

## NZ Update Australian Pre-War MG Register Newsletter: July 2017

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### Capture the History, Capture the Knowledge

Our focus for this newsletter is the work with NZ Triple-M owners to update the register and to build an archive and create a repository for the history, the stories and the knowledge of the Triple- M heritage in New Zealand. To quote Peter Croft; *"I dream of finding a pic showing [my J2] competing in a trial or similar. At least we are on the lookout for any archive material that relates to our cars. Just think what was around say 30 to 50 years ago when the original owners were still alive. What has been lost as grandfather's house was cleared?"*



Peter Croft's J2 in its early days

In an effort to draw the local owners and restorers together we held an inaugural get together for interested Triple-M owners. There was a great turn-out for the visit to the Warbirds hangar at Ardmore airfield, organised and hosted by Michael Wood (PA and co-owner of a Chipmunk).

Michael reports that the New Zealand Warbirds Association was founded in the late 1970's to bring together owners of vintage and warbird aircraft. Today it has over 500 members and has several hangars at Ardmore Airfield, including the main display hangar that the Triple M owners visited. The hangar has several civilian and military aircraft, most of which are maintained in airworthy condition by private owners and syndicates. Representing the Royal New Zealand Air Force are McDonnell Douglas A4K Skyhawk, Aermacchi MB339 trainer, North American T6 Harvard, and CT4 Airtrainer. Several other warbirds and trainers are on display including North American P51D Mustang, Curtiss P40 Kittyhawk, DeHavilland Chipmunk, Ryan monoplanes, Bulldog, and Yak 52, complemented by civilian aircraft such as the DeHavilland Beaver and Percival Proctor. A recently arrived Royal Aircraft Factory BE2 recreation will soon be complemented by two other WW1 aircraft.

The Triple M owners received a tour of the hangar and bought the cars in for a photo with the Chipmunk and Ryans.



In the Warbirds Hangar (Photo from Don McLeod)

This was an inspiring start and to follow up, our next get together is planned for the Hamilton Classic Car Museum, and is to feature a recently restored car, alongside some other very tasty exotica; again *capturing the history and capturing the knowledge*. It is likely to feature Greg Martin's remarkable and almost completed restoration of PA 0816, to be featured in our next NZ news.



Greg Martin's PA 0816 (Photo from Greg Martin)

The 're-vamp' of the NZ Triple-M Register is now quite advanced with all known Triple-M owners in NZ having been contacted. Geoff Broadhurst says that it has been encouraging to receive detailed information from many owners and from some, a complete list of all past owners, from the day the car left the factory to today, along with a number of period photos. As mentioned previously, the Register will try to capture the history of these cars, at least as much as we can now verify.

Geoff Broadhurst and Denis Jury had a great day in April travelling north from Auckland to visit Lawrie Poolman and his legendary workshop at beautiful Waipu Cove. Lawrie has an amazing collection of vehicles and parts and an encyclopaedic knowledge of OHC technical detail as well as who is who and who has what, related to Triple-M. Not only that, he is a marvellous host and he welcomed his visitors with his own home made fresh bread and pizzas.

The day was spent drawing out information and collecting images and ideas for the register. It was wonderful to visit Lawrie and dig into his goldmine of stories and history and to listen to a very clever engineer and see his work, and of course to get the most recent version of his C-Type's (0285) chequered history, as Geoff's notes for the register show;

*The car was imported into NZ by Edmond Motors of Auckland in 1938 as a 2-seater, sports racing car and was acquired by Lawrie in 1960 from Mervyn Williams. The car is now fitted with a Marshall cabin blower (at around 10psi boost) and 'AB' cross flow head. Being an early model the car would have been non-supercharged and fitted with an 'AA' cylinder head. The diff has been uprated with ENV components and the car has 12" cable brakes instead of the 8" originally fitted (adding an additional 48lb of unsprung weight!).*

*Around 1958 the car was 'flipped' in a hill climb and badly damaged. Mervyn Williams bought the car for £70.00 from the hill climber, (the hill climber's name escapes Lawrie) and then sold it to Lawrie a couple of years later for £210 together with a unique chassis blue print, which he had obtained from the factory through dealing direct with none other than John Thornley.*

*When Lawrie purchased the car there was no bodywork (following the hillclimb incident) other than the cowling, bonnet, guards and boot lid with the coachwork having been removed and subsequently lost, but Barry Foster (UK) provided Lawrie with patterns to rebuild the lost body.*

*At that time the chassis had been fitted with a 'home-made' independent front suspension by a previous owner. Lawrie removed the 'make-shift IFS and was able to rebuild the front of the chassis using the factory blueprint he had purchased with the car using the front chassis section from a J2, and re-fitting the original C Type suspension.*



Lawrie Poolman's Legendary Rocket (C-Type 0285)  
(Photo from Geoff Broadhurst)