces apart from ours, the most notable of which was Miss Overend's 1926 '20' Tourer which she brought from Dublin. Miss Overend has owned and *maintained* this motor car from new. This must have been one of the wettest days that even Ireland had ever known. For the morning run, cars were set off at 1 minute intervals on a navigational run between designated points on an Ordnance Survey map and the distances had to be covered at set speeds varying between 22 and 26 mph. This sounds easy enough, but some of the lanes were very narrow and if a turning was missed considerable power had to be used to get to the next point on time. Equally the process of passing another, slower competitor was not always easy.

The wet and misty weather prevented the beautiful scenery being fully appreciated. Before lunch at a country golf club, one of the four driving tests was completed. After lunch, before proceeding on the second part of the navigational run there was a further driving test and a regularity section over rough and hilly roads with secret checks which had to be covered at exactly 12 mph or 15 mph according to the age of the motor car.

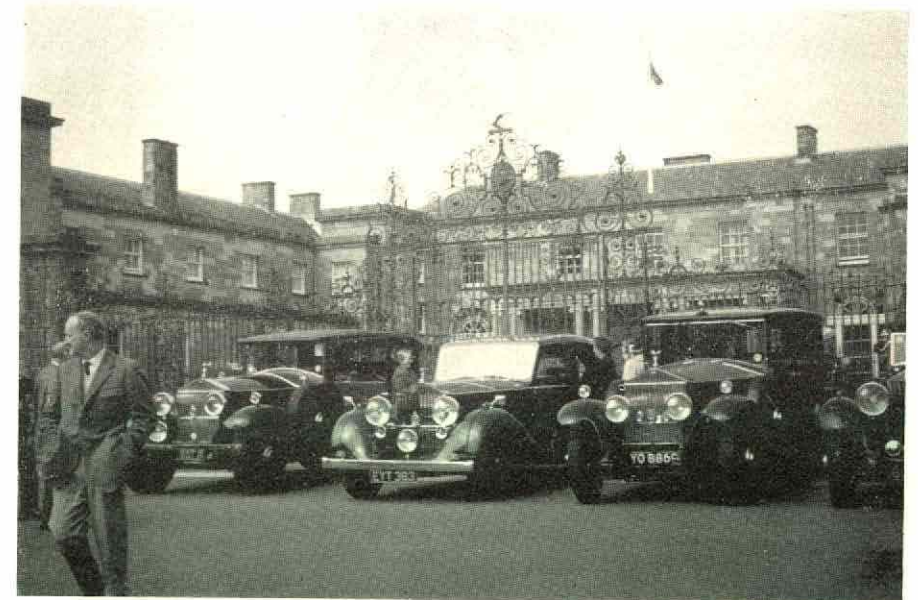
The afternoon run was again through delightful mountainous country, most of which we couldn't see and an added handicap was fog in the mountains of Mourne which made finding remote turnings whilst trying to maintain 25 mph slightly tricky. Owing to the ghastly weather, the afternoon navigational run was terminated one point before the finish.

A further two driving tests were carried out on arrival at Newcastle, one of which consisted of backing up a grassy, mud-covered slope. Only one car succeeded in this (an Austin 7) with a lot of back seat bouncing. A most enjoyable dinner was held at the Slieve Donard Hotel, Newcastle, after which the prize-winners were announced, a 20-Ghost Club representative being the best visitor, and our President presented a Spirit of Ecstasy ashtray to the Ulster Club Secretary, Mr. L. Kearney. The Ulster Vintage Club are to be congratulated on organizing such a complex and enjoyable day's outing. Some members who had not been wearied sufficiently by the day's exertions decided to carry on dancing to the small hours. On being asked the next morning where he had slept, one of the chief Ulster Club marshals said: 'I don't know, but I woke up with my hotel room key in my hand.'

On the Sunday morning a hive of activity was noticeable amongst the garages at the back of the hotel, garages which appeared to have doors made of spare armour plate from Harland and Wolff. And our hosts were amazed to see a group of nine immaculate Rolls-Royces leave shortly after eleven o'clock for one of the forestry preserves near by which we were privileged to visit. After lunch members visited Castle Ward, the home of Lord Bangor, with its unique dual architecture.

Members' Motor Cars outside
Government House,
Hillsborough.

Photos by Anthony Heathcote





Outside the Manor House Hotel, Killadeas, near Enniskillen.

On Monday we visited Government House, Hillsborough, by the kind invitation of Lord Erskine. It is doubtful if there is any house of this calibre which is kept in such superb order, magnificently decorated and absolutely immaculate, and where members of the Royal Family are frequent visitors. We were entertained by the Secretary, Major Stephens, Mrs. Stephens and Commodore Shillington. After coffee and sandwiches, we were shown round part of the 100 acre gardens, the two acre kitchen gardens and greenhouses where masses of flower abounded. How this is kept in such superb condition by only eleven men was beyond our comprehension. After partaking of a most welcome sherry and signing the visitor's book, we proceeded to the Woodlands Hotel at Lisburn for an excellent lunch at 12/6 which would certainly have cost much more in England.

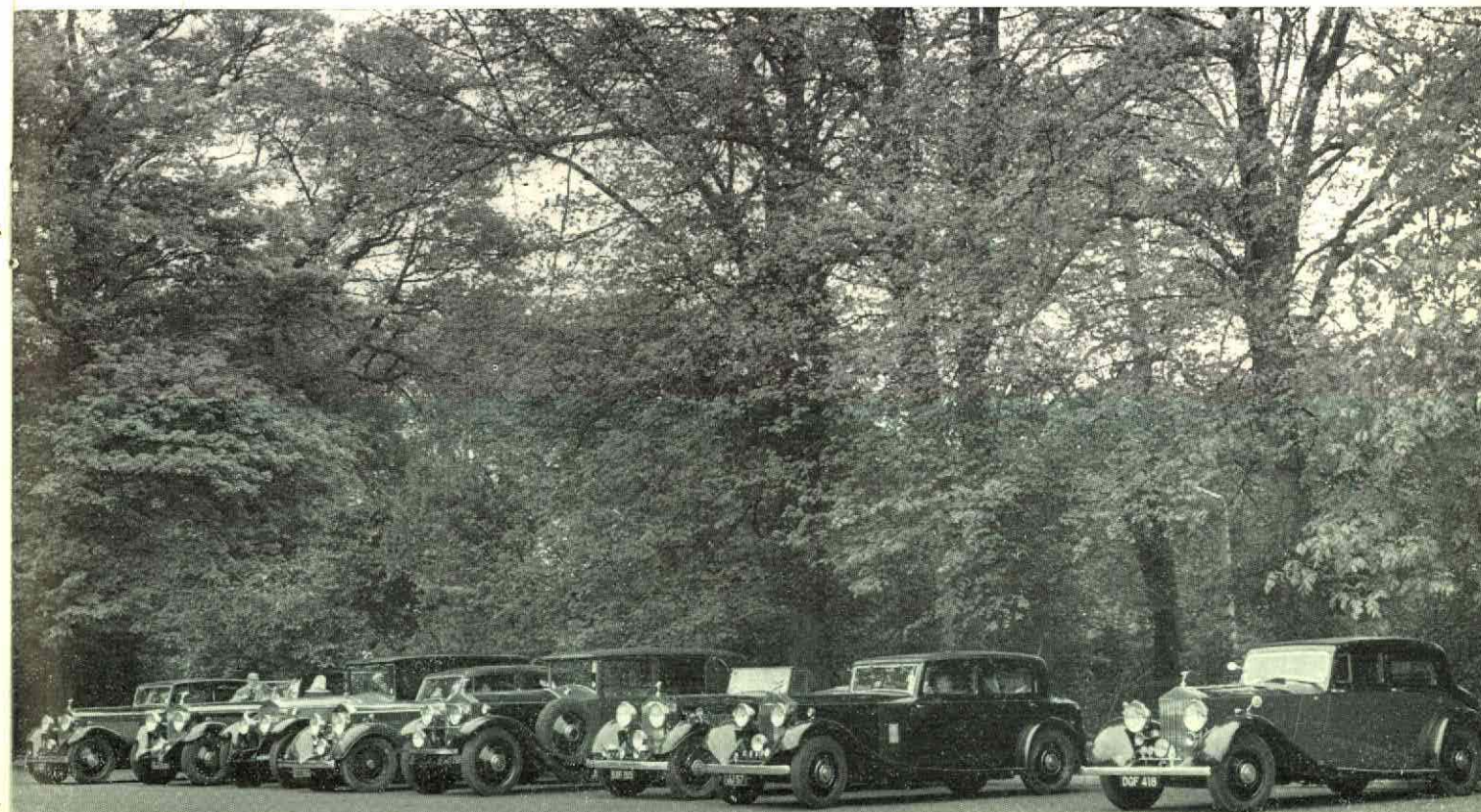
After lunch, members proceeded independently to the Manor House Hotel, Killadeas, in Co Fermanagh where we spent the next two days. This was a delightful spot on the shores of Loch Erne. During the next two days some played golf, one bathed, but the majority visited two local stately homes, Florence Court and Castle Coole, the pottery (glazed china factory) at Belleek and toured the many scenic routes including one of the routes which led to a 'Table mountain' where the Atlantic beyond Donegal could be seen. Northern Irish maps have the scenic roads specially marked for tourists.

On Thursday, members proceeded independently by various routes across Ulster from Killadeas to Ballygally or Larne and on Friday drove up the Antrim coast road to view the Giant's Causeway. This road was not only picturesque but quite severe and hilly in places and parts of it are closed from time to time for hill climbs, etc. Members returned early from the day's outing to clean their motor cars for the morning.

The final day, Saturday 1 June, consisted of a visit to Rolls-Royce at Dundonald where we were made most welcome. This is a factory employing about 800 persons for the machining of aero engine components. The only power is electric so the factory was extremely clean, and the usual accustomed thoroughness of minute tolerances and frequent inspections was evident. All the male members were most generously presented with Rolls-Royce Ulster Welfare Ties, blue or maroon to choice. Finally members drove to Kirkastown for a motor race meeting where there was one Vintage car race (none of our cars took part) and our cars drove round the track to a brief commentary. Before the first race took place, the National Anthem was played and all stood up quiet and still; something which seems to happen in the home country seldom if ever now.

This was generally agreed by those who took part to have been a most enjoyable tour — more than our ration of perfect weather, no traffic, no breathalyzer, beautiful scenery, a welcome everywhere by one and all, motorways and by-passes being built 20 years before they are needed rather than 20 years after, comfortable if not luxurious accommodation and good cheap food. Somehow, one felt the clocks hadn't been wound for 30 years. It certainly took one back and away from the hustle of 'civilisation'.

In the Grounds of the Woodhall Hotel, Lisburn.



BOUGHTON HALL AND OUNDLE SCHOOL

After a week of dreadful weather, the skies remained dull at first on Saturday 29 June and then bloomed into a real summer's day, much to everyone's surprise and delight. Cars started gathering from 11.30 onwards at Boughton Hall, the delightful home of Mr. and Mrs. John Mackaness. The first car to arrive was already there, John Mackaness' beautifully restored 1926 'Twenty' Rippon tourer. In addition there were one 'Twenty', six 20/25's, five 25/30's, three Wraiths, two Silver Ghosts, one Phantom I, three Phantom II's and four post war models.

Members gathered for a drink on the terrace at the kind invitation of our hosts and picnicked in the sunshine on the lawns adjacent to the house.

At two o'clock the cars left for Oundle, about 27 miles distance arriving at 3 pm, and parking in 'Home Close', where they were joined by Captain Proctor's (ex Jack Frost) P11 now painted light blue and black. The way had been well signposted in the town.

An enthusiastic crowd of boys gathered and asked the usual multitude of complex questions while owners explained the finer points of their motor cars.

Members were taken round the school in groups and were impressed by all they saw, but in particular the chapel which was put up as a memorial to those old boys who fell in the first World War, and the engineering workshops, which are probably unsurpassed by any other public school.

After tea by the 'Tuckshop' the motor cars departed independently for their destinations.

From a statistical point of view this was one of the club's worst efforts — five motor cars that entered never arrived, and three did that never 'entered'. I was also horrified to learn that two members who attended were making their participation dependent on the weather forecast. It is sad to know that the reliability of some members falls so far short of the motor cars we are privileged to own and drive.

JCD-M

FUTURE EVENTS

Saturday, September 21st.

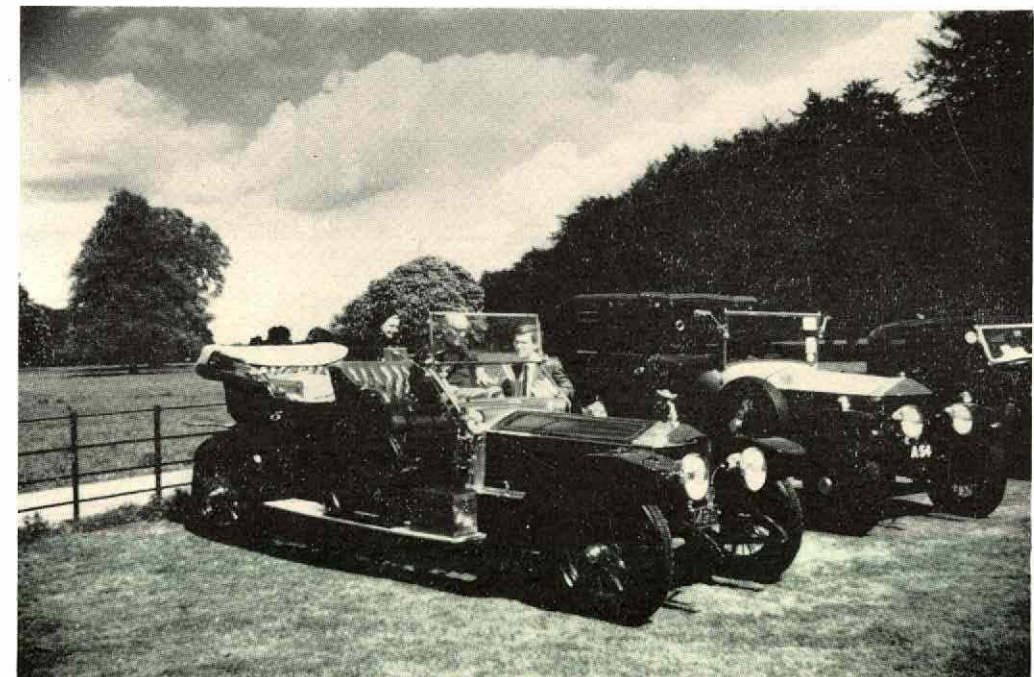
CAMBERLEY HORSE SHOW. We have been invited to participate with a "collection" of motor cars covering the history of Rolls-Royce. There will be a concours d'elegance judged by the Military and a tour of the ring to a commentary.

Saturday, October 12th

West Country Meeting in Dorsetshire. Luncheon and Hill-climb.

New Members and changes of address

These lists will be brought up to date in the next issue of the Record.



CHAMPIONS AT SHOTTESBROOKE PARK

Photo: by G. Lochee Bayne



OFFICERS AND COMMITTEE

Master: S. E. Sears. President: W. F. Watson. Vice-President: A. J. Belsey.
Chairman: J. C. Dymock-Maunsell. Hon. Secretary and Treasurer: W. F. Watson,
Aldwick Hundred, Bognor Regis, Sussex.

EXECUTIVE COMMITTEE

J. C. Dymock-Maunsell (chairman); A. J. Belsey; W. A. L. Cook; S. J. Lovegrove;
W. F. Watson. Ex-Officio Mr. and Mrs. I. Munro.

EVENTS COMMITTEE

J. C. Dymock-Maunsell (chairman); J. G. Hampton; F. Hellings; R. B. Honnywill;
S. J. Lovegrove; C. Meachen.

GENERAL PURPOSES COMMITTEE

W. A. L. Cook (chairman); Capt and Mrs. J. E. Castle; Mrs. F. Hellings.

OTHER OFFICERS

Hon. Technical Liaison Officer: J. G. Hampton. Hon. Historian and Librarian: R. O.
Barnard. Hon. Solicitor: F. Hellings. Hon. Co-Editors: Ian and Melanie Munro.

GENERAL NOTES

LIBRARY — Members are reminded that the club library contains a considerable amount
of Rolls-Royce literature, most of which may be borrowed from the Hon. Librarian. This
includes issues of 'The Flying Lady', instruction books, Rolls-Royce Bulletins and files of
cuttings.

INSIGNIA — Club insignia available from the Hon. Secretary include lapel brooches
(for ladies and gentlemen) in sterling silver at 35s; club ties at 22s 6d; and silver cuff-
links at 40s.

Printed at the Lavenham Press Limited, Lavenham, Suffolk

