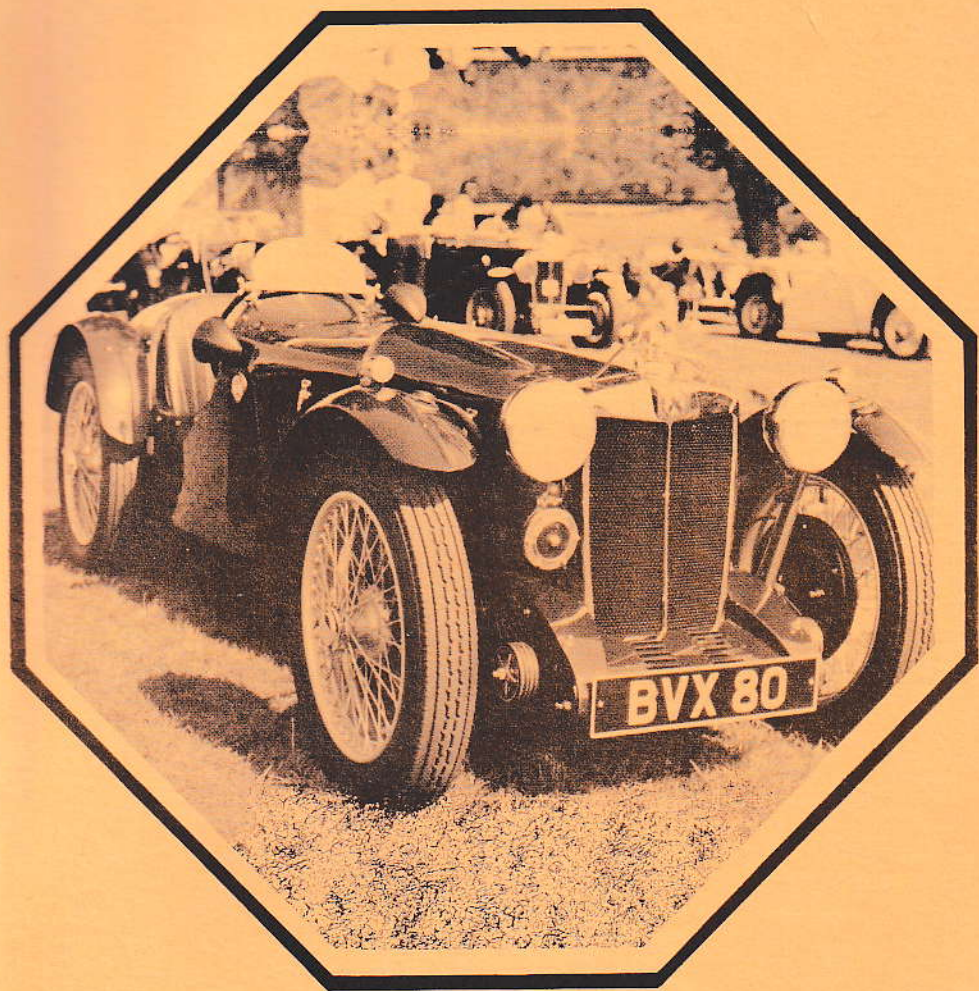
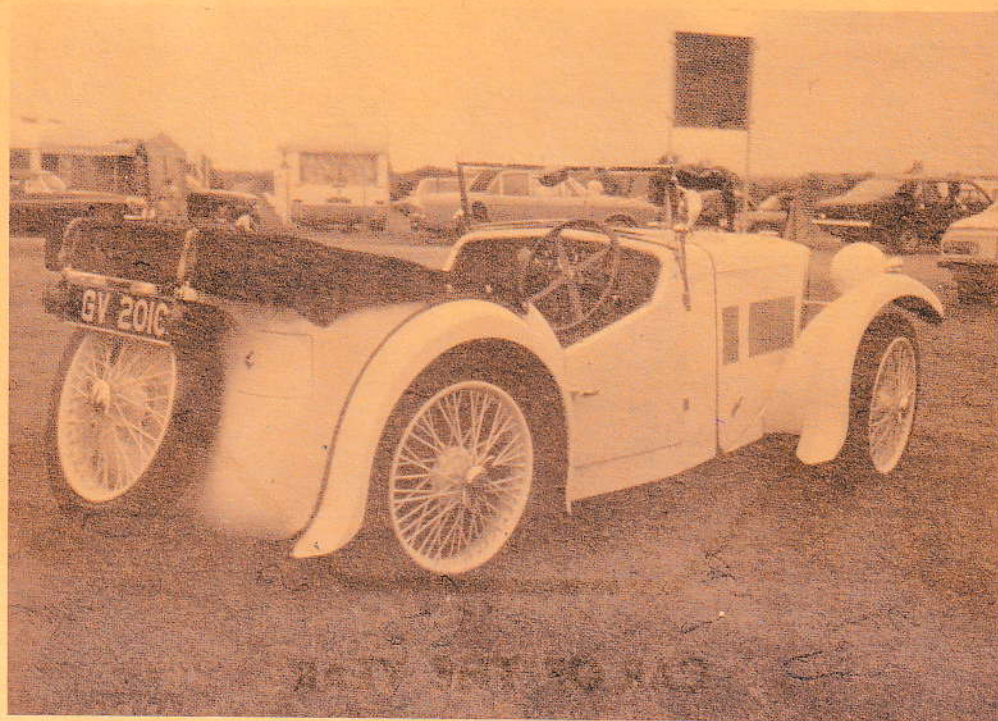
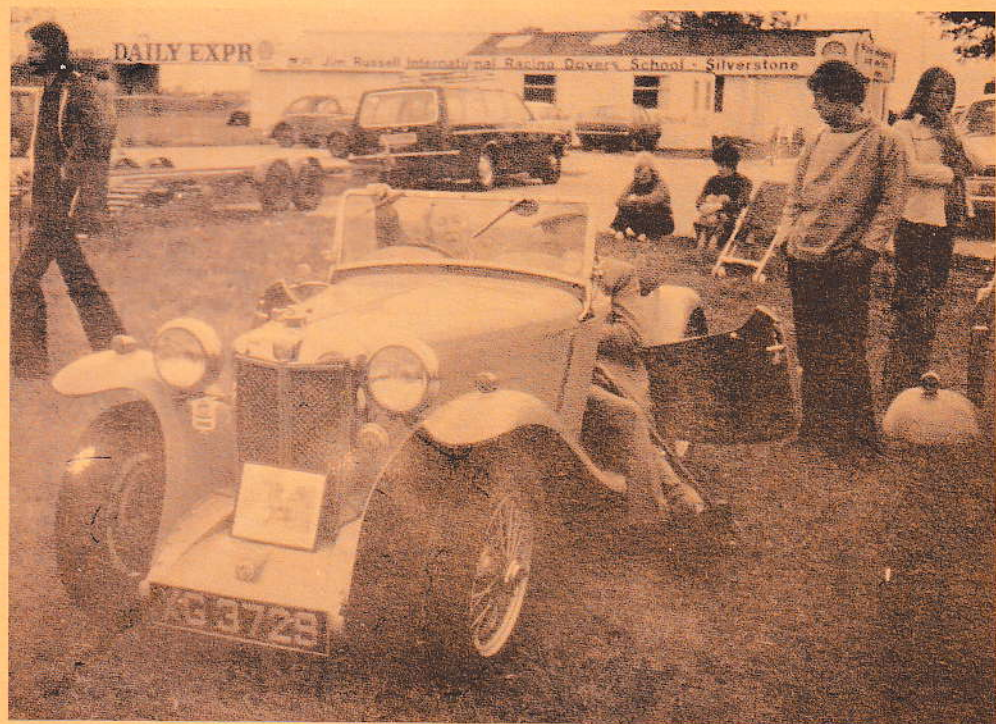




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.G. Car Club

Triple-M Register

Infoletter No. 58

Editor. To whom all copy should be sent;

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Circulation Manager. To whom all c.s.e.s should be sent (size 7"x 10", please).

Tony Roadhouse,

14, Nelson Gardens,

Boxgrove Park, Guildford, Surrey.

Cover Pictures.

Outer Front. Car of the Year 1978, Tim Hunt's PB-based special, "Bangaroo". This car was built from a 4-seater by Archie Craig in the late nineteen-forties. It made quite a name for itself in Scottish motor sport, especially when it was blown. I heard an eye-witness account the other day of how it made F.T.O. in a sprint at Bathgate. Archie Craig himself has been active in Scottish Motor Sport until very recently and finally hung up his marshal's flags at the end of last season.

Inside Front Top. Betty Haig's well-known PB with the lady herself at the wheel. Miss Haig started her M.G. ownership with a 14/28 of 1926 vintage which she bought in 1931. Reg. No. was YK 602 although this piece of info. will probably not help our Vintage Register friends to trace it. Her second M.G. was a J2 (improving!), purchased in Feb. 1934, with 3,000 miles on the clock, (ALL 315, anyone own that one now?). She was not at all happy with this car and did not keep it for long. Her PB came along in late 1937 when it was two years old. Wilkie Wilkinson prepared the engine for competition work (c.r. was raised to 7 1/2:1) and she promptly won the 1938 Paris to St-Raphael Rally with

(Continued on p.20).

A LIGHT HEARTED STAFF....

Black Sands sends this offering immortalising M.G.s in the "Airmen's Song Book" edited by G.H. Ward-Jackson M.A.ighton Essex. It dates from W.W.II and is sung to the tune of "The Mountains of Moenoe"

OH! MARY, THIS WAAF

Oh! Mary, this Waaf is a wonderful life,
Sure you might get a job as an officer's wife.
There are plenty of airmen digging for gold,
At least, when I asked 'em, that's what I was told.
So I soon took a hand in this digging y'ken,
And I tried very hard to attract all the men,
I saluted quite smartly by winking one eye,
But ignored all the airmen unless they could fly.

A handsome Flight-Lieutenant was the cause of my
fall,
So attractive and handsome and heavenly tall,
Took me for a ride in his little M.G.,
When something went wrong with the engine y'see,
We were running on pool and 100 octane,
Though I shouted quite loudly no help could obtain,
He'd twenty M.A.s² to his credit already,
So one little Waaf couldn't make him uneasy.

and now on my story I will now enlarge,
Efficient to say how I got my discharge.

I - Mary air craft.

Well, we often our belated congratulations to Miss Ivy
Lefooding of 171, Marrell Rd., Ipswich whose Limerick
was chosen by Mr. Cecil Kinsler as winner of the M.G.
Limerick Competition in 1934. It reads:-

There was a young girl called Nanette,
Who borrowed an M.G. Magnette,
Complete with blower,
Explored the policeman's door,
Conversation, undoubtedly, began.

It is finished.

FOR SALE AND WANTED.

1. Laurie Rhoads, P.O. Box 335, 113, Adams St., Medfield, Mass. 02052, U.S.A., needs engine, transmission, lamps and instruments for a J1.
2. Del Hawkes, P.O. Box 848, Steilacoom, Wash. U.S.A., wants a J2 in any condition.
3. D. Lawley, 192, Mowat St., Stratford, Ontario, Canada, H5A2G1, is restoring an HA Airline Coupe and would much appreciate any other Airline owners' help. He needs photos. of detail like instrument panels, door interior, sliding sun roof, cubby hole area etc..
4. R.H. Prichard, 143, Childwall Valley Rd., Ligerpool, L16 1LA, has the following P-type spares to sell or swap: chassis - good condition, front axle (no brake assembly), rear axle and diff. (again no brake bits), steering box, track rods, engine block, front and rear springs. He needs front shockers, original spare plug holder.
5. Tony Jenkins, 21, Turvey Lane, Long Whetton, Leics., LE12 5BN, has for sale:- M radiator shell with core supports, "Eureka" oil pressure gauges, one black face, one white, M-type dash light "pull-on" switch, and new Lucas rear light. P-type cyl. head with valves, rockers and camshaft. P/M petrol pump, 12volt 'L' with bronze body, HA n/c door handle, 16inch road wheel, 4J, 48 spoke with new 6.00x16 remould.
6. Ben Hagg, 29, Avondale Rd., Earlsdon, Coventry, needs to suit D/P/J, door locks and striker plates, to suit D/P, light switch, ignition switch, number plate brackets prop. shaft tunnel. His tel.no. in Coventry 711142.
7. D.S. Anderson, 32, Saville Rd., Blaby, Leicester, needs for his M-type, speedo/rev. counter, petrol gauge, dash lamps, steering wheel, +0.060" pistons, and vertical drive drain gallery. He has for exchange, P-type head lights, side lights, P-type (?) mid and rear oil drain pipes, complete M-type windscreen, M-type bonnet top, tel. no. 3355-7734x2.

8. Timothy Eganis, The Farm, The Hoppety, Tadworth, Surrey, needs the following K-type parts:- radiator core, parts for the side-mounted spare wheel carrier as fitted to the saloons.

9. Nigel Russellwhite, Rhodes House, Thurloxton, Tipton, Somerset is having a batch of J-type cranks made. There are (or were) two of the batch to spare when he wrote. They are plain 2 1/2 in. big-end diameter cranks in EN8P, semi-counterbalanced, with a "T" rear dog nut. Price £200 and you can have new rods, shell bearings, big-end bolts and little ends too if you like. Write to Nigel.

10. David Brainwood, 4. Beaconsfield Rd., Melton Mowbray, Leics., Tel. 4464-4454, says that the J-type cylinder head he offered in the last Infoletter is really an K-type one. It is still on offer.

11. Alan Withers, "Heathfield", 35, Konaington Rd., Savile Park, Halifax, West Yorkshire, WXY 0HY, Tel:- Halifax 57573, has for sale or exchange, two J brake drums, two hydraulic back plates and shoes to go with same, K-type differential (pinions chipped), J footbrake pedal and bracket assembly, 14 petrol tank, various K-type engine and clutch parts, J front main bearing housing/dynamo mounting, Wade blower with castings to convert to size for 750cc.

He needs:- J flywheel, J clutch pressure plate, J clutch floating plate, P footbrake pedal and bracket assembly, P inlet manifold, P gearbox remote lever, Higgs sprayer system (try your nearest ex-Ferguson tractor agent), steel and bakelite covers for J fuse and cut-out boxes.

12. Mike Raske would like to know where aluminium brake back plates for J-types grow.

13. Roger Emerson, 154, Glen Rd., Cadby, Leics., LE2 4RF, needs the following J2 spares: seats and squabs, rocker covers, main tank filler, door handles and locks, striker plates, transmission tunnel, ignition and light switch, and a white-faced water thermometer. He has various J & P type spares to swap. Ring him on 0593118613 to find out about these.

14. Paul Thomas, 43, Kenilworth Ave., Wimbledon Park, London SW19, (where he will be until the end of July), is selling his J2. 1933, reg. no. AJ 9404, has 18 engine and 17" brakes. It is half-rebuilt with rolling chassis completed and body woodwork all cut out. Some bits (not specified) are missing. The car is at "Lawrence's", Thornton, Redruth, which explains the half-rebuilt bit. All enquiries with about £1,650 in hand to Paul at the Wimbledon address, please.

15. Gerry Einswein, P.O. Box 1386, Meadow Lake, Sask., Canada, S0M0V0, needs spares for his J2 and, in particular, he needs a sketch or pattern for or an actual pair of swept free wings.

16. Tony Jenkins, 21, Turvey Lane, Long Whetton, Leics., LE11 1DN, would appreciate any info on changing front wheel camber from 2¹⁰ positive to about 1¹⁰ negative. He thought that I had done this mod. on my J2 but he was fooled by the optical illusion created by cracked mudguards.

632 "Historic Racing Cars in Australia" by John Blandon is said to list no less than five KJs. In response to an always disbelieving request they are:-

Chassis	U.K. Reg. No.
K3752	JB 1269
K3802	JB 1476
K3804	JB 1412
K3816	FB 3181
K3850	Probably none.

NOTE. The more mathematically-minded of you will soon notice that pages 7, 8, 15 and 16 are missing from this Infoletter. This is not because Tony or I have been absent-minded but because, here I am, two weeks late on press date and not enough copy to fill 20 pages. Why have a page 20?, you may ask. Easy. I expect a keen readership to send me copy for at least 20 pages. Due to the addition of typing stenocalls which fold, I type from the outside in and the middle out. In fact I'm going to have to waffle to fill the rest of this page and it will be in the form of

SCOTTISH NOTES.

Let us cast our minds back to Infoletter No. 5, dated June 1970, where Steve Dear was all jubilation because, out of 6 Green Cracker 2 Types, he had traced no less than 51 with logic which might not have got him very far in a Cambridge Maths, Tripes, he then deduced that there must have been up to 4,000 MM cars in hiding and waiting to be found. The rate of discovery of new MM machines since then has been steady and modest and neither supports or disproves this theory.

When I started work in Scotland in 1970, I asked John Reid for some Scottish MM contacts. He sent me all he knew, nine people who owned ten cars between them. He now knows of some 41 MM cars in Scotland with leads on 6 others which I have made a mental note to pursue.

Only 6 of these are known to be runners but the odd thing is that very few of the previously unknown cars were in Scotland known to M.C. enthusiasts in Scotland and some were actually active in old car events here. We have some 2,000 cars known to the Register (right, John?), of the Scottish picture, where the actual MM population exceeds the known by a factor of more than three, in typical, I can go better than Steve and postulate that there are over 6,000 MM cars in hiding. Happy hunting.

MORE ON 60mm PISTONS.

Bob Walker, 57, St. Leonard's Rd., Harrogate, writes:-
I was particularly interested in Colin Butcher's info. on 60mm pistons. Some years ago I reckoned that pistons for rebuilding my PB were likely to be a problem, and I came across some Singer ref. R87782 pistons in std. +30 & +40 sizes. I proposed to use them in company with eccentric little end bushes to recover the 0.070" compression height; I got the idea from John Thornley's book in the chapter on SU20. I wonder if other people have tried it?

The weights of these pistons are:-

Singer	{	std.	245 ± 0.25 gm.	}	All Hepworth and	
		+30	270		}	Grandage split skirt
		+40	282			with rings and pin.

For comparison 2 std. PB "Heplex" pistons that I have weigh 228 and 229 gm.

A set of Wellworthy 57mm+.060" Wolseley Hornet with domed top weigh 218, 219, 247, 245, 248 and 249gm each! Perhaps I have mixed a batch or Wellworthy didn't take as much care as Hepworth.

We must let Colin Butcher have the last word:-

"I now learn that new 60mm pistons - possibly to my oversize measurement - are available from the works of Peter Hepworth, "Red Gables", Ben Rhydding Drive, Ilkley, Yorks. Tel: 0943-609940.

A local friend recently purchased a set of standard pistons with rings, and was informed that there was no difficulty over supply. The price was in the region of £20 per piston, which probably compares quite well with many modern pistons. Peter Hepworth is from the "Hepworth and Grandage" family, who make berylite pistons, and a couple of years ago he formed his own company to provide pistons and other specialist engine parts. I also believe that the pistons he produces are from the original Berylite drawings."

Thank you Colin. The moral here is...weigh your pistons before fitting them!

Date of Issue January 1933

Service Information Sheet No. 21

MUD PROTECTION ON THE J2 TWO-SEATER

A number of complaints have been received to the effect that in wet weather the J2 model throws up so much mud on the windscreen in line with the driver's eyes that it makes the car unpleasant to drive.

During advantage of recent very wet weather tests have been made to see what can be done to improve matters.

As a first test the headlamps were removed and it was promptly found that the trouble had disappeared, the lamps were refitted and the trouble returned as before.

The problem was therefore primarily a question of how to mount the headlamps in a position which cures the trouble without spoiling the appearance of the car.

The drawing shows how this is done. The existing headlamp support lugs are cut off and filed up, the bare ends so named being touched in with cellulose.

Headlamp support brackets Part Nos. 2425 offside and 2426 nearside are then fitted in position utilizing the existing front lugs. The headlamps can then be mounted in a new position further forward and close together which is the best position so far found.

Various special half valences and other devices have been tried at the Works but none of them produce the effect which is obtained by moving the headlamps.

Headlamp brackets as above can be obtained from the Works on receipt of chassis no. of the car in question.

Lug at present
used for lamp
mounting to be
removed.

Headlamp tie bar

Hole for
headlamp
stud
 $\frac{41}{64}$ in. dia.

Headlamp support bracket
pt. no. 2425 O.S.
2426 H.S.

$\frac{5}{16}$ in. dia. bolt
also picks up
horn bracket.

TRIPLE-M MOTOR SPARES, Kimber Cottage, Glanciers Lane,
Romandy, Guildford, Surrey;

offer the following new TMM Spares:-

White metal camshaft bearings, M,C,D,J, types	£9.50 set.
P type	£11.50 "
F type	£12.80 "
M.K.L, types	£14.00 2
Phosphor-bronze road spring trunnions,	
P,J,L,F, types	£1.85 pair
A type, front only	£3.25 per 4.
Hardened steel U/J bushes for pre-1936 prop shafts	
with circlips.....	£4.85 for 4
Exchange prop-shaft spiders with matched bushes	
	£9.00 each.
P,K,H,L, types original 506 type shock absorber	
indicator dials, self adhesive...	55p each.
Fulip inlet valves (KE965), P,K,H,L, types	£1.80 each.
L type front aprons.....	£14.75 each.
J,P,K,L,H, types bronze rocker bushes	£1.35 each.
H type early "split"-type hood frames	£11.00 each.
F type side screen frames	£10.00 pair.
L type rear spring valances	£14.25 pair.
Model 8/39 c.v.p. sets	£38.00 each.

All the above are subject to 15% V.A.T.

Model	M.C. World '75	£4.00 No V.A.T.
	M.C. International '77	£4.00 "
	M.C. Yearbook 1973	£2.00 "

Orders can still be taken for J and P type cranks.
These are made of EN24P, have 1½ in. dia. big ends, can
be machined to take white metal or shell (Triumph
Rommelville) bearings or, in the case of the J cranks, be
provided with 1½ in. dia. big end. Price £250 with £50
deposit with order. Write to Phil and discuss your needs.

Competition Notes By John Adams.

Jubilee Year has started with a fitting flurry of trials activities.

The MCC Exeter Trial in January saw only Ian Davison's PA uphold MMH honours, coming home with a First Class Award but a very sick engine.

The M.C.C.C. Salisbury Trial on 30th. March seemed a good opportunity for a testing ground for the Land's End Trial the following week-end, and five MMH cars turned up, Ian Davison's PA (now with rebuilt engine), John Adams's PA, Steve Dear's PA and George Ward's K2, finishing in that order. Allan Grassam's PB arrived with its Centroc blower aligned, but Steve Dear and his famous hammer soon had the car in action again. Generally a good event.

On Good Friday the following week, a total of 328 assorted vehicles assembled for the Land's End Trial, including seven MMH Cars. The general verdict seemed to be that the event was the best for many years, blessed with fine weather, some new hills and few delays. Some hills, seemed a little easier than usual, such as Hogger's Roost and MH Darroasts, and this must encourage the trend back to plain tyres. The one hill which sorted the men from the boys was Crackington, which was in fine condition and stopped the majority of the entry. Best MMH man here was undoubtedly Allan Grassam, who made a clean climb on 4.50x19 plain tyres on his way to a First Class Award. Firsts were also won by Bazzy Smith in his unblown PB running on Town and Country 6.00x16 tyres which require a re-start mid-way on Crackington, and also by Paul Fletcher's PB who was using 5.50x16 Pirelli Cinturato tyres which give good grip, but are officially classified as plain and do not therefore require a re-start.

Ian Davison and John Adams, both with PAs on plain tyres, failed only on Crackington to record Second Class Awards. Steve Dear on his fine L2 and Patrick Gardner in the ex-Haden PA were both making their trials debut, and both ex

cars finished on the Saturday evening with only minor troubles en-route, although both missed out several sections to keep up to time. Steve Dear's PA was an unfortunate non-starter with a fractured hydraulic (112) brake pipe shortly before the start. Perhaps the only other tragedy of the week-end occurred when the LMSB contingent arrived en masse at the week-end accommodation in Newquay - innocently arranged by your Competitions Sec. - only to discover that it was a Temperance Hotel!.

The following week-end saw the V.S.C.C. Wessex Trial, with Steve Dear and Ian Davison entered in their PAs. Steve's now had broken again, and went well to a First Class Award and Third Overall. Ian Davison's car had suffered 'head gasket troubles' on the way home from Cornwall the previous week-end, but with these overcome the car went well to a Second Class Award. It was interesting to see that the overall winner in the Wessex was the Austin 7 of Barry Clarke despite having broken the crankshaft the previous week-end in the Land's End. Perhaps he keeps a stock of spare engines for the purpose!.

CAR OF THE YEAR AWARD.

Scores as at 26th. April 1980.

1. M.S.Harke	J2	49
2. I.Davison	PA	33
3. S.F.Dear	PA/o	20
4. J.G.Adams	PA/o	13
5. G.Ward	K1	14
6. P.Fletcher	PA/o	12
7. A.Graesson	PA/o	12
8. B.J.Smith	PE	11
9. M.A.Dean	12	4
10. P.G.Gardner	PA	3

SOME THOUGHTS ON GEARBOXES.

We all know that J, J2, J3, L, P, N and KN types all have the same basic gearbox. The major variations are:-

1. The J series bell-housing is shallower than the others and lacks the rear engine cross tube mounting bearings.
2. The PA and KN first and second gear ratios are lower than the others being 4.04 on 1st. (c.f. 3.58:1) and 2.32 on 2nd. (c.f. 2.14:1). These lower ratios were also offered as an alternative on the NA.
3. The speedo drive ratios differ, L and J being 8/14, P, 4/10, NA and KN 5/12 and NR having no speedo. The speedo drive ratio is stamped on the top of the casing behind the remote control flange.
4. The later boxes have the cast-ly bracket for the hand throttle and choke controls and the external reverse gear stop.
5. The NR has (I think) a nine-spline input shaft flange instead of a six-spline one, (see later).

Now, no one has yet set out to make gearbox spares, and nobody thinks that when second-gear clusters finally do become really scarce they are going to be very expensive to produce. It therefore behoves us to be aware of any alternative sources of spares. We know that the Wolseley Hornet had a similar gearbox (different bell-housing, different remote control, nine-spline input shaft, and the one tested by "Autocar" in April 1932 had the PA ratios of 1:1, 1.36:1, 2.32:1 and 4.08:1). However, a scout through scrap yards not 1,000 miles from Glasgow uncovered the following 'boxes which may point to other possible sources of spares.

Exhibit A.

Has the correct gearbox casing, a J-type bell-housing, but no remote control fitting, a long whippy gearlever instead, and a 3-prong fitting to take a fabric U/J on 14/20:1 spline. What does this give off? Morris Minor? Or would it they interchange?

Exhibit B.

Is just like A above but the gearbox casing is one inch longer than "standard". This is to accommodate synchromesh cones on 4th. and 3rd. This, in turn, causes changes throughout the internal arrangements so that none, no, not any of the parts are interchangeable. But it may be possible to fit the whole gearbox if a one inch shorter prop. shaft could be arranged. What sort of car did this come from?

Exhibit C.

Was found without a bell-housing or gear lever but has the same casing as the J, nine-spline input shaft (Wolseley) and internal ratios of 1:1, 1.44:1, 2.29:1 and 3.92:1. The 1st. and 2nd. gear cluster looks just like the H.G. ones and the speedo. drive ratio is 3/11. What car does this come from?

Exhibit D.

Has ratios identical to C above, the long casing (and therefore synchromesh), a completely foreign bell-housing in aluminium alloy, speedo drive ratio of 1/15 and what looks like an overdrive on the back end. This cannot be confirmed because it has defied all attempts at taking it apart so far. What car does this come from and who wants a P-type with overdrive?

Seriously, though, one would suspect that all these came from the Morris/Wolseley range and might point to an extra source of parts if anyone gets desperate. But, what cars do we seek out in scrapyards and autojumbles?

AND FINALLY.

1. D. Lawley, 192, Mowat St., Stratford, Ontario, Canada, H5A2C1, recently met a Mr. W.F. Godfrey (who also lives in Canada) and who used to own C0283 (engine no. AA 134, Reg. no. AXO 203). He has some early photos of the car and if the present owner would like to be put in touch Mr. Lawley can arrange this.

2. Nick Sands sends a note on the 1933 Alpino Rally Car. HG 2603 (Chassis no. L2056) has changed hands again and is now owned by Mr. J. Kelly in the U.S.A.. JB 2265 (Chassis no. L2068) is believed to have been exported to the U.S.A. as long ago as 1935 and it has not been heard of since. This was the Watkinson car. Perhaps our trans-atlantic HMM reps. should get their research parties out. JO 7243 (Chassis no. L2072) is the Welch car and we have no clue as to its whereabouts. Nick says that some covet K3s but he would like to find that one.

3. And some more on L types. In his book "The History of Brooklands Motor Courses", W. Boddy says, "For the August S.A.R.C. Meeting the bright idea was adopted of a Mountain Race between old-time Brooklands drivers, for which the M.G. Car Co. Ltd. graciously lent ten 1087 cc M.G. Magnas so that each competitor should have a fair chance."

and drivers were:-

Lt.-Col. J.T.C. Moore-Brabazon M.C., M.P.
Sydney Cummings

Capt. R. Thompson

Capt. G. E. Wood

Capt. H. Macklin

Capt. L. G. Hornstead

H. F. McConnell

Capt. F. H. B. Samuelson

J. W. Stocks

Tom Thornycroft.

So it looks as if more L types might be genuine Brooklands racers. Can anyone quote the chassis numbers of these cars?

4. FINALLY, TONY ASKS ME TO REMIND YOU THAT THERE HAVE BEEN TWO INCREASES IN POSTAL CHARGES SINCE SOME OF YOU LAST SENT HIM S.A.R.C.. HE FEELS EMBARRASSED WHEN HE HAS TO CREEP UP TO THE LETTER BOX WITH LARGE ENVELOPES CONTAINING 2. HE WOULD BEER BEARDS, PLEASE SEND HIM A PEN 1p OR 2p STAMPS IF YOU HAVE OLD STOCK WITH HIM.

In fact M.G.s did quite well in this all lady event for Miss Enid Riddell won the 1800cc Class in her K3 (K3008 now owned by Noel Cobb in the U.S.A.) Miss Dorothy Stanley-Turner's PB came 5th. and won the Concours and Countess Pamela Hey took a second in class place although on this occasion she was driving a Riley instead of her usual JJ.

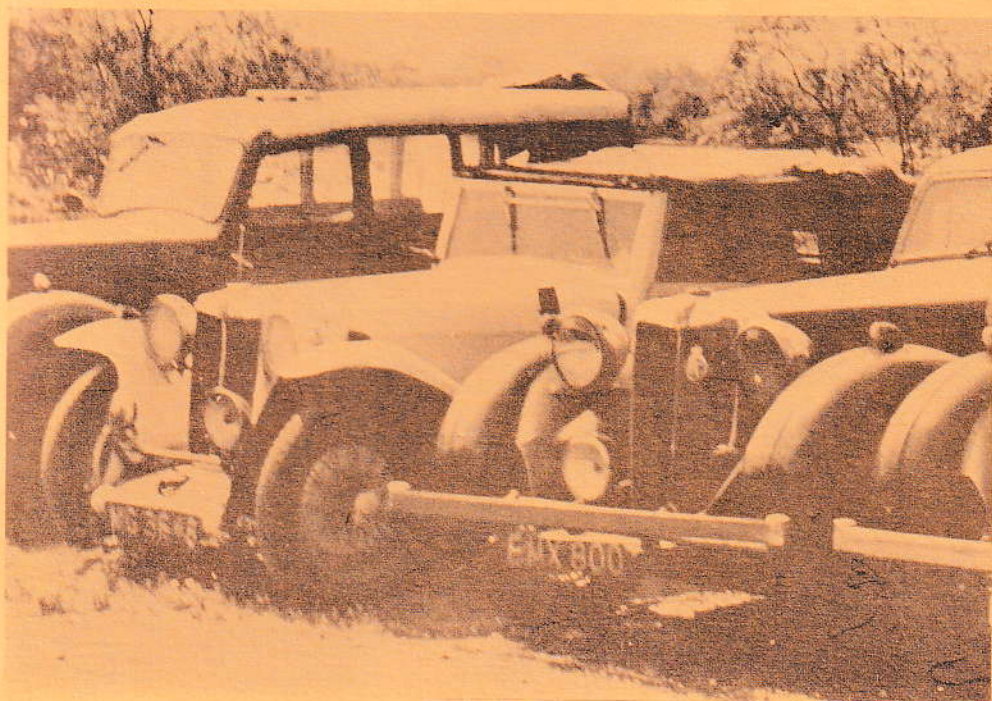
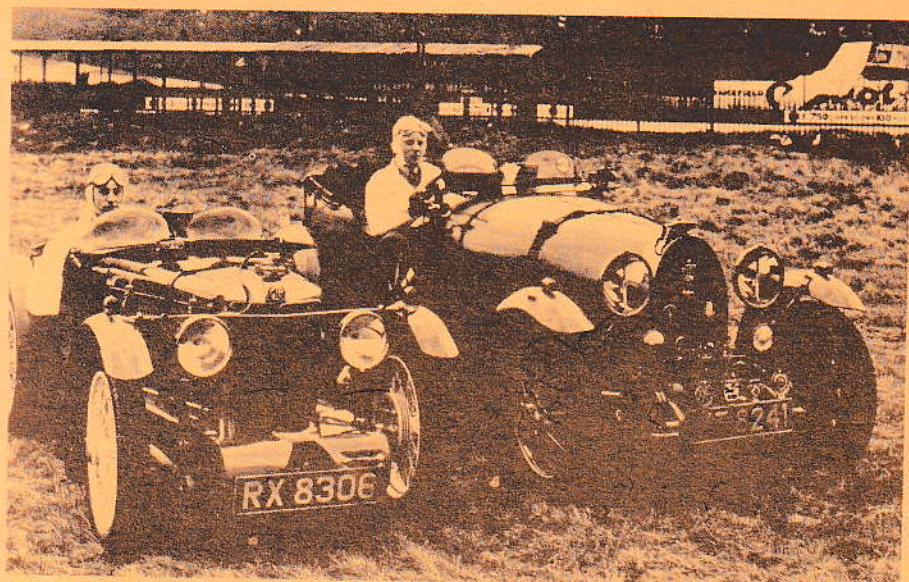
In 1939 Miss Haig came 3rd. in the ex-works PB JB 4611. She reports getting 16 m.p.g. on 10lb/in² boost. This car was resident in the Trowbridge area in 1969 with an XPAG engine to drag it along. Where is it now? After W.W.II Miss Haig raced an MG, I believe the T.T. winning car now owned by Pat Green but I cannot find the book which says so. This particular picture was taken at our Silverstone meeting about four years ago.

Inside Front Bottom. A smart J1 taken at the same Silverstone meeting. Alas, I do not know who owns it, nor does Nick Sands. Sir, if you tell me all about your car, I'll print it in the next Infoletter.

Inside Back Top. RX 8306, the Evans brothers' C type. This car is the one now owned by Mike Edmondson, fitted with an R-type engine and which has gone so very fast since Colvin Gunn sorted out the Zoller blower (by the not so simple expedient of making a new one).

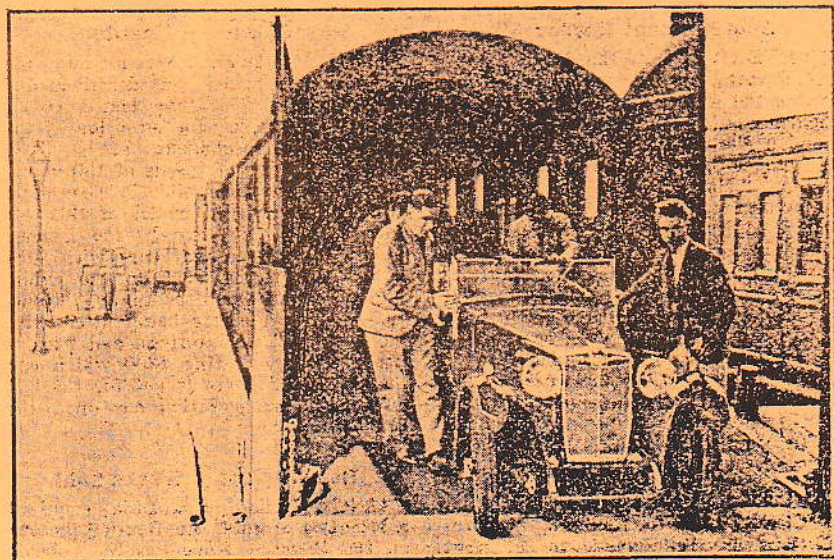
Inside Back Bottom. This picture was taken at Richardsons' (who have a thing about M.G.s) in the middle 'sixties. Nick Sands would like to know the identity of the middle car (MG 3678) and/or its present whereabouts.

Final Note. Closing date for copy for Infoletter No. 59 will be the end of June. Can we please have something from all routine contributors.



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N.W. CENTRE:	Ray Masters, 78 Derby Road, Heaton Moor, Stockport, Cheshire.	DEVON & CORNWALL CENTRE:	Nigel Watts.
and	John Goodacre, 19, Albany Avenue, Eccleston Park, Prescott, Lancs.	N. E. CENTRE:	John Kidder, Denville House, Main Road, Cutthorpe, Chesterfield, Derbyshire.
MIDLAND CENTRE:	Peter Cranage, 11a New Coventry Road, Sheldon, Birmingham 26.	S.W. CENTRE:	Mike Hawke, 117 Upper Wishwood, Bradford on Avon Wills BA15 2DN.



Unloading one of the first arrivals at Olympia at Addison Road Station. Most of the cars in the Show are brought by train.