



DAS BESTE ODER NICHTS

The unsung British
racing hero who
beat the Nazis

Vintage Horrorfest

Our October Film Night
offers two angles on the
Dracula story

Birthday Bonanza

An eerie
concurrence as
six Sheridanites
celebrate their
birthdays at the
Candlelight Club

'It'll all be over by Christmas!'

The NSC Xmas
party is announced

RESIGN!

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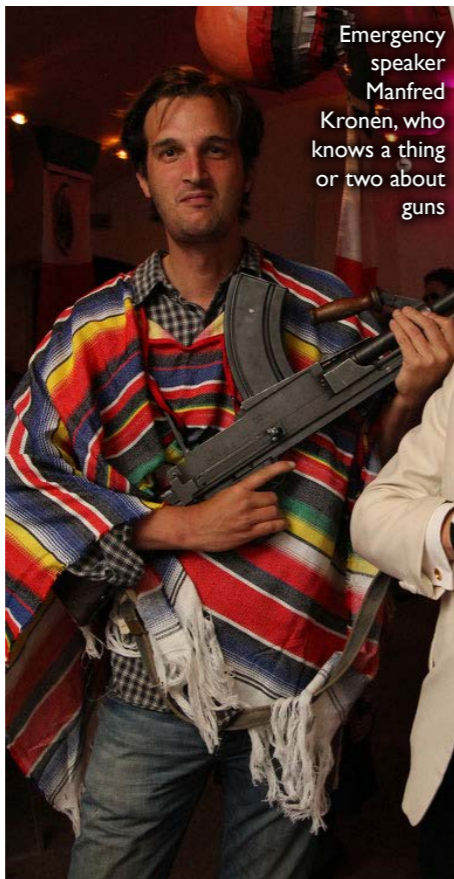
The New Sheridan Club traditionally meets in the upstairs room of The Wheatsheaf, just off Oxford Street. The Wheatsheaf is one of Fitzrovia's historic pubs, a one-time haunt of Dylan Thomas, George Orwell, Augustus John and Julian Maclaren-Ross. In fact Thomas met his wife Caitlin in The Wheatsheaf and, legend has it, he was known to flash at women there as well. Fitzrovia's associations with literature go back to the eighteenth century. In the twentieth century both Woolf and Shaw lived in Fitzroy Square; Pound and Lewis launched *Blast!* at the Restaurant de la Tour Eiffel in Percy Street. John Buchan lived in Portland Place and in *The Thirty-Nine Steps* Richard Hannay has a flat there. Both Lawrences (D.H. and T.E.) took rooms there, as did Aleister Crowley, Wilfred Owen, Rupert Brooke and Katherine Mansfield.

The Next Meeting

The next Club Meeting will take place on Wednesday 2nd October in the upstairs room at The Wheatsheaf, 25 Rathbone Place, London W1T 1JB, from 7pm until 11pm. We were to have heard from Member Ellin Belton, who was going to tell us all about her work at Chatsworth House, home to the Duke and Duchess of Devonshire and location of one of the nation's most important collections of art, jewellery, textiles and costume, scientific instruments, rare books and more. Unfortunately, Ellin has had to pull out (though I'm sure we will hear this talk in due course). Fortunately, I'm pleased to say that Manfred Kronen has volunteered to step into the breach (and indeed the breach) and talk to us about how to make a gun barrel. He says there will be some exhibits to show, so I recommend you wear a flak jacket. Sandbags will be provided and medics will be standing by.

The Last Meeting

At our October meeting the



Emergency speaker Manfred Kronen, who knows a thing or two about guns

Earl of Essex delivered an address on 1930s British motor racing hero, Richard Seaman. "Many people believe that Stirling Moss was the first professional British Grand Prix driver," Essex explains, "and the first to drive for the mighty Mercedes-Benz team in the 1950s. But before him was a dashing young Englishman who not only drove for Mercedes in an otherwise all-German line-up, but beat all of them to win the 1938 German Grand Prix—a showpiece event for the Nazi Party to exhibit Aryan supremacy." Despite photos of the victorious Seaman surrounded by Nazi emblems—perhaps why he is seldom celebrated today—all the evidence suggests that he had no Nazi sympathies himself; in fact, in an increasingly delicate diplomatic situation he still couldn't resist ridiculing the Nazis' pomposity. Married to a German his situation became awkward as war loomed. Tragically after his great victory his career was cut short by an accident.

An essay version of the talk begins on page 4.



(Left) Artemis Scarheart (l) and Torquil Arbuthnot disapprove; (right) Essex orates;



(Left) Dave "Affability" Hollander (r) gets affable; (below) Essex's audience is spellbound



(Below) These gents get into the spirit of things and decide to exchange some secret documents



Killjoy proudly shows off his West German vintage suit



Manfred gives a cheery wave goodbye



(Left) Tabitha Maynard-Addersley looks serious; (right) Craigho is finally hosed out of the pub



Ian "Two Plnts" White



DICK

The little-known tale of the British Grand Prix hero who raced with the Nazis

BY THE EARL OF ESSEX

SEAMAN

EXPECT YOU'VE HEARD of Lewis Hamilton, the British Formula One driver, and probably also his move from the McLaren Grand Prix team to the Mercedes team for the start of this season. You may even be familiar with Sir Stirling Moss and his period with the Mercedes Grand Prix team of the 1950s, or, as they were famously known, the "Silver Arrows". But I suspect hardly anyone reading this will have heard of Richard Seaman, an Englishman who drove for the Mercedes Grand Prix team during the 1930s, at the height of the Nazi Party's power in Germany, and a man who has all but been eradicated from Grand Prix history.

John Richard Beattie Seaman, more commonly known as Dick, was born on 4th February 1913 in Chichester to wealthy parents. William Beattie-Seaman was a 52-year-old Scottish businessman who ran whisky distilleries. Lillian Graham-Pearce was his second wife, described as "a ferociously pompous grand dame



of the stiffest corset", and "a monumental snob" to boot; she found the family home of Aldingbourne House insufficiently grand and insisted on a move to the grander Kentwell Hall, Long Melford, Suffolk, in 1915.

Dick's father had established two trust funds for him, one for £100,000 and the other for £75,000 (£6.5 million and £4.5 million in today's money), the only proviso being that they would only pay out when he was 27.

The Elizabethan Kentwell Hall was nearly flattened during a Zeppelin raid in 1916, and Lillian decided to move her only child to 3 Ennismore Gardens, Prince's Gate, London. Dick was always happiest out of town and went to prep school in Broadstairs, Kent, followed by Rugby School, where he crammed to get a place at Trinity College, Cambridge. For his 20th birthday he asked his mother for a house of his own and she obliged by buying Pull Court in Worcestershire.

At Cambridge Dick spent his spare



(Left to right) Aldingbourne House, which was not grand enough, the replacement Kentwell Hall, and Dick's own pile Pull Court

time eventing with his new Riley sports car and finished second in his first speed competition at the celebrated hill climb venue of Shelsey Walsh in 1931. The winner of the race was fellow Riley driver Whitney Willard Straight, an American millionaire and also a fellow Cambridge undergraduate. Straight kept an aeroplane at Cambridge and taught Dick to fly, the two becoming firm friends, both haring from race to race during term time.

Back in London, Dick wrote off his Bugatti when he ploughed into a bus at Victoria Coach Station. His father was concerned that he should change his daredevil ways and settle down to study to become a barrister and Conservative MP. But Dick had other ideas and he joined Straight's new racing team, winning his first



Whitney Willard Straight



Dick with his MG

race, the Prix de Berne, a junior Grand Prix at Bremgarten, in his super-charged MG K3 Magnette. He stayed on to watch the main event, the Swiss Grand Prix, but was shocked to see his good friend and teammate Hugh Hamilton die after crashing his

Maserati 8CM into a tree.

Dick's mother did her best to persuade him to abandon motor racing on the grounds that it was too dangerous—so she bought him an aeroplane to divert his attention, a De Havilland Gypsy Moth. Things looked promising when Whitney Straight announced his impending wedding, and that he would be giving up motor racing. However, before he did, he and Dick flew down to South Africa on a 13-day jaunt in his De Havilland Dragon Rapide to take part in the first South African Grand Prix in East London, which Straight won. This was all too much for Dick's father, who now threatened to cut off his inheritance. But before he could, his weak heart gave way and he died from a heart attack. Dick now persuaded his newly-widowed mother to buy him a works 1.5 litre ERA racing car for £1,700.

One of the principle people behind the establishment of ERA (English Racing Automobiles), which would go on to become British Racing Motors (BRM), was Raymond Mays. He had served with the Grenadier Guards in the First World War and later attended Christ's College, Cambridge. He was a racing driver and an entrepreneur from a rich family. He competed for 30 years in various cars but specialised in hill climbs at Shelsey Walsh



Mays' Bugatti loses a wheel



Dick in his Delage with Ramponi

Dick, whose dream was to win a European Grand Prix, was keen to drive a more competitive car and was almost the first customer for the new British machine. Dick was very different from most of his British contemporaries. He was well travelled and had none of the fear or disapproval of the Continent expressed by British writers of the period; he also spoke fluent French, Italian and German. He was now contracted to the ERA

works team, driving alongside Raymond Mays.

in the 1920s with a pair of Bugattis known as Cordon Bleu and Cordon Rouge, Cordon Bleu famously losing a wheel in 1924. Mays' main rival was Humphrey Cook, a fellow amateur racer competing since before the war, who had inherited a fortune at the age of 12 when his father died leaving him a thriving city drapery firm. He was immensely impressed with Mays' speed in his new British Riley. Cook, an immensely patriotic man, offered to back Mays in producing a British single-seat racing car, using the Riley engine that could compete against the foreign competition on the European circuits in the 1500cc supercharged *Voiturette* class, the Formula Two racing of the period.

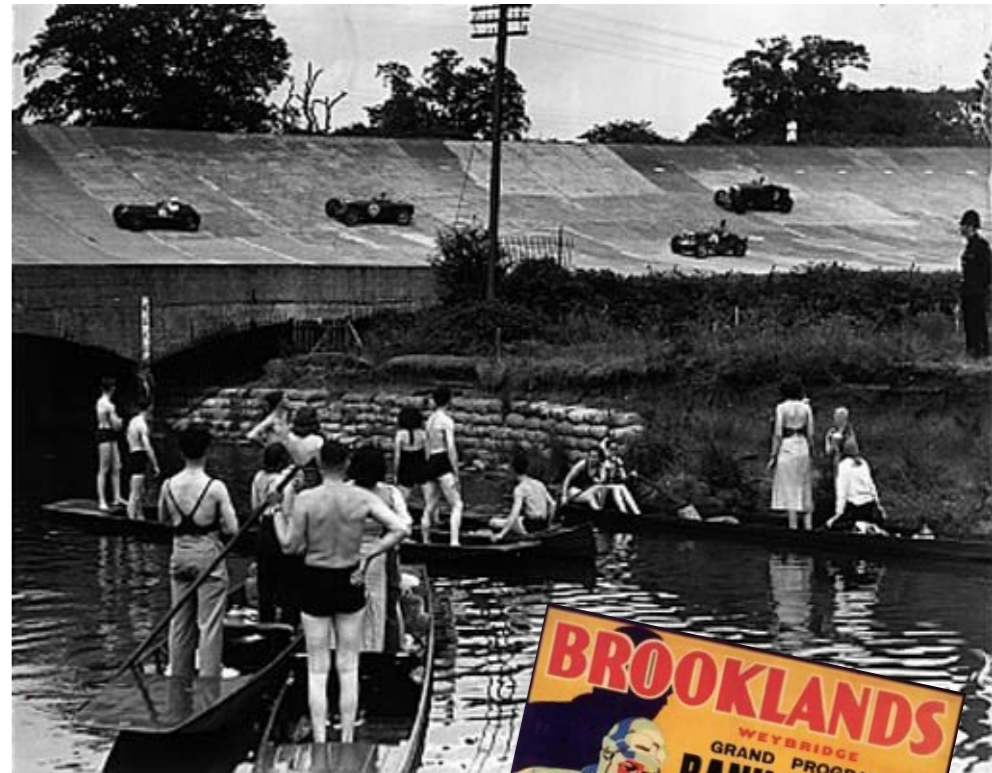
Mays thus established the English Racing Automobile Company in 1933, in a purpose-built factory constructed on the site of the former orchard of his country home, Eastgate House in Bourne, Lincolnshire, in preparation for the 1934 European season.

However, Dick discovered that the car he had purchased proved to be a poorly rebuilt "spare" and he struggled to achieve any creditable results. Disgusted at having been sold something that was second best, he resigned from the ERA works team and decided to start his own team, employing Giulio Ramponi, Whitney Straight's former mechanic. This proved to be an inspired choice as Ramponi was a former engineer with the all-conquering Italian Alfa Romeo team and had fettled Straight's team of Maserati 8CMs.

Soon Dick was recording a string of victories in his distinctive all-black ERA, including wins at Pescara, Bern and Freiburg in 1935, which also brought him to the attention of the European factory Grand Prix teams. For 1936, however, Ramponi advised Dick to switch to a 1926 Delage, a French racing car previously owned by Francis Curzon, the 5th Earl Howe, a naval officer and Conservative MP for Battersea



(Above) A gentlemanly pitstop at Brooklands; (right) spectators in punts at Brooklands; (far right) the Brooklands motto reveals the snuffy classism of the sport in Britain at the time: "The right crowd and no crowding"



South. While in Parliament Curzon had taken up motor racing and won the Le Mans 24-hour race in his own Alfa Romeo 8C in 1931. He also co-founded the British Racing Drivers Club, serving as its president until his death in 1964. Although patriotic, and a member of the Bentley factory team, he was often forced to buy and run cars outside of Britain, and when Bentley withdrew from motorsport due to financial difficulties he favoured French Bugattis. He was quite happy to sell the ageing Delage from his collection to his good friend Dick Seaman.

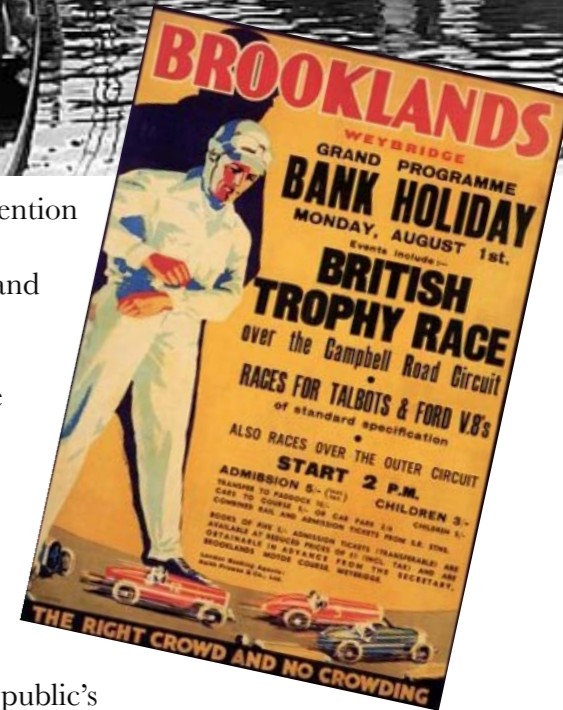
Louis Delage was making popular large luxury cars just outside Paris in the 1920s but he was also passionate about motor racing. The Delage straight-eight racing car was powerful, producing 165 bhp at 8,500 rpm, but had a reputation for burning the driver's right foot—the designer had positioned the exhaust just two inches from the car's panelling to achieve more power, but the bodywork became so hot that it often had to come into the pit to have a bucket of water thrown over it. Dick was uncertain that this ageing machine could still be a winner but Ramponi convinced him by completely rebuilding it, and Dick drove it to great success with wins at the Isle of Wight and Pescara.

The British press made much of the story of the Cambridge graduate who was beating the Continentals at their own game in a borrowed car—although not strictly true, this did bring

him to the attention of the mighty Mercedes Grand Prix team.

Unlike in France, where motor racing had been well established since the early years of the 20th century (due to the French public's enthusiasm for motorcars and the manufacturers' keenness to showcase their products in town-to-town races) there was no motor racing allowed on British public roads, and the 1903 Motor Act imposed a blanket 20 mph speed limit across the country. As a counter to that, the British entrepreneur Hugh Fortescue Lock King financed and built the world's first purpose-built motorsport venue, a 2.75-mile banked concrete circuit near Weybridge, Surrey, in 1907, known as Brooklands (which also inspired the famous Indianapolis Motor Speedway in America, built in 1909).

The Brooklands circuit became popular in the 1920s and 1930s with a mixture of endurance events and speed records. However, motor racing in Britain was strictly the pastime



Seaman in the lead in the Coppa Acerbo, 1936

of the rich amateur, and even the spectators were drawn from that level of society. With its motto “The right crowd and no crowding”, Brooklands took its place in the social calendar alongside Royal Ascot, Wimbledon and Henley.



Dr Ferdinand Porsche

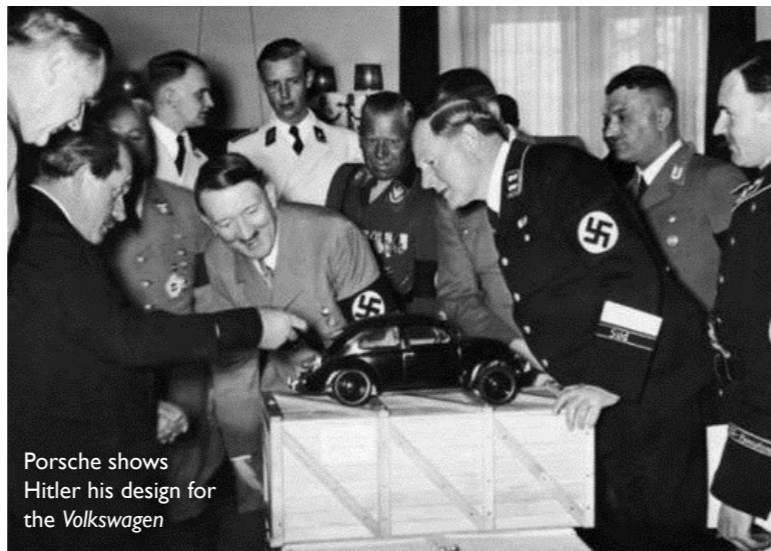
In Germany, Adolf Hitler had been elected Chancellor in 1933, and the Nazi Party of which he was leader sought to establish control and influence over all aspects of German industry to promote their belief in the superiority of the German race. Hitler immediately realised that the motor car would be the figurehead of German industry and technological achievement, and expedited the hitherto dormant plans for a national motorway network by investing in the construction of an *Autobahn* system or, as it was known, *Reichsautobahn*—the first high-speed road network in the world. These roads would later be used for highly publicised world speed record attempts by the Mercedes and Auto Union Grand Prix teams.

Hitler recognised that motor racing was the perfect platform to showcase German technological superiority and at the 1935 Berlin Motor Show he announced a state-sponsored motor racing programme to develop a “high-speed German automotive industry”, the foundation of which would be an annual grant of 500,000 Reichsmarks to Mercedes-Benz. This figure would rise tenfold by the beginning of the Second World War.

However, at the Berlin Motor Show Hitler also announced a project to build the “People’s Car”, or Volkswagen, which was to be designed by the foremost German motor engineer of the day, Dr Ferdinand Porsche, a man whom Hitler called “brilliant”. Born in Bohemia in 1875, Porsche had already developed an electric motor car by 1900. In the First World War he designed aircraft engines for the Austrian Emperor and tractors for heavy artillery. Later he developed sports cars at Mercedes and founded his



Hitler and a Mercedes W154



Porsche shows Hitler his design for the Volkswagen

eponymous engineering company in the same city, Stuttgart, with his son Ferry, which would later become the Porsche sports car company.

Porsche persuaded Hitler that for the greater good of Germany it would be better to have two competing companies for the Grand Prix project, so the 500,000 Reichsmarks was split equally between Mercedes-Benz and Auto Union. This did not best please Mercedes, who had already developed their W25 Grand Prix car, and would lead to a heated exchange between the two companies right up to the outbreak of the Second World War.

Auto Union was an amalgamation of four German car manufacturers: Horsch, a firm that built everything from straight-two engines to V8 and V12 luxury cars; Wanderer, which built small four-cylinder cars; DKW, a steam-equipment company which built motorcycles and two-stroke-engined cars; and Audi, formerly part of Horsch, which built six- and

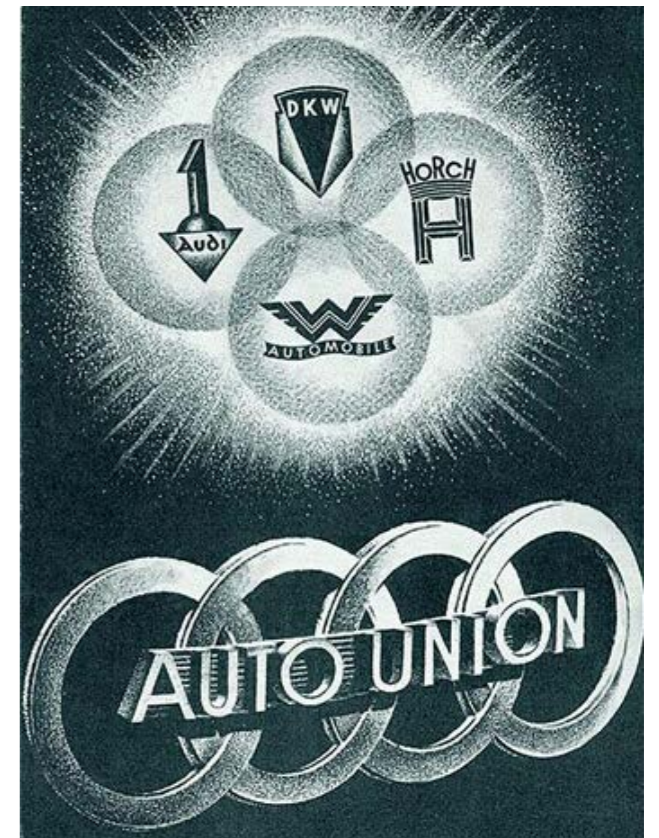
eight-cylinder cars and would survive the war, adopting the four-ring Auto Union symbol as its badge.

The Auto Union chairman Baron Klaus von Oertzen wanted a showpiece project to announce the new brand. Fellow director Adolf Rosenberger persuaded him to meet Dr Porsche, who had previously worked for him in developing his own racing car. Porsche designed a car with a daring mid-mounted V16 supercharged engine for Auto Union with tremendous torque. The driver sat forward in the car with the fuel tank immediately behind him, so that the car did not lose balance as the fuel was used. (This was the forerunner to the modern rear-engined Formula One car we know today, developed by British designer John Cooper, which would make the traditional front-engined Grand Prix cars obsolete when the Cooper F1 car won the World Championship in 1955.)

Auto Union debuted with the Type A car in 1934, which was not initially successful against its main rival Mercedes; but it would evolve into the larger-engined Type C which claimed many victories from 1936 to 1938. However, it was the Mercedes Grand Prix team that was the dominant force in Germany and their links with Hitler were well established. In 1924 it was a Mercedes sales executive, Jakob Werlin, who collected Hitler from Landsberg Prison. In 1933 Hitler established the NSKK, the National Socialist Drivers Club, which “Nazified” the German driving associations. Hitler crony Adolf Hühnlein was in charge and he attended most of the important races, reporting directly to Hitler.

The Mercedes-Benz W125 Grand Prix car was designed by Rudolf Uhlenhaut, a brilliant Anglo-German engineer and a very competent racing driver, to race during the 1937 Grand

Hitler with the Auto Union Grand Prix team



(Above) The Auto Union symbol, later used by Audi; (below) the Auto Union Type A racing car



Prix season. It was used by the factory team driver Rudolf Carracciola to win the 1937 European championship, with Mercedes drivers also finishing second, third and fourth. It was the ultimate development of the Mercedes Grand Prix car, with an eight-cylinder in-line engine mounted in the front of the car, developing 595 bhp. It was considered the most powerful race car for over three decades and its power output was not exceeded by a Formula One car until the turbocharged cars of the 1980s.

The traditional colour of German Grand Prix cars was white, as Italy’s were red, France’s blue and Britain’s green. However, an



The Mercedes Grand Prix team: (l-r) von Brauchitsch, Neubauer, Seaman, Lang, Carracciola

“Rainmaster”, for his prowess in wet conditions.

Manfred George Rudolf von Brauchitsch was born in Hamburg in 1905, his uncle the famous Second World War general Walter von Brauchitsch. He won three Grands Prix and was runner-up in the European Championships of 1937 and 1938, but was noted for his bad luck in losing five Grands Prix when seemingly on the verge of victory.

Hermann Lang, born in Stuttgart in 1909, had a less

aristocratic upbringing and became a Mercedes driver after being head mechanic for the team. Lang was known for his prowess on high-speed tracks with notable victories in the 1937 Tripoli Grand Prix, then the fastest racetrack in the world, and went on to win it for three straight years. Carracciola and von Brauchitsch tended to look down on him, but he earned their grudging respect by winning five Grands Prix in 1939.

Alfred Neubauer, born in Utitschein in 1891, was the legendary Mercedes-Benz Grand Prix manager. He was originally a driver, though not of the top order, and he invented the position of *Rennleiter*, or racing team manager. Using an ingenious system of flags and pit boards he gave his drivers tactical information during the race. He masterminded the Mercedes Silver Arrows to victories until during and after the war, and also worked with sports cars, competing in Le Mans in the 1950s.

This was the superstar team that Dick was invited to join in 1937 following his victories with the Delage in Europe. Neubauer sent a telegram inviting him for trials with Mercedes at the Nürburgring, addressed to “Seaman, Ennismore Gardens”, which his mother received and initially tried to hide. She was probably secretly relieved that, after she had spent £20,000

apocryphal story holds that in order to meet the maximum weight requirement of 750 kilograms imposed in 1934 the Mercedes team stripped their cars down to bare aluminium at the last minute, and henceforth all Mercedes and Auto Union Grand Prix cars were known as the “Silver Arrows”.

As the foremost German Grand Prix team, Mercedes-Benz employed the best drivers who became national heroes in their own rights. Otto Wilhelm Rudolf Carracciola, more commonly known as Rudolf, was born in 1901 in Remagen. He won the European Driver’s Championship, forerunner to the Formula One World Championship, an unsurpassed three times, and also won the European Hillclimbing Championship three times, all for Mercedes-Benz, for whom he also set speed records. He was known by the sobriquet *Regenmeister*,

Dick in a Mercedes W125



on Dick’s racing career (the equivalent of £2 million today), from now on Mercedes would be footing the bill.

Dick wasted no time and invited his Cambridge chum George Monkhouse, later a senior executive of the Kodak Company, to come and photograph him for Mercedes. Monkhouse would become one of the world’s greatest motor racing photographers and his photographs are regarded as the principal record of the Golden Age of the sport in the 1930s.

From the group of 20 drivers at the Mercedes trial, Dick was one of only two selected. Neubauer recognised that his youth and speed would be an asset to his team. He offered a contract, subject to Hitler’s approval, which was duly given in February 1937.

Dick enjoyed encouraging but modest success with the team in 1937, with some lower order places, as he got used to the speed and power of the car. However, at the 1937 German Grand Prix at the tortuous Nürburgring circuit he was clipped by the Auto Union car of Ernest “Titch” von Delius at 170 mph. Von Delius died later that day



Start of the 1938 German Grand Prix at the Nürburgring (map below)



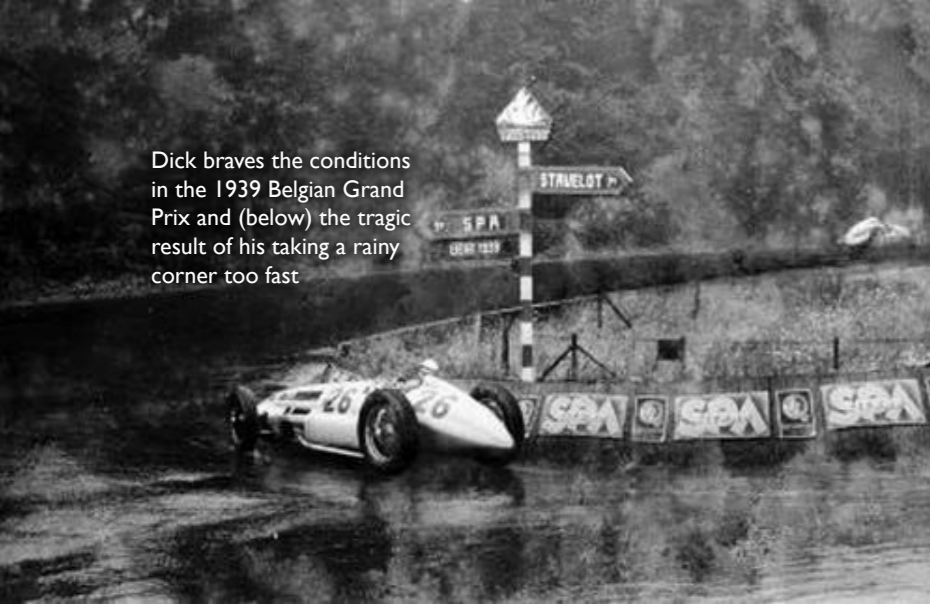
(Above) Dick in the 1938 German Grand Prix; (below) he gives an awkward Nazi salute as he is honoured as victor

but Dick was thrown clear, suffering burns and a broken nose, wrist and arm.

For him 1938 would be an altogether better year. In June BMW hosted a party for its British agents at the Preysing Palais restaurant in Munich. One of the agents, H.J. “Aldy” Aldington, was the majority owner of AFN Ltd and a friend of Dick’s, and he invited him to attend. There he was introduced to 18-year-old socialite Erica Popp, coincidentally the daughter of one of the three founders of Bayerische Motoren Werke (BMW), Franz Josef Popp. Erica, who spoke fluent English, had an immediate rapport with the dashing driver.

A highlight of the racing season for Dick was a return to England and the Grand Prix at Castle Donnington in Derbyshire. He had won the race in a borrowed Maserati 8C in 1936, but it was now dominated by Mercedes and Auto Union. Dick did not finish the race in 1937 but came a fine third in 1938.

Dick braves the conditions in the 1939 Belgian Grand Prix and (below) the tragic result of his taking a rainy corner too fast



The highlight for the Silver Arrows, though, was the German Grand Prix. The Nürburgring was purpose-built in 1927 in the shadow of the medieval Nürburg Castle in the Eifel Mountains. Sir Jackie Stewart, three times World Motor Racing Champion, nicknamed it "The Green Hell". He won there in 1968 by a margin of four minutes, through thick fog and driving rain. Back in 1938 the circuit was even longer, consisting of 160 corners, many of them blind, over 14 miles. The circuit was finally removed from the Formula One calendar after Niki Lauda, the Austrian three-times World Champion, nearly died there after a fiery crash in his Ferrari in 1976.

For the 1938 race Mercedes and Auto Union fielded four cars each in what was intended to be a stage-managed German showpiece. Dick had qualified a creditable third place on the grid, but was told in no uncertain terms by Neubauer that he was not to pass von Brauchitsch and Lang, who were ahead of him on the grid. However, Dick set the fastest lap of the race

on lap six, and later Lang dropped back, leaving Dick following the man destined to win the race, von Brauchitsch—whose uncle had just been made commander-in-chief of the Wehrmacht.

On lap 16 Dick dutifully followed the German into the pits for a routine stop for fuel and tyres. However, the refueller on von Brauchitsch's car spilled high-octane methyl alcohol/benzene fuel over the hot exhaust, setting the car alight. After a short pause Neubauer waved Dick away—and he went on to win the race by four minutes.

As Dick climbed the podium at the finish he was introduced to the packed German crowd of 300,000 by Hühnlein, and the German and British national anthems were played. Dick was crowned winner with a huge laurel-leaf garland adorned with the Nazi swastika, and gave a half-hearted Nazi salute. Dick was heard to remark to his friend John Dugdale of *The Autocar* magazine, "I wish it had been a British car."

Dick had now achieved his childhood dream of winning a European Grand Prix, albeit in a German car. He brought his mother out to Germany to meet Erica, whom he was intending to marry. Lillian was delighted to see the public respond to his victory as she watched the newsreel in a local cinema. She was also entranced by Erica and impressed that her father was one of Germany's most successful industrialists. But she was troubled by the prospect of Britain being at war with Germany again and how she would be regarded at home with a German daughter-in-law with family connections to Hitler and the Nazi Party.

Erica's father consented to the marriage in September 1938, but Lillian refused to countenance the idea and threatened Dick with cutting him off from his inheritance. Dick decided to go ahead and married Erica at Caxton Hall, Westminster on 7th December 1938. Lillian did not attend—and would not see her son again.

The couple honeymooned in the Austrian

Alps and moved into their new home in Germany, a wedding gift from Erica's mother. Dick signed a new contract with Mercedes for the 1939 season—now reliant on its generous pay of 3,000 Reichsmarks a year, with win bonuses. But he was not allowed to take the money out of the country and the political situation was troubling him. He turned to his friend Earl Howe for advice: Curzon could only offer cold comfort. "If you can stick it, it would be much better for you to stay where you are."

Due to worsening relations between Britain and Germany Dick was often made the reserve driver by Mercedes, so he was delighted to be entered for the Belgian Grand Prix in late June. Dick and Erica were featured in a special article, *A Day in the Life of a Racing Driver*, in *Picture Post* on the eve of the race.

Similar to the Nürburgring, the Spa-Francorchamps circuit was a daunting 14-kilometre track established in 1920 in a triangle shape on public roads between the towns of Spa, Malmedy and Stavelot in the dense Ardennes forest region, and was famed for its changeable weather. Sure enough, on the day of the race the weather closed in and heavy rain ensued. But Dick was keen to prove that Carracciola was not the only "Rainmaster" in the team. After the start Dick was lying in sixth place, but with each successive lap he clawed his way towards the front. By lap eight he was fourth, and when Lang waved him through, Auto Union's Hermann Paul Müller went into the pits and the mighty Carracciola slid off the circuit into a ditch.

Dick was now comfortably in the lead. But instead of easing off in



Erica Popp

the treacherous conditions he went faster, seemingly wishing to show the Mercedes team that his win in Germany had not been a fluke. But on lap 12, on the approach to the La Source hairpin, his car skidded off the circuit at 200 kilometres per hour and struck a tree. Dick was unconscious but largely uninjured. However, the impact had ruptured the fuel lines and the car burst into flames.

Dick was eventually retrieved from the car by officials. As he lay in hospital, badly burned, he told Uhlenhaut, "I was going too fast for the conditions. It was entirely my own fault. I'm sorry." Erica, who had been at the circuit, visited him and he told her that unfortunately she would have to go to the cinema alone that evening. Later that night he succumbed to his injuries. He was just 26.

At his funeral on 30th June in London, where Dick was laid to rest at Putney Vale cemetery, members of the Mercedes and Auto Union teams attended. Hitler sent a huge six-foot wreath of white lilies. Mercedes declared that Dick's portrait should be displayed in all their dealership windows. He was the only driver ever killed in a Silver Arrow and they maintain his grave to this day.

Prince Bira of Siam, a racing contemporary and friend of Dick's, wrote his biography and described him as spoilt but probably the best road-racing driver ever produced. Perhaps a man who knew him better should have the final word: Herman Lang, who saw Seaman crash

and went on to win the 1939 Belgian Grand Prix, said of him, "He was kind-hearted, cool and fair as a sportsman. Just as I had always pictured Englishmen to be."

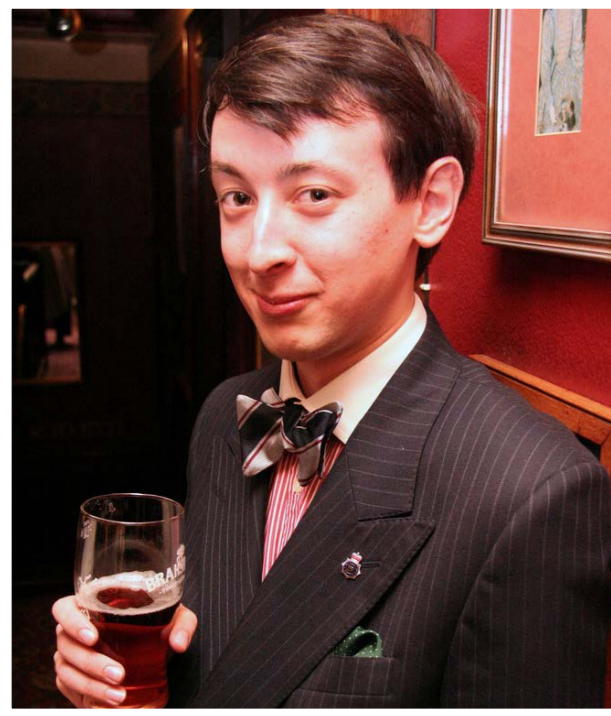


THE BROGUES GALLERY

WITH ARTEMIS SCARHEART



In which a Member of the New Sheridan Club is asked to introduce themselves to other Members so that those at Home and Across the Seas may all get to know fellow Club Members. No part of this interview may be used in court or bankruptcy proceedings.



Lord Finsbury Windermere Compton-Bassett

'Don't eat too much. Don't drink too little'

Name or preferred name?

Robert Evans – or Compton-Bassett to those in the know.

Where do you hail from?

The deepest, darkest depths of South Wales – Swansea, to be precise.

Favourite Cocktail?

The East India Club cocktail.*

Most Chappist Skill?

The ability to find quiet corners of Clubs (whether a member of them or not) to fall asleep in after particularly heavy nights out.

Most Chappist Possession?

My late grandfather's silk handkerchiefs and a proper silk top hat.

Personal Motto?

Don't eat too much. Don't drink too little.

Favourite Quotes?

"Don't quote Latin, sir... Say what you have to say then sit down!" – The Duke of Wellington

Not a lot of people know this about me, but...

I actually have a drink named after me, the Evans Gin & Tonic. [See here – Ed]

How long have you been involved with the NSC?

About 7 years.

How did you hear about the Club to begin with?

I was about to go up to university and was searching for reading material for the car journey from Swansea to Canterbury. I chanced upon a copy of *The Chap* in my local WHSmith, and after a read looked it all up on the interweb. This led me to the NSC online clubhouse, and the rest is history!

What one thing would you recommend to fellow Members and why? (cocktail, night out, tailor,



Just before the barrage of bread rolls and cries of "Bluebottle!"

watchmaker, public house, etc.)

I would recommend eating out at The Ritz at least once in your life: it's damned expensive, but it's a marvellous conversation piece to be able to announce one once had fish and chips there at 3am.

Your three chosen dinner party guests from history or fiction and why?

The Duke of Wellington, Ewart Grogan, Beau Brummell. Wellington because he's been a hero of mine since childhood; Grogan because he was one of the great Victorian explorers (walking from Cape Town to Cairo) and an early Kenya settler; Brummell for his style and wit.

Favourite Member of the Glorious Committee?

Artemis Scarheart

Have you done a Turn yet? If so what was it on, if not what are you planning to do?

Yes, I've done two – my first on the Duke of Wellington, and the second on a History of the Metropolitan Police. The

latter ended in a great barrage of bread rolls which, fortunately, my Police helmet managed to withstand.

Thank you for allowing yourself to be interviewed in the palatial surroundings of New Sheridan Club House. On behalf of the Members of the Club may I respectfully ask you to resign.

* [Editor's note: There are several versions of the "East India Cocktail", all Cognac-based. One adjusts the brandy with small amounts of curaçao (e.g. Cointreau), maraschino (a light, cherry-flavoured liqueur much used in the Golden Age of cocktails) and either raspberry syrup, grenadine or pineapple syrup, plus bitters. Another tack is to use a larger amount of pineapple juice instead of the syrup, to make a longer drink. A third approach is to use dark rum instead of the maraschino, which obviously makes for a drier drink. For further discussion see pages 16–17 of issue 48 of this newsletter.]

Re-enacting in Bath with Miss Elizabeth Lynch



FILM NIGHT HALLOWEEN DOUBLE BILL

Nosferatu (1922)
Shadow of the Vampire (2000)

Monday 21st October

7pm–11pm (screening from 7pm sharp)
The Tea House Theatre, 139 Vauxhall Walk,
London SE11 5HL (020 7207 4585)
Admission: Free

John Malkovich as F.W. Murnau in *Shadow of the Vampire*, with Willem Dafoe in the background as Max Schreck



An ambitious Halloween-themed double bill, starting with the original 1922 horror classic *Nosferatu*, based closely on Bram Stoker's *Dracula*, directed by F.W. Murnau, starring the extraordinary goblin-like Max Schreck as the vampire, and full of breath-taking lighting effects and Expressionist camera angles. The film was in no way authorised by Stoker's estate, who sued the producers. A court ordered all copies destroyed, but one survived—and it came to be viewed as a masterpiece.

After a short break we'll show the much more recent horror romp *Shadow of the Vampire*, which tells an imagined version of the making of *Nosferatu*, starring John Malkovich as Murnau, Willem Dafoe as Schreck and Eddie Izzard as male lead Gustav von Wangenheim. Murnau tells the cast that Schreck is an obscure theatre actor who will only appear among them in make-up and in character, but when members of the crew start to vanish mysteriously during production, they begin to suspect Schreck is not what he seems. Grimly keeping the camera rolling, Murnau knows more than he is letting on—has he made a pact with the Devil to get his film made?



Eddie Izzard as lead actor Gustav von Wangenheim

The famous shadow image from *Nosferatu* and (above) Count Orlok on his ship



For the NSC Christmas party we decided to go over the top...



All Over By Christmas

Saturday 14th December

7pm–1am
The Adam Street Club, 9 Adam Street, London WC2N 6AA (020 7520 9281)
Admission: Free to Members, £5 for guests
Dress: Tommy and Fritz, Edwardian sweethearts, incompetent generals, noble nurses, *Oh What a Lovely War!*, etc

AS WE HOVER ON the brink of the 100th anniversary of the outbreak of The Great War, we thought it appropriate to mark that famous incident at Christmas 1914, when British and German troops defied anti-fraternisation orders to meet in No Man's Land, exchange gifts, knock out a few verses of *While Shepherds Watched Their Flocks By Night* and have a bit of a kick-about with a football.

Only five months earlier the troops had marched off to war with the reassurance that it "would all be over by Christmas". To cheer everyone up, the 17-year-old Princess Mary sent decorative brass tins out to the troops on the front as Christmas presents—some 426,000 of them. These contained goodies such as tobacco, confectionary, spices, pencils, a Christmas card and a picture of the Princess.

As usual our party will be silly games, live period music, the Grand Raffle and more...



The Cocktail Cabinet

Wherein Members raise their spirits

A Gimlet made with homemade lime cordial



Splice the mainbrace!

By David Bridgman-Smith

October 21st is Trafalgar Day, which has always had significant meaning for me as my father's grandfather's grandfather fought aboard HMS *Victory* at the Battle of Trafalgar. To my mind, this is the most likely contender should we ever gain a bonus Bank Holiday and, as such, I thought that it would make a good excuse to feature some naval cocktails this time.

The Stoker Cocktail

This is based on a reference in the 1862 Queen's Regulations in the section governing spirit on board ship. It is worth noting that no specific type of spirit is mentioned; it would be partly a matter of what was available, although typically it would have been rum:

Extra issues of Spirit...

5. When it may be considered beneficial, in the

opinion of the Captain and Surgeon, to issue an extra allowance of spirit to Engineers and Stokers, the Captain will direct such proportions of lemon-juice and sugar to be supplied and mixed therewith as may be considered advisable.

Here is a recipe based on the above regulation:

35ml dark Navy rum
25ml lemon juice
15ml sugar syrup
Mix in a glass without ice.

A slightly unusual drink, as it is served without ice, but very tasty and the darker rum notes come through well, including hints of molasses and dark sugar. The lemon adds a good balance and stops the drink from becoming too sweet. Certainly a drink that would fortify you ahead of some heavy stoking.

Gimlet

50ml gin
25ml lime cordial
Shake with ice.

Possibly named after the tool used for boring holes, or perhaps after Royal Navy surgeon Sir Thomas Gimlette, this drink contains lime juice, which was used to help prevent scurvy (lemons actually contain more vitamin C, but limes were easier to come by in the British colonies).

Some authors argue that the best choice for lime juice is the preserved Rose's Lime Cordial, as it is said to have the flavour profile of the juice that was originally used to make a Gimlet. That said, I decided to make my own lime cordial using fresh lime juice, sugar and a little vodka (for preservation).

The homemade cordial produced a cleaner drink than when using the pre-made alternative and allows the flavour of the gin to come through more. All in all, it makes for a more sophisticated and less confectionary drink.

Pink Gin

50ml gin



Pink Gins made with three different bitters

3–4 dashes of bitters
Serve with ice.

A classic mix of gin and bitters, which for many years was a naval favourite, right up until the middle of the 20th century. In the spirit of exploration, I decided to try a variety of different bitters, although traditionally aromatic Angostura is most commonly used:

Bitter Truth

Spicy, luscious and juicy, with unique notes of stone fruit. Very smooth, but warming, with some sweetness and a little spice.

Dutch's Colonial Bitters

The gin comes through well. There's also a little spice, citrus and juniper. Rather smooth too.

Angostura

That classic pink colour, some sweetness with cinnamon, nutmeg and cassia. This has a good, strong flavour; the gin comes through warmly.

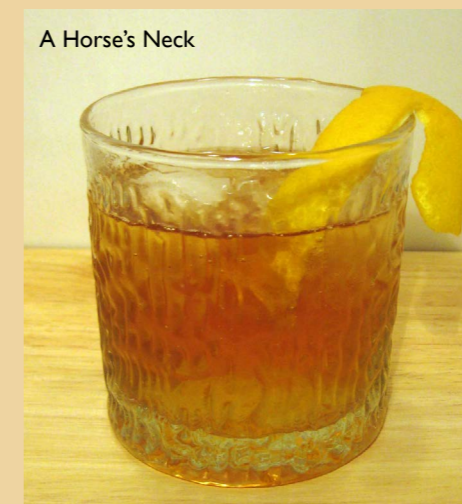
Horse's Neck

The replacement for the Pink Gin in the Officers' Mess from the 1960s.

50ml brandy
100ml Schweppes Ginger Ale
Garnish with a long, thin strip of lemon peel.

This is a great cocktail, smooth and very easy to drink. A good quality ginger ale is the key—more so than the quality of the spirit. There are some hints of brown sugar and warmth from both the ginger and the brandy. After each sip, you are left with a slight glow and a flicker of ginger fire on the finish. The whole drink is set off nicely by the little zip from the citrus. Despite its great warming qualities, this is also a very refreshing drink, making it perfect for all year round.

A Horse's Neck



For more cocktail recipes, product reviews and musings on booze, see the New Sheridan Club's **Institute for Alcoholic Experimentation**



CLUB NOTES

Birthday Bonanza

BY STRANGE SYNCHRONICITY, a sizeable NSC posse gathered at the most recent Candlelight Club, with a full five people (or I believe even six, counting myself) among them all celebrating their birthdays. Hats off to Suzanne Coles who did a lot of the organising but, perhaps more importantly, arranged for the existence of the cake pictured above. (Apparently you can print images on to cakes these days—what will they think of next?) Happy birthday to Suzanne, Incy Wincy Spider, Callum Coates, Ellie Halley, and Craigoh Young. And thanks for the cards! Various snaps are on Facebook and you can see my own photos from this event by clicking this link.

New Members

AS NEW TERMS begin at Gothic halls of education across the counties, and tremulous new bugs stand uncertainly on the gravel, suitcase in hand, before the gimlet eyes of the old lags, we offer the buttered crumpet of companionship and the secret handshake of acceptance and encouragement to Curtis “Manny” Manchester and Laird Rufus Graham, both of whom have graduated to Membership of the New Sheridan Club in the last month.



Forthcoming Events



BOTH OFFICIAL NSC JAUNTS (🚫) AND THIRD-PARTY WHEEZES WE THINK YOU MIGHT ENJOY

FOR THE LATEST developments, see the Events page at www.newsheridanclub.co.uk plus our Facebook page and the web forum.

🚫 NSC Club Night

Wednesday 2nd October
7pm–11pm
Upstairs, The Wheatsheaf, 25 Rathbone Place, London W1T 1JB
Members: Free
Non-Members: £2 (first visit free)
See page 2.

Cakewalk Café

Every Wednesday
7pm–1am (swing dance classes 7–8pm, 8–9pm)
Passing Clouds, 1 Richmond Road, Dalston, London E8 4AA
Admission: £8 for the dance class, £4 for the club (discounted if you're doing the class)
Dress: 1920s/1930s preferred

Live swing jazz every Wednesday featuring Ewan Bleach and chums, with optional dance classes from Swing Patrol. This time featuring The Old Hat Jazz Band.

The Men That Will Not Be Blamed for Nothing

Wednesday 2nd October
7pm
The Musicians Pub, 34 Crafton St West, Leicester LE1 2DE
Admission: £7

If Steampunk is your thing you might like to check out these fellows (who take their name from what was written on a wall in Whitechapel on the night of one of the Ripper murders in 1888). The music is jaunty pop-punk but the lyrics play humorously around the Victorian world (from paeans to Brunel to a tale of Cthulhu rising from the sea during a day out to Margate).



The Men That Will Not Be Blamed for Nothing

Friday 4th October
7pm
The Garage, 20–22 Highbury Corner, London N5 1RD
Admission: £10

See above. Support comes from 1980s legend Edward Tudor-Pole plus an act called Palehorse (whose work is described as “powerviolence”).

Faux Pas

Saturday 5th October
8pm



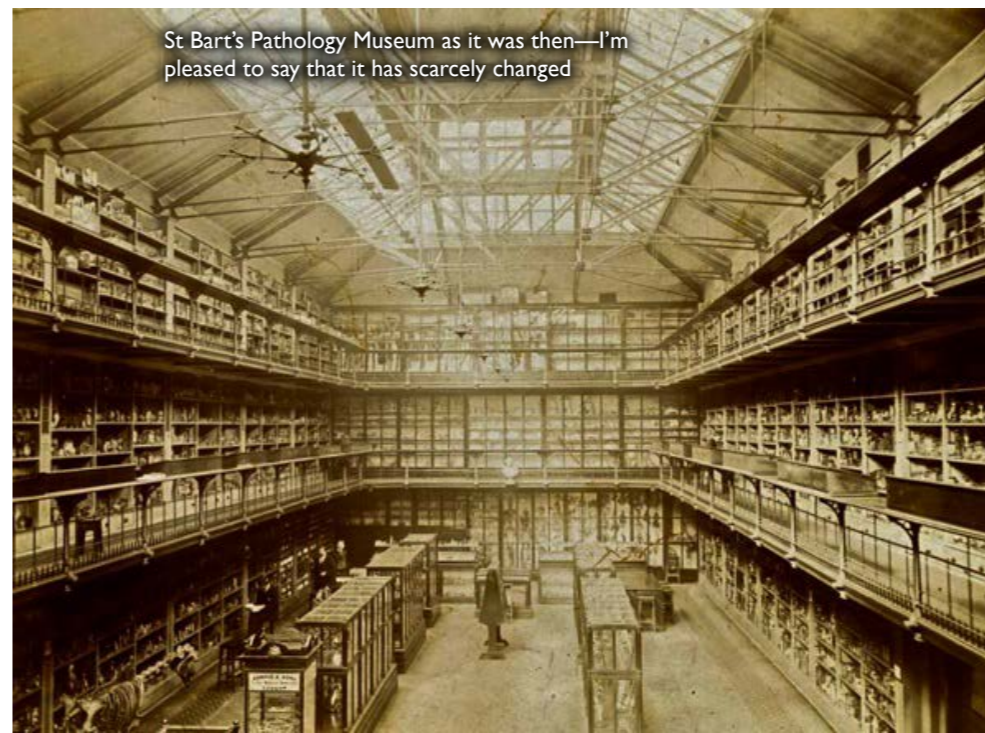
The Men That Will Not Be Blamed for Nothing

The Bell Pub, 617 Forest Road, London E17 4NE
Admission: Free, I believe

A music night by DJ Auntie Maureen, who describes it as, “Auntie blundering her way through decades of poor musical choices, egged on by your own socially awkward or tactless acts throughout the evening. It could all be disastrous. Dress code: a hat. Indoors. Yet another faux pas.”

Crafternoon Tea at Mourning Time

Saturday 12th October
1–5pm
Barts Pathology Museum, St Bartholomew's Hospital, West Smithfield, London EC1A 7BE
Admission: £40 from Eventbrite
Jillian Drujon of Feather & Flask will help you create your own morbid and macabre 18th-century-inspired hair piece. You'll receive a plethora



St Bart's Pathology Museum as it was then—I'm pleased to say that it has scarcely changed

of dramatic feathers, fabrics and deathly embellishments to work with and Jillian will teach you the tricks of her trade. Meanwhile Patrons of the Nouveau Rococo Kitty Pridden and Rose Deacon will be on hand to inspire and regale you with dark tales of death and mourning in the 18th century, while serving you soul cakes and afternoon tea before celebrating your morbid creativity with glasses of gin as your day draws to a close. The Nouveau Rococo movement is about reinventing the 18th century for the modern world. You do not need to have any previous knowledge of this era to enjoy this event.

Saturday Night Swing Club

Saturday 12th October

7.30pm-1.30am

The Cuban Bar, City Point, 1 Ropemaker Street, London EC2Y 9AW

Admission: £12 (£11 members) including a £3 drinks voucher)

Dress: Vintage or modern but an effort appreciated

Regular swing dance event, with dance classes at 8.15 and 9.15 and music from the 1920s to the 1950s. Djing from Kid Krupa, Pat Da Kat, Swing Maniac and Mr Kicks, plus vintage hair styling and a dance competition at 11pm with a cash prize.

Swing at the Light

Every Monday

From 7pm

Upstairs at The Light Restaurant and Bar, 233 Shoreditch High Street, London E1

Admission: £8 for class and club, £4 just for the club night after 9pm

Dress: Vintage/retro appreciated

Weekly vintage dance night in a venue with a wooden floor and its own terrace. Beginners classes by Natasha and Paul from the Swingtime Dance Co. from 7.30, intermediate classes from 8.15, and "freestyle" from 9pm.

Hip Shake

Friday 18th September

7pm (swing taster class at 7.30) till midnight
Orford House Social Club, 73 Orford Road, London E17

Admission: £10 (students/MU £7)

A Rhythm and Blues (in the old sense) dance party, with stompin' sounds from DJs Voodoo Doll and Swingin' Dicky, plus stalls selling vintage and retro clothing, accessories and collectables. No need to book, just turn up. More at www.londonswingcats.com or dial 020 8829 0919 or 07790 762932 for further info.

NSC Film Night Halloween Double Bill

Nosferatu (1922)

Shadow of the Vampire (2000)

Monday 21st October

7pm-11pm

The Tea House Theatre, 139 Vauxhall Walk, London SE11 5HL (020 7207 4585)

Admission: Free

See page 16.

The Candlelight Club

Saturday 26th October

7pm-12am

A secret London location

Admission: £20 in advance

Dress: Prohibition dandies, swells, gangsters and molls, degenerate aristos and decadent aesthetes, corrupt politicians and the Smart Set In the Know

The Candlelight Club is a clandestine pop-up cocktail party with a 1920s speakeasy flavour, in a secret London venue lit by candles. Each event offers a one-off cocktail menu with special themes,

plus live period jazz bands and vintage vinylism (sometimes from the New Sheridan Club's own DJ MC Fruity). Ticket holders get an email two days before revealing the location.

This time it's a special Halloween Ball.

Expect jack-o-lanterns, tarot reading from Joyful Joyous, and eerie cocktails from the mad professor's laboratory. Live music will emanate from those cackling cads the Top Shelf Band.

Lipstick & Curls will be in attendance, offering vintage hair and makeup during the day and throughout the event itself to keep you at your ghoulish glamorous best, and our vintage photo studio will be there to capture the results.

White Mischief presents

The Births Marriages and Deaths Ball

Saturday 26th October

9pm-4am

Scala, 275 Pentonville Road, Kings Cross, London N1 9NL

Admission: £19.99-29.99

Dress: Halloween/steampunk

A feast of steampunkish entertainment featuring vaudeville acts, live music, Djing, storytelling, face-painting and more. See the Facebook event for details. Part of the London Steampunk Weekend, which also features a Steampunk Market at Proud Camden and a private view of a show about Victorian revivalism at the Guildhall Art Gallery, for which discounted joint tickets are available.

Cheshire Vintage Fashion Fair

Sunday 27th October 2013

10am-4pm

Chester Racecourse, Chester, Cheshire CH1 2LY

Admission: £3

Organised by Decorative Fairs who run such events all over the country, this feast of old stuff will offer 50 stalls selling vintage clothing from the 1860s to the 1960s along with jewellery, prints, textiles, linen, lace and accessories. There will be live music from Suzie Sequin.

Faux Pas

Thursday 31st October

8pm

The Bell Pub, 617 Forest Road, London E17 4NE

Admission: Free, I believe



See above.

Fat Harry's Swing Night:

Monster Mash Fancy Dress Party

Saturday 2nd November

8pm-2am

The Tea House Theatre, 139 Vauxhall Walk, London SE11 5HL

Admission: £10

Dress: Halloween

Regular vintage music night at the Tea House Theatre, this time with a Halloween theme, featuring apple bobbing, fancy dress and live swing music from the Lucky Dog Dance Band.

Liverpool Vintage Fashion and Textiles Fair

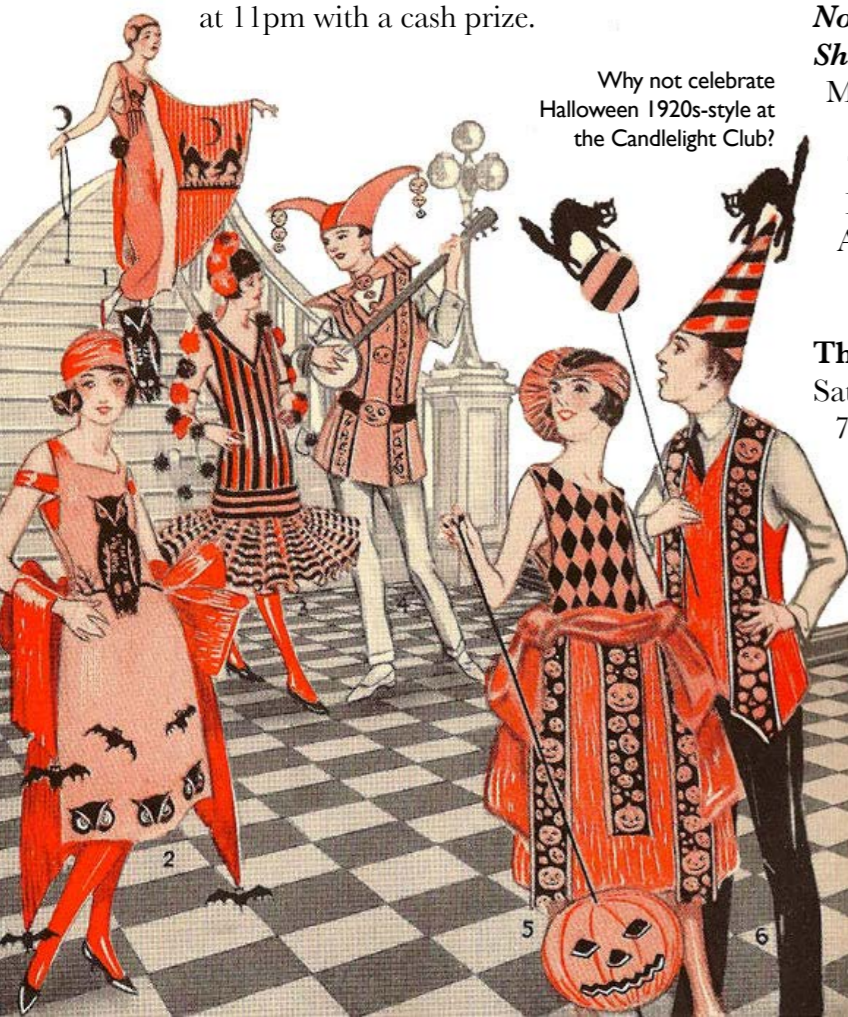
Saturday 2nd November

10am-4pm

St George's Hall, St John's Lane, Liverpool L1 1JJ

Admission: £3

Another Decorative Fairs joint (see above). See the Facebook event for more details.



Our October cover boy is the man they call Incy Wincy Spider, snapped here at Herr Kettner's Kabaret by Club Member Hanson Leatherby, Gentleman Photographer. For more examples of Hanson's work see hansonleatherby.com



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FOR THE LATEST information on what the Club is up to, who has been arrested, etc., have a squizz at www.newsheridanclub.co.uk. For more photos of Club events go to www.flickr.com/sheridanclub. You can even befriend us electrically at www.facebook.com.