

NZ TRIPLE M REGISTER

MG F Type

Number known in NZ:

6 cylinder, 1271cc SOHC engine with twin carburettors. 37bhp The first 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 # 1373 (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.

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 no 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 recent (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 was 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 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,

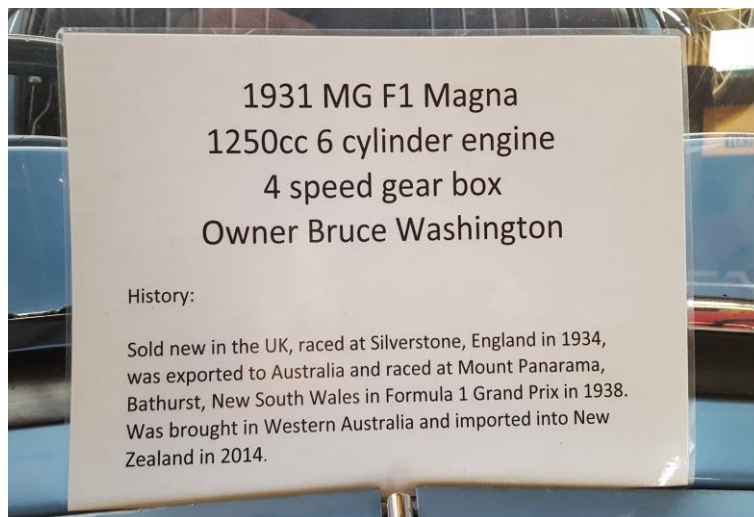
Rob Dunsterville
Mid N Coast NSW
1954 MG TF
2002 MGF

Ed Farrer 0409 311 366

The UK Triple-M website shows these pictures of F 0662:



Left above: the photo was taken in 1975.



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

Clearly there are different and conflicting histories allocated to this car, which need resolving:

1. 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 and, in 1948, RAC 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.
2. 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 recently from Matthew Magilton, Pre-War Register, Australia that F 0662 was imported into Australia in 1979
3. Could the car have been raced in UK prior to being exported in the late 1970s? This may be possible – but not in the car's early days, as it had a UM 'Carlton' body fitted. Was this body replaced by a Q Type body in UK, and in turn the Q Type body replaced by the current two seater F2 style in Australia? This all seems to me to be a bit improbable. Why would anyone go to the trouble of fitting a Q Type body on an F1 chassis – surely you would start

- building your Q Replica with a more competitive chassis/engine?
- 4 I have been unable to find any evidence of this car racing at Bathurst in 1938. Without knowing where this story originates, it seems to me more probable that the Magna which did race at Bathurst in 1938, driven by Sqn.Ldr 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, the Magna Summers raced in 1936/1938 AGPs would have been an L Type?

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 his 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 – the Australian PreWar Register, the F Magna Registry and (I think) the F Register of the UK Triple-M Group all refer to this, but there seems to be no evidence 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 0662 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 loaned by Bruce to Geraldine Vintage Museum, South Island, since 2017.

Current 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:

Ian purchased the car, an F1 Magna, from John Gairdner in the 1990s. Ian told me *"Only body work, 2 doors and a screen surround from an F1. Chassis itself dismantled – no front axle – was going to make an F2....."*

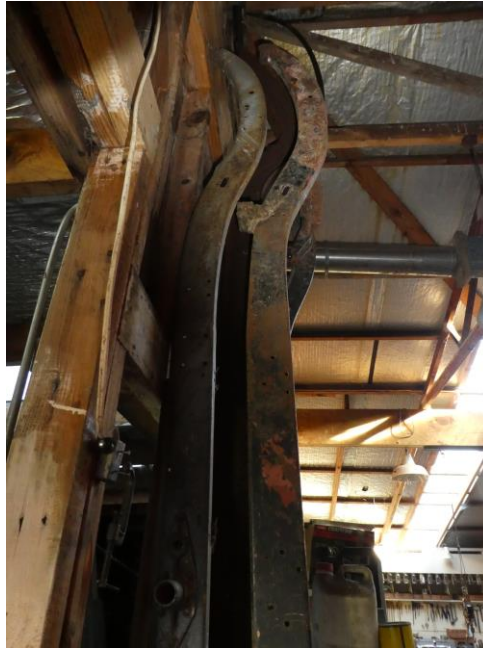
Ian also said he *"was first offered this car, in boxes, by the proprietor of the Morris Minor Centre in Henderson. A few years later - ?10 years – "I took pity on John Gairdner and purchased the parts from him"*.

John Chapple (see FO 1346) tells me *"In December 1985 I bought all the mechanicals of an F1 Magna from Bob Saunders of Laingholm, Auckland. There was no body or wheels. In 1987 I sold this 'stuff' (the car) to John Gairdner in the belief that I had 'saved' it and it was now in the hands of a 'would be 'restorer. I believe he (John) later sold it to Ian Bradley (John Chapple, 24.06.09).*

Owners details:

Owned by Ian Bradley Family

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 -

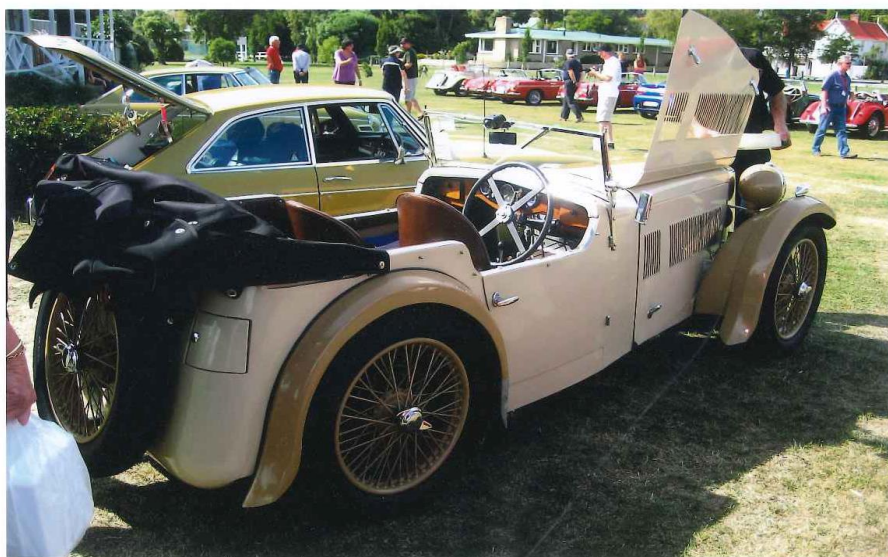
NZ Registration: MG 32

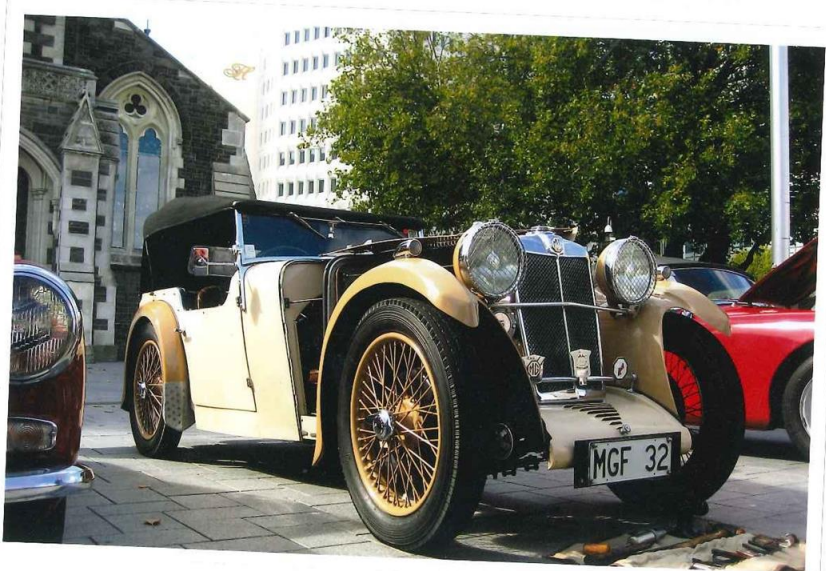
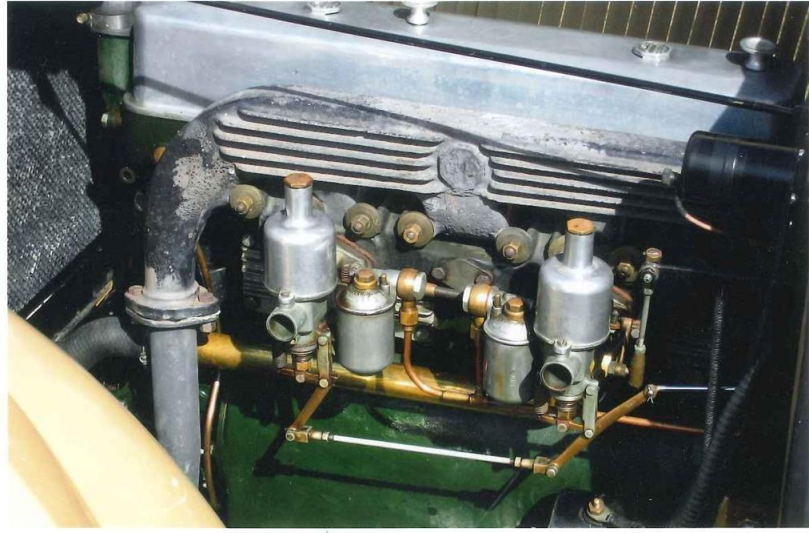
MGCC Triple-M Register # 168

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.

Car restored between 1979 – 1982 “by well-known Wellington car personality”.

Purchased by Rod in 1993 from Roger White. A 1932, 4-seater F1 or F3 car, fitted with 12” brakes by the factory.

The car was restored prior to Roger White's ownership, in 1983. Prior to Roger's ownership the car was owned by P.F Rivers (Nelson?), and before him Marler, Booth & Anderson.

The car has conventional 4-seater bodywork and an ENV gearbox.

The car is in running condition. The photo above and the one below were taken at Rod's workshop around 2008. Rod is now trying to sell the car.

The following pictures were passed to me by Garth Bagnall and show the car when owned by Roger White:



Autoclassics, Paraparaumu Beach, Kapiti. *Their ad says "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”

Owner's details:

Rod Brayshaw,
Bay of Plenty

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,

Bay of Plenty.

F1348



Engine # 1602 AF

Original Registration in UK: -

NZ Registration: MG 1348

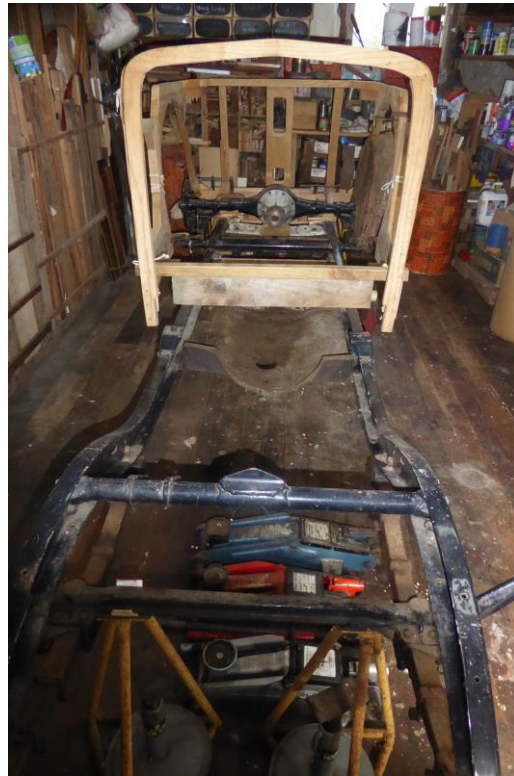
MGCC Triple-M Register # 488

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. John purchased the car in 1965 from Michael Desmond May.

In course of being fitted with a new ash frame built by Neville Rhodes in Marton, but the car is otherwise very original, the hydraulically operated brakes being the only non- original feature.

The car has been under restoration since 1968. John tells me *“weak body mountings have been strengthened. The new ash body has been glued and screwed”*.



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

Owner's details:

John Chapple

Auckland

F Types – whereabouts unknown

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

John tells me Jefferson also owned an F Type some years ago now. Again, not sure which F Type he owned.

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.

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.

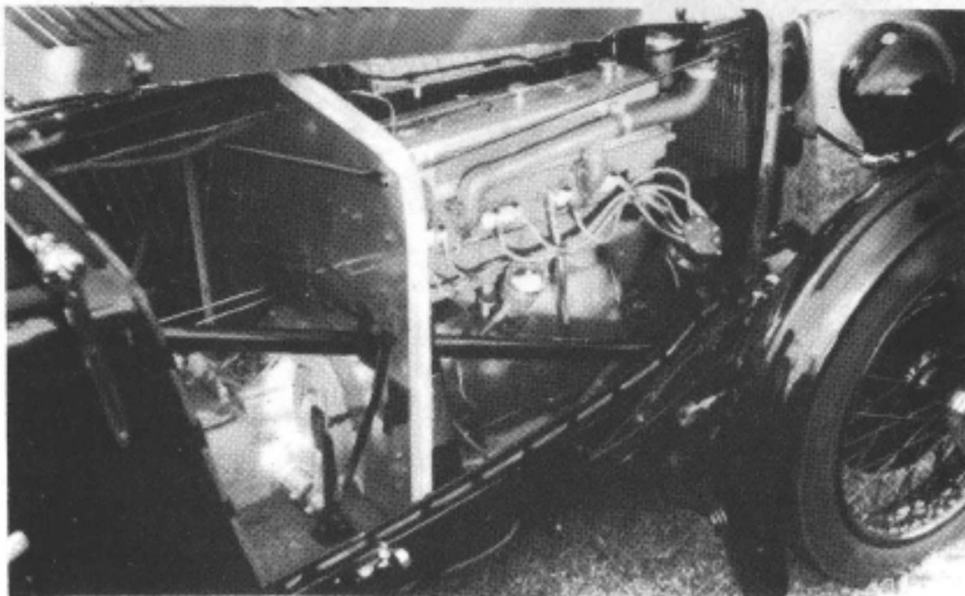
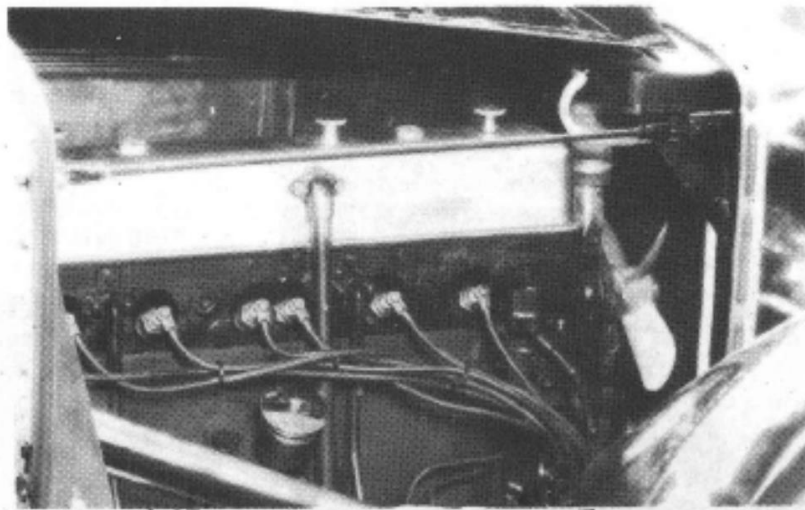
This short article is intended to throw a little more light on the F1's, the F2's and the F3's, which are roughly post 1932 Motor Show cars - approximately from F1373 upwards, and differ in having 12 inch brakes and the addition of an extra water manifold as standard (shown in pictures 1a and 1b). Having 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, **F0251** 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 **F0252** is missing, and also in fact is **F0253**, but an internal memorandum dated 24.5.32 for F0253 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 saloonette 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 (see picture two) 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

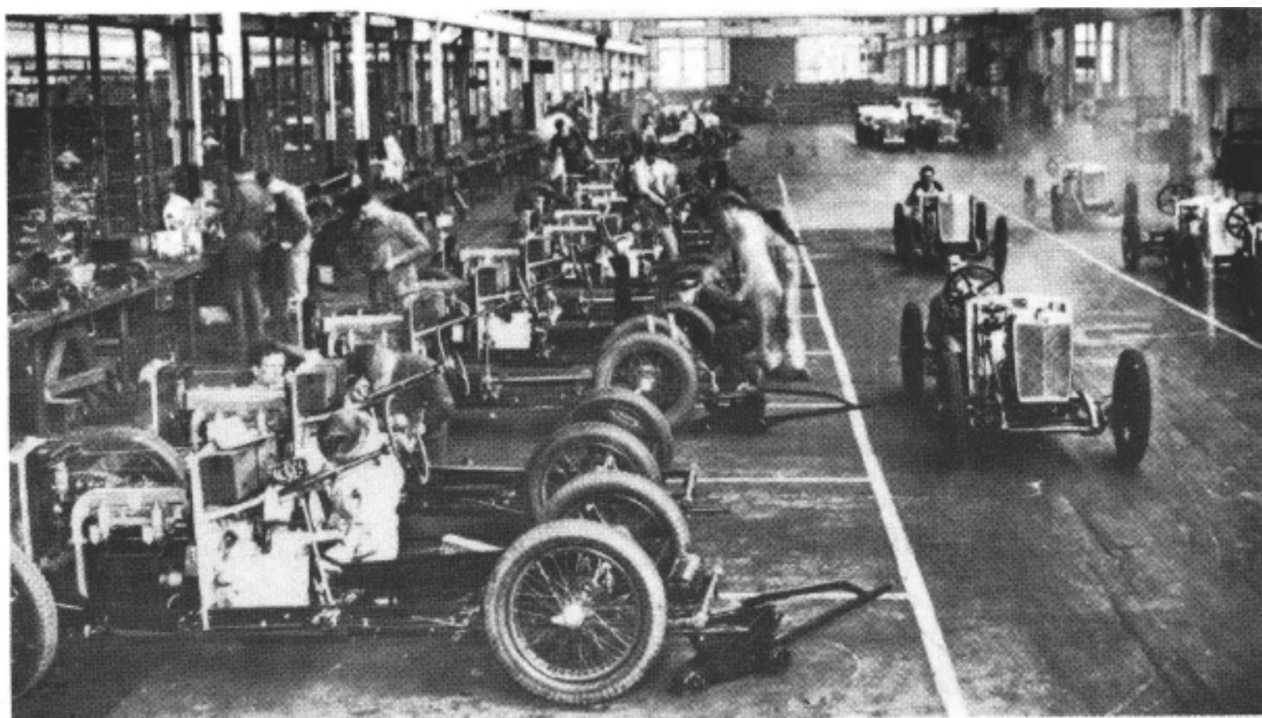
insisted on hundred miles per hour speedos! Coloured steering wheels were also the rage, red, blue etc., to match the car colour, although the favourites were Ashley and Brooklands spring wheels in 15", 16", 17", 18" and 19" sizes. Mr. Bluemel in fact owned an F type. The factory could also fit small 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 salonette 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 Ri6OSDS 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 salonette 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:

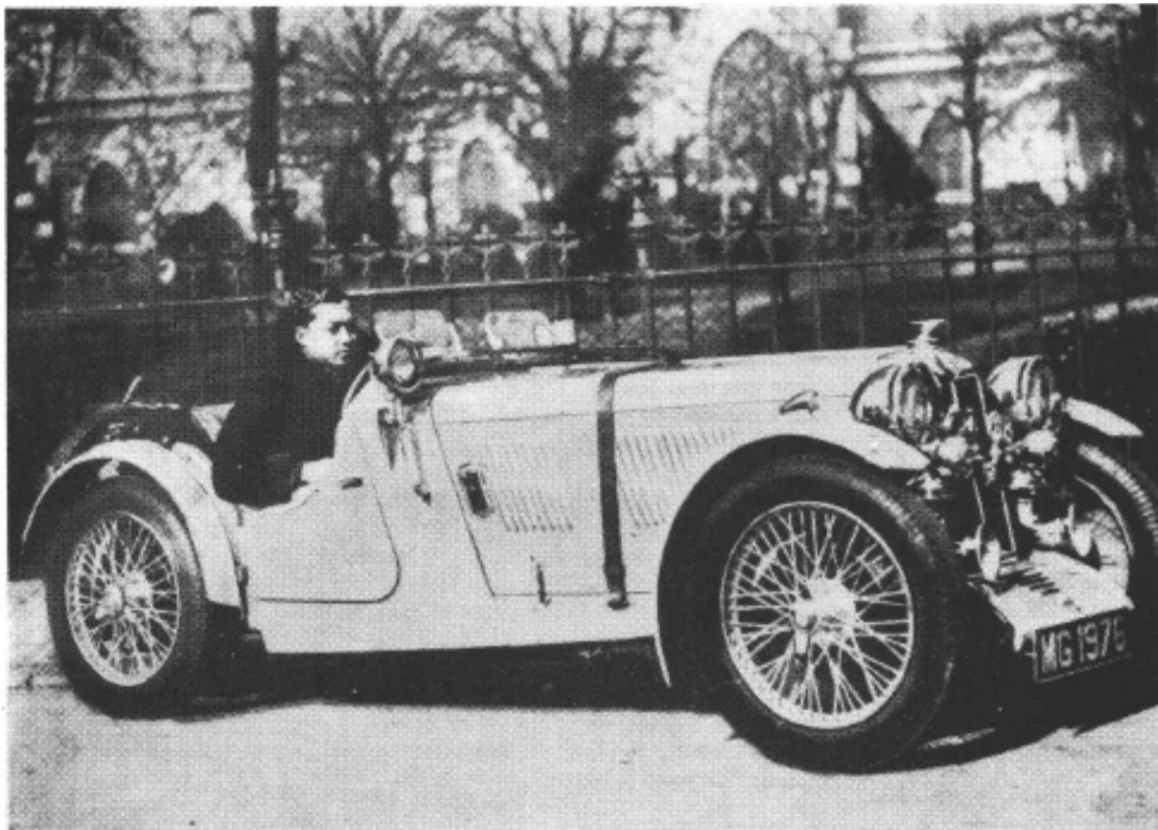
- 1mm. from head gives 6.2:1
- 2mm. from head gives 6.7:1
- 3mm. from head gives 7.25:1

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 (picture 3), 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!

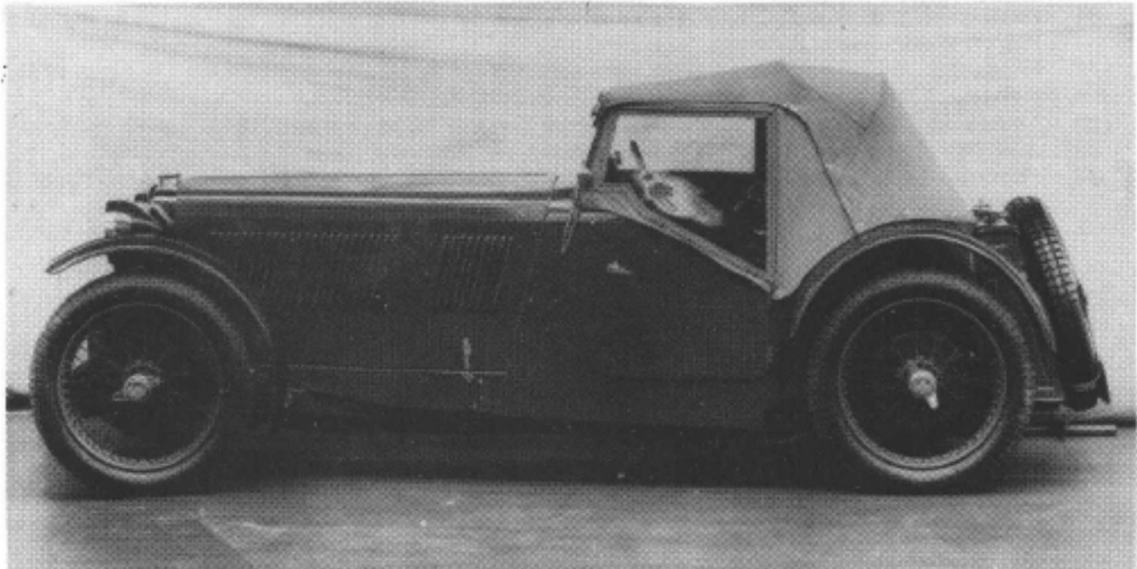


Most owners revere the F gear box, and I must admit it certainly looks the part, massively constructed with sensible ratios, So it came as quite a surprise to me to find endless complaints about it. Every other owner complained about the noise, and this was explained away by saying that it was developed 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 any one found it? Even after two years however, very many saloonette 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 saloonette 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 ,any 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.



Tourer 63 Includes F1 and F3

Salonette 36 Includes F1 and F3

2 Seater 40 F2

Chassis 32

University Coupe 81 Photograph 4 a, b and c these bodies were made by the Carlton Carriage Company, Waldo Works, Waldo Road, Willesden, N.W. 10.

Jarvis 27 Photograph 5 a and b these bodies were supplied by Jarvis Limited, Victoria Crescent, Wimbledon S.W.19. There was two-seater and four-seater body styles available.

Abbey 32 Photographs 6 a and b, Abbey Coach Works Limited, Minerva Road, Chase Estate, N. Acton London, N.W. 10. No distinction is made between the various body styles.

Styles 34 Photographs 7 a, b and c supplied by Styles 3, Baker Street, Service Depot, Hanover Gate Garage, Park Road, Regents Park, N.W.8.

Windover 2 Photographs 8 a and b supplied by Windovers Ltd., 475 - 477 Oxford Street, London W.1. under the supervision and design of Lord Portarlington.

Vanden Plas 1

Farnham 3 One at least of these was supplied by Ed Abbot Limited, Farnham, Surrey.

Wye 1 Martin Walter 'Wye' Sports Two Seater, supplied by Stanhays, Ashford, Kent.

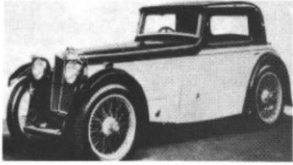
Experimental 1 Fitted with various bodies by the factory

Unfortunately, some files are missing, so the precise breakdown is not known. As the cars appears in a seemingly random manner to get a more complete picture I have extrapolated the numbers that are known. The number of chassis given will almost certainly include other Jarvis, Abbey, Stiles and University Coupes besides files missing and unknown bodies, such as the Trinity Coach work (photograph 91, some definitely did have unknown bodies, at least three were supplied without radiator, wheels shock absorbers, batteries, etc., and photograph 10 shows an F Salonette! which was exported direct to Canada.

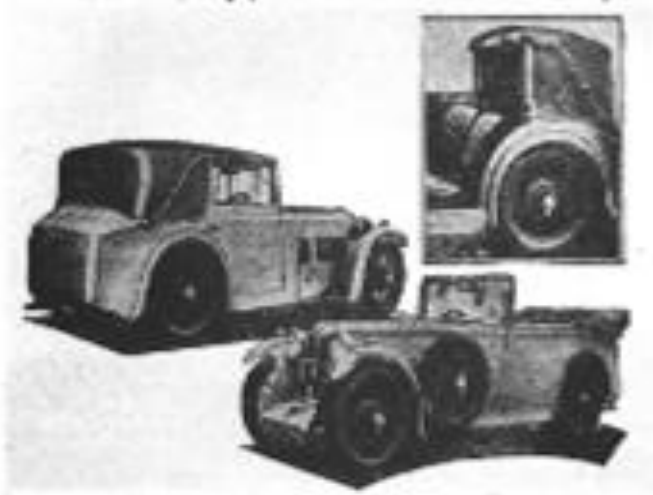
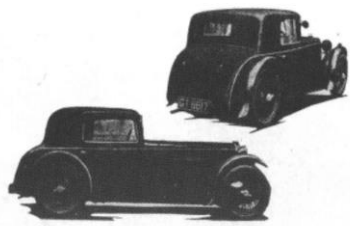
Magna Enthusiasts !!!
 You must see this
 THE LOWEST & SMARTEST COUPE ON THE ROAD



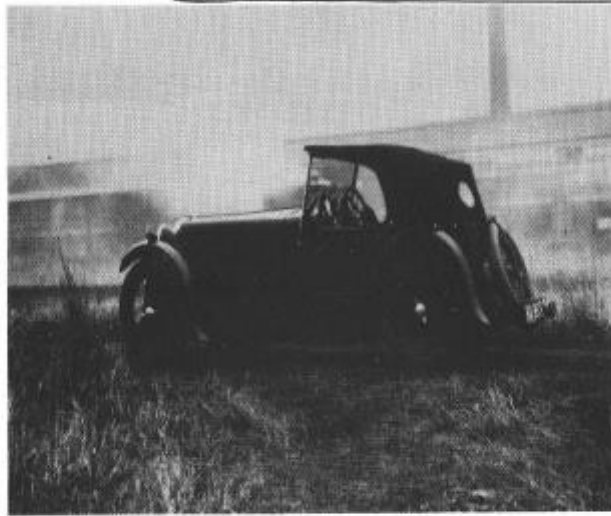
TRADE & RETAIL ENQUIRIES INVITED
 Available in both 16 and 20 H.P. Price £345
 Any Color Scheme to Order
ABBEY COACHWORKS LTD.
 MINSKY AVE., GRANGE ESTATE, N. ACTON, LONDON, N.W.20.
 Telephone: WILMOT 1113 (2 lines)



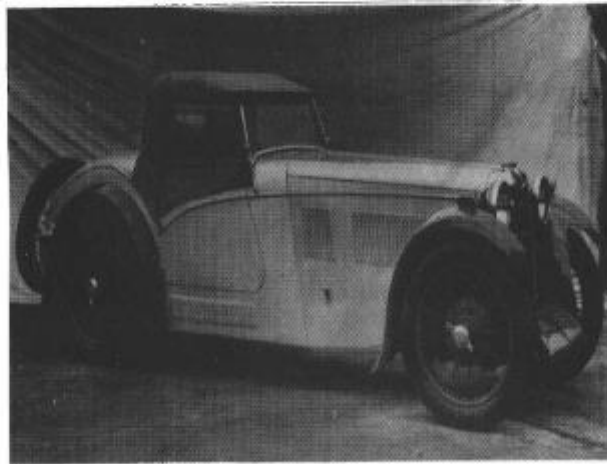
The Sports
 THE SPORTS
 THE MOST AND BEST OF THE...
 BIRCH LTD. 2, BRIDGE STREET, W.1



12/70 MAGNA



JARVIS F TYPE



STYLES F TYPE

Pictures: M. ALLISON Personal Collection

**TABLE 2 DISTRIBUTION OF COLOUR SCHEMES
AMONG SALONETTES**

Black/Red	15%	Green	1.4%	Duo-Tone Green	6.2%
Black/Brown	14%	Red	.5%	Duo-Tone Blue	3%
Black/Blue	14%	Blue	2%	Duo-Tone Grey	1%
Black/Green	26%	Grey/Blue	.5%	Duo-Tone Red	2%
Black/Grey	9%	Lt. Fawn/Brown	.5%	Duo-Tone Brown	1.4%

ONE ONLY OF THE FOLLOWING EXAMPLES

White/Black (Red up.)
White/Lt. Fawn
White/Red
Old Ivory/Red

Ivory/Grey
Old Ivory/Brown
* Primrose/Black
Green/Brown/White

Black
Brown
Grey
Old Ivory/Fawn

* Cellulose supplied by
Messrs. Wm. Harland of
Merton S.W. 19, shade
Harlanoid H259

TABLE 3 DISTRIBUTION OF COLOUR SCHEMES AMONGST TOURERS

Black/Red	17%	Duo-Tone Red	5.6%	Red	1.7%	Old Ivory/Fawn	1.7%
Black/Brown	6%	Duo-Tone Brown	.5%	Brown	.4%	Grey/Blue	1.5%
Black/Blue	7%	Duo-Tone Blue	5.4%	Blue	1.3%	Grey/Red	.4%
Black/Green	24%	Duo-Tone Green	1.3%	Green	3.4%	Grey/Green	.4%
Black/Grey	2.8%	Duo-Tone Grey	.8%	Grey	.7%	White/Red	.4%

ONE ONLY OF THE FOLLOWING EXAMPLES

Old/Ivory/Brown
Old Ivory/Green
Old Ivory/Red
Old Ivory/Blue
Old Ivory

Nile Blue/Black
Nile Blue/Cream
Blue/White
Lt Fawn/Red
Black/Red/Cream

Grey/Brown
Grey/Gun Metal Grey
White/Black
British Racing Green
Black/Old Ivory/Brown

TABLE 4 DISTRIBUTION OF COLOURS AMONG F2 TWO SEATERS

Green	6	Duo-Tone Red	6	Black/Green	2
Blue	5	Duo-Tone Blue	2	Black/Red	1
Red	6	Duo-Tone Green	4	Black/Blue	2
Grey	2	Old Ivory/Fawn	1	Old Ivory/Lt.Fawn/Brown	1
Gun Metal/Red	1	?	1		

TABLE 5 CARS EXPORTED DIRECT FROM THE FACTORY

These cars were converted to vertical dipping when local requirements necessitated, plus other modifications, where required.

Switzerland	6	Belgium	1	Canada	3
Siam	1	India	5	Ceylon	1
Spain	4	Hong Kong	3	Malaysia	2
Germany	2	Ireland	23	Australia	1
France	1	Mauritius	1	Jersey	1

**THESE FIRST OWNERS TOOK THEIR CARS BACK WITH THEM TO THE
FOLLOWING COUNTRIES:**

F1 and F3's

Holland 1, U.S.A. 1, Ireland 2, Kenya 1, New Zealand 1, Ceylon 3,

F2's

Norway 1, Ireland 2

The One Car for Every Occasion

The Trinity Special in coupé form.

The same car as an open two-seater.

TRINITY

TRINITY SPECIAL
(PATENTS PENDING)

COACHWORK

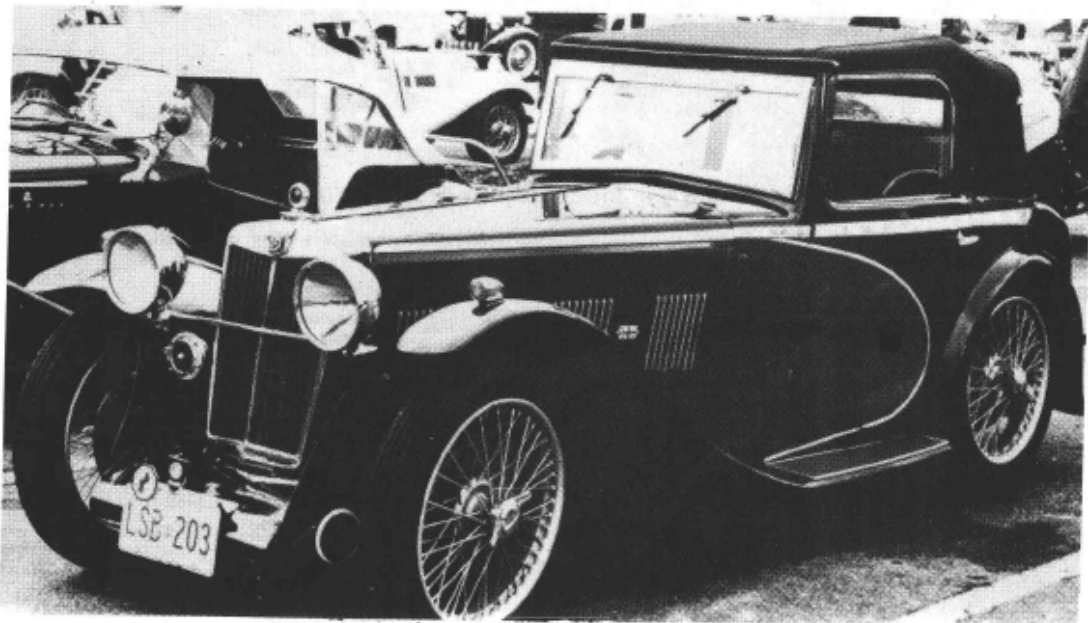
In coupé form this car provides true saloon comfort. The equipment includes winding windows, rear blind and interior light. The rear of the head is panelled to produce pleasing shape and to ensure absolute rigidity.

In a few seconds the coupé can be converted into a smart open four-seater or a most attractive two-seater. There are no loose parts to be mislaid or damaged and there is nothing in the car's appearance to betray its convertibility.

THIS EXCLUSIVE COACHWORK IS AVAILABLE ON:-

RELEY 9 h.p.	M.C. Major 5275	WOLSELEY HORNET	R.S.A. 9 h.p.
12 h.p. 14 h.p.	Major 5225	SPECIAL - 4889	L.V.L. 5215

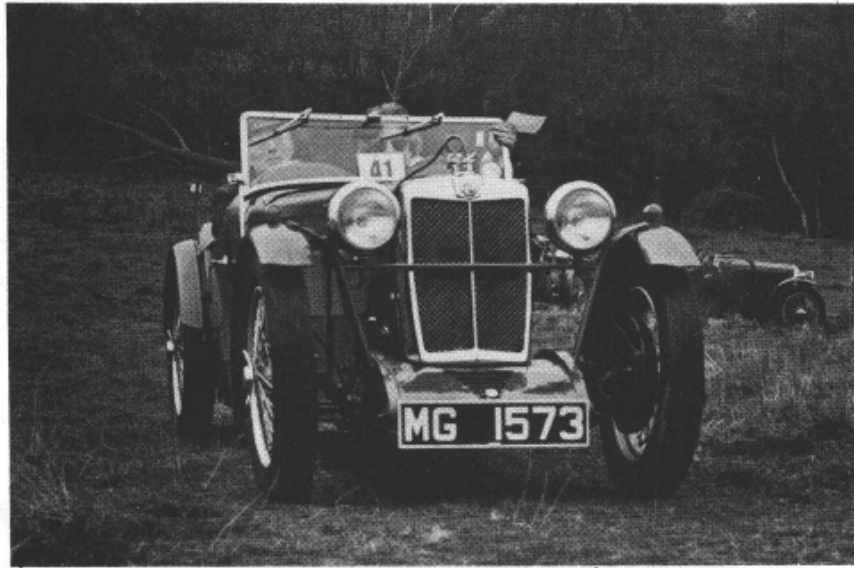
MEREDITH COACHCRAFT, LTD., TRINITY WORKS, AERODROME ROAD, CASTLE BROMWICH
Phone: Castle Bromwich 216.



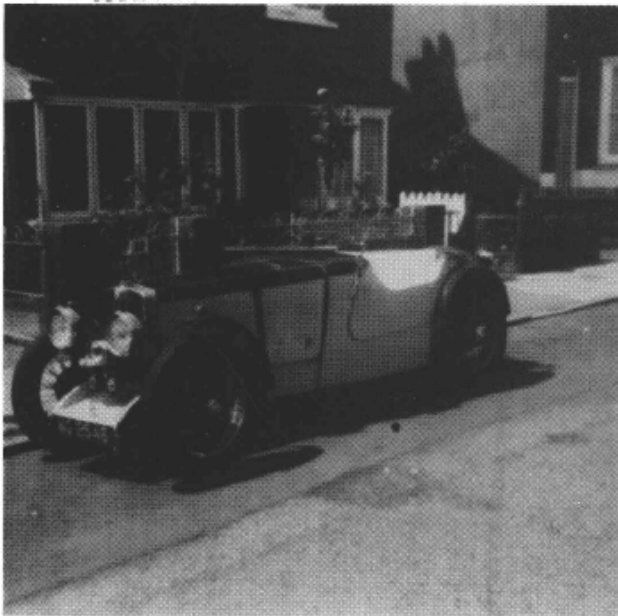
COUPÉ EXPORTED TO CANADA.

(F1500?)

Photo W. Krook.



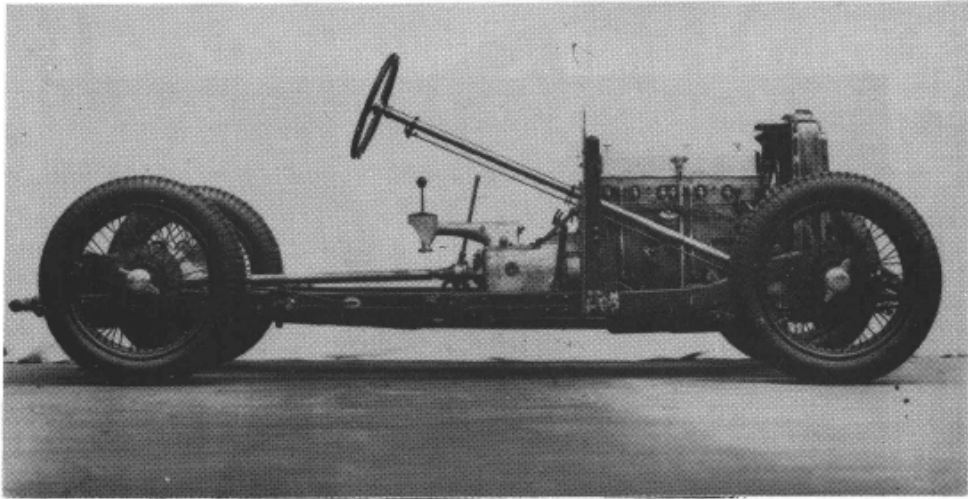
ELWIN SANCOTE IN HIS F2 AT AN M.G.C.C. P.C.T. IN 1973 (F1376)



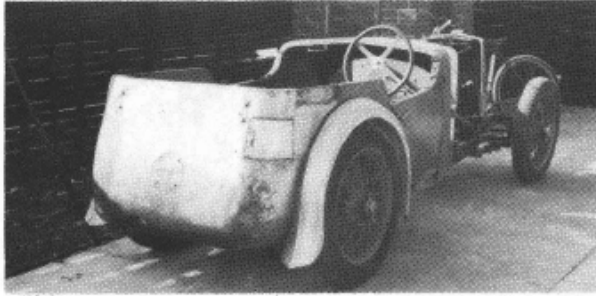
GERRY HORROX'S JARVIS MAGNA
(F0976)



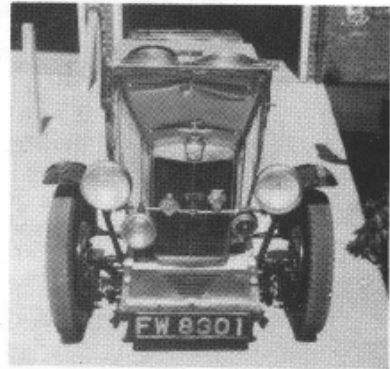
HENK BOERBOOM HAS BROUGHT HIS F1 OVER FROM HOLLAND
ON SEVERAL SILVERSTONE OUTINGS
(F0960)



THE WORKS F1 CHASSIS - COMPLETE WITH 'C' TYPE RADIATOR!



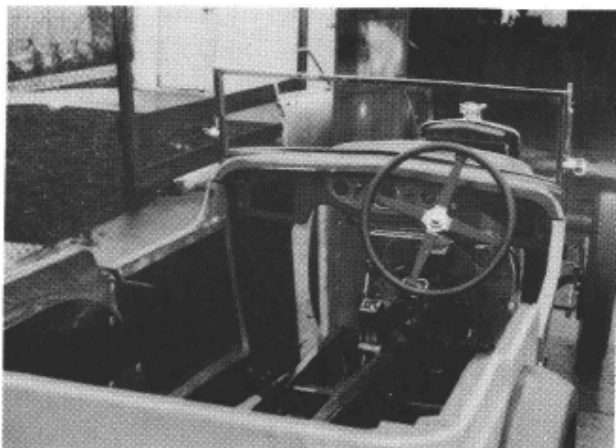
DAVID ROBINSON'S
F1 UNDERGOING
RESTORATION
(F0523)



THIS F1 IS NOW CONVERTED
TO F2 SPECIFICATION (F0707)



PHIL BAYEN POWELL'S STYLES F TYPE AT CHEDDAR



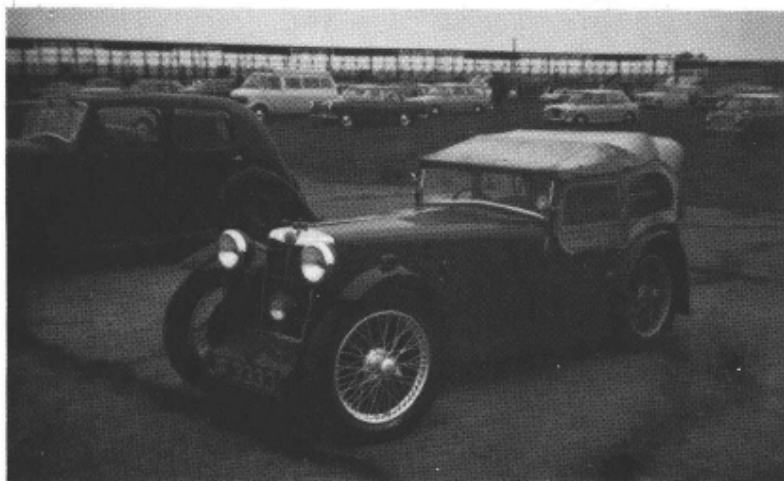
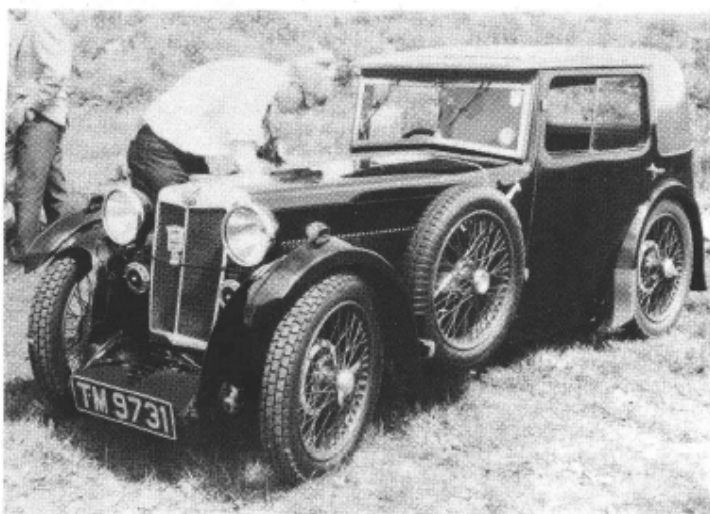
This Salonette is now in the U. S. A. and is the proud possession of Bill and Geri Allright.

They would be pleased to hear from other F1 owners. (The Editor will forward letters).

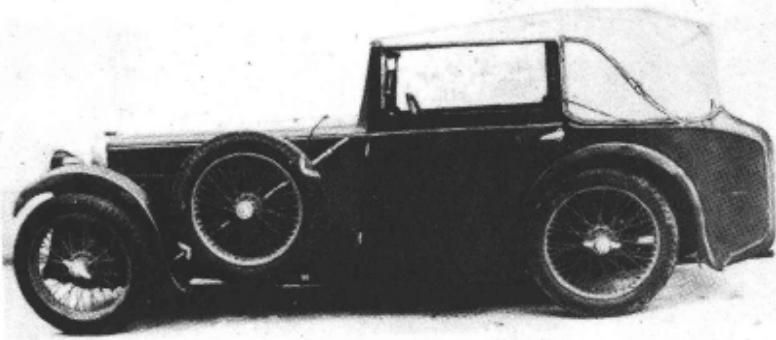
F0316



↑
Eric Taylor's F 1 is now running and should be at Silverstone (F0266)

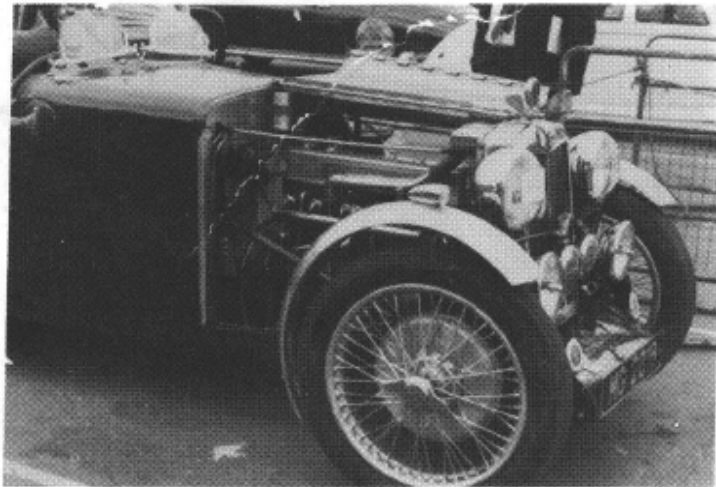


Mike Cleery's F is off the road for essential adjustments after many years' hard work. (F1129)

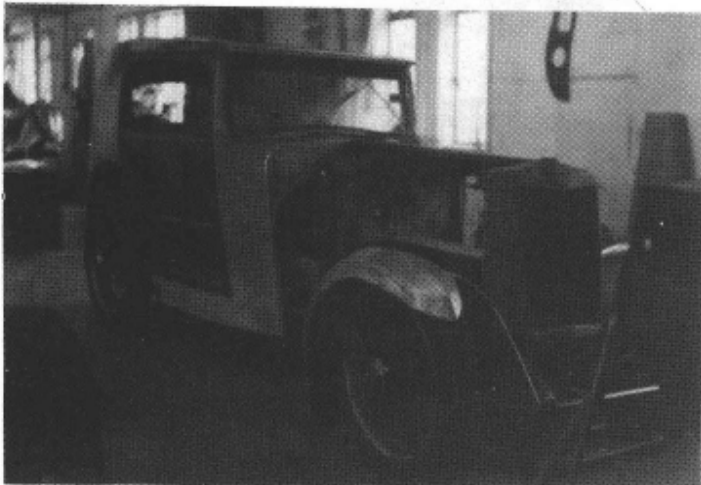


Rob Oudejans Univeristy
Foursome Coupe
built by the
Carlton Carriage Con.

(F0257)

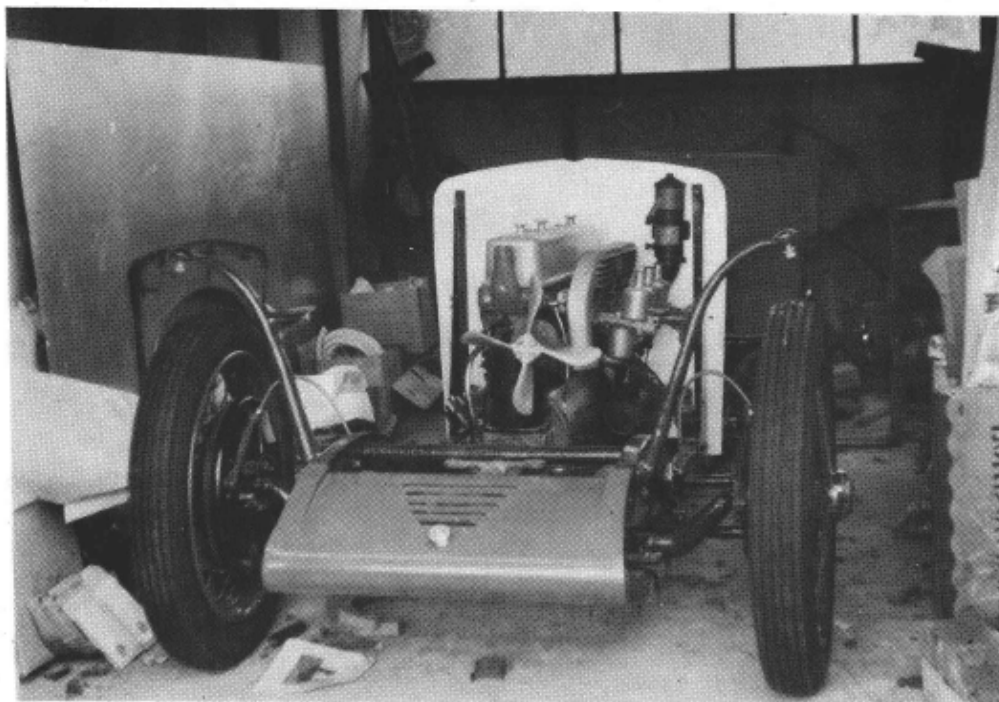


Bill Tonks F 1
was originally
registered
KY 1736
(F0662)

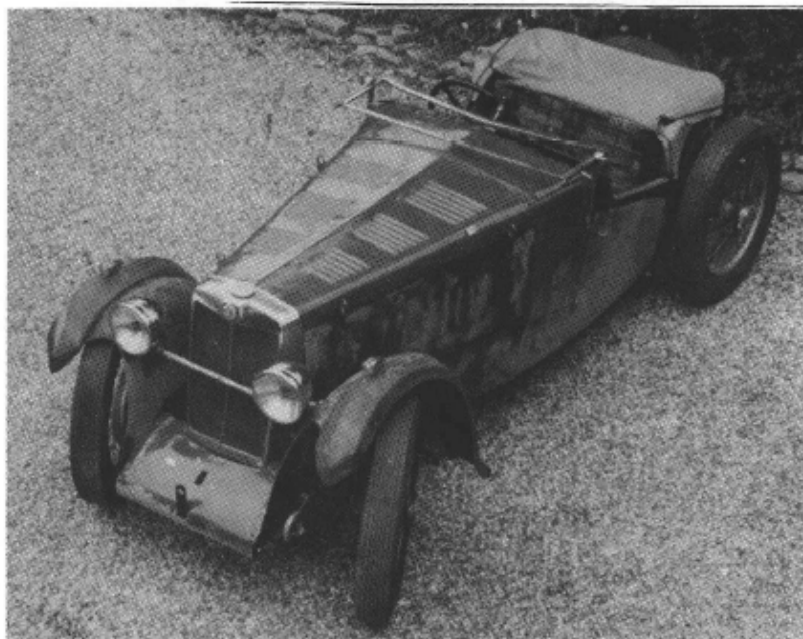


Francois Collard's Salonette
undergoing a total rebuild
in Holland.

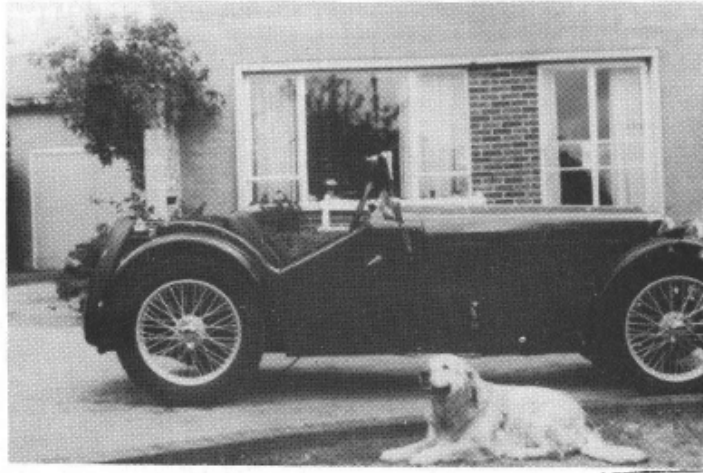
(F-1219 ?)



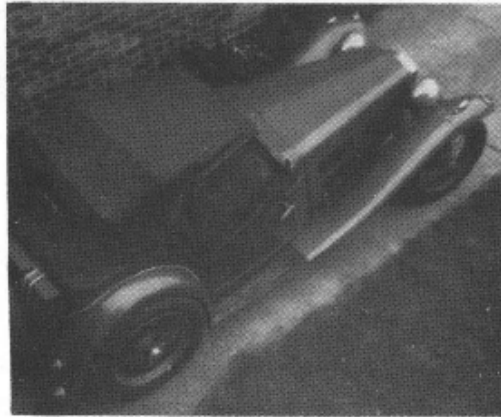
F 2 F 1430 / OJ 4081 UNDERGOING RESTORATION
 THIS CAR WAS FOUND IN 1969 IN A FARM YARD IN DORSET AND
 IS BEING RESTORED FOR GILLIAN ROOKE BY NICK SANDS.



THIS F 1 MAGNA 4 SEATER BELONGING TO IAN ROSS
 WAS CONVERTED TO 2 SEAT-FORM. IAN IS NOW SORTING IT
 BACK TO ORIGINAL

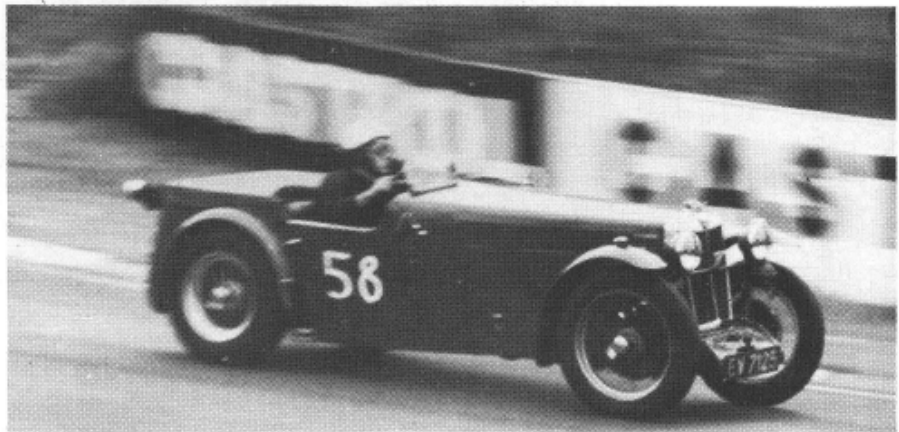


GEORGE AND KITTY GOFFS' RECENTLY RESTORED F 2 LIVES IN EXETER AND SPORTS A RED/BLACK COLOUR SCHEME - I WONDER WHERE THE HOUND FITS? (F1446)



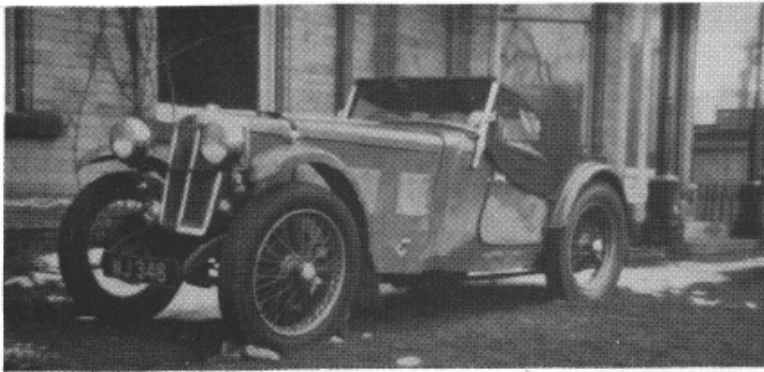
(F0708)
G. Prudman

AN F TYPE NOW WITH A T TYPE BODY !

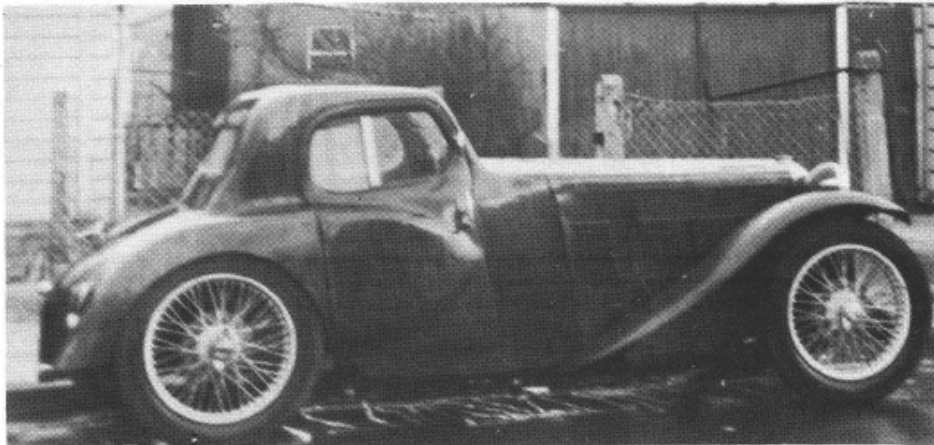


J. M. STACEY RACING AT BRANDS HATCH IN OCTOBER 1964

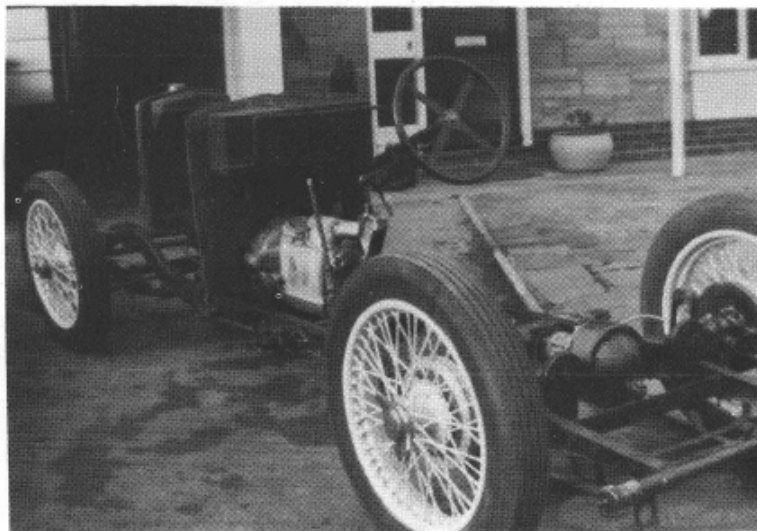
- Chairman please note !



THIS F 1 OF RICHARD DAVIS
STARTED OFF WITH A 4 SEATER
BODY AND SHOWS ONE OF THE
PROBLEMS WHEN A J 2 BODY IS
FITTED - THE BONNET IS NOT
LONG ENOUGH. (F0726)

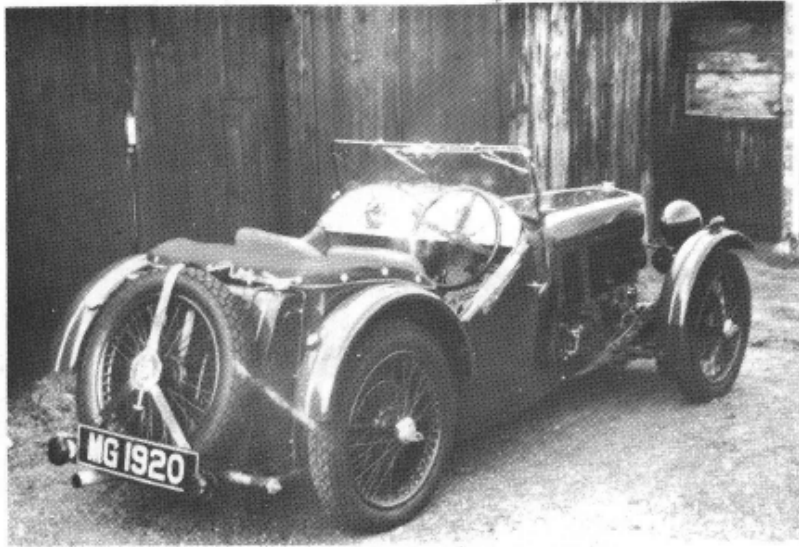


ROD BROWN'S F TYPE HAD THIS VERY ODD SALONETTE/COUPE ? BODY FITTED
BEFORE THE WAR - REMAINS OF THE ORIGINAL BODY EXIST UNDERNEATH. (F0600)

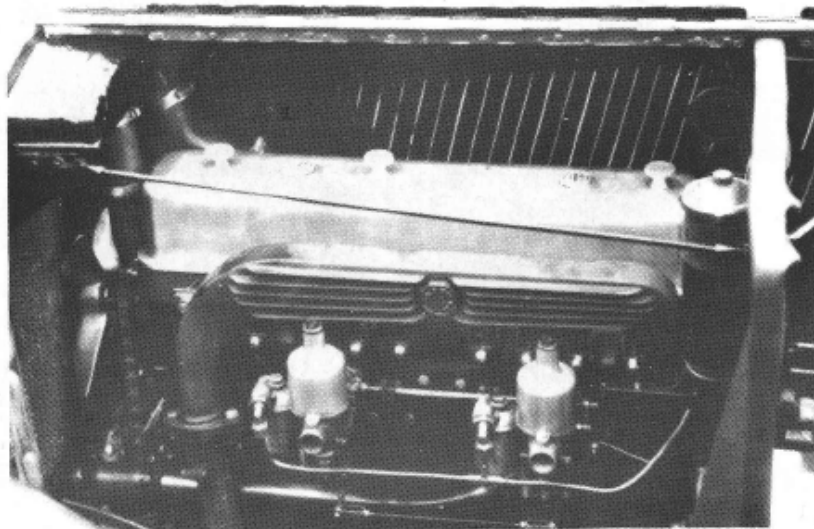


PHIL STADDON'S F 1
IS BEING REBUILT.

(F1288)

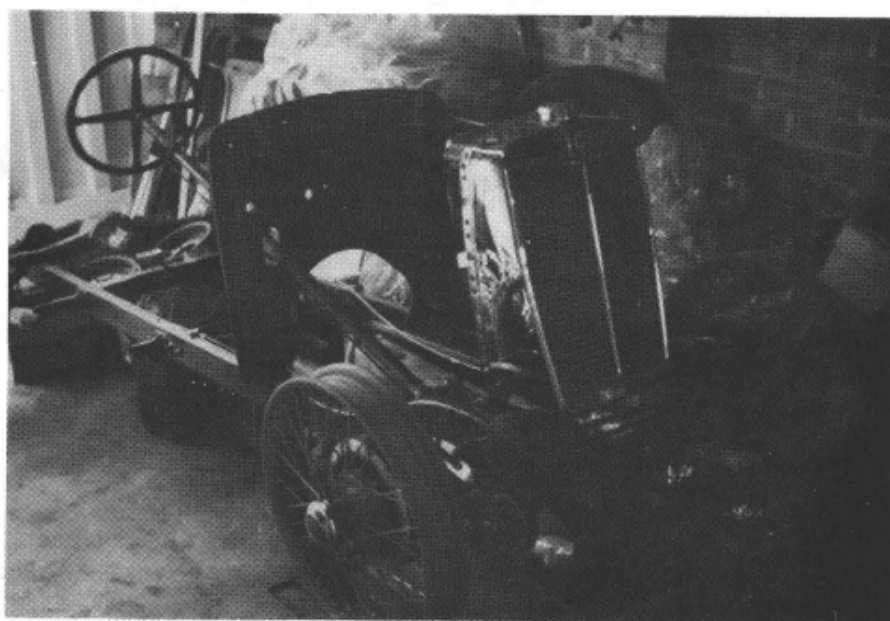


ROD MUSGRAVE'S RECENTLY RESTORED F 2 SHOWS ITS TRADITIONAL 'M G' SHAPE. THIS CAR IF F 1442 WITH ENGINE 1695 A F AND WHEN DELIVERED FROM THE FACTORY WAS BLACK/GREEN DUOTONE. IT WAS DELIVERED TO UNIVERSITY MOTORS ON THE 13.10.32 AND WAS SOLD ON THE SAME DAY.



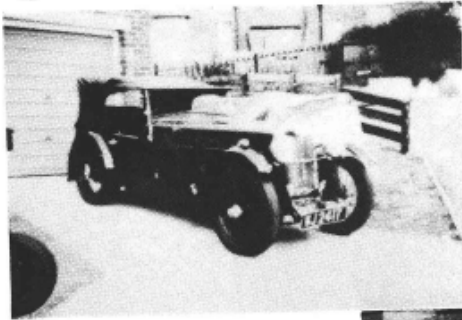


T. A. MITCHELL IN HIS
F 1 AT PENSURST PAGEANT
IN 1972. (F1045)



DAVID BRAINWOOD'S
F TYPE UNDERGOING
A TOTAL RESTORATION.
THIS IS JUST ONE OF
THE MANY F TYPES
BEING RESTORED.

(F0502)

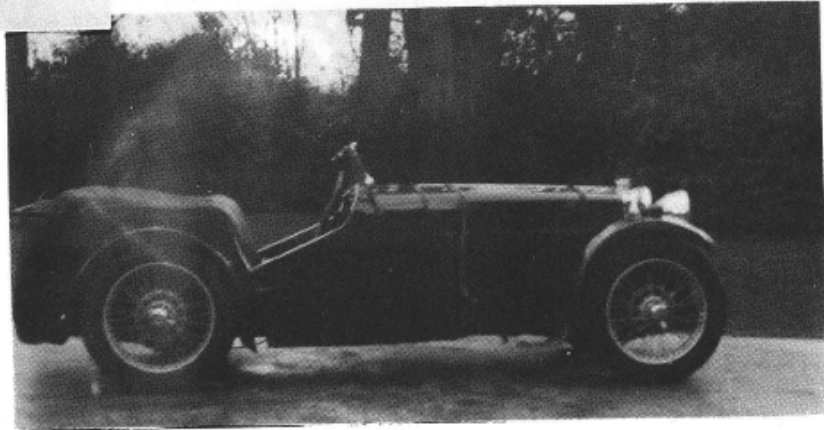


JOHN MEE'S CAR IS NOW UNDERGOING
SOME RESTORATION WORK.

(F0335)

THE STEVENSON F1
HAS CUT AWAY DOORS

(F1127)



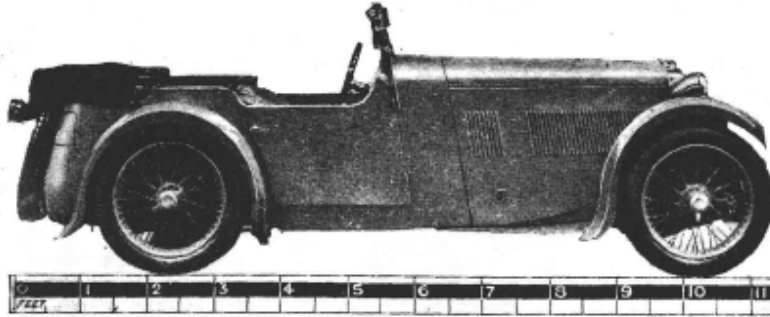
P. Bayne-Powell

G. Haclin

TRIPLE-M Motor Spares Ltd

M/C/D/F White Metal Camshaft Bearings £9.50 set
 P White Metal Camshaft Bearings £11.60 set
 F White Metal Camshaft bearings £12.80 set.
 K/L/N White Metal Camshaft bearings £14.00 set
 P/C/F/L Phosphor bronze trunnions £1.85 pair
 £3.25 for 4.
 Hardened Steel U.J. bushes for pre 1936 Propshafts complete with circlips £4.85 for 4.
 Original Style N/P bucket seat shells with original propshaft cut out £22.50 pair
 New M-type PCN 0-80 mph speedos with original rim trip return, chrome bezet £22.50 each.
 Also new 0-60 mph, unconverted speedos - black rim - £5.50 each.
 New M-type petrol tanks - £38.00
 New M-type early 'split' type hood frames £11.00 each.
 New M-type side screen frames - £10 pair,
 New M-type rear spring valences £14.25 pair.
 Tulip Inlet Valves in KE965 for P/N/L/J/K - £1.80 each.
 MG World '75 still at below cost price £4.00
 L type front Aprons £14.75 each. Bronze Rocker bushes £1.00 each.
 Correct Close tolerance Valve guides £1.50 each.
 Resin bonded cork rear axle oil seals £1.90 pair.
 Please add 8% V.A.T. as well as a contribution to postage.
 M.G. world is not subject to V.A.T.
 Timberley - Linnersh Wood.
 Bramley, Surrey.

"THE AUTOCAR" ROAD TESTS—(continued)



No. 692 (Post-War Series).—M.G. MAGNA FOUR-SEATER

THERE are some few cars, not necessarily of any one type, destined to be a success from the commencement. The new model which has inspired this remark is the M.G. Magna. This is definitely a car of the moment, and there are two sharp divisions at present—those who have tried the Magna, and those who have not. The former may almost be said to be equivalent to wanting to own one.

The Magna should be to the economical six-cylinder sports car class what the Midget has come to be in the smaller four-cylinder world. For £250 what one gets is this: A six-cylinder machine noticeably but not freakishly low built, with a four-speed gear box, obviously laid out with sports car ideals in mind, yet giving the things that practically every driver wants, or would appreciate if he knew.

Add to this a trim little four-seater body—it being the open car that has been tested—with an imposing length of bonnet and scuttle, yet a perfectly clear view forward, and not the slightest suggestion of unwieldiness. In fact, one of the most marked points is the extreme ease with which the car can be handled on crowded roads, and the lack of effort associated with manoeuvring it.

The strongest first impression is that the machine feels solid and rigid in the right way, suggesting a strong chassis properly built, and can be taken round curves and corners just as one pleases, the position of the steering wheel and other controls, coupled with this stability, making for confidence and accuracy right from the beginning, as nothing else can.

The Magna can maintain well above a genuine 70 miles an hour, as the timed speed in the accompanying table shows. That is excellent when one is in a hurry or feels like speed, for there is no particular sense of effort even at the limit; but the great charm of the car lies not at all in this maximum, good though it is to have in reserve. It is utterly fascinating to drive the car even in traffic, with its bright acceleration, or to cruise for mile on end at never more than 50 or 55, a speed which is reached very

quickly, the engine running smoothly and quietly with just a pleasing but subdued note from the exhaust, simply because the "feel" of the car is exactly right—thoroughly satisfactory to an unusually enthusiastic driver, or subtly removing some of the doubts and difficulties of a possibly less experienced or less interested driver.

Five miles an hour is feasible on top gear without jerk or snatch, and hills are taken in the car's stride. But for those who like to use it there is what is probably the most delightful gear box fitted to a car of moderate price: four speeds with three close ratios, meaning that 60 can be reached on third and 40 on second, with a low first that will take the machine, fully loaded, up a hill of the trials order with power in hand, controlled by a short, stiff lever working in a visible gate, and with a really easily operated catch to guard reverse. The positions of the lever for the various ratios are different from what is normal, but that is a thing to which one is quickly accustomed; third and second gears run quite quietly, first being noisier by comparison, though it

M.G. MAGNA FOUR-SEATER

DATA FOR THE DRIVER

12-70 h.p., six cylinders, 87 x 83 mm. (1,270 c.c.).
 Tax £12.
 Wheelbase 7ft. 10in., track 3ft. 6in.
 Overall length 11ft. 6in., width 4ft. 2in., height 4ft. 6in.
 Tyres: 4 x 19in. on detachable wire wheels.

Engine—rear axle gear ratios.	Acceleration from steady 10 to 30 m.p.h.	Timed speed over 1/4 mile.
19.2 to 1	—	—
9.56 to 1	6 sec.	—
6.3 to 1	8 1/2 sec.	—
4.78 to 1	11 1/2 sec.	72.58 m.p.h.

Turning circle: 35ft.
 Tank capacity 6 gallons, fuel consumption 26 m.p.g.
 12-volt lighting set cuts in at 15 m.p.h., 8 amps. at 30 m.p.h.
 Weight: 19 cwt. 1 qr.
 Price, with sports four-seater body, £250.

Chassis described in "The Autocar" of September 11th, 1931.

January 22nd, 1932.

The Autocar

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"THE AUTOCAR" ROAD TESTS—(continued)

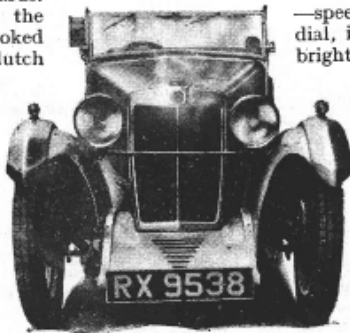
M.G. MAGNA FOUR-SEATER

is seldom used for more than a few yards. The steering is very light, but not to the point of being indefinite, and the spring-spoked wheel has a nice thin rim, whilst the clutch works lightly, too, and takes up the drive smoothly. The brakes have plenty of power and, what is more, do not make the car swerve when they are put on hard. The hand-brake lever is of what is termed racing type, and is excellent in every way, besides having at its base an adjustment that can be taken up by hand.

As has been mentioned, the car holds the road very well indeed, helped by big double-acting friction shock absorbers front and rear, so that it might be expected that at quite low speeds, with the shock absorbers tight, the effect would be hard. That, however, is largely a question of adjustment to taste. Even the back seat is comfortable by sports car standards; there is good leg room for one tall passenger, and reasonable space for two normal people.

The separate front seats have pneumatic cushions and backs, the latter sloping rearward rather more than is usual in the interests of firm support for driving, though this is a point that comes rather to be liked. Each seat is quite easily adjustable, but a more rapid action might be preferable; the hood goes up easily and there are good side screens to make the interior snug, whilst a tonneau cover normally fits over the back seats. The front seats tilt forward to give access to the back compartment, the two doors being wide.

In each door is a wide pocket, above which is a small



arm-rest on each side. The grouped instruments—speedometer, ammeter, and oil feed indicating dial, in place of a normal pressure gauge—are brightly lit indirectly. A fuel gauge and an engine thermometer would be welcomed. The single-panel screen folds flat on the scuttle, if wished, and has a twin-blade suction wiper, which works at as much as 50 m.p.h.

A great thing is the instantaneous starting of the engine at all times. The accessibility of the engine, the tools—carried in a locker beneath the bonnet—the clutch housing and gear box, as well as the interior of the driving compartment for cleaning-out purposes, is excellent, because what is usually the scuttle is included in the hinged portion of the bonnet, and therefore opens up.

With its polished valve cover, and nicely red-painted cylinder block, the engine looks pleasing, and, on the practical side, the sparking plugs are eminently accessible, also the coil, distributor, and the electrical fuse box. Even with the fan belt removed the engine does not run hot. Also beneath the bonnet are two groups of lubricators, facing outwards ideally, which feed oil from the usual pressure gun through pipe lines to most of the chassis bearings, leaving very few to be dealt with individually.

An unusual point is the concealment of the filler for the fuel tank by a hinged lid in the side of the body tail; this is undeniably neat, but not too convenient.

The head lamp beam is good, and either the dimming switch or the horn button can be operated without removing the right hand from the wheel.

At least 100 F types have survived, some little more than chassis, sporting all sorts of body work and engines. If you accept my definition that a saloonette is not a saloonette unless it has the proper saloonette body work etc., it is misleading to say that 14 have survived, because the majority no longer look like saloonettes unfortunately. Let's hope a few more are restored to their former glory. Two University Motors Dropheads have survived, one in Holland and one in Australia, three Stiles have been recorded with the Register, but I am sure that there must be more lurking about, as well as two Abbey and two Jarvis cars. At least thirteen F 2's have survived, which is more than 25%, and numerous tourers now sport replica F 2 body work. Nevertheless, I am sure most people are pleased to see any F at meetings, and let's hope we see more of them, in the coming year.

I hope that the large number of F type pictures included this year are the type of article you wish to see. I apologise to anyone who's car is not featured. Next year D types will feature in an article of this type so let's have YOUR car featured - or even pictures of cars you did run or have just seen lying about!