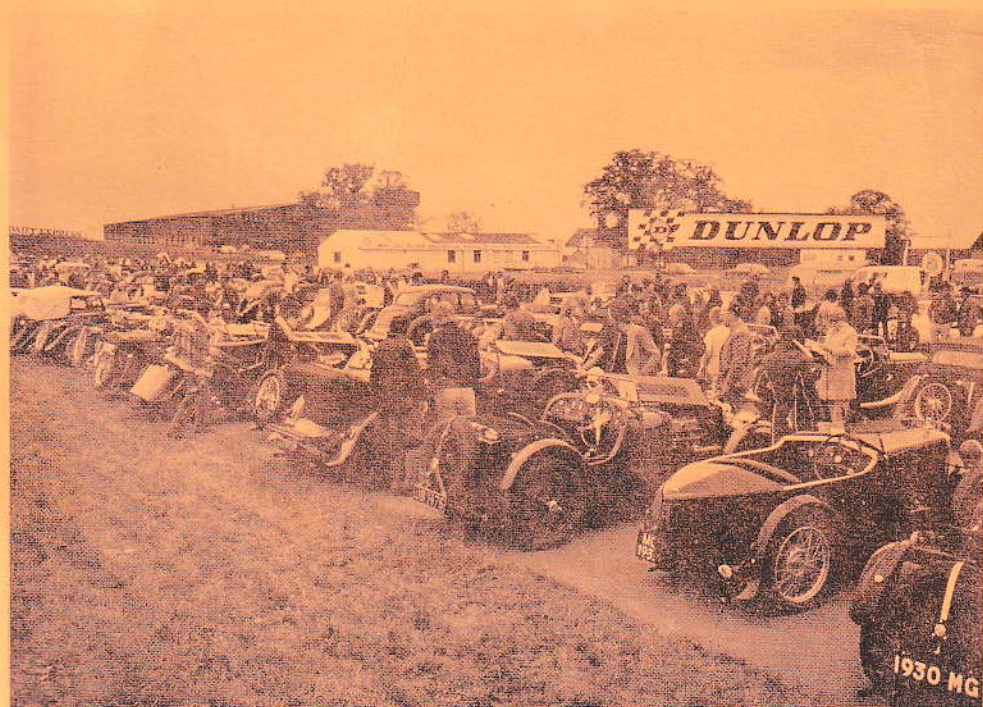




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



September 1979TRIPLETS

Andrew Smith

Not one but two Register schemes are coming to fruition in the near future, so those of you rumbling in the background about any apparent lack of activity have no justification now. These projects are my own pet Breakdown Scheme and the production of a ten year list and index of references to MMM cars and activity.

For the latter we owe deep gratitude to Tony Margel and the magnitude of the task will be appreciated when you consider that besides articles it lists photographs, charts and drawings culled from the Car Club's publications during the period from January 1968 to December 1978. It therefore carries on from the similar production by Phil Peckham which covered all Register sources up to 1967. In A4 format Tony's opus extends to no less than 34 pages with some 1000 - plus entires. All this will be available to members very shortly for a moderate charge of the order of 50-75p which will buy you a booklet in a smart colour cover. Watch "Safety Fast" for the official release date, but Phil Bayne-Powell will receive any initial expressions of interest.

PHOTOS

Top - Silverstone '77. Wiart Krook and other Dutch members admiring Gert Jensen's PA Airline.

Bottom - Also Silverstone '77 - General view of MMM concours entry.

Secondly the Breakdown Scheme has achieved a reasonable number of entries, though further volunteers are welcome. In thirty-four areas of the UK, and even one on the Continent, the demons of mechanical derangement can now be banished by friendly, knowledgeable, on-the-spot advice and assistance. The presentation of this essential information will be in map form with a key to yield up the important addresses and 'phone numbers. Preparation is now under way, but a member possessing a brand of low cunning very much to my taste suggests that the initial issue should be restricted to those who have actually volunteered. A final decision on this point has not yet been taken, but you have all been warned!

Editorial

by Philip B-P

I hope that this will be my last Infoletter, after 55 issues, which I trust you have all enjoyed, and I expect my successor, who we are still trying to appoint (any offers please), will be injecting new life into this publication. I hope you will ALL give him your excellent support. *See later news*

Please remember that Infoletter is produced free of charge to MMM members BUT you must send your 9" x 6" (A4 size) envelopes to Tony Roodhouse, 14 Nelson Gardens, Boxgrove Park, Guildford, Surrey to receive it every two months. Please note that the postage is going up again shortly.

Many people have been wondering what has happened to this year's Yearbook and we are sorry to say that because we have tried to keep the cost down to the Club, the new firm that we are trying out are holding up production. So please be patient.

Following last editorial we hear that the Geoff Coles J4 has found a new home in Germany, whilst the Seaman K3 is in the hands of Dan Marguiles the London dealer.

It is with deep regret and sorrow that we have heard of the death of Don Smith recently due to a heart attack. Don's very fast J2 was an example to all competitive members, and his cheerful and enthusiastic attitude at the many meetings he regularly attended will be greatly missed. To his wife Lorna and family we offer our sincerest sympathies.

Your Letters

Dear Mr. Bayne-Powell,

I have read the correspondence in Infoletter regarding the construction of MMM specials with increasing anger. Do you not realise, sir, that the spate of pseudo K3 and Q types, boy racer specials and blown MMM track cars is very largely your own fault? Why do you flaunt K3003 in public and thus encourage people to break the tenth commandment? Some owners, particularly of C, J3, and R types keep their cars carefully hidden so that others less fortunate shall not have the opportunity to see them and be so jealous that they attempt to copy. You should note their example.

Yours sincerely,

DG 5405

(I wonder what prompts people to acquire exotic cars - is it that grass is greener in the next field - I hope K3003 is not the only car to be used for its own sake, and the pleasure it gives Ed)

Dear Phil,

I was more than surprised to read your comment in Infoletter No.49 that "many people say that they can't be bothered (with the Infoletter)".

Personally I wish it was possible to just belong to the MMM register and receive the Infoletter alone without having to be a member of the main MGCC and in effect pay six pounds for Safety Fast. Perhaps I am in a minority, but I find very little of interest in Safety Fast. More and more of the magazine seems to be devoted to both the moderns and competition notes and less to the running and restoration of the older cars. Everyone to their own and all that, but when the only interesting MG reading I get is in the MMM Infoletter, it seems a pity to have to pay for such general and unspecific reading matter as that contained in the Safety Fast magazine.

Its all very well to call the MGCC 'the largest one make car club in the world'... in my opinion this is what weakens the whole concept, as I just wonder how many members with say 'M' types are really interested in MGB racing results and vice-versa.

One friend has advised me that the Octagon Car Club would cater for my needs better... but I have to change clubs to get the sort of reading I want? Surely there are other members like myself?

A final thought... I am also a member of the VSCC. Here is a club that is huge and, by its nature of dealing with a vast field of both years and makes, should have similar problems, from my point of view, as the MGCC. However, while the Safety Fast is consigned to the bin after a quick scan, the VSCC Bulletin is read avidly from cover to cover each quarter as I find it both informative and amusing.

I wonder whether I am an odd man out and that every other member feels that they get good value from the main MGCC. And in answer to those who might say "well, why bother to be a member at all?", this very

thought crosses my mind every time my subscription is due up for renewal and so far, I hope you will be pleased to hear, it is thought of missing out on the Infoletter that makes me pay up. Keep up the good work.

Yours sincerely,

Nigel Mills.

TIPS AND HINTS

Rod Martin, whose NA four seater appeared in the inside of last issue's back cover, tells us that there is only one rear hub double bearing that will fit without machining the hub and that is the R and M 3LDJ40, the others are 48% wider.

He also asks if anyone can give him information, leads etc. about the Abbey bodied N-types. He knows of three altogether including his own, the other two living in America.

Did you know the oiling arrangement on the K and L-types? The oil filter bowl has two holes connecting with two holes in the side of the block, the rear one connects to the oil filter and feeds the No.2 main bearing via a drilling in the block, which goes right the way across to the offside of the block. The No.3 and rear main bearings are connected by an oil pipe connecting the bottoms of the bearing housings.

However on the offside of the block where the rear hole emerges is an oil casting with an oil pressure gauge take off. It also connects this rear hole with the front hole drilling which, running parallel to the other hole, emerges behind the oil filter casting on the near side. The external oil pipe feed to the front main bearing and cylinder head takes off from the front of the oil filter housing in which is a right angle g illery connecting the front crankcase hole with this external feed pipe.

Thus it is evident that the oil for the front bearing/head flows out of the oil filter across the block to the offside and back again to the nearside to connect with the external feed. It seems an awful long way, but I expect there is a very good reason.

If the gasket to the casting on the offside is put on the wrong way round, as happened on K3003 recently oil will go to 3 of the four main bearings and the oil pressure gauge will give a correct reading but the head and front main bearing will be starved.

Steve Dear has a contact in Bristol who can supply Boot BSF hexagon head set screws and nuts in $\frac{1}{4}$ ", $\frac{5}{16}$ ", $\frac{3}{8}$ ", $\frac{7}{16}$ " and $\frac{1}{2}$ " sizes with many variety of lengths. He also keeps 34 different BSF set screws in stock. Please send your requirements to Steve Dear in the first place.

If there is sufficient demand for J2 blocks these can be produced at roughly £400. It needs a good number to justify the high cost of moulds etc. but should be well worth it. Please send your initial inquiries to Philip B-P.

SPARES FOR SALE AND WANTS

Tim Driver (56, Firth Park Crescent, Halesowen, W. Midlands) has an M-type requiring a chassis, body patterns, accelerator pedal assembly, steering box and drop arm, wiper motor and windscreen and supports. He has for exchange for any of the above wanted items a P-type camshaft, L-type clutch, F-type cylinder block and head, and a set of hydraulic back plates suitable for a J-type.

Steve Dear (address at back) needs a good offside half shaft and hub which doesn't flop about on the splines. He also wants a good 8 tooth P-type pinion for his diff.

John Gould (55, Vanbrugh Park, Blackheath, London) has an unused 4.50 x 18" and 4.00 x 19" tyres and would like to end up with a pair of 18" or 19" tyres by swopping/buying/selling. He also has one side laced and one centre laced 18" wheel and by a similar process would like to end up with a pair of either. He also has for sale/swop a pair of J/P rear hubs, a 1" S.U. carb, and a 2 section prop shaft (32" x 15 $\frac{1}{4}$ " long). Also the last 50 Motor Sports if anyone wants to pick them up.

Rudy Molck-Ude (36, Orlin Avenue S.E., Minneapolis, Minnesota, USA) wants a set of P-type Luvax rear shockers with links and arms and has the following items to swop for them a set of original trafficators, a set of rebuilt J rear shockers, set of P-type headlights or PB grille. He also needs up to 6 Lodge HD14 plugs.

Tony White (Turle House, North Street, Somerton, Somerset) has an NA 4-seater in need of a centre panel with odometer and switches, dashlamps, fuel and temp. gauges, 2 No. 18" wheels (swop for 19") Rotax dynamo (swop P-type one, plus cash), clutch inspection cover. He has the following for sale or swop, a P-type windscreen frame and supports, tank cap, 3 J-type rods, F-type speedo and J brake assemblies.

Paul Thomas (Lantresse, Trewingie, Redruth, Cornwall) requires these J2 parts, a radiator surround and grille, windscreen, petrol tank, steering wheel, sidelights, headlamp shells, door locks and handles, and bonnet catches.

P/J/F/L-type phosphor bronze road spring trunnions	£1.85 a pair
N-type front only bronze road spring trunnions	(£3.25 for 4)
Hardened steel U.J. bushes for pre-'36 propshafts with circlips	£4.85 for 4
Exchange prop shaft spiders with matched bushes	£9.00
P/N/L/K-type original 506-type shock absorber indicator dials, self adhesive.	55p each
Tulip inlet valves for K/N/P/L-type (in KE 965)	£ 1.80 each
L-type front aprons	£14.75 each
J/P/L/K/N-type bronze rocker bushes	£ 1.35 each
Close tolerance valve guides for P/K/L/N	£ 1.75 each
M-type petrol tanks	£38.00 each
M-type early 'split'-type hood frames	£11.00 each
M-type side screen frames	£10.00 a pair
M-type rear spring valences	£14.25 a pair
6-bolt 8/39 crown wheel and pinion sets	£38.00 each

All the above are now subject to 15% VAT. In the book line besides the MG World '75, we can now offer MG International '77 and MG Yearbook 1973, all edited by Dick Emdson, and all at the bargain price of £4, and no VAT!!

A good response to P-type cranks means that these are to be progressed in the next 6 months. They will be in EN 24T to the original Laystall pattern and will cost about £250. Please send your order and a minimum of £50 deposit.

The J-cranks' second batch is of 19 No. and are well advanced, ready for final grinding within the next month or so.

In praise of small tools. Ian Davidson

While putting my PA together before an event recently I found I was congratulating myself on the short time it takes me nowadays to remove and replace the cylinder head. As my mind wandered on while I was performing the routine tasks I realised that one of the main contributions to my speedy mechanicking was the fact that over the years I have found exactly the right tool to do the difficult jobs. There was a time when I spent many frustrating minutes fiddling with the quarter inch nuts which hold the carburettors on to the inlet manifold, using an ordinary open ended spanner. If you obtain what is called an obstruction spanner, you will find this job very much easier. I have a set of these ranging from three-sixteenths to three-eighths in three spanners. They are quite short and have their spanner jaws at right angles to the shaft. These will also make the job of bolting up your water manifold much easier but I can do better than that. One of my favourite small tools is a quarter-inch drive socket set, although I have only two sockets for it. You won't be able to find a quarter-inch BSF socket for one of these but you will be able to get one that is seven-sixteenths AF, which, as I am sure you all know, is the exact size of a quarter BSF nut. With a tommy bar, extension shaft and a universal drive this little tool is invaluable. Not only does it cope easily with those water manifold nuts but with its universal drive, the task of removing the dynamo when the cylinder head is still on ceases to be the nightmare it can be. As with so many things, after I bought these for their specific jobs I now find them useful for all sorts of other things as well.

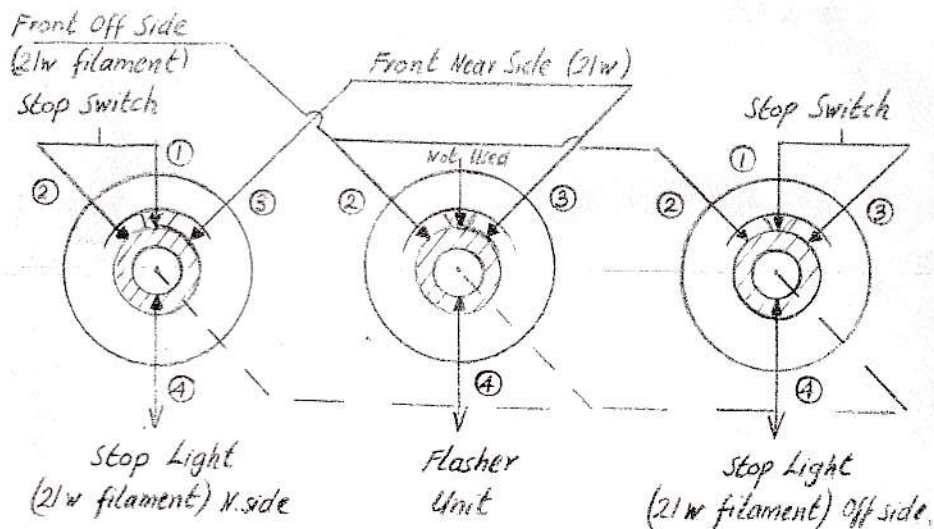
The other item which is much sought after these days is a crow's foot socket. This unusual thing consists of a socket spanner with the half-inch drive alongside the double hexagon rather than above it. A three-eighths BSF version of one of these will make your cylinder head nuts very much more accessible. Unfortunately they are now rarer than the proverbial hen's teeth and if you want one then you will have to make one for yourself. If you have a blowlamp which is hot enough for silver soldering (much cooler than brazing) this is quite an easy job. First get a three-eighths BSF socket and saw it in half between the half-inch and double hexagon drives. These can then be soldered together next to each other. The important thing is to file off the chromium plating in the areas which will be covered with solder. Apart from that the normal rules of soldering apply; plenty of heat, the correct flux and masses of cleanliness. It won't look very pretty when you have finished but it should work satisfactorily. Mine will take a torque of fifty pounds which is far too much for cylinder head studs. Ideally you should arrange your cylinder head studs so that you can get a torque wrench and on all the nuts. However, I don't suppose you will be able to get them over the rear two: I can, but that's another story.....

Wiring for Flashers and other Exhibitionists

- Tony Jenkins

To many people the one irritating feature of many restored cars is the supplementary lighting, usually yellow or orange i.e. modern flashers. Cars of the mid fifties with flashing indicators retained the white front/red rear set up and if you can convince your MOT examiner your car was modified during that period it should be possible to use

existing front (torpedo) lights and the rear lights you've chosen to comply with the law. However these are usually of 2 filaments i.e. stop/tail and there isn't often room to introduce another 21w bulb for a Flasher. However this problem can be overcome either by using relays (as an export MG TC's - wiring diagram in "Blower") - which is rather clumsy or by using a 3POLE 3WAY ("Break before Make") rotary switch. This has the advantage of switching out the brake light connection on the side the flashers are switched on but leaving the brake light on the other side working side lights are unaffected. I don't claim the system is legal but then the law relating to older vehicles aren't well known anyway. Front side lights will require twin filament 6/... bulb holders but these can be bought for M/J's and easily made for P/N octagonal type



In normal position all (1)'s connect with all (4)'s and stop lights operate normally and Flashers are disconnected.

Turning switch to "left", contact (4)'s connect with contacts (3)'s and flasher unit is connected left front and rear 2lw filaments and stop light remains connected to right rear stop light.

Turning switch to "right" connects (4)'s to contact (2)'s and the opposite is true.

News from the librarian

Roger Thomas

Back numbers of the MMM Register Year Book for 72, 74, 75, 76, 77 and 78 are available, price £1.00 each, from the Library. Also available are certain copies of the Bulletin and Infoletters price £0.25 each. A few copies remain of the earlier index (May 62 - Dec 67) and the Extracts from Infoletters 1-13, price £0.50 and £0.25 respectively. (Cheques payable to the MGCC Ltd.)

From:- The Librarian (Roger J. Thomas)
Kimberley House,
3, Kenmore Close,
Kew, Surrey.

I intend to expand the library so that it includes the Classic MG books of the thirties such as Combat, Circuit Dust, Wheelspin etc. If any member has spare copies of these or any of the other hard to find titles and would be generous enough to donate or sell at a nominal charge that would be greatly appreciated.

(Roger hopes members can help him with the following PA spares, an unchipped camshaft bevel gear, an uncracked crankshaft pulley, wing nut for foot brake adjuster, rear body brackets, body U-bolts (one long, one short), brown slow running knob.)

Infoletter Future Plans

It has now been resolved that Infoletter will continue, as Mike Hawke has been persuaded to take over my role as editor.

He will be producing it every 3 months with covers and quality printing as at present.

However to reach a wider readership within the MG Car Club one 2-sided Infoletter will be issued in Safety Fast about December, after which with the increased s.a.e. subscribers the Infoletter will continue at 3-monthly intervals as before.

So your letters should now go to Mike at 117, Upper Westwood, Bradford on Avon, Wilts. not to Philip B-P (who is now hoping to get on with some of his cars).

Your stamped addressed envelopes are still to be sent to Tony Roodhouse, 14, Nelson Gardens, Boxgrove Park, Guildford, Surrey.

THE SPECIAL SPECIAL

Len Bull

More articles I hear the editor say, thats what we want for infoletter so why I ask myself do we not get more members writing their little bit for infoletter, it is my guess that we are all too busy rebuilding maintaining on earning enough money to pay for our cars, it is usually a combination of all three that stops me.

Well you may ask why have I a pen in my hand today and not a spanner? No I haven't come into enough money to have my own mechanic, just a simple case of temporary incapacitation.

So what can I write about I ask? Specials, that it is ~~there~~ where my opinion differs from a few others (already expecting some constructive criticisms from friends in the anti special league).

It is my opinion that specials built with some certain standards in mind i.e. (non mixing of different register parts, and of course the standard of work should be high enough to satisfy, dare I say it a concours judge) should be very welcome much less discouraged within the register, after all there were many MG specials being compaigned in the 30's Tommy Hortons car, the Evans

brothers c/Q and many others. The special has been a part of our motoring history almost since the beginning of motoring history. Lets also not forget that the special built today if it is built on good workman like lines and is reasonably successful in club events in twenty years time will have a history all of its own.

It will be argued that if a member manages to buy a P.A. chassis running gear and engine that because either all the other parts are available or can be made he should re-produce a P.A., should we preserve or I should say, rebuild these cars in there original form or should they not be looked at as a poor relation if they are built as a special.

Let us look at the competition and the cash side of it, I am sure that a well turned out J or P special will give a genuine J4 a good run for its money there is of course no reason why it should not, lets also say that if you are racing a J4 or a Q-type you are racing a lot of money, how much longer are these drivers prepared to risk such highly rated investments. To answer my own question for a long time yet I hope but if they are not going to be raced, and we still want to see some really quick pre war cars racing it will inevitably come to the less highly rated less expensive specials.

At this point I would not like to be misunderstood the last thing I want to see is a meeting full of specials, indeed I think that the situation at the moment with so many well turned out J's P's etc. is excellent.

So why not welcome the special a little more, I have heard no groans about the latest rebuilt special "Bongazoo" and what is the difference between rebuilding a special built in the early 50's and building your own today I am sure there are many members who would like to create their own special, if it were not for the fear of hearing every time it become the topic of conversation, but its not original is it.

It was recently pointed out by Mike Hawke that when the register was started it was envisaged that the maximum numbers of cars expected to register would be about 100, at that time I would have been inclined to agree to encourage members only to rebuild there cars as original as possible, but now we have over 2,000 cars and I am sure very many very original cars.

Replicas there is another thorn in the side why not call them specials (a rose by any other name goes as fast) or something like that.

I hope I have not put too many cats in the pigeon loft but that some of my remarks may have given food for thought.

P.S. No I am not in the middle of building a special. PPs super idea about exchanging adverts for tips.

FAMOUS DRIVERS OF MG CARSR.T. Horton

R.T. Horton, who is by trade a brewer, started racing in 1920, with a 1913 Morgan which he converted into a racing car by removing wings and exhaust system and generally "hotting up". Encouraged by a number of successes, he later acquired an "Aero" Morgan and competed in the Colmore Cup Trial and used it extensively in reliability trials under the guidance of Mr. Morgan, with whose assistance he succeeded in winning a number of first-class awards.

In 1924 he bought still another Morgan, this time one which had competed in the 200 miles race at Brooklands, and with this car gained about 60 firsts in sand races at Pendine, Skegness and Southport, also he took part on occasions in motor-cycle meetings at Brooklands, at the first L.C.C. Meeting winning two events at speeds higher than any which had previously been put up by Morgans, the fastest lap speed being 98 miles an hour.

The first road race of real importance was the Ulster T.T. of 1929, and for this event he entered a six-cylinder supercharged Amilcar but, unfortunately, was forced to retire early in the race with cooling troubles which also put Vernon Balls, who was driving a similar car, out of the race.

The 1930 T.T. saw him at the wheel of a Riley with which he won the class and set up a new course record for cars up to 1,100c.c.

His first appearance with the MG was in 1931 when he finished second in the Irish Grand Prix at Phoenix Park with an MG Midget, and was also a member of the winning team. He entered the Midget for Ulster, but a faulty carburettor casting led to retirement.

In 1932 R.T. Horton surpassed all his previous records of achievement and won the coveted Gold Track Star awarded by the B.R.D.C. to a member who gains the greatest number of marks for track racing successes. During the 1932 season Horton had concentrated entirely on track racing with the Midget, which he had handed over to Thomson and Taylor at Brooklands for special preparation, and had fitted a special streamlined single-seater body of Jenson manufacture, thus making the car very fast indeed, so much so, in fact, that in the early part of the year he lapped the outer circuit of Brooklands at 106 miles an hour, improving this figure later on by putting in a lap at 115.25 m.p.h. beating the best lap speed which at that time had been recorded by George Eyston in the Magic Midget.

Undoubtedly the most outstanding achievement during the 1932 season was the winning of the B.R.D.C. 500 miles race, in which he had J.H. Bartlett drive the single-seater Midget, averaging over 96 miles an hour. In addition to the track successes he won the 1,100 c.c. class at Shelsley Walsh in September, 1932, setting up a new class record by making a climb with the Horton special in 44 4/5 seconds.

Three outstanding successes are to Mr. Horton's credit during 1933: first of all he won the 750 c.c. class in the Avus Track Race (Germany), and during the B.R.D.C. Empire Trophy Meeting set up a new 1,100 c.c. class lap record for the outer circuit at Brooklands on an MG Magnette which he had acquired at the beginning of the season; the actual figure for the lap was 115.5 m.p.h., beating the previous record set up by A. Goutte on a Salmson at 114 m.p.h., which had stood for three years.

At Shelsley Walsh with the MG Magnette he won the 1,100 c.c. class for sports cars and three special cups.

After putting in 90 laps at 108 miles an hour, and whilst lying in second place in the B.R.D.C. 500 miles race, he was forced to retire with crankshaft trouble.

Horton's achievements are far more easy to write about than the man himself, but one point is very certain, he thoroughly understands the sport, both from the racing and mechanical angles, and there is little doubt, that as time goes on, we shall see this fine driver more in the limelight than ever.

(from MG Magazine November 1933)

BARC Gurston Down Hill Climb,
7th October.

by Phil B-P.

The MG Car Club were an invited club along with the Alvis and Lagonda Clubs, and we were given a class of our own for pre 1960 cars. This year the K3 had Tony Miles' blown PB and a PA of Ryan Hodges to play with together with a couple of 1800 MGAs of Iain Work and Don Bishop.

The event is about a mile from Broad Chalke which is 9 miles SW of Salisbury. The main paddock is in amongst the barns with tractors and trailers lurking in barns and a donkey braying to add counterpoint to the 5000cc racing cars.

Gurston Down hill climb is well named, for one actually goes down from the start, alongside the edge of a cornfield to a fast left hander. This bend looks worse than it actually is and if you are brave enough it can be taken flat out. The road carries on round to the left on the level skirting the field with a bank on the right until one has to brake sharply for a 75° right hand turn up hill, into 2nd gear, followed almost immediately by another 100° right hander bringing one back parallel to the bottom road. The road is flat for a bit but then steepens quickly before the next bend, Ashes, a tight left hander from where the road rises to the finish line, with the cars climbing up through the gears.

Eventually the K3 beat Tony Miles time of last year to win the class and put up a near best time of class for some of your other keen chaps to have a crack at next year. The PB also beat the two MGAs, so MMM honours were upheld.

CAR OF THE YEAR AWARD AS AT 1st October 1979

1	Mike Hawke	J2	117
2	Tony Dolton	P	89
3	Steve Dear	PA	68
4	Ian Davison	PA	45
5	Peter Cranage	N	41
6	Mike Hewson	J2	40
7	Andrew Smith	PB	37
8	Tony Roodhouse	PB	33
9	Alan Grassam	PA	31
10	Chris Lewis	PB	26
11	Derek Moore	PA	23
12	Rod Stormes	PA	22

12=	Ian Coxen	PA	22
12=	Patrick Gardner	J4 rep.	22
15	John Wilkinson	J2 s/c	20
16	Peter Warne	K3 rep.	12
17	Ron Yate	PA	11
18=	George Ward	K1	10
18=	Tim Hunt	Bongazoo PA	10
18=	E. Kirkland	PA	10

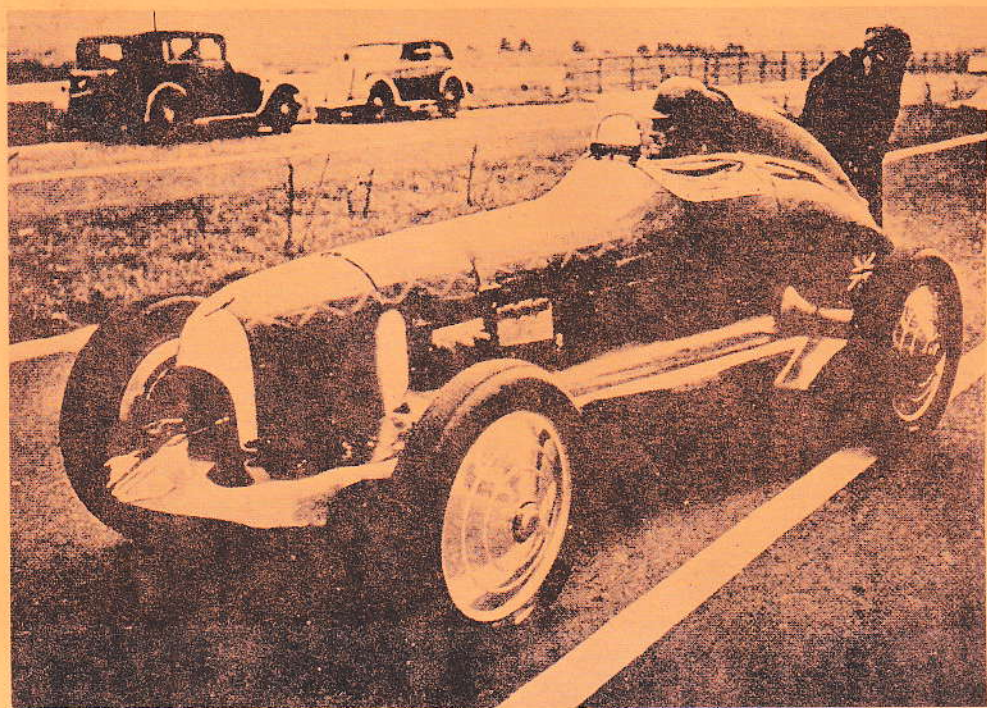
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PHOTOS

Top - 1934 K3 - location unknown

Bottom - Goldie Gardner in EX135 with Horton's offset single seater body record breaking on the Frankfurt Autobahn.

Rear - H.B. Shaw's ND Magnette in the Gloucester Cover Trial with 'dolly bird' passenger. Car now owned by Philip Bayne-Powell.



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