

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.



*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"

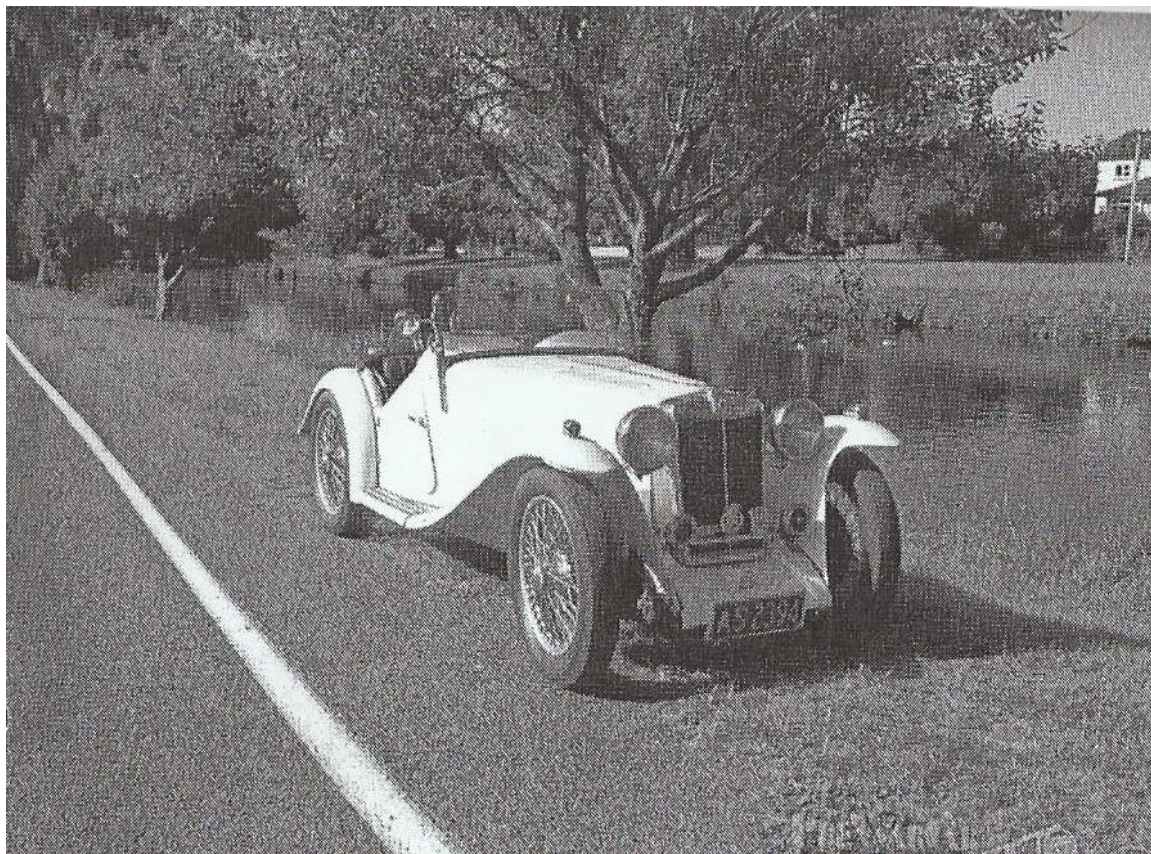
Ian Ross (F Magna Registry) says: "F 0662 was an "F1 University Motors Carlton Coupe, (this has been verified), later given Q Type body for racing, 12" brakes and telescopic dampers"

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.

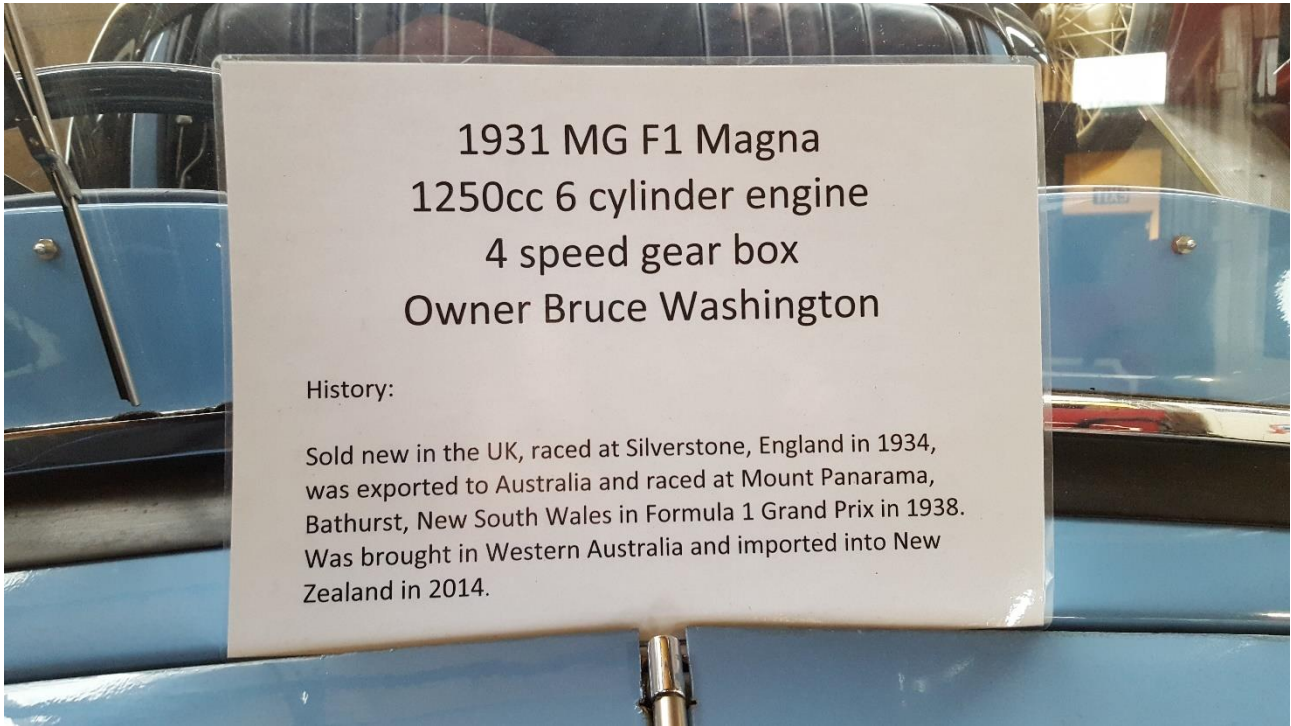
The MG F Magna Registry (fmagnaregistry.org) has some interesting info on your car. It says F0662 started life with a University Motors body and was later raced with a Q-Type body presumably before coming to Australia. The UK MG MMM Register may have more info. Do you know how to contact the Registrar?

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?