

TRIPLE-M REGISTER BULLETIN

April/May 2018



THE MG CAR CLUB LTD



Triple-M cars were out in force for the VSCC event at Silverstone in April and Colin Murrell was there to capture the action.

Top photo shows Roger Tushingham's N type in close combat.
Bottom photo is the striking PB Monoposto driven by Michael Barber.



BULLETIN No 102

Front Cover Picture:

Ian MacKay and Mike Linward in Ian's J2 taking matters seriously in this year's Kimber.
Photo by Alan Grassam

Editorial:

As I write this at the end of April it is sobering to realise that the Triple-M season is, once again, in full swing. The last of the winter Trials and Driving Tests are over, the racing at Silverstone and Brands Hatch has been a spectacular success and the Border Reivers Raid is underway.

These, and the many other events throughout the U.K. (and around the world) are only possible by virtue of the enthusiasm and hard work of the organisers and the enthusiastic participation of MMM owners. Long may it continue.



This issue of the Bulletin has an eclectic mix of articles and features including an esoteric peep through the problem of rear view mirrors, event reports and the usual features.

Now for the Red-face department: Apart from mis-spelling the surnames of those well known Triple-M luminaries Messrs Morbey and Bayne-Powell (iPad auto-correct strikes again), I have to apologise for omitting to mention the Kimber Trial. I cannot explain how this most important event was not only missed from the list of future events but also failed to receive a mention in any of the other features. My sincere apologies to all of the organisers and volunteers involved for this oversight. Articles on the Kimber have always been a feature and I am indebted to Colin Butchers for providing this year's offering.



A recent photo of Tim and Kathryn Sharp's PB as featured in Bulletin No. 99. Tim has now started to compete in the car which has made an early entry into the COTY and Speed Championship Tables - more details on Page 43.

Chairman's Jottings

By Dick Morbey

George Eagle

When you read George Eagle's notes on one of the following pages you'll understand why I feel rather humble to be a member of the Triple-M Register committee alongside someone such as him and the others he names who have devoted many quality years to the service of the Register.

I'm sure he will say that he is just an ordinary owner who wanted to play his part in supporting and advancing the interests of members and he has certainly done us proud, as I'm sure you will all agree. Thank you, George!



Our AGM

George's final attendance as a committee member will be at our AGM on Sunday, 17 June and I hope that as many as possible of you will get in touch to let us know that you will be attending the meeting. The meeting is preceded by an short and informal road run, following the track of some of the old factory test routes around Abingdon and then we are offering a free buffet lunch.

I would remind you that we must know beforehand if you wish to take part in either or both of these activities, so that we can provide sufficient food and refreshment for you all.

The AGM will be my final one as Register chairman, although I gather I may be taking on another committee job - but that rather depends on a vote of Club members! We will also be voting on a new chairman for our committee. We already have one nomination but won't say any more about that until after the meeting!

As you can read in Jeremy's Safety Fast notes, if you have an axe to grind, bring it along - we have a grindstone!

Racing

We had a cracking start to the racing season with a warm up at the VSCC meeting on Sunday 22 April. It was a belting hot day, resulting in overheating for some and a good shake down ahead of the following weekend's Brands Hatch race meeting.

I am sure there will be a full report on the Brands Hatch meeting in either this or a subsequent edition of the Bulletin, but suffice it to say that the weather was as cold and inhospitable as anything you could imagine for this time of year. Nevertheless there was a really good turnout.

25 cars made it to the grid for the Mary Harris Trophy race. Amongst them was Fred Boothby's J2 which had succumbed to a rear main bearing oil leak the week before, but thanks to a herculean effort, was ready in time for this race. Between race practice and the Trophy race the K3 driven by Andrew Taylor had its differential repaired in the paddock - just in time! It was also good to welcome some newcomers to the scene.

John Gillett was a worthy winner of the Mary Harris Trophy Race which is run on a closed handicap basis. The fastest MG was Harry Painter in a PA. Race 2 - a scratch race - saw 23 starters, with Mike Painter piloting the Kayne Special home as the first MG.

The event was a great example of the generosity of spirit that pervades our community, with much help given to the racers and their cars whenever it was needed, as well as huge interest from all who came to see us. When we thanked Race Chairman Ron Gammons for giving us slots in the race calendar the reply was:

'It is us that should be thanking you and your colleagues, what a heart-warming display, summed up by the comment from the assembly marshal who passing the info to race control of the last car out of the assembly area added the comment, "them's are proper cars!". We were discussing that we doubted that Brands hadn't had such a display of pre-war cars over quite some time. Well done to one and all, well driven and some competitive motoring. Thank you

MGCC matters

The Club's Council meeting was held on 17 March, where the Register was represented by our Treasurer Charlie Cartwright. As you probably know, the interests of MG Car Club Members are represented by geographical Centres, Registers (such as ours) and overseas and other Branches. Collectively they are referred to as CRBs. All these bodies come together at the Council meeting which is the forum through which the Club can update CRBs and Members and receive feedback.

It would be fair to say that Charlie offered the Club some thought-provoking feedback. Discussions are ongoing with the aim of improving and opening up the information flowing to Club Members from our Register. Because some of this information is intended for Club Members only, and not the general public, we are considering creating a Club Members only area of our website for this purpose. Please watch this space!

While on the subject of the MG Car Club, many people don't realise what a tremendous resource and support we have here. The Club's archives house the surviving factory files for most Triple-M cars as well as much other technical information. The other day I was leafing through a fascinating and beautifully hand written ledger which shows parts interchangeability for each MG model from the very start of production up to and including the TB. The Club is also authorised to represent owners with their DVLA applications, as many of you will have found to your benefit! And of course it is the accredited vehicle (pun intended) with the Motor Sports Association (MSA) through which regulated competition and other events can take place. Do please keep all this in mind before you ask the question "...and what does the Club do for me?"

The Committee

In last time's notes I mentioned that Barny Creaser has joined us as Registrar co-ordinator, whereby he will be overseeing the work of the 9 Registrars who manage the records for the various models. The handover from Graham Arrondelle has now been completed which will allow Graham to step back from the committee although happily for us he will remain as registrar for the PBs. Thank you, Graham, for everything you have done and continue to do for the Register!

The 2017 Yearbook

Through good planning and much hard work by Simon Johnston and the team, the 2017 Yearbook was ready in time for Brands Hatch and the Border Reivers II tour. You can now buy it from the Library shop or at any of the events where the Register has a presence.

MG Live!

MG Live! (Silverstone) takes place on Saturday and Sunday, June 2 & 3. The Register will have a large and comfortable marquee where there be a display car or cars, our Library with all the latest items for you to buy, a presence by one of our trader friends and of course a very warm welcome to all of you, with plenty of space to park 'proper' cars. And yes, we really do need some volunteers to help us put our display together and staff the marquee on both days. Please would you contact either George Eagle or me with offers of help? Thank you!

Happy motoring!



Photo above show Marcel Koreman in his PA struggling for grip on the first section, Malcs Orchard. Unusually, Marcel was the only Dutch entrant in this Kimber Trial. Photo by Ian Davison

Secretary's Update



Our Bulletin Editor Digby has asked me to write this report which will be my last as Secretary.

As I sit here writing this piece I realise I have reached a cross road! This year I will be 80, I am in my 20th year on the Committee and have been an MG Car Club member for 50 years. How quickly the years have flown by. I bought my first PA (PA1248) from S H Richardson & Son, Staines, for £50 in 1959 and sold it in 1961 when I returned to East Africa. In 1968 I bought another PA (PA0674) in Bristol for £90 and joined the MGCC. Subsequently I owned and rebuilt 2 PBs (PB0631 and PB0462 -ARY 614 now owned by Mike Dowley), a chassis and parts of another PA (PA2231) rebuilt both a 2 seat NB (NA0960) and finally the L2 (L2023) which I still own.

I joined the Committee in March 1999 when I volunteered to organise the Register's 40th anniversary celebrations in 2001. I had a great group to plan and organise the event, these were Peter Green, Andrew Bradshaw, John Reid, the late Ken King and also support from then General Manager Rob Gammage. We had over 120 cars entered for a varied programme including a dinner and a day at Prescott hill climb where entrants could buy as many runs up the hill as they wished. Peter also arranged an amazing display of historic cars in a large marquee at Silverstone; I think this was the largest ever collection of such cars and will not be bettered in future. There were 40 cars in the display and Andrew Bradshaw produced a superb commemorative booklet which had a page depicting a précis of the history of each of the cars in the display. This booklet was of the same size and quality as the Yearbooks.

The whole event was enjoyed by all. The Club awarded the Register the prestigious Nuffield Gold cup.

The Prescott venue was popular and as such I arranged two further visits which were combined local runs and a gala dinner in the Club house which overlooks the start line and first part of the hill. A highlight for me on the 2004 weekend visit to Prescott was driving Peter Green's NE which he lent me with incredible generosity. NA0960 was off the road to have some minor work done.

In March 2000 our then Chairman Mike Allison persuaded me to take on the role of Secretary which meant two very busy years in undertaking the dual role.

During the year 2000 Mike Allison indicated he would like to stand down from the Committee after serving the Register in various roles since its inception in 1961. I proposed to the Committee that Mike be elected the Register's first President in recognition of his long service. The Directors of the Club signed this off and we were all delighted to elect Mike as President at the 2001 AGM.

I asked Peter Green if he would accept my nomination for him to take over the Chairmanship. He accepted and was elected on 1st March 2001. Peter is a very well respected and knowledgeable Triple-M owner and the Register prospered under his 11 year term of office. In addition to being a very good and busy Chairman Peter and his family achieved much success with their cars – notably with K3011.

I am also pleased to say that I managed to persuade Dick to join the Committee as Safety Fast scribe to replace Bob Hudson. Subsequently Dick was nominated by Peter and elected as Chairman in March 2012. Dick has been a very keen and active Chairman and has taken the Register to another level including his co-ordinating and organising the Register's move to the new data base – no easy task and involving much work.

Both Jeremy Hawke and Mark Dolton accepted my invitation to join the Committee both are second generation and enthusiastic Triple-M owners who bring much to the Committee. Under Mark's guidance the almost defunct racing activity is enjoying a remarkable surge as witness the entry for Brands Hatch which takes place in the week I have penned these notes.

The Register has been very well served by past and present Committee members and has grown to a far higher number of cars listed than envisaged by the founding members in 1961. When I joined the Committee in 1999 the latest Register number was about 3000, as I write the latest number issued is 3623. Amazing!

The role of Registrar had grown too big for just one person to handle hence the Committee decision to file the cars in model/chassis number order as opposed to the previous practice of filing them by Register number. Registrars were appointed for the various models whilst Graham Arrondelle continued to oversee things in his role as Registrar.

It has been a pleasure to serve on the Committee and to be in contact with and meet so many owners. It has also been a privilege to serve with fellow Committee members under the Chairmanship of Peter and Dick.

Although I will not be standing for re-election I will continue for a short while as Registrar for the F/L/N types.

G Eagle

24th April 2018.



The 40th Anniversary display

REAR FIELD OF VIEW – INTERIOR REAR-VIEW MIRROR

Some thoughts on interior rear-view mirror installation for Triple-M cars.

By Bruce Sutherland

Interior rear-view mirrors are not listed in the MG 'period' accessories listings for the P and N types, but other models may have been fitted with short-stemmed scuttle-mounted mirrors (Factory list reproduced at end of this article).

The low installation height of these mirrors gives a limited rearward view.

Car design technology has progressed much since the 1930's and in seeking a solution to optimise the installation of an interior rear-view mirror, it is suggested that modern-day design legislation provides a pointer towards a more effective answer.

USA and European 'Field of Vision' legislation has been developed to guide designers.

Rear-view mirror location, size and shape is defined in RREG 79/795 and E/ECE/324 Rev.1/Add.45/Rev.5-E/ECE/TRANS/505/Rev.1/Add.45/Rev.5, which relate back to the driver's eyes position – called 'eye ellipse' SAEJ941 and 'eye points'/'ocular points' in accordance with RREG 77/649.

(RREG's are Directives of the Council of the European Union and E/ECE's that for the United Nations).

The ECE regulation diagram (below) clearly defines the field of vision for Interior rear-view mirrors:

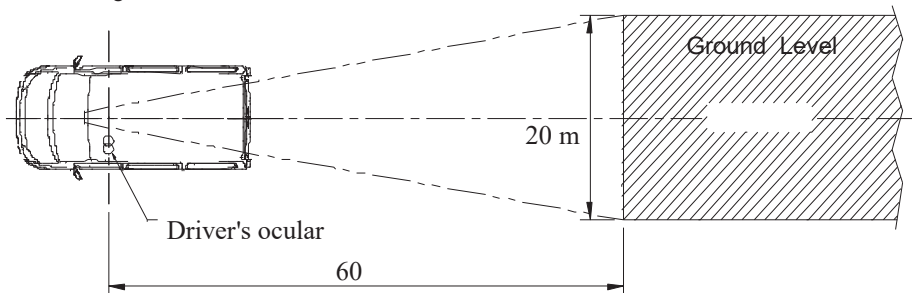
Uniform provisions concerning the approval of devices for indirect vision and of motor vehicles with regard to the installation of these devices.

15.2.4. Fields of vision

15.2.4.1. Interior rear-view mirror (Class I)

The field of vision shall be such that the driver can see at least a 20 m wide, flat, horizontal portion of the road centred on the vertical longitudinal median plane of the vehicle and extending from 60 m behind the driver's ocular points (Figure 4) to the horizon.

Figure 4 - Field of vision of Class I mirror



Application of the above specification to a MG P Type:

The photo below shows an estimated position for the 'eye ellipse'/ocular point' with a typical low-positioned after-market interior mirror.



Vision requirements in current vehicle design are established by USA and European regulations which provide a sensible guide to optimise/make the best of rebuilds; this case the size and location of the rear window in the hood.

The location of the driver's eyes are established from the eye ellipse from SAE J941 and the eye points from Reg. 77/649. I have approximated an ellipse position above.

The rear view mirror 'field of view' is formed by the vision lines off the mirror – low-positioned after market mirror



Photo above shows a typical 'period' size and location for the hood rear screen/window.

A typical low-mounted mirror between the scuttle humps is shown below:



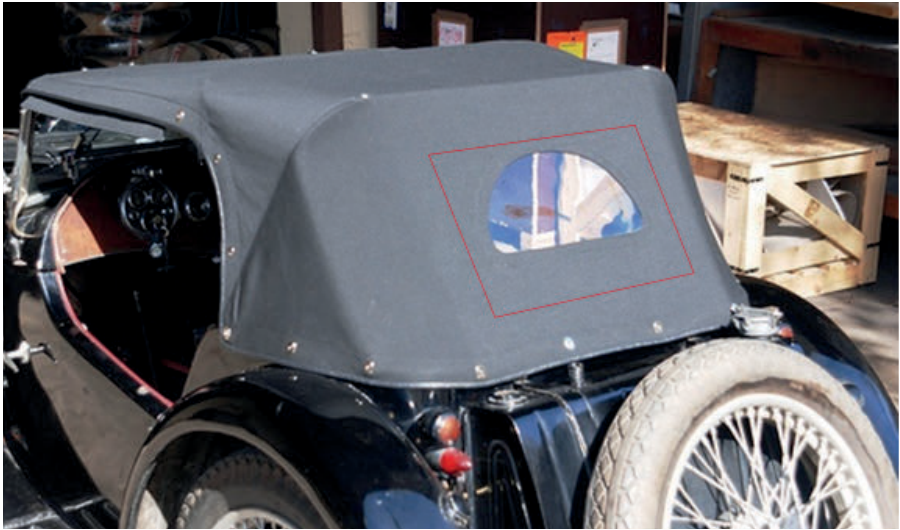
Thus, in relation to all short-stemmed scuttle-mounted offerings, two improvements are suggested:

1. Raise the height of the interior rear-view mirror.
2. Change the shape and size of the hood rear screen/window – by lowering the bottom edge and widening the sides.



Step 2. Improve Interior Rear-View Mirror **Field of View** by:

1. Raising the height of the mirror (This mirror neither 'original fit' nor 'period' accessory).
2. Lowering and widening the rear screen in the hood – sight lines referenced from the 'eye ellipse' – SAE J941.



Interior Mirror - improve field of view (hood):

1. Lower the bottom edge of the hood screen/window
2. Widen the sides of the screen.

These suggestions are offered for comment and improvement:

This article has been revised by Bruce following advice received from Simon Johnston and Nick Feakes. The main changes relate to the question of factory listed rear view mirrors. Simon has confirmed that J2 and L2 models were offered with scuttle-mounted mirrors and Nick has identified that the factory photos of the following models show mirrors: M-type Sportsman Coupé, J2, F2, L1 Continental coupé, Abbey bodied K1 and K3. This list may not be definitive so reader's comments would be welcome.

THE LIST OF ADDITIONAL EQUIPMENT		
FOR THE		
M.G. MIDGET 'PB' type & the M.G. MAGNETTE 'N' type models		
Continental (single bar)	1937	1938
Continental (double bar)	1937	1938
Continental (triple bar)	1937	1938
Continental (quad bar)	1937	1938
Continental (penta bar)	1937	1938
Continental (hexa bar)	1937	1938
Continental (hepta bar)	1937	1938
Continental (octa bar)	1937	1938
Continental (nona bar)	1937	1938
Continental (deca bar)	1937	1938
Continental (undeca bar)	1937	1938
Continental (duodeca bar)	1937	1938
Continental (tredecima bar)	1937	1938
Continental (quartaedecima bar)	1937	1938
Continental (quintadecima bar)	1937	1938
Continental (sexdecima bar)	1937	1938
Continental (septendecima bar)	1937	1938
Continental (octadecima bar)	1937	1938
Continental (nonadecima bar)	1937	1938
Continental (viginti bar)	1937	1938
Continental (viginti et unum bar)	1937	1938
Continental (viginti et duo bar)	1937	1938
Continental (viginti et tres bar)	1937	1938
Continental (viginti et quattuor bar)	1937	1938
Continental (viginti et quinque bar)	1937	1938
Continental (viginti et sex bar)	1937	1938
Continental (viginti et septem bar)	1937	1938
Continental (viginti et octo bar)	1937	1938
Continental (viginti et novem bar)	1937	1938
Continental (triginta bar)	1937	1938
Continental (triginta et unum bar)	1937	1938
Continental (triginta et duo bar)	1937	1938
Continental (triginta et tres bar)	1937	1938
Continental (triginta et quattuor bar)	1937	1938
Continental (triginta et quinque bar)	1937	1938
Continental (triginta et sex bar)	1937	1938
Continental (triginta et septem bar)	1937	1938
Continental (triginta et octo bar)	1937	1938
Continental (triginta et novem bar)	1937	1938
Continental (quadraginta bar)	1937	1938
Continental (quadraginta et unum bar)	1937	1938
Continental (quadraginta et duo bar)	1937	1938
Continental (quadraginta et tres bar)	1937	1938
Continental (quadraginta et quattuor bar)	1937	1938
Continental (quadraginta et quinque bar)	1937	1938
Continental (quadraginta et sex bar)	1937	1938
Continental (quadraginta et septem bar)	1937	1938
Continental (quadraginta et octo bar)	1937	1938
Continental (quadraginta et novem bar)	1937	1938
Continental (quingenta bar)	1937	1938
Continental (quingenta et unum bar)	1937	1938
Continental (quingenta et duo bar)	1937	1938
Continental (quingenta et tres bar)	1937	1938
Continental (quingenta et quattuor bar)	1937	1938
Continental (quingenta et quinque bar)	1937	1938
Continental (quingenta et sex bar)	1937	1938
Continental (quingenta et septem bar)	1937	1938
Continental (quingenta et octo bar)	1937	1938
Continental (quingenta et novem bar)	1937	1938
Continental (sexcenta bar)	1937	1938
Continental (sexcenta et unum bar)	1937	1938
Continental (sexcenta et duo bar)	1937	1938
Continental (sexcenta et tres bar)	1937	1938
Continental (sexcenta et quattuor bar)	1937	1938
Continental (sexcenta et quinque bar)	1937	1938
Continental (sexcenta et sex bar)	1937	1938
Continental (sexcenta et septem bar)	1937	1938
Continental (sexcenta et octo bar)	1937	1938
Continental (sexcenta et novem bar)	1937	1938
Continental (septingenta bar)	1937	1938
Continental (septingenta et unum bar)	1937	1938
Continental (septingenta et duo bar)	1937	1938
Continental (septingenta et tres bar)	1937	1938
Continental (septingenta et quattuor bar)	1937	1938
Continental (septingenta et quinque bar)	1937	1938
Continental (septingenta et sex bar)	1937	1938
Continental (septingenta et septem bar)	1937	1938
Continental (septingenta et octo bar)	1937	1938
Continental (septingenta et novem bar)	1937	1938
Continental (octingenta bar)	1937	1938
Continental (octingenta et unum bar)	1937	1938
Continental (octingenta et duo bar)	1937	1938
Continental (octingenta et tres bar)	1937	1938
Continental (octingenta et quattuor bar)	1937	1938
Continental (octingenta et quinque bar)	1937	1938
Continental (octingenta et sex bar)	1937	1938
Continental (octingenta et septem bar)	1937	1938
Continental (octingenta et octo bar)	1937	1938
Continental (octingenta et novem bar)	1937	1938
Continental (novecenta bar)	1937	1938
Continental (novecenta et unum bar)	1937	1938
Continental (novecenta et duo bar)	1937	1938
Continental (novecenta et tres bar)	1937	1938
Continental (novecenta et quattuor bar)	1937	1938
Continental (novecenta et quinque bar)	1937	1938
Continental (novecenta et sex bar)	1937	1938
Continental (novecenta et septem bar)	1937	1938
Continental (novecenta et octo bar)	1937	1938
Continental (novecenta et novem bar)	1937	1938
Continental (mille bar)	1937	1938

**NA0793:
THE PURCHASE AND RESTORATION OF A 4-SEATER NB
Part One: conflicting identities and mysteries to unravel.
Notes and photos supplied by David Allen**

The following article prepared by David Allen is a welcome addition to the Bulletin as it not only features one of the rarer models but also poses some interesting questions that readers may be able to answer. David has promised further articles covering the restoration process.



I have had MGs since 1983 when I bought an unrestored TF 1250 which we used for some 20 years and undertook a full restoration along the way. The TF was replaced by an RV8 in 2005 which we still have; much more suitable for everyday and long distance MG motoring.

As a member of both MGCC and VSCC the idea of buying one of the smaller pre-war MG six cylinder saloons arose so that I could use one car for events in both clubs. I tried both F and L Salonettes but they were too small and also tried to locate a K1 or KN which seemed ideal but they are, as everyone knows, as rare as "hens' teeth". After putting a "Want Ad" on the MMM Register Forum in late 2014 I was offered a 4 seater NB, NA 0793, original but in need of restoration which had been in Holland from 1968 to 2009 in the hands of a Dutch MMM member. See photos of the car in 1968 (black and white) and when I bought it in Feb. 2015.

The provenance and earlier history of the car has caused many telephone calls and head scratching both by me and members of the MMM Register especially George Eagle and Graham Arrondelle.

The man from whom I bought the car said it had originally been an MG works car, JB 6571, and was illustrated in the Book called "The Art of Abingdon" by John McLellan, page 120. The MMM Register also confirmed that the car was known to the Register, had been used as a test car by Shell and they added that one of their record cards linked 0793 to JB 6571.

I spoke to several other people asking about the early history of the car but get no further information. About six weeks later after committing to buy the car I received a letter from the DVLA saying as I had just acquired JB 6571 would I like to register my ownership. Somewhat surprised, I filled in the forms and also a SORN declaration and assumed all would be well but that is when the fun started.

Within days a letter came back from the DVLA saying there was a conflict in that someone had written to them with contemporary photographic evidence saying that they were the current owner of JB 6571 and had been for many years. Mystified I rang the DVLA and to my surprise found a very helpful assistant who told me more than she should have about the other car. The car JB 6571 had been registered with another owner for many years, the chassis number was 0743, the engine number 938AN, the car was originally red but now shown as green but they would provide no more information. So at least I had established that there were two different cars and that mine was not JB 6571!



I shall leave this part of the story now and say that my car was clearly green originally, and is now badly painted Red and Black, and has another registration number CYF 765 which is London of the exact period, 1936, when the NB would have been first registered. Unfortunately the simple answer available to many MMM owners to check their car with Abingdon is no good for me. Factory records of the NB/NA series including mine have been lost/destroyed. Having said all that the Register has indicated that my car appears to be genuine with matching numbers!

I went back to my UK seller and to the Dutch owner who sold it to him to ask where the identification had come from of my car being the one in the Art of Abingdon book. The answer was that the one in the book has a luggage rack and mine has bolt holes in the rear of the chassis with signs of large bolts and nuts having been used to attach something like a luggage rack. This seemed to me a pretty tenuous reason to attach a complete provenance to the car and with the colour issues also, cannot be a correct assumption. (Look at the Art of Abingdon photo and tell me if you think the car is red/black or light/dark green; I think it is red/black or red/dark red.)

Hence I have to conclude there are two similar cars 0793 and 0743. The mystery then was how did the MMM Register record cards attribute my Chassis number 0793 to the Registration JB 6571 which triggered my initial confusion. However, having written this article more or less as it now stands and submitted it to the Bulletin Editor, I received another email from George Eagle on the subject which clarified a lot:

“We have now received information that conclusively shows the other NB is NA0743 and the Registration is JB 6571. We believe that in the past the number of this car was erroneously entered into the Register as NA0793.

The photos of your car show the Registration CYF 765; there is an old entry showing the Triple-M Register number 2084 being allocated to a car and then tipped out due to the error noted above. We believe this must have been at the time Cees Roeleveld purchased NA0793 and have agreed this number be allocated to NA0793. The Triple-M Register number 175 stays with NA0743 Registration number JB6571. The Register has been updated to reflect these changes.”

Finally the confusion between the records of two cars is cleared up!

I would still like to know about the early history of the car and especially the Shell connection (see below) so I decided to try and find people from Richardsons of Staines; the MG dealer who sold the car in 1968, or perhaps someone who knows where the Richardsons records may be. So far I am no further but would welcome any suggestions?

There are other mysteries visible in the black and white photo: First the two petrol fillers supporting the suggested use by Shell for fuel testing and mentioned to me by Grahame Arrondelle when I first contacted the Register. So far I have made no progress finding a Shell testing organisation that I can even ask but in addition the two fillers feed only a single tank with dividers but with full fuel flow to both sides of the tank.



Above: the holes in the rear chassis that added to the confusion over identity

Below: another view of the car as purchased by David in 2015



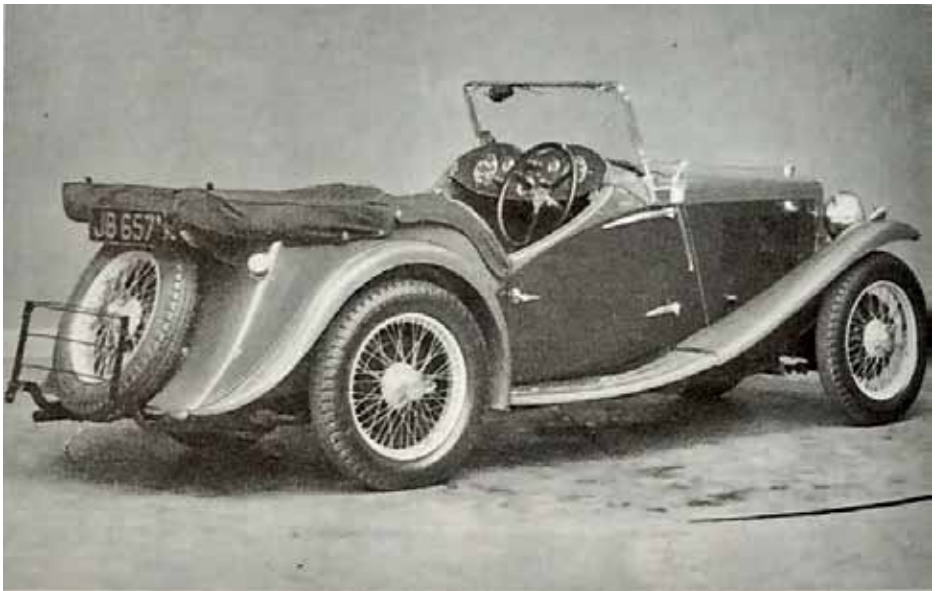
If it was a Shell car with a split tank they must have restored it to a single unit when they sold the car on. Cutting two petrol pipe holes and making two connections to the top of the tank must have had some original purpose. Any ideas from readers on this one are also welcome. The work was properly done and I will retain the two fillers.

Mystery number two: In the black and white photo you can see two extra non MG vertical rear lights with round reflectors underneath. What were these lights for?

I remember in 1956, when I was an Austin Seven owner, the UK legislation changed to require all cars to have two rear lights close to the edge of the car. If the NB had only one light on the number plate, as many MGs and other cars did at the time, then new lights would have been necessary. However, each light unit actually has three 5 amp bulbs (see photo) which could have been used to make very bright rear lights, sequential brake lights which were appearing on some American cars at the time, combined stop and tail lights or perhaps something significant to the person or Company, that owned the car. Cutting holes in the body and using very unusual lights does however seem odd when the addition of one extra light at the side of the number plate would have met the legal requirements.

The lights and red lenses are very tatty so will be replaced by a nice pair of combined reflector and stop lights from a Federal US specification MGB.

I could go on but won't. Next time I will say something about the body restoration and about another mystery.



KIMBER CLASSIC TRIAL 2018



Report by Colin Butchers

One of the most popular Triple M orientated events of the current calendar, The Kimber Classic Trial organised by the South Western Centre took place on Saturday the 7th April 2018, starting from Lanes Hotel on the A30 at West Coker, a few miles to the west of Yeovil. The 26 entries comprised one 18/80, three M-types, four J2s, three PAs (including one crew from The Netherlands), two PBs, one N-type, three T-types, two Modern Midgets, an Austin 7 Special, a Morgan Plus 4, a Dellow and four non-starters. Three were the Austin of Douglas Wright, the J2 of Register stalwart Charlie Cartwright, the PA of similar Register stalwart George Ward and cruelly, the J2 of Ian Mackay driven by James Mather. James always drives very well on the Kimber and duly presented himself at Lanes Hotel to sign-on, only to have the crown wheel lose a tooth or two just yards from the start line of Section 1, a few hundred yards from the hotel gates. Another few yards and he would have been classified as 'Retired' rather than 'Non-starter', which I think is much to be preferred.

When signing on we were informed that three of the proposed Sections had been withdrawn due to the overnight rain. Alham Splash – one of the most popular sections (for spectators if not for competitors) was apparently a metre deep. Blimey, I understand that is just over 3GBF (3 Great British Feet) deep. The section would have to be renamed Alham Completely Submerged. In addition to Alham, Hell Ladder Lane which starts from the bottom of a deep valley, was similarly flooded, whilst the long approach track leading to Honeypitts (first used on the MCC Exeter Trial in 1928 when it was known as Little Minterne) was more soft mud than track.

The heavy rain which had fallen during the night, fortunately had almost cleared by the time the first car, Peter Jones well-known 18/80, moved off at 9.15 a.m. with the rest of the entry following at one-minute intervals.

Section 1: Malcs' Orchard which is on the outskirts of West Coker, was first used last year and I thought that I liked it possibly because I sailed merrily to the top. This year the overnight rain made it very difficult even to reach the start line, let alone make progress up the hill and only five of the competitors made clean climbs. The rest of us incurred penalty points ranging from 3 to 10.

Section 2: Isles/Stoney Lane requires a start from Line A on a gentle gradient with a good firm surface followed by a sharp right-hand corner to stop astride Line B which might be set anywhere in the following 100 yards. You are then required to reverse back down the way you have just come, including round the sharp corner to stop astride Line C and then forward once more past Line B to the finish – all against the clock. The risks of making mistakes are numerous, from not crossing lines correctly, to hitting the bank whilst reversing, not to mention putting the car into a terrifyingly deep gully on the driver's side just by the sharp corner. Several cars incurred line penalties, whilst the best time was put up by Kim Jenkins in her Bevington bodied M Type with a blistering 33.21 seconds. Several competitors clocked a more sedate 67.75 seconds; that would probably be an 'age' thing, wouldn't it Patrick?

On to Section 3: Shortcross. You tell the start marshal how long you think it will take to drive to the finishing line – without using a watch. This is another section I quite like as I am usually fairly good at counting down the seconds, but not this year I estimated a relaxed 17 seconds and started gently whilst assessing the speed required. Too late I realised that I was not going to make it and clocked a 22 seconds, thus incurring a 6-point penalty for being more than 4 seconds adrift. The ever optimistic (or should it be over-optimistic) Ollie Richardson estimated a journey time of 8 seconds in his high-speed M type but skidded to a halt after 14 and so joined me and six others with a 6-point penalty. Best here was Nigel Wood in his TA who covered the course in 13 seconds after estimating that it would take him 12. That's the way to do it, Nigel.

Next was Section 5: Stoney Lane at Osborne, with a re-start in the Section. Ah, a proper trials hill at last. Quite steep, quite loose and stony making the re-start a worthwhile test. I have done a great many re-starts in my time and I thought I knew how to do it. The results prove otherwise, so a further 6 penalty points were added to my tally, as they were for six other competitors. On this section Kim Jenkins suffered a leak in the radiator header tank of the M-type but with the generous assistance of a local farmer, a temporary repair was carried out which enabled her to continue the trial after some delay.

Next came the bit I like most of all; the lunch break taken at The Camelot Inn at South Cadbury. A very nice pub set in lovely surroundings providing good refreshments and a welcome pause to the competition. There is plenty of time for a chat to friends and a look at the cars which always include a nice selection of spectator's vehicles. At precisely 1330 hours car number 1 led the field (still at one-minute intervals) off on the afternoon sections.



Kim Jenkins climbs well in the ex John Bevington M-type Photo by Alan Grassam



Roger Tushingam spins to a halt while marshal Keith Portsmore appears disinterested!
Photo by Alan Grassam

The first of these was Section 6, Batcombe, which is always difficult due to its rough surface and steep gradient, but my impression was that it had seen some repair work because the usual deep gulleys washed out by the rain were less obvious than usual. In fact, the entire field made clean climbs with the exception of Nigel Gibbons in his blown PA who managed to find a rock obscured by mud, resulting in a cracked sump. Although oil leakage was only slight, Nigel decided that it was prudent to retire the car and eventually he ended up being taken home by the recovery truck. Bad luck, Nigel.

The rest of us proceeded to Section 8, Nettlecombe, which in previous years was known as Honeycliffe, and as such was first used in the Kimber trial in 1937. This hill is steep and rough at the best of times and the overnight rain made it even more difficult. Only six cars managed clean climbs, including the very determined Miss Jenkins in her repaired M-type. Special thanks must be given to the extra tough hill marshals who spent most of the afternoon pushing the sixteen failures to the top of the hill. After being one of these failures, we proceed along the seemingly unending rough track on our way back to civilisation, when we came across a certain J2, half in and half out of a deep water filled pothole with a dead engine and the crew waving frantically to alert us to their plight. It seems they failed to note the Clerk of the Course's warning in the Final instructions to watch out for deep water filled potholes and had hit the obstruction at some speed, thus drenching the car in muddy water (no doubt containing a fair quantity of bovine effluent). Fortunately, whilst we edged our way carefully through the mini Alham splash, the J2 engine was re-started and we all continued on our way at reduced speed.

The final Section Pitcombe is approached under a disused railway viaduct, originally used by the late and much-lamented Somerset and Dorset Railway. You can almost hear the 9Fs and West Country Class locomotives thundering over top of the arches. Very conveniently these provide shelter to a temporary stall set up by local school children selling home-made cakes and tea or lemonade, which makes for a very pleasant short break before our final test, which the locals warned us was very muddy. Indeed it was, and quite rough as well but it failed to stop any of the field.



Colin Butchers and his son David in the PA stop for cakes at Pitcombe where £260.00 was raised for the Macmillan Cancer charity. Photo Alan Grassam

All that remained was for the cars to make their way to the signing off position at the end of the exit track which was not made any easier by two extremely large tractors and trailers which had parked themselves where two tracks crossed. I guess that when they parked, there was no other signs of life for a mile in any direction, let alone 26 very muddy sporting cars. After signing off, we retraced our route to Lanes Hotel at West Coker for a chat to our fellow competitors and some light refreshment, before adjoining for a welcome scrub-up in preparation for the evenings semi-formal dinner.

All that remains after a truly splendid day's sport, is to express our thanks to Andrew Owst and his team for all their hard work in organising the trial, especially to Clerk of the Course Bruce Weston and to his 'apprentice' Alan Grassam. Thanks also to all the marshals and in particular to the three strong men at the top of Nettlecombe.

Commiserations to the crews of the three cars that didn't make it through the day. Nigel Gibbons who went home on a recovery truck; Kim Jenkins repaired M-type whilst finishing the event was still leaking slightly so also made the journey back to Stockbridge on a recovery truck and to James Mather with the broken diff. Car owner Ian Mackay spent a happy hour or two at Barry Foster's workshops at Butleigh on the Sunday morning replacing the broken bits. It was more in the nature of a Master Class as he was surrounded by admirers, well-wishers and generally interested parties whilst the work was being done.

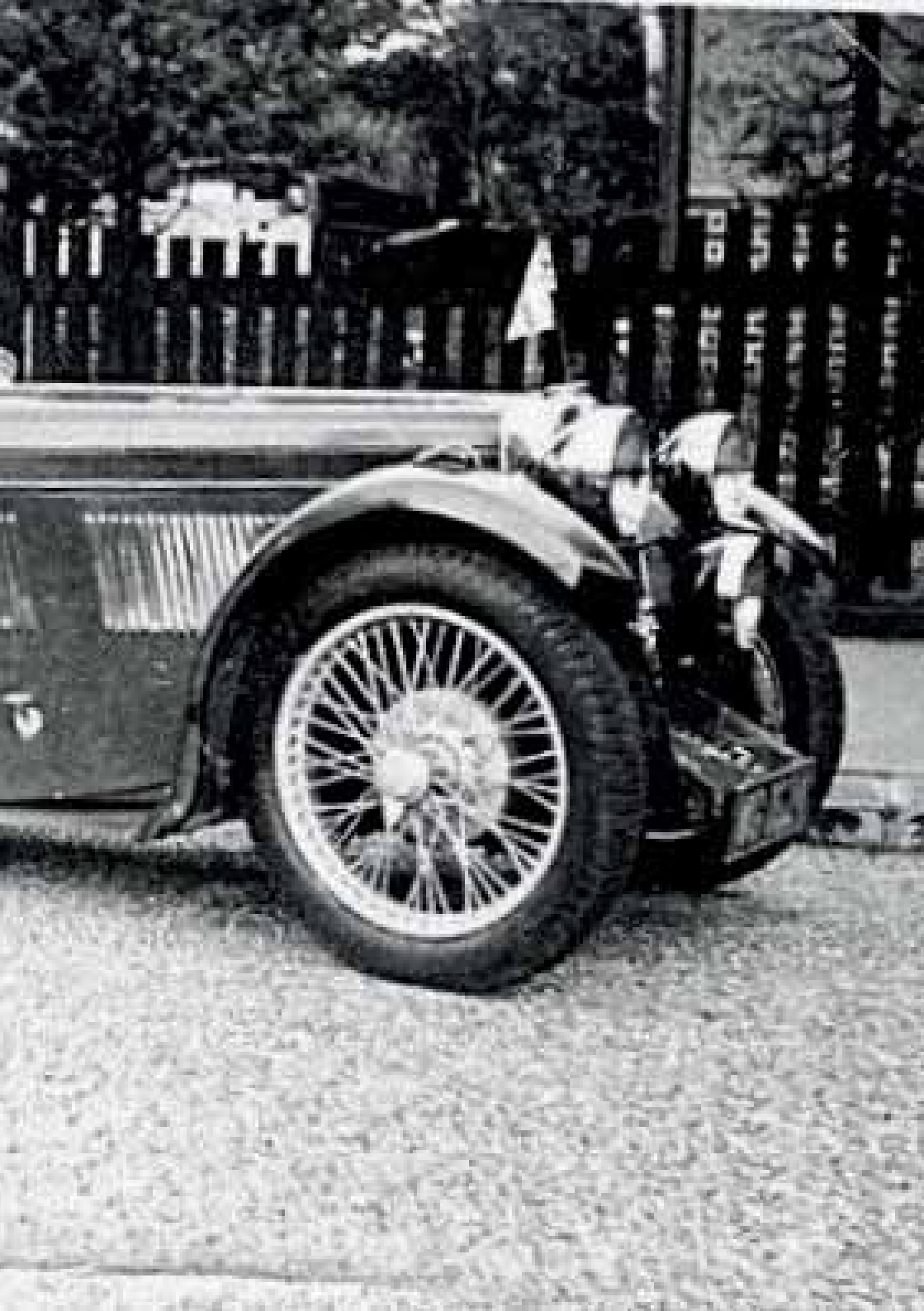
Congratulations to the Award Winners who were:

Classes 1 & 2 (Vintage, MMM and other pre-war cars)	
1 st Jon Rolinson – Austin 7 special	Penalty Points 6/speed Test 41.50
2 nd Roger Tushingam PB	Penalty Points 7/Speed Test 38.62
3 rd Peter Jones 18/80	Penalty Points 12/Speed Test 42.06
Class 3 (all T-types)	
1 st Derek Pearce TA Cream Cracker	Penalty Points 14/Speed Test 34.62
The Kimber Trophy (best MMM, vintage or T-type)	
Mark Smith J2	Penalty Points 6/Speed Test 26.19





F1 Magna F0948 with Stiles 'Threesome' body pictured in 1949 with owner Frank Cullen at the wheel. Frank was the uncle of well-known Triple-M exponent Bill Cullen who supplied the photo. An article on the car will appear in a subsequent issue of the Bulletin



SPEED HILL CLIMB



ORGANISED BY WEST CORNWALL MOTOR CLUB
(Affiliated to A.C.U. through Cornwall Centre)

AT
TRENGWAINTON

NEAR PENZANCE
By kind permission of Lieut.-Col. E. H. W. Bolitho, C.B., D.S.O.
ON EASTER MONDAY, 1951
at 2 p.m.

CORNISH HILL CLIMB EXPLOITS

by Ian Coxen

Trengwainton Hill Cimb, Cornwall

These two fun photographs have been supplied by Ian Coxen who has also provided the following information compiled from various sources as noted. The photographer is unknown but Ian thinks it may be Garfield Hall.

Synopsis of letter from A.W.Morrish, Bristol dated 10th May 1976:

Photograph on a very wet day, the car slid across the muddy track on the first corner and hit the bank whereby the door flew open and scooped in earth from the bank. This was subsequently deposited onto the track at the top hairpin after the door flew open again!

The car is PA2031, MG 4068, which was acquired from a Mr Hulbert. The car was fitted with a Marshall blower and a PB head.

The PA almost met it's ultimate fate in collision with a large Humber. The car ended up in a ditch but was wrecked from the gearbox back and written-off. I suffered broken ribs and the other driver was disqualified for a year. With the compensation received, the car was rebuilt and sold to Philip Green.

This was replaced with a similar car purchased from Gilbert Best (AYK 978). This car had previously been burnt out and, inevitably, named "Phoenix". This was also Marshall blown but had a Q-type head, a Morris 10 rear axle and a shortened chassis. This had terrific acceleration over 200 yards and was used in a variety of events including Trials, Sprints, Hillclimbs, Autocross, Driving Tests and Gymkhana.

The fastest PB in local events at this time belonged to E.J. Haesendonek who's brother also had a PB, albeit a little slower.



Information from Mr D Scobey, tobacconist from Penzance and life-long competitor:

The Trengwainton Easter Hill Climb used to take place after the Land's End Trial; extract tables show the results for MGs for various years:

9 th August 1946	A.Morrish PB*	39.0 secs	2nd
	A.Hurling TA	42.4 secs	8th
13 th September 1946	A.Morrish PB*	38.2 secs	2nd
	A.Small MG	41.2 secs	6th
	J.Toulmin MG	43.0 secs	10th
Easter 1947	G.Best	32.1 secs	3rd
	A.Morrish	32.25 secs	4th
9 th August 1947	A.Morrish	30.2 secs	5th
	Hartnoll	30.8 secs	6th
7 th August 1948	A.Morrish	31.0 secs	3rd
	Hartnoll	33.0 secs	7th
6 th August 1949	A.Morrish	29.2 secs	6th
	C.R.Nicholl	31.8 secs	13th
	Willcocks	32.2 secs	14th
Easter 1950	Upex	41.3 secs	7th
	Willcocks	32.0 secs	11th
Easter 1951	A.Morrish	29.5 secs	10th
*Shown as PB in tables although Alf Morrish's notes confirm car as a PA.			

Commentary from Ian Coxen:

Living in Penzance I knew this hill well and, as a teenager, marshalled and took photos using my father's Agfa folding camera; neither of these would now be allowed!

My father was Treasurer of the West Cornwall Motor Club.

The event was a very nice informal affair which left wonderful memories and led me into a lifetime of competing in MGs and other cars. This was a time of little regulation; short-sleeved shirts and no helmets required hence the appeal of the Easter event for those coming from the Land's End Trial. Many of the cars being extremely muddy as a consequence!

It is worth noting that the course was of cinder construction for a short time after the war and then improved. Times were considerably reduced as a result, particularly when the corners were concreted.

MGs were regular cars on this hill due to it being extremely tight and short with a 90° left after the start. This is the location for the photo of Morrish's car hitting the bank. This is followed by a right hand camber hairpin then a short straight to an equally tight odd-cambered left shortly followed by the top right-hand bend through granite gate posts and the finish into the wooded parkland. The corner angles were sharp so Morgan 3-wheelers tended to run two-up and Vincent motor bikes with side-cars had three-up. Difficult indeed!



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Estd. 1968



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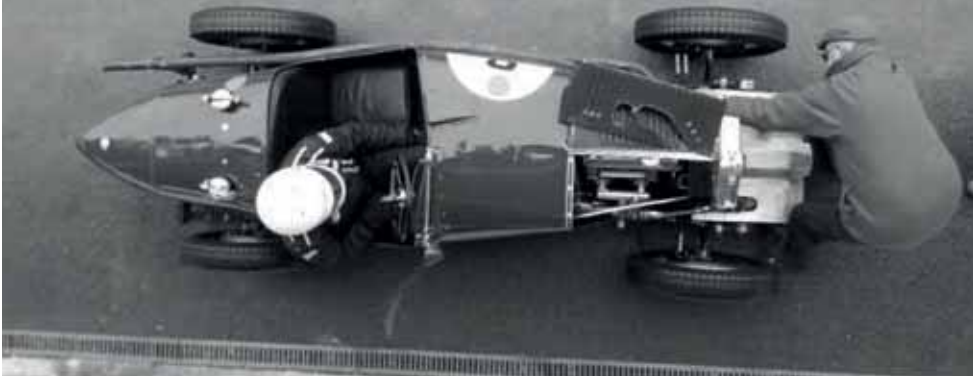
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THE GOODWOOD MEMBERS MEETING



A very successful outing by the Kayne special in the hands of Harry Painter. Starting at the back of the 30 car grid Harry worked his way up to a very creditable 10th place behind 5 Bentleys, 3 GN's and an Amilcar.

The photos supplied by Dick Morbey show the Kayne family and supporters in action and Harry's progress through the grid.





TECHNICAL TIPS:

Ewan Harris

When re-fitting the six nuts to the brake drums, make sure they are started on the studs with the same face towards the drum as when removed. It means less work with the spanner as, being half-nuts, they tend to stretch in one direction. The seating washers also tend to be dished and benefit from the same procedure.


This applies to the small cam cars but may not be relevant to the later large cam cars.



Another of Dick Morbey's photos of Ewan's well used F-type.



Hello MMers,

For the first time ever in the history of our Register we will be SPORTING a FEATURE MODEL of  at our National Meet.

This year at Lake Lawn Resort,
Delavan, Wisconsin-June 27-30

The P Type will be the FEATURED MODEL

This is not a judged activity, but when you attend the meet with a P Type this car will receive a very special NAMMMR participation award for its attendance.

There are 78 P Type s registered with our Register so drive, trailer, push or pull your fantastic P Type to the Lake Lawn Resort and join in the fun and tire kicking with your fellow MMers.

All the information, registration forms and schedule are available on the Register web site nammmr.org.

Looking forward to seeing everyone in Wisconsin!

Cheers
Jack Kahler
Chairman

INVITATION

The 2019 South African Triple-M gathering - Franschhoek

Dear MMM'ers

It has been almost a year since we last met in Knysna for the 2017 MMM Gathering, and the committee would like to take the opportunity to bring you "up to speed" with the arrangements for the next South African Triple-M Gathering. We hope that you have been enjoying your car since then. For 2019 the event will return to Franschhoek. The event is scheduled to run over three days from 26 to 28 April 2019, with registration taking place on the afternoon of Thursday 25 April.

This will be the fourth gathering, and the format will remain as previous events with selected arranged meals and coordinated drives, taking place in a relaxed atmosphere allowing time for fellowship and socialisation.

In addition to the usual touring day and the show-day, we are planning to add a set of technical discussions to this event. These will cover the preservation and restoration of our cars, as well as possibly some 'go faster bits' - the details of which will be confirmed in due course. The programme of events is proposed as follows:

Thursday 25th - Registration in Franschhoek

Friday 26th - A day drive on the back roads around Franschhoek, Paarl and Wellington

Saturday 27th - Triple-M discussions, focusing on preservation and restoration of our cars

Sunday 28th - Showday and closing luncheon at Franschhoek Museum

Please confirm your interest as soon as possible to allow the committee to effectively plan. We have made a provisional booking at the Franschhoek Protea Hotel, accommodation arrangements can be made directly with them in due course. Use the following link to register your interest.

<https://goo.gl/forms/BrdPmW2DZZjeVreo2>

Full details of the cost of the event will be provided as soon as we have an accurate indication of the interest in the event and finalisation of the programme. We look forward to enjoying the weekend with you.

Octagonally,

The Committee



SOME THOUGHTS ON PUNCTURES

Notes and photos by Bob Walker

Mr Dunlop's pneumatic tyre needs to keep the air inside it to work properly. Nature has ways of letting the air out that range from a few molecules at a time to the whole lot in one go. The slow puncture is insidious; the heavy steering and poor handling creep up on you. A pressure gauge will warn you of impending doom and tell you how much to put in according to the handbook and your experience. Kicking the tyres might make you feel better but that's all and if one is completely flat you can see that anyway.

The typical advice offered in the handbooks for when the puncture occurs goes something like this. Jack up the car take the wheel off and refit the spare simples !

Reality could go along the following lines.

1. The copper hammer to get the wheel nut undone is missing.
2. A brick pressed into service shatters, next brick still does no good because you are tightening the nut.
3. Euphoria at finally getting the nut undone is dispelled by finding that the jack is too tall to go under the spring. More improvising is now needed possibly involving more bricks and a scaffolding pole from the adjacent building site.
4. You now find that the wheel won't come off because of rusted splines, unless you are working on the rear where the oil seals leak. Anyway the spare brick is used again and you have the wheel off.
5. All you need now is the spare wheel but that won't come off because of the very smart new luggage rack. Not that it matters because the tyre is flat anyway.

Alternatively you have found the pitfalls out beforehand when safely at home. Your wheel nut undoing system - traditionally a copper hammer - needs appreciation of why the ears on the nuts are at the angles they are. Think of an army tank; a shell will bounce off the sloping front but more likely stop dead if it hits straight on. The ears are arranged so that you are at most advantage when knocking it off. When you miss knock off also applies to the paint on the spokes. The piece of hardboard shown in the photo can stop that and it doesn't take up much luggage space.



The original jack may have been lost and expensive to replace. I adapted a modern one so that wooden blocks drilled in the pattern of the axle holding threads would locate with a brass spigot. It works nicely.



Finally, if you are plagued with punctures consider what might be causing it. Our spoked wheels do not present a smooth surface for the inner tube to rest against. A thin tube will be cheaper but will wear through sooner particularly if there is rust which sheds little abrasive bits. In former times when horses were more numerous on our roads they left greater quantities of materials behind which included fallen out retaining nails from their metal shoes which were then available to cause punctures. The modern equivalent is the tractor driven hedge massacre system. Hawthorn hedges fight back, the name gives the clue to the weapons used; all you can do is try to avoid them if possible.

Bob's amusing article disguises some useful reminders. On our last trip back from Pre-war Prescott in the D we suffered a puncture and Bob's Item 3 came into force. Luckily one of the Air Cadets who had been helping at the event was following in his Mini and helped us lift the car onto the jack. Fortunately none of the other predictions came true and we were able to complete the journey without further incident.

The MG Car Club Triple-M Register 2017 Yearbook



The Register's eagerly awaited 2017 Yearbook, newly published in April 2018, continues the tradition of providing readers with historic, technical and other information which will appeal not only to the owners of these splendid cars, but also to the wider vintage motoring fraternity and M.G. enthusiasts generally.

The 2017 Yearbook is only £12.00 + P&P from the Triple-M Register's online Library Shop at www.triple-mshop.org or contact info@triple-mshop.org for details

INVITATION



Photo by Colin Murrell

The Triple-M Register's annual Summer Gathering with BBQ lunch is again being organised by Peter Green and will take place at his home in Farnham Royal on Sunday 8th July, commencing at 11.30 a.m. The event is open to all Triple-M owners and their friends, whether their cars are on the road or not. The event will be run on similar lines to previous years. There will be a self-judging pride of ownership and a light hearted gymkhana for those that want to take part, as well as some other 'fun' competitions to keep everyone amused. Also, there will again be a 'Bring and Buy' stall for those that have parts or memorabilia to sell.

The cost of entry is £15.00 per person which includes the BBQ lunch and drinks throughout the day. Peter regrets that it will not be possible to enter on the day as he has to know in advance how many people will be attending so that he can provide enough food and drink for everyone. Please also note that the number of participants is restricted to 125, so please enter in plenty of time to avoid disappointment.

An entry form is included with this Bulletin and can, if necessary, be downloaded from the 'Documents Downloads' page of the Triple-M website www.triple-mregister.org.

READERS' LETTERS:

Library Archive

Digby

Since my retirement as Librarian you will probably remember I have been curating the "non sale" Library stock that was inherited as part of the job in readiness for transferring to the MGCC Archive. This will facilitate better storage conditions and much better access for members.

The majority of the material was transferred last summer and a brief resume appeared in the Bulletin at the time. However passing over complete sets of original "Infoletters" which ran from October 1969 to early 2001 (last one being number 145 I believe) has proven more problematical. A very incomplete set of "Library" copies was passed over when I took on the job. Fortunately I was able to supplement these with those inherited from my late Father in Law, Charles Shepstone plus other donations. The only editions missing now are numbers 44,48 and 79.

The forerunner to the above, the original Triple M "Bulletin" (and later called the Triple M and Vintage Bulletin) which ran from the beginnings of the Register in May 1962 and continued until edition number 34 in, I think, December 1968. More of these are missing from the collection and many are in damaged condition or with missing covers. Missing are numbers 7,8,9,10,15,16,17,18,21,22,23 and 28.

If any readers are in a position to donate missing editions to the collection, or alternatively provide copies I would be very pleased. This will complete a valuable reference for todays owners, and if not already done elsewhere perhaps a complete scanned record enabled for website.

A few duplicates have been generated in the process from both publications and I hope to make these available for sale at Silverstone for Register funds.

Peter Hemmings

C.O.T.Y. observations

Congratulations to Colin McLachlan for his wonderful year in PA0613. I like the Australians participating too.

2nd place in 2017 was Australian John Gillett in K3 030.

It reminds me of 1992 COTY when Peter Green with Hamish McNinch in K3/s topped me in my NAs with P types 3rd & 4th in the final scores.

Best wishes to all from us in Australia

Peter Kerr
RN 2488

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ORIGINAL MG BROCHURES FOR SALE:



An extremely rare original brochure produced by the MG Car company Ltd detailing their successes with the C-type in 1931. In very good condition with no splits, tears or stains. Asking £220 for this special slice of MG memorabilia, despite paying more for it originally.



An excellent original copy of the brochure produced by the MG Car Company Ltd, extolling their successes in 1935 (it is rectangular, the camera has distorted the shape). No spits, tears or stains, making this a real collectors piece of memorabilia. Asking £180 despite it costing me much more.

For further details on either of these please contact Philip Bayne-Powell
01483 811428 Email: 1942mgman@gmail.com

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Very rare Lucas 4-cylinder magneto; all complete and overhauled ready to fit. Good fat spark. £150.

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DDS 14 DYNAMO FOR SALE:

BRAND NEW Rotax DDS 14 dynamo (ex- Barry Walker). Needs top fork and bottom bevel gear to complete. £420

Philip Bayne-Powell Tel. 01483 811428 or e-mail 1942mgman@gmail.com

FUTURE EVENTS:

19 May 2018	VSCC Oulton Park
27 May 2018	Register AGM - Abingdon
2 – 3 June 2018	MG Live – Silverstone
17 June 2018	Register AGM – Kimber House
24 June 2018	VVSCC Donnington
7 – 8 July 2018	Zandvoort
8 July 2018	Summer Gathering
15 July 2018	VSCC Donnington – Triple M Register Challenge
21 July 2018	Vintage Minor Register Pre-War Prescott
22 July 2018	VSCC Cadwell Park
26 July 2018	Triple-M Tour Luxembourg
29 July 2018	Vintage Minor Register Pre-War Shuttleworth
8 – 12 August 2018	European Event of The Year - Switzerland
23 September 2018	VSCC Snefferton
25-28 April 2019	South African MMM Gathering - Franschoek

VSCC SILVERSTONE APRIL 2018
Photos by Colin Murrell



Above: Stuart Evans' J-Type

Below: Fred Boothby's J2



TRIPLE-M REGISTER CHAMPIONSHIPS

Mike Linward, Competition Secretary

In spite of having only recently returned from New Zealand and endeavouring to get his car ready for the trip to Scotland, Mike has provided his usual set of results. The only omission is the Racing challenge as results from Silverstone were too late for this edition.

The COTY and Slade scores include the Kimber weekend results and Colin Butchers' report on that event appears elsewhere in this Bulletin. Tim Sharp's early entry on the Speed Championship table is courtesy of his entries in the Hagley & District Light Car Club's Loton Hill Climbs, driving his newly completed supercharged PB. The Hagley class structure did not particularly favour Triple-M cars being 'Classic Saloons and Sports Cars manufactured up to 1971' and included Jaguar C Type Replica, Lotus Europa and Austin Healey Sprites. Still, it's all useful experience and will come in handy when the Vintage Club have their event. Tim hopes to compete in a number sprints and hill climbs this year, mainly with the VSCC, so we wish him every success.

C.O.T.Y. 2018 – Scores to 18 th April 2018					
Position	Register Number	Car	Registration Mark	Driver/s	Points
	909	J2-PA/s	FW 3909	Bill Bennett	32
	2594	J2	MG 1949	Mark Smith	26
	3614	PB/s	VXS 544	Tim Sharp	24
	1883	J2	PO 8865	Patrick Gardner	18
	63	PB	MG 4581	Roger Tushingham	10
	-	M	KW 7956	Nigel Stroud	9
	341	M	PJ 7970	David Rushton	9
	1140	J2	JL 753	Mike Linward	9
	3303	M	LS 2464	Oliver Richardson	9
	3064	M	VC 8174	Colin Reynolds	8
	3	J2	DG 5404	Jeremy Hawke	7
	797	K1	ALA 871	Christopher Hobbs	5
	148	M	OY 1548	John Haine	5
	2362	NA	BTT 726	Richard Jenkins	4
	2615	PB	BOF 564	Tim Beckh	4
	85	PA	BGH 295	Colin Butchers	2
	1894	M	GC 7705	Kimberly Jenkins	2
	126	L2	ANB 431	David Naylor	2
	3525	J2	MG 2686	Chris Edmundson	2

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2018 Car Of The Year scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the end of Year final results, a submission must be made no later than the third week of January:

28 th January	VSCC, New Year Driving Tests	Full Results
28 th January	North Devon Motor Club, Exmoor Trial	Full
4 th February	Stroud & District Motor Club, Cotswold Clouds Trial	Full
17 th February	VSCC, Exmoor Fringe Trial	Full
17 th February	Fell Side Auto Club, Northern Classic Trial	Full
17 th March	VSCC, Herefordshire Trial	Full
1 st April	Hagley & District Light Car Club, Loton Hill Climb	Full
7 th April	MGCC SW Centre Kimber Classic Trial	Full
14 th /15 th April	Hagley & District Light Car Club, Loton Hill Climb	Full

SPEED CHAMPIONSHIP 2018 Scores to 18th April			
Position	Car/s	Driver/s	Points
	PB/s	Tim Sharp	11

SLADE TROPHY 2018 – Scores to 12th April			
Position	Car/s	Driver/s	Points
	J2-PA/s	Bill Bennett	17
	J2	Mark Smith	17
	PB	Roger Tushingham	9
	M	Oliver Richardson	8
	J2	Mike Linward	7
	J2	Jeremy Hawke	6
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Sisters under the skin.

What better way to illustrate the versatility of Triple-M cars than these photos by Colin Murrell showing two very different K1's that are still being actively campaigned in their 84th year. Vivre la difference!

Top is Christopher Hobbs' very original K1 seen at Brooklands in January. Below is the K1 Monoposto that was shared by Malcolm Hills and James Ricketts at VSCC Silverstone in April.





Sign outside the "pub" on the Royal Caribbean Harmony of the Sea cruise ship. This photo first appeared on the MG BBS site and was brought to my attention by Dan Shockey. It was taken by George Butz III from Florida, USA