

## F type sightings.

This article extract came from an Octagon Car Club Bulletin, the date and the author are unknown however J0268, registration no., JO7230 is mentioned, the story is all about the author's eventual purchase and restoration of an F-type so we will end it when he sells the J!

*“In the mid seventies, when I was looking for my first real M.G., I went to view a TA for sale in the North East. The vendor was on a property that had been a chicken farm, I think. Each wooden hut, about ten in all, contained one or two M.G.s in various states of disrepair. One large hut had five inside, a TC belonging to a US serviceman who had never come back for it, an M up on blocks, 2 TD wrecks and a four seater tourer. What's that? I said. Very rare he replied It's an F-type. It was for sale but at twice the price of the TA and 6 cylinders of OHC complication didn't appeal to an inexperienced youth, so I left it. I left the TA as well, it wasn't worth the £600 asking price. Haven't times moved on?”*

*Two days later I bought my first proper M.G., EML 386, from a dealer in Manchester. Restoration and seven years of M.G. bliss followed. The family grew and a four seater became a necessity, the need was met by a Morris 8 Tourer. This was a super old car, Marilyn's favourite, but I had a hankering for a four seater M.G.*

*I tried the man in the N.E., he still had his F-type, but now considered it to be roughly equivalent in value to the national debt, no good. A J1 was advertised near Lincoln, a bit of research showed the J1 to have the same body as an F-type, but only a four cylinder engine. I decided this was near enough, JO7230 became mine in 1983.*

*The car wasn't in bad order, a coat of paint and a bit of tidying being all that was required. The only real problem, in my eyes, was the fact that the car had a P-type engine. I decided to swap for the correct J-type, on the grounds that I fancied rebuilding an OHC engine, something I was no longer frightened of doing. I arranged to swap some parts with Barrie Dean in Nottingham. One night I visited Barrie's workshop to do the deal, under restoration at that time Barrie had an F-type. That was my second sighting.*

*During the J-type engine rebuild I discovered that my J1 had been owned by Edmond Hock, up here in Cumbria in the early seventies. I contacted Edmond, now living near Preston, and arranged to go and see him for a chat and some engine bits. During my visit, I saw what I thought was an Austin 7 body next to his greenhouse. What's that? said I. Came the reply oh!., that's very rare, it's an F-type Salonette, the rest of it's in the greenhouse. So it was, all there, but dismantled, standing in the greenhouse. Dry stored I suppose. This was my third sighting. On enquiring if it might be for sale I was informed I was too late, it had been sold to an old friend of Edmond's near his home in Workington. It's still there and it's still in bits, I know because I tried without luck to swap some spares this month, but more of that later.*

*The J1 was a great little car, it served us well, but the children were getting bigger, so was I, in fact I still am! Eventually, I decided to venture off into the vintage world. The J1 and the Singer Le Mans I owned were liquidated, the proceeds being ploughed into the purchase and restoration of a 12/50 Alvis, a car that I still own.”*