

NZ TRIPLE M REGISTER

MG F Type

The MG F Type Magna known as the 12/70 was produced in 1931/2. It was effectively a six-cylinder version of the four-cylinder D Type. It produced 37.2 bhp. Top speed 72mph.

6 cylinder, 1271cc SOHC engine with twin carburettors. 37bhp.

The F Type was the MG Magna.

F1 looked similar to the D type Midget. ENV gearbox. 8" brakes.

F2 fitted with 12" brakes and J2-style body, with cycle wings.

F3 had body similar to F1 but with F2 chassis and 12" brakes.

F types produced from October, 1931 – December, 1932

Total number of cars produced: 1,250, comprising:

F1 open four-seater:	565
F1 Salonette:	370
F2 open two-seater:	40
F3 four-seater:	67
F3 Salonette:	20
Chassis only	188

Chassis # FO 251 – FO 1500.

F3 cars commence from chassis # 1376 (Ian Ross, Triple-M F Magna Register, UK).

Production dates:

F1 produced from 9th October, 1931, (up to ~FO 1370, thereafter F2/F3 models (mixed).)

F2 produced from 12th August 1932 – 20th October, 1932

F3 produced from 6th September 1932 – 1st December, 1932.

Amendments:

F1174 – change of owner & item from John McDonald (2011) and from David Kettle, the owner added.

NO PHOTO

Engine #	772 AF
Original Registration in UK	-
NZ Registration:	-
MGCC Triple-M Register #	3021

Car's History

An early F type chassis number (1932?) so probably an F1 type.

Garth Bagnall & Lawrie Poolman found this car and recovered it from a swamp in Dargaville in the late 1960s. The car had been there for 15 years! The chassis was fine, no rust, but the bodywork was, of course, 'stuffed'. Lawrie Poolman bought the car from Garth for £15. Lawrie fitted brakes but then sold the car to Rod Brayshaw "for the price of a pair of good golf shoes"! (\$250), in the 1990s. Basically a complete car but with no bodywork.

The car had been raced at Ardmore prior to being dumped.

The chassis is now stored on the mezzanine floor in Rod's workshop.

The following photos were given to me by Garth Bagnall. They show the car not long after he had recovered it. At the wheel, and not going far, is Dave Dodd.



Owners details:

Rod Brayshaw,

Bay of Plenty



Engine #	855 AF
Original Registration in UK	Not known
NZ Registration:	RD 1679 and before that AJ 1931.
MGCC Triple-M Register #	-

1931 F type. Has been converted to a 2 str F2 style. The photo above (from F Magna Registry website) was taken before the car was exported to Australia.

NZ owners were "Michelle" from Nelson and Bill Osborne from Richmond, Nelson. The car's registration plate during Bill's ownership was as above in the "F Magna Registry" website picture.

Car's History:

The car is now owned by John Hurst NSW. He tells me "F0581 was rebuilt in Nelson and Christchurch by Bill Osborne in the nineties. Bill then sold it to Ross Williams in Melbourne

and he brought it to Australia in 2009. Ross died in early 2010 and I bought the Magna from Ross's estate.

Since then I've taken it to three National PreWar MG Rallies at Bathurst and Yamba and have rebuilt the engine after a gudgeon broke.

This entailed having new steel rods with floating pins made here, new pistons made in Adelaide and now have slipper big end bearings and an oil filter. The car is again running well and I have had some contact with Bill Osborne but would love to find out more of the car's history from the period before Bill bought it as a collection of bits. It was registered with RD1679 by Bill, but the other numbers listed are intriguing. (AJ1932 and GS3025)".

It is now owned by John Hurst, NSW. There are several photos of this car whilst owned by Ross Williams in Victoria with Victoria plates on the F Magna Registry website.



The above (2018) picture of F 0581 was provided by John Hurst.



*Photo taken in 2018 by Darryl Bretherton (MGCC Auckland Centre)
at the Geraldine Vintage Museum.*

Engine #	910AF (Original engine for this chassis was 920 AF)
Original Registration in UK:	KY 1736, and later, MG 2818
NZ Registration:	-
MGCC Triple-M Register #	872

Car's History:

The Triple - M Register in UK shows that this car was sold as 'chassis only'. George Eagle, UK Triple-M Register, UK adds: "The factory file shows the car was supplied as a chassis only, engine number 920AF, supplied by B Waterhouse & Sons, Bradford, Yorkshire to E Hyde on 26th February 1932. No indication as to what body was to be fitted"

Ian Ross (F Magna Registry) says: "F 0662 was an "F1 University Motors Carlton Coupe, (this has been verified), later given Q Type body for racing, 12" brakes and telescopic dampers"

The paper file held by Triple-M Register, UK shows that Ian Ross was in touch with former UK Registrar Bob Clare in March 2009 with news from the Midland Museum, W Australia. The car had been inherited by Mrs Jill Porter from the estate of her late father

Mr Paul Terry of Albany WA. Paul founded the Extravaganza Gallery and the Esplanade Hotel in 1990. He also owned "Genevieve" of movie fame – it seems there was info on the Genevieve web site.

There is also an email from Tony Sloan (Historian, Pre-War Register, Australia) who said he had spoken to Ed Farrer from W Australia who looked after the car for Jill Porter. He thought the car had come into Australia fairly late and had lost its University body by then and was now fitted with a 2-seat body. He confirmed the chassis number was correctly stamped.

There were no further developments known until February 2011 when the car was advertised for sale in Australia. The car Registration number at this time was AS 2394.
(See photo overleaf)



Next, we know that on 30th April, 2014 Bruce Washington purchased the car from Jill Porter. Bruce subsequently left Australia and now lives in NZ. Bruce Washington provided the following additional history from Rob Dunsterville, NSW:

However I thought it worth alerting you to the information I have to see if it fills any gaps.

I think this is the car that was owned by Paul Samuels in Sydney and he had it restored at Nolan Automotive in the late 1970s (Greg Nolan pioneered Nolathane). The person who did most if not all the mechanical work was Albert Johnson who later restored a supercharged PA which he used extensively until he sold it recently. He now lives north of Coffs Harbour. The work he did was first class. I never knew who did the panels/paint or trim but Albert is likely to have also done the body frame and assembly as he is a fitter and turner by trade. How much Paul wanted and how much Albert did to the car to take it full F2 specs I don't know. It may too long ago for Albert too!!

Paul sold it, and directly or indirectly, it was owned by Janet Holmes A Court, Joan Terry and ended up in a museum at Albany, WA.

I am doing some research on Jarvis bodied MGs which were mainly on C, D, M, and F chassis. The Jarvis F is a two seater and the factory F2 and the Jarvis F are sometimes confused.

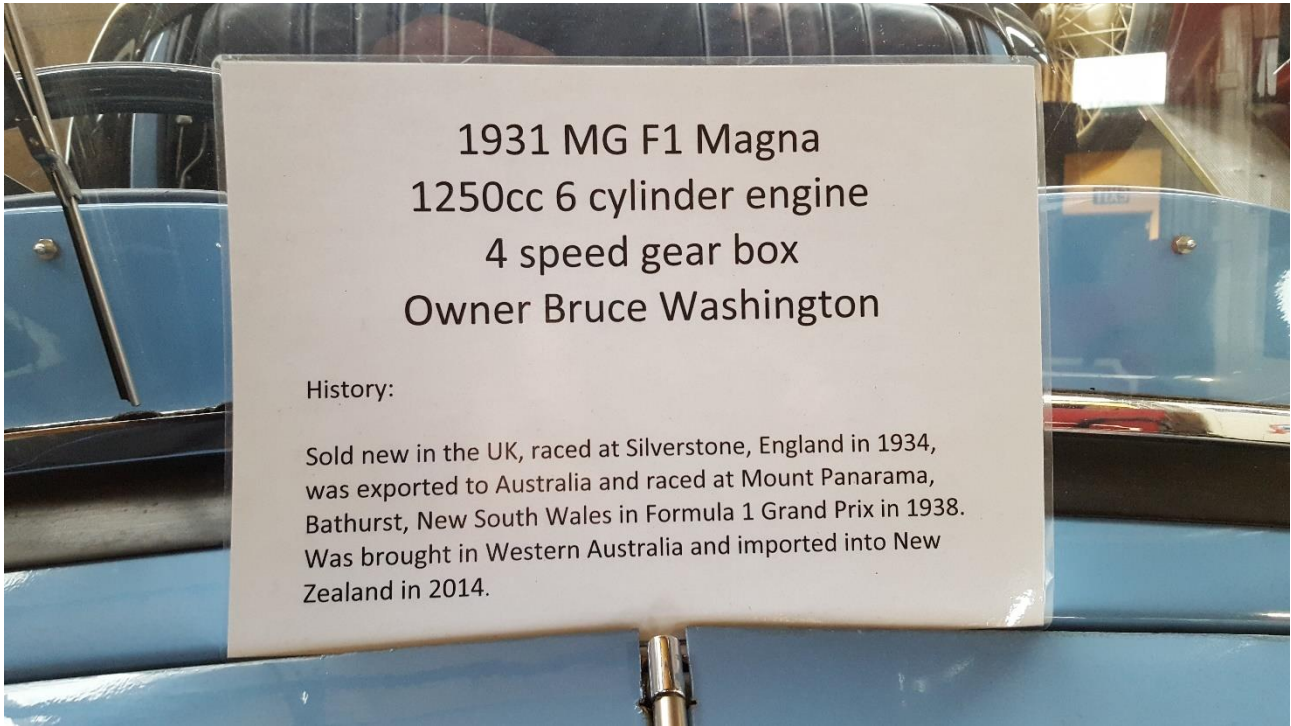
The MG F Magna Registry (fmagnaregistry.org) has some interesting info on your car. It says F0662 started life with a University Motors body and was later raced with a Q-Type body presumably before coming to Australia. The UK MG MMM Register may have more info. Do you know how to contact the Registrar?

Paul Samuels may have bought it in UK. He had motor vehicle dealerships in Sydney before selling up and building the Wakefield Park circuit near Goulburn, south of Sydney. He lives in the NSW Southern Highlands.

I hope that the foregoing is not all 'old hat' and is of some help.

Kindest regards,

Rob Dunsterville
Mid N Coast NSW
1954 MG TF
2002 MGF



Notice on the windscreen in the Geraldine Museum, where the car was on display, 2018



*Photo dated 1975 copied from Triple-M website in UK.
Note the car still has UK plates in 1975.*

Clearly there are conflicting histories allocated to this car, which are difficult to prove or disprove!

Bruce told me the car has been raced at Silverstone in 1934, but this is incorrect. Silverstone first hosted motor racing, after its initial role as a WW2 airfield had ceased. It was in 1948, RAC first leased the airfield from the Air Ministry. The facility was quickly converted to a motor race circuit and the first post war British GP (1948) was held at Silverstone, only 2 months after the RAC had signed the lease.

The car was allegedly imported into Australia in time to race in the Australian Grand Prix in 1938 at Bathurst. This also seems incorrect as the F Magna Registry has two photos of this car in the 1970s in the UK. The F Magna Registry photos are consistent with the comments from Rob Dunsterville (above). I have also heard from Matthew Magilton, Pre-War Register, Australia that F 0662 was imported into Australia in 1979, so the 1938 Bathurst entry also seems incorrect.

Could the car have been raced in UK prior to being exported in the late 1970s? This, according to F Magna Registry occurred – but not, presumably, in the car's early days, as it had a UM 'Carlton' body fitted. Was this body replaced by a Q Type body in the UK, and in turn the Q Type body replaced by the current two-seater F2 style in Australia? The F Magna Registry thinks so and has a photo of MG 2818 when owned by Tonks which appeared in the MMM Year Book, 1978. The photo does not show enough bodywork to show it was a Q Type and the registration plate is very difficult to read. Also there is no link between MG 2818 registration plate in UK and the F Type chassis number.

I have been unable to find any evidence of this car racing at Bathurst in 1938. Where this story originates from I don't know but it seems, to me, more probable that the Magna which did race at Bathurst in 1938, driven by Sqn. Leader J. Summers, is the same Magna as he raced in 1936 at Victor Harbour in that year's Australian Grand Prix. At Bathurst in 1938 the Magna did not finish, but two years earlier, a Magna driven by Summers finished 8th overall. Surely, in the AGP & Bathurst races the Magna Summers raced in 1936/1938 would have been an L Type? This aligns with the photo from F Magna Registry showing the car still being in UK for a further 40 years, and Matthew Magilton saying the car was first imported into Australia in 1979.

Summarising, I think the most probable history of this car is:

U/M 'Carlton' body fitted after the chassis was sold by MG Car Company in 1931.

Car imported into Australia in 1979 by Paul Samuels, Sydney. (This is consistent with Matthew Magilton (Pre-War Register of Australia) understanding and his notes about this

car.

Car converted to F2 style by Albert Johnson at Nolan Automotive

Sold by Paul Samuels to Janet Holmes A'Court

Paul Terry purchased the car.

On Paul Terry's death his daughter Jill Porter inherited the car.

From ~2009 the car was on display at Midland Museum, WA

April 2014, the car was purchased by Bruce Washington

Shortly after Bruce purchased the car it was imported into NZ when, in 2014, Bruce decided to relocate to NZ. Most of the time it has been in NZ it has been loaned by Bruce to Geraldine Vintage Museum (South Island).

What is unclear to me is:

- whether the car was ever fitted with a Q type body? An F Type seems an unusual choice of chassis for a Q Type body – perhaps the chassis was fitted with a more exciting motor too?
- The Australian PreWar Register, the F Magna Registry and (I think) the F Register of the UK Triple-M Group all refer to the Q Type body, but I have not found any evidence or photos to support this. The letter (above) from Rob Dunsterville makes no reference to the Aussie restorers removing a Q Type body when converting the car to an F2 style.
- AGP History – 1936/38.
J.H. Summers raced a Magna (#27), a 'stripped road car' in the 1936 AGP at Victor Harbour, finishing 8th overall. Interestingly, "A History of the Australian Grand Prix, 1928-1939 says "The MG Magna of Sqn Ldr Summers cruised around the course (during official practice for the 1936 AGP) in the hands of his mechanics, as Summers had yet to arrive at Victor Harbour". Was this the same Magna as Summers raced in 1938? And was it F O662 or was it an L type Magna?

Past Owners identified so far include:

26.02.32: E. Hyde, (UK)

???Bill Tonks, car registered KY 1736 at this time

1970s: Purchased by Paul Samuels, Sydney

Janet Holmes A'Court

Paul Terry, Western Australia

Jill Porter, Western Australia.

Displayed in Albany Museum, WA during Jill's ownership

30.04.2014: Bruce Washington WA purchased the car and then moved

to NZ. Car has been loaned by Bruce to Geraldine Vintage Museum, South Island,

since 2017.

Owner's details

Bruce Washington,

Otago

Note: The reference to Tonks owning this car is from an article about F Types written by N Sands "The F Type Magna 12/70". This appeared in the Triple-M Year Book in 1978 and is reproduced at the end of this F Type Register thanks to the F Magna Registry. In this excellent article there is a picture of an F Type owned by Tonks, and the car has been identified as F 0662 from its registration number. Personally, I find the re-print from the Year Book not clear enough to be sure what the registration number is – perhaps the original photo is clearer?

NO PHOTO

Engine #	1024 AF
Original Registration in UK	-
NZ Registration:	-
MGCC Triple-M Register #	-

Car's History:

John Chapple, owner until recently of F 1348 tells me "In August 1965 I bought the frame and mechanicals of an MG F1 Magna from Bob Saunders of Laingholm, Auckland. There were a few body parts and three wheels. In 1987 I sold much of this stuff to John Gairdner, in the belief that I had saved it and that it was now in the hands of a would be restorer. I believe that he (John G) later sold it to Captain Ian Bradley of Paremoremo, Auckland. (December, 2022)

Previously. Ian Bradley had told me "I purchased the car, an F1 Magna, from John Gairdner in the 1990s. Only body work, 2 doors and a screen surround from an F1. Chassis itself dismantled - no front axle - was going to make an F2....." Ian also said he "was first offered this car, in boxes, by the proprietor of the Morris Minor Centre in Henderson. A few years later - ?10 years - "I took pity on John Gairdner and purchased the parts from him".

After Ian died in 2015 his estate sold most of his cars. The F1 was bought by Dion Colman of Whangaparaoa, Auckland.

NB. John Chapple told me that he never knew for sure the chassis number but believes this (F 0781) to be correct.

Owners' details:

Bob Saunders, Laingholm, Auckland

John Chapple, Campbells Bay, Auckland

John Gairdner, Auckland

Ian Bradley Family Trust, Paremoremo

Current Owner: Dion Colman, Auckland



F Type chassis – little else – stored against the wall in Laurie's workshop together with P chassis

Engine #	-
Original Registration in UK	-
NZ Registration:	-
MGCC Triple-M Register #	-

Owner's details:

Lawrie Poolman

Northland

F1172



Engine # 522 AF (ex. F 0272)

Original Registration in UK -

NZ Registration: MG 32

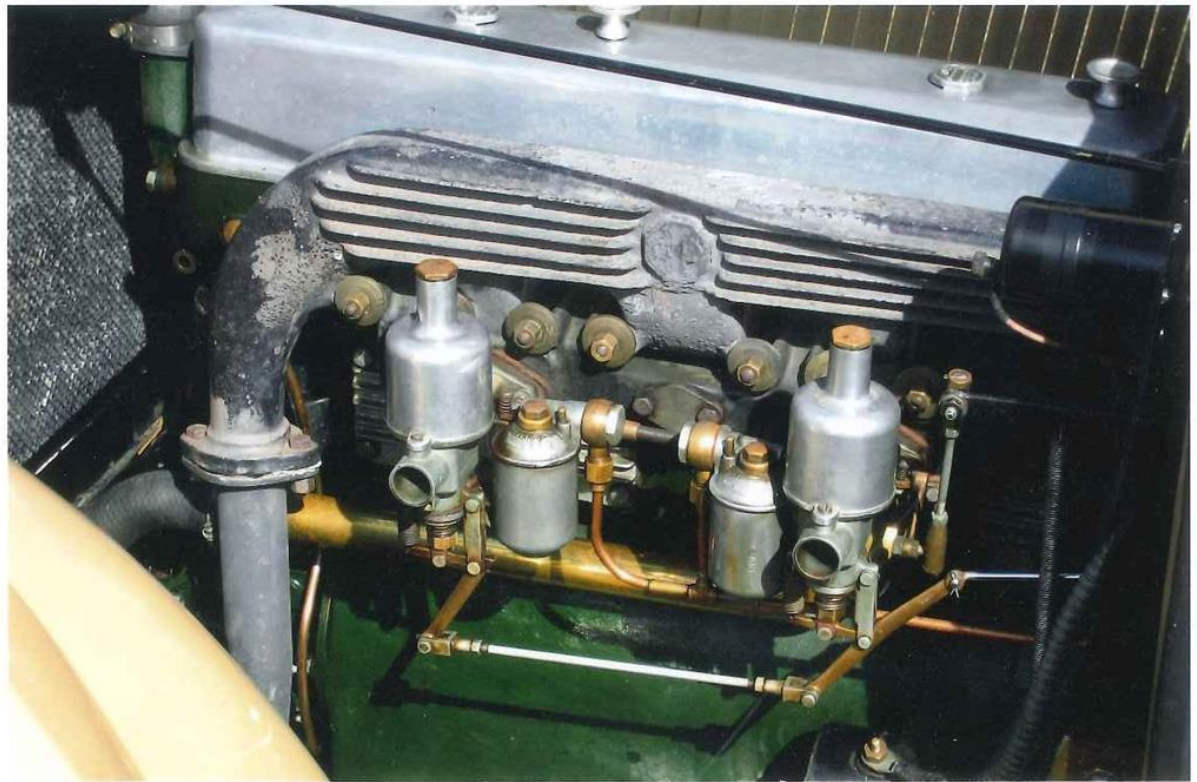
MGCC Triple-M Register # 168

Car's History:

Four-seater. Trials history

The following pictures were taken at the National Rally in Christchurch in 2012





Owner's details:

Pat & Colleen O'Connell,

Canterbury



Engine #	1397 BF (? should be AF)
Original Registration in UK:	-
NZ Registration:	1932 MG
MGCC Triple-M Register #	840

Car's History :

Delivered new in UK 2nd June, 1932. Imported into NZ by Gordon Wheeler of MG Sales & Service Co., Christchurch.

Purchased by Rod Brayshaw in 1993 from Roger White. A 1932, 4-seater F1, fitted with 12" brakes by the factory. (F2/F3 chassis numbers commenced at F 1375 according to Ian Ross, Magna Register, so this is an F1). The car has conventional 4-seater bodywork and an ENV gearbox and, importantly, matching numbers

Roger White wrote an article for VCC's 'Beaded Wheels' magazine about the cars he has owned in which he mentions this F Type. He said (edited from Beaded Wheels article): "But the urge for a sports car continued to burn. Once again Dale Conlon came to the rescue. He knew Bernie Dyers in Nelson who had the remains of an early MG for sale. A quick trip to Nelson and I had purchased a pile of bits.....with Dale's help we crated up the parts and strapped the chassis on top and took the assemblage down to Nelson Airport

where Strait Air operated Bristol Freighters, and were happy to fly my stuff, (and me), across the Strait. What a fun trip!

The body was rough so I made many new panels except for the rear, and renewed the woodwork. The engine reconditioner had failed to cut the oil groove into the centre main bearing resulting in failure of number three and four big ends. I painted the car myself in Dulon lacquer and was happy with the result. The restoration took about three years and was completed in 1980.

The F Type was a delight to drive once the ENV gearbox was mastered. It was surprisingly nippy and handled well, despite the very narrow track of 3'6". We drove the car to many rallies with three small kids squashed into the back. The most memorable was the 1986 International (VCC?) in Christchurch. We won't forget the trip over the hills and down the steepest descent into Akaroa with brakes smoking"

Prior to Roger's ownership the car was owned by Bernie Dyers (Nelson), and before him previous owners were believed to be: Marler, Booth & Anderson.

The car is in running condition. The photo above was taken at Rod's workshop around 2008 and the pictures overleaf were passed to me by Garth Bagnall, and show the car when owned by Roger White.

The car was advertised for sale in May, 2019 by "Autoclassics", Paraparaumu. Their advertisement said:

"F1174

The MG F-Type Magna known as the 12/70 was produced in 1931 and '32. It was effectively a six-cylinder, longer version of the 4-cylinder D type. It produces 37.2 bhp. Top speed 72 mph.

This is chassis number F1174. Delivered new in UK on 2nd June 1932.

Believed imported into Christchurch by Gordon Wheeler of the then MG Sales and Service Co.

Matching numbers car, restored between 1979 and 1982 by a well-known Wellington car personality.

Purchased by current enthusiast owner in 1993. Lightly used and well maintained since that time. Shows the nice patina of an older registration.

Drives smoothly, hood and screens in excellent condition.

A wonderful pre-war MG ready to be used and enjoyed.

Speedo in miles, total unknown.

Please call for further details".



Previous Owners:

Peter Frederick Rivers, Newlands, Wellington c 1967

Bernie Dyers, Nelson

Roger White, Wellington from c. 1977

Rod Brayshaw, Katikati from 1993

2022 Updates

I received an email from Julian (Julio) Rivers, 9th March, 2022. He said:

“Kia Ora Geoff

I was searching your MMM register for info about a car that my father owned when I was a young boy and I believe that I found it. My understanding was that the car was a 1932 F3 Magna 4 seater. My father owned it when we lived in Newlands around 1969. He dismantled it and it was stored in a shed on a farm in South Taranaki until around 1976 when he sold it to fund the purchase of a business in Golden Bay. It looks to be the car F1174 from the register on your website.

Unfortunately my father passed away from dementia about a year ago, so I cannot ask him any more details. It is possible that my step mother still has photos of the car from 1969.

Is there any chance at all of making contact with the current owner please.

Kind Regards

Julian Rivers

Waikanae

Rod sold the car in July, 2019 to its current owner in Wanaka. Rod told Julio:

“Hello Julio

Peter Frederick Rivers of 37 Baylands River, Newlands, was the owner in 1967 and I sold it in July 2019 to a David Kettle in Wanaka. It was green when I bought it from Roger White.

There will be an article on it in the next issue of it in Beaded Wheels magazine.

David is on facebook with images of the car currently”.

John McDonald, who looks after the Archives for MGCC Canterbury Centre, sent me the following item which is an item he put together for the MGCC Canterbury Magazine in

FOUND?

A development from our Aug/Sep centrefold

The August/September copy of the Canterbury MaG included this delightful colour centrefold of an MG F type Magna with 4 seater body formerly owned by member Ellis Shier's brother in law. It begged the question as to where it now is, and I'm delighted to think we may now know.

I received an email from Rod Brayshaw in Katikati, who wrote:

"I was in Christchurch a week ago and picked up a friends copy of the MaG August / Sept 2011 issue

and noticed the 1932 F type in the centre spread. I was in a meeting in CHCH on the Monday and asked the previous owner to me if this was the car he sold me, and it would seem it could be, so I may have the car.

An F Type (Red) was freighted from Bernie Beyers of Nelson in boxes some time in 1977 by Bristol Freighter to Roger White in Wellington, who rebuilt it between 1979 and 1982.

I purchased it from Roger in July 1993.

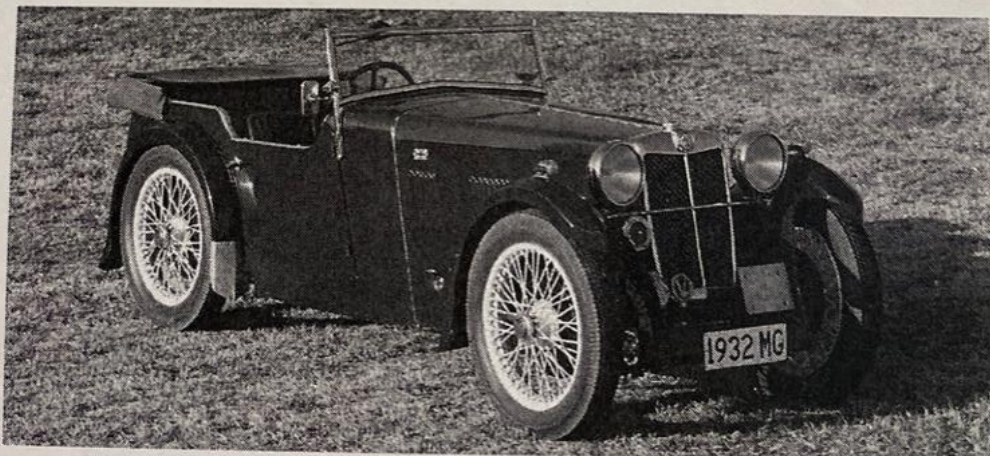
The only other previously recorded owner in 1967, is a Mr. Peter Rivers of 37 Baylands River, Newlands, Wellington.

If your member has any chassis number or engine number details, we could identify if our F Type is in fact the one pictured in 1963/4."

Rod enclosed a picture of his car in its present state, now in British Racing Green. Sadly the owner in the 1960s has kept no record of chassis or engine numbers.



MG Magna, Sefton 1963/64



Same car, 2011?

October 2024 update from the Owner, David Kettle:

The car is still in my ownership and glad to say still running around Wanaka.

In 2022 the engine decided it had had enough and started to mix oil and water. So I removed the motor and shipped it to Auto Restorations in Christchurch who undertook a complete rebuild.

It was quite timely as cracks were found on the head and in a con rod!

Many parts were either sourced from UK or in some cases manufactured by Auto Restorations.

After nearly 2 years and almost \$50,000 the engine returned and was reinstalled.

While the engine was away the car was stripped to chassis which was repainted and checked. Everything checked over, cleaned and refitted.

New floors made also.

The car also now has a new set of wheels (same spec but Silver) as the tyre fitters would replace tyres on the old rims due to corrosion. I think they are salvageable but will deal with that later.

She runs well, as a previous comment stated, quite responsive and nippy but patience with the gearbox is required to make it a smooth journey. I think that may need a good overhaul in a couple of years.

Paintwork is still the same green but starting to show signs of age. At some point I would like to return it to its original factory colours which I believe to have been black and grey.

The green interior trim and seats are in need of a complete redo but that will have to wait until the MG kitty is replenished.

The only other current issue is the suspension - it rebounds a lot on holes in the road and the tyres seem to touch inside the guards. Can't ascertain if springs are worn out or shock absorbers?

Note engine number

Certified factory record copy states 1397BF

On the actual block is 1397 FB (picture attached).

Also note that the car was originally registered in NZ as an F3 (which it isn't). I do wonder if

back in the day when it was first registered like that it was done so in an attempt to 'increase its value'??





Owner:

David Kettle, Wanaka from 20

F1224

NO PHOTO

Engine # 1457 AF

Original Registration in UK -

NZ Registration: MG 1931

MGCC Triple-M Register # 3020

Car's History :

1931 car. Red.

Rod originally owned the gearbox from the car and Garth Bagnall the car. Rod then purchased the car from Garth "in the 1990s". Garth had earlier found the complete car, but in bits, in a paddock.

Previous owners include O'Hagan Bros.

Owner's details:

Rod Brayshaw sold this car to Peter Digby (Auckland) in 2024.



Picture provided by John Chapple prior to selling the car in July, 2022

Engine #	1602 AF
Original Registration in UK:	-
NZ Registration:	MG 1348
MGCC Triple-M Register #	488

Car's History:

1932, F type Magna, red four-seater, 'sports tourer'. John tells me it is an F1 car but the chassis number suggests it was manufactured in the last two- or three-months production of F types, so it maybe an F3, 4-seater, however it does not have 12" brake drums and as the F3 chassis numbers started from 1376 according to Ian Ross, Triple-M Magna Registrar UK, this is almost certainly a late model F1.

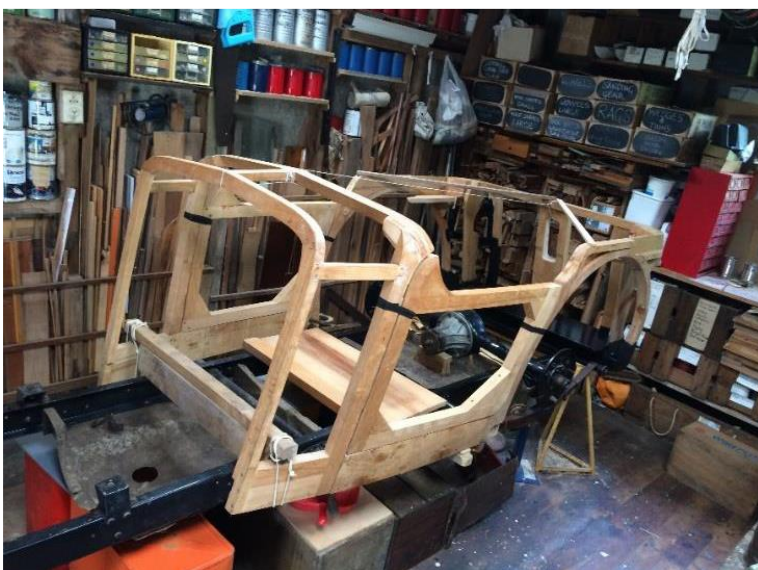
John purchased the car in 1965 from Michael Desmond May as a going concern. It was in a sad state but all original; with the exception of a brake upgrade in the 1950s to a hydraulic system

The car has been under periodic restoration since 1968 during which time work on the chassis, springs, axles and hubs has been completed. The engine has been rebored and fitted with new rings and bearings. The chassis is in course of being fitted with a new ash frame built by Neville Rhodes in Marton, (John tells me: *“this is an exact replica of the original, using the old woodwork pieces for patterns. This frame is complete, screwed and glued ready for panel work. Weak body mounts have been strengthened and the new body frame has been glued and screwed”*).

The car is otherwise very original, the hydraulically operated brakes being the only non-original feature.

In July 2022 John sold the restoration project and spares to Marvyn Towers. Marvyn is an MG enthusiast and plans to complete the restoration. John tells me : *“he is well resourced to check out the mechanicals etc and is looking to use existing steel panel work as originals”*.

Photos above and left taken in July 2022 prior to change of ownership



Previous owners include:

1956: William Frank Carver, Whangarei,

1958: Hone Papita & Ruakura Hoptere, Point Chevalier, Auckland,

1961: Norman Brown, Henderson,

1963: Michael D May, Hillsborough, Auckland

1965: John Chapple, Campbells Bay, Auckland

Owner's details:

Purchased by Marvyn Towers, Hawera, in July 2022

F Types – whereabouts unknown

1. Tony Rolliston (Rollison)? (Christchurch) owned an F1, 1931 car. He purchased it in 1962, according to John Chapple. Not sure which car this is.

2, Invermay Hillclimb – Clive Butler's F type upside down and looking like it needs a good chassis straightener! Does anyone know Clive Butler's whereabouts or what happened to the car? Below is an extract from VCC Waitemata Branch magazine "Phoenix" describing the Invermay hillclimb that year. (Reproduced with kind permission of VCC Waitemata)



*That other hillclimb
by John King*

“So, Chelsea is 40 years old. A conversation with Lawrence Poolman, marshalling while he watched his C-type Montlhery MG Midget being punted up the hill to good effect by Peter Croft and even better effect by Diane Humphreys, brought to mind another VCC hillclimb of long ago. So long ago, in fact, that the last time I watched it was a couple of years before Chelsea even started.

If the Otago Branch VCC still runs Invermay then it keeps very quiet about it. Back in the 1960s (at least) and into the 1970s Otago was able to use the private access road on to Invermay Research Station at the northern end of the Taieri Plain, west of the northern part of Dunedin and usually accessed from there over Three Mile Hill.

The gravel road comprising the course was usually smooth enough, although naturally very dusty, and a large part of its atmosphere was due to the mature pine trees lining that part of the farm. (The fact that those trees also provided shelter from any breeze and kept the dust hanging in the air from one run to the next is neither here nor there.) Alas, the trees were cut down in the early 1970s and the hill lost much of its charm.

Entries benefited from a fair selection of Canterbury Branch members, long before Banks Peninsula took over the sporting side of vintage motoring from Canterbury, having been inspired by our own renegade Waitemata bunch. Some particularly interesting cars were seen in action, including a 4CLT Maserati, Cooper-Bristol, real C-Type Jaguar and the Stanton Special, powered by DH Gipsy Major and even more spectacular to watch than Robert McNair's Riley-based special that currently rules Chelsea. Noisier, too.

Mishaps on Invermay were few, but they did happen. Lawrence said something about Clive Butler's F-type MG that met its end there, which led to a rummage among my Invermay photos. One of them shows Clive's MG with a distinctly Z-shaped chassis after falling off the road down the substantial hillside. Clive was most fortunate in being flung out during the unplanned aerobatics and appeared physically unharmed—although he lost something of his tan that afternoon.

That same year another MG, I seem to recall driven by Geoff Owen, met misfortune. Indecision over which fork to take after the finish line resulted in an encounter with a strainer post and the retirement of the J2 for the day. There might well have been a third MG mishap, but I remember those two vividly.

3. F Type seen on Muriwai Beach in 1951/52, owned by O'Toole of Mt Roskill at the time. Anyone any ideas which F Type this is or know of O'Toole's whereabouts – or his son's

whereabouts, Allan O'Toole?



THE 12/70 F TYPE MAGNA by N. SANDS.

This article first appeared in the 1979 Triple-M Register Year Book.

Reproduced by kind permission of the F Magna Registry, who pointed out this article to me on their website and the Triple-M Register in UK.

Note, this excellent article continues with pictures of every type of F Type body style and other F Type pictures in Section 2 of this F Type Register. Transferring across copies of several photos from this PDF doc. has proved to be a bit difficult (for me)! So please refer to F Magna Registry website where all the different types of F Type bodywork can be seen.

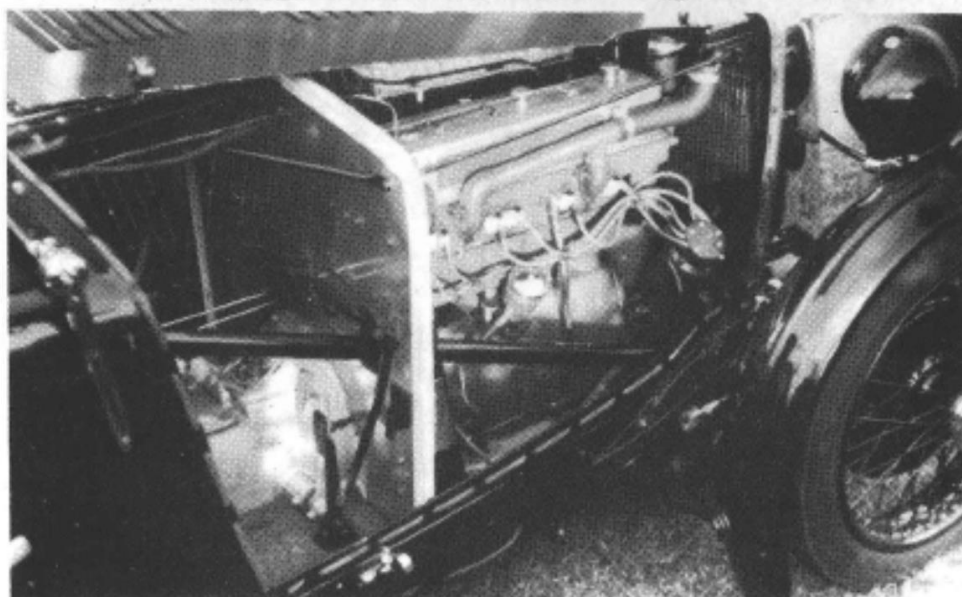
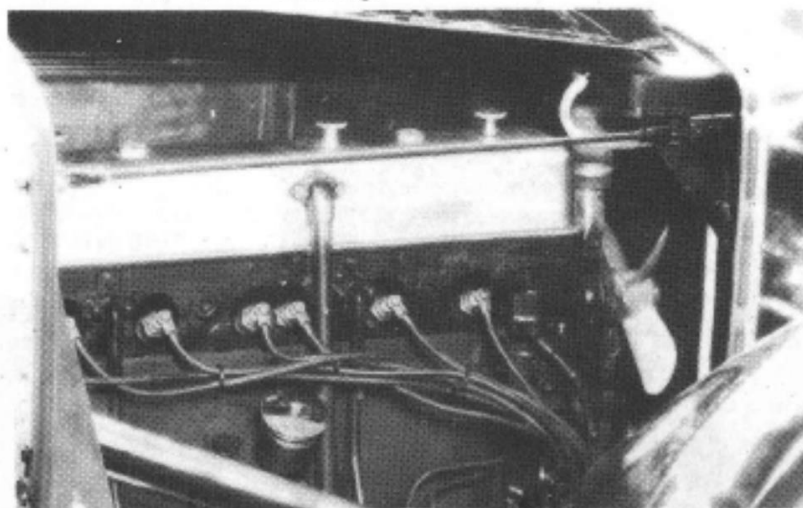
This short article is intended to throw a little more light on the F1's, the F2's and the F3's, which are roughly post 1932 Motor Show cars - approximately from F1373 upwards, and differ in having 12 inch brakes and the addition of an extra water manifold as standard (shown in pictures 1a and 1b). Having these additions doesn't automatically make them F3's; because quite a number of earlier cars were fitted with one or both of these modifications as they became available, at the factory - and of course lots of later owners have changed over as well.

The first F type, FO251 was in fact fitted with a University Motor coupe body at the end of November 1931, and bought by a D. Fenton Cormack, in Scotland.

The file for FO252 is missing, and also in fact is FO253, but an internal memorandum dated 24.5.32 for FO253 turned up in a later file which read "Change chassis number to F1301 plus other modifications to latest standard.", so I suspect there was only 1,250 F types, and not 1,251 as the files show, the last number being F1501. However, the earliest F type dates I have found is for the 15th October 1931 when MG's sold their demonstrator salonette to a Major W. R. Crichton of Filmicity House, Upper St. Martins Lane, W.C.2. The first mention of an F2 is 19.9.32 when JB 658 had 1,003 miles on the speedo.

The majority of the first 30 or so seem to have been fitted with special bodies perhaps to let the coach builders have one to try out their skills and then sent up to Scotland. Perhaps it was a case of trying to get them off their own doorstep, because one would have thought a new car would have had teething troubles and, as it turned out, the F was no exception. Terrys supplied a defective batch of valve springs, and the first 25 F types (as well as the first 20 D types) were not fitted with greasers on the Hardy Spicer propeller shafts. The early door handles broke, and the seat frames also had to be changed. The wrong speedos were fitted, PN's which were for Midgets instead of MN's for the Magnas. Indeed, one suspicious owner timed his car and found it was 8 m.p.h. fast, at 60 miles per hour. He did get a specially made accurate one for his eventually, number, 25608! Other owners found they couldn't get the jack that was supplied with the car, under it, especially when they had a flat tyre, so the early cars had their jacks replaced with double types, the apologetic letters reading ".....immediately in front of the rear wings a hole has been cut in the body to permit the insertion of the jack with a nose-piece projecting outwards. This

hole was covered with a small metal plate and held in position by three woodscrews on the very early cars and is intended to be scrapped". The early oiling pipes to the brakes were made of rubber which inevitably burst, causing their owners great consternation, also the fan brackets had a nasty habit of breaking.



However, by early 1932 the MG factory must have been humming and the cars were coming out thick and fast then new troubles of a more serious nature showed themselves. A number of cylinder heads were distorting and had to be ground flat, also more alarming, and extensive and hardly cured even with the introduction of the water manifold, was the over-heating problem. Owners were assured it was quite common for the temperature of their cars to run at 95° to 98° and no harm would ensue, blaming surge in the cylinder heads, which necessitated topping up the radiator after a run of a hundred miles or so. Some owners were advised to squash the overflow tube so as to prevent too much water

from escaping. Observant owners noticed that the head gaskets were similar to the Wolseley Hornet and would they fit? And why did some tourers have arm rests in the rear seats? ("dispensed with to provide greater room") and where was the tin of oil and small grease gun that was supposed to be supplied with the car? No doubt present day collectors would be pleased to have some of these items.

As the numbers produced grew, so did the bolt-on goodies. MMM owners who shudder when they see spare wheel covers on bulled-up TF's and the like, may be a little sobered to know that these were fitted to quite a few tourers. One owner also fitted wheel discs, which would look very interesting nowadays. Even though the F's would barely reach 75, quite a number of owners insisted on hundred miles per hour speedos! Coloured steering wheels were also the rage, red, blue etc., to match the car colour, although the favourites were Ashley and Brooklands spring wheels in 15", 16", 17", 18" and 19" sizes. Mr. Bluemel in fact owned an F type. The factory could also fit small rubber or aluminium mud-flaps which were fitted either to the front or rear mud-guards. One owner had a medallion fitted to the boot of his saloonette similar to that fitted to the 18/80 Mk II Saloon.

In fact, badges must have festooned the fronts of cars in the 30's, even University Motors fitting their own badges, although I've never seen one. Because of the large numbers of badges and lights fitted to the fronts of cars, the company waived its responsibility for any seized engine resulting from a deficient air-flow. Anyone looking for C type bits and pieces would do well to look closely at F types because very many had catches, brackets, etc., fitted which came from C types. It would be unwise to be dogmatic about just what was fitted as standard and what was not. For example, two different types of dash lamp were fitted, which the customer could choose. One had a boss fitting direct onto the dash, and the other required a larger hole drilled in the dash and fixed from the inside. This was more difficult to fit, and had a better appearance, it also needed a separate switch, which was incorporated on the former. Homo dashlights were also sometimes asked for besides Lucas RigOSDS and Bosch. Besides, who'd throw out an electric windscreen wiper that was fitted on a number of cars and replace it with a vacuum one? Many customers who wanted only one extra gauge fitted, like an oil temperature gauge, or clock for instance, were advised that the best place to fit it was in the lid of the glove box. Faced with that, quite a few customers specified a completely new fascia, some in mottled aluminium and fitted it with four or five extra instruments. Quite what some people wanted an altimeter for, I don't know, they weren't even fitted to the team of Alpine cars! Amy Johnson didn't need one fitted to her F saloonette and neither did Miss E. J. Muntz, another aviatrix, who was a test pilot for Comber Swift and also wrote articles for Woman and Wheel.

There literally was no end to the type of special work that the MG factory would carry out for you, if you could afford it, that was. Outside exhaust pipes, special cam-shafts with a C profile, eight-gallon petrol tanks, you name it, it was done, and owners like Watkinson

really went to town. Present day owners definitely shouldn't jettison 'odd' looking fitments casually just because it doesn't look exactly like the photographs. One owner even had his car converted to left hand drive, which must be quite a thought for owners of cars which have subsequently been exported. It can be done! In fact, very many were fitted with double dipping filament headlights besides those which were regularly driven to the continent, like the F tourer of M. D'oyly Carte.

One area where owners were not advised to enter, was special tuning. The back axle reputation was well-deserved, and cars were later fitted with J components in that area. Oil leaking out onto the rear brake shoes was also quite common then (as now!), but the stopping distances given in a letter to an F2 owner make interesting reading:

"78 ft. from 40 m.p.h. 120 ft. from 50 m.p.h. 172 ft. from 60 m.p.h."

Cecil Kimber himself followed a car being delivered to Timberlakes and recorded 70 m.p.h. subsequently putting a note in the file to the effect that if any trouble arose later, it was known who to blame. The F was used more for sedate rally type competitions, rather than actual races, for example, the Alpine 6 days (one of the team was an UM coupe) and a light-hearted account of this can be read in the February 5th 1932 edition of the Light Car. In fact, Richard Seamans' car was second hand, and S. C. H. Davies wrote a telegram "Does Seamans still want passenger Alpine. Good man available 'Davies' Autocar'.

Other events entered by owners of F's in 1932 include the L.C.C. relay race, and the Welsh 24 hours, the Monte Carlo, the John o' Groats to Lands End, the Exeter, Colmore and Cotswold Cup Trial, the R.A.C. Rally plus quite a few events in Ireland, also sand racing in Jersey. Tuning was mainly restricted to planing small amounts from the head and the following table was sent out to owners using 20 g solid copper gaskets:

1mm. from head gives 6.2:1

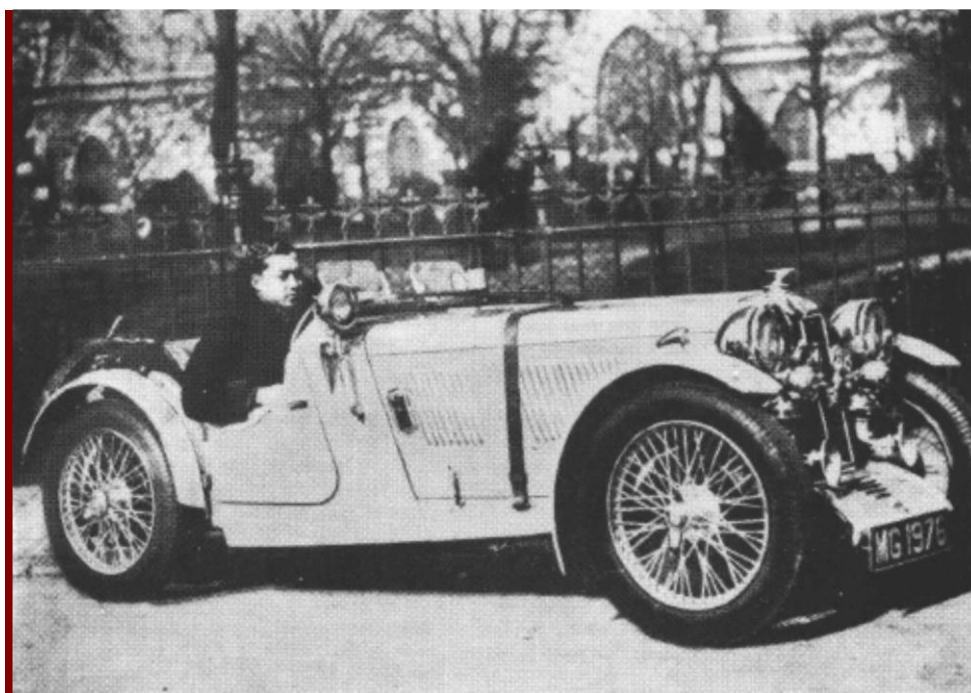
2mm. from head gives 6.7:1

3mm. from head gives 7.25:1

Pre-ignition was alleviated by fitting Champion 7 plugs in the middle, instead of the standard 13's. After engine number 1,000, the duralamin conrods gave way, to steel, with fully floating Aerolite pistons. The later DDS14 replaced the earlier DDS6 dynamo. The letters on the engine numbers, incidentally, refer to the amount oversize, for example, AF = standard (2.243") BF = +.010 and CF = .020. Present on many cars was a severe vibration between 3,200 and 3,500 r.p.m., which brought forth an internal memo to the point that a balancing machine was badly needed. So most owners who were interested in racing, like Mr. Castleton-Knight, bought themselves a J3 as well, or another type of MG more suited to super tuning.

Most of the early F types seem to have been snapped up by "celebrities" of one sort or another, there seeming to be a high proportion of owners amongst the armed forces, members of parliament and doctors. Most people know Prince Bira had an F2 but he wasn't the only prince to have one nor the only Siamese either. H.R.H. Prince Chumboht, Suan Palace, Bangkok, Siam had a salonette as did Prince Ali Khan, the Aga Khan's son. E. R. Hall had two F types, a salonette, and a BRG Vanden Plas bodied one. Lord Howe also had a salonette and the Earl of March had a tourer. The Chief Constable of Bootle had an F and must have alerted the police force to the noisy exhaust, because Mrs. Emmeline Cain of Montague Mansions, Baker Street wasn't the only owner stopped by the police, here or abroad, for making an excessive noise. A surprising amount seemed to be "firms" cars such as Swan Bakeries, City Tube Works, Brown Bros., British Ropes and Shippams of Chichester, who no doubt gave their two cars a pasting!

If I was a little older or read books on subjects other than MG's or trains, I might recognise more personalities, but names like de Ferranti, Rupert Brooke, Robin Mere, Viscount Forbes, William Hickey, Max Miller, Lord Fielding, Vincent Jellicoe R.N., S. Windham C. Anstruther, Sir Rupert Brickwood and Major C. G. Coe (a B.A.R.C. Steward) all rang a bell and one cannot but be impressed with addresses like: the Yacht 'Diligent', Berkeley Square, Chelsea Embankment, Ruffeth Hall and Hean Castle. Obviously, the majority were 'moneyed' people, like Mr. Henderson of St. Maws, Cornwall, who took personal delivery of his car from Abingdon, got as far as Oxford before being involved in an accident, turned back and immediately bought another!



THE WORKS F 2 J B 658

Most owners revere the F gear box, and I must admit it certainly looks the part, massively constructed with sensible ratios, So, it came as quite a surprise to me to find endless complaints about it. Every other owner complained about the noise, and this was explained away by saying that it was developed from the racing boxes used in last seasons cars, and consequently had generous allowances, which, combined with the type of propeller universal joint could give unnecessary cause for alarm. That's fair enough, but very many actually failed in service and this was something I didn't expect and certainly didn't come across it when I went through the L type files a year or so ago; and I would be very much surprised if much trouble occurred in the J, N or P boxes either, which are all closely related. I can't help thinking that necessity is the mother of invention, and that the later boxes are in fact the more reliable.

As the F's became superseded, many owners enquired if they could fit L and N heads, and sometimes complete engines, which they were all advised against. Someone wanted to fit an automatic distributor, and the N one was recommended, as the KD apparently had too much retard. Perhaps one of our boffins could explain this? The only engine which I found officially sanctioned for a transfer was a J2 one. Has anyone found it? Even after two years however, very many salonette bodies were falling apart. These seem always to have been a problem. Leaking rattling and so on, and £125 was the quoted price for a tourer body ready to transfer on to a salonette chassis. Unfortunately, quite a few owners of these cars were quite irate, and saying with the money he spent on his car he could have bought four others, and it was definitely the worst car he had ever had. As in all things, one gets good and bad, and another owner said his F University Coupe was the best car he had ever owned, performing splendidly for years, and the only reason he was getting rid of it was because it was so uncomfortable on long journeys.

It would seem that the 'special' body styles were not as satisfactory on the whole as the standard MG ones. Nearly all of them suffering from steering problems because the columns were never fixed securely enough. The wings flapped about too making the whole bodies creak, and after a year or so spares were non-existent for them. The standard of coach building was not as high in any case, one owner complaining that the body of his Styles was packed up one inch higher on one side than the other! It was in fact a Styles threesome that took until July 1933 to sell although there were a handful of others still unsold many months after the last F left the factory in January 1933.

So does the F type deserve, dare I say it, its mediocre reputation? I think not. It obviously was popular when introduced, and sold very well, over twice as many as any of the later six-cylinder MMM cars. It is undoubtedly mechanically fragile compared to most of the other models, but nowadays this doesn't really signify. Neither are there any glamorous racing versions, but in my opinion it is definitely one of the most fascinating and interesting MG's

with far more character than many of the other models.

The full article on the F Magna Registry website includes photos of all the different types/bodywork option .

