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Joe Enock's MG18/80 is unloaded in France in 1951 some twenty years before it arrived in Australia. Read the early history of this car on page 5...

Photo from Adam Enock

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Your National Executive

PATRONS	Ray Fowler Walter Magilton	(02) 9546 3650 (03) 9844 3616
REGISTRAR	Marguerite Morgan	mmorgan510@yahoo.com.au 0488 235 048
HISTORIANS	Graeme and Tim Jackson Tim Shellshear	(03) 9876 1452 0418 666 952
EDITOR	Malcolm Robertson PO Box 3031 Weston ACT 2611 Email:	(02) 6288 9343 or 0408 627 685 musgrovemedia@netspeed.com.au
LOGISTICS	Tony Sloan/Jennie Jackson	
WEBSITE	http://prewar.mgcc.info/	
WEBMASTER	Bob Somerville	bobles@tpg.com.au

Contact Your State Correspondent

The Newsletter thrives on news. You enjoy reading about what the others are doing, the miseries that befall them and the fun they have, so why not ring or email your local correspondent with your news:

ACT and surrounding region	Brian Oxley	02 6281 2351 or 0412 188 409
NSW	John Hurst & Peter Holsgrove	hurst01@gmail.com
Queensland	Murray Arundell	arundell@ghs.com.au
Victoria	Robin Page	mg0045@gmail.com
South Australia	Bob Bazzica	08 8356 3166
Western Australia	Allan Herring	08 9341 3210, mob 0408 918 863
New Zealand (South Island)	Ted Loversidge	+64 03 337 1828
New Zealand (North Island)	Desna and Denis Jury	juryd@ihug.co.nz

COVER PICTURE...



Cover Photo

Taken in 1951, this photo of the ex-Rod Hiley MG 18/80 was unearthed from family photo albums in England recently. The car was being unloaded in France to be taken on a pilgrimage visiting families who had helped the then owner escape during the war.

See current owner, Keith Herkes' story - page 5.

Photo from Keith Herkes

STOP PRESS SVW Review 2019

The 2019 edition of this informative annual magazine from the SVW Register in the UK has recently been published. Interested readers can purchase a copy through the MGCC Shop at:

<https://shop.mgcc.co.uk/product/place-your-order-for-the-2019-edition-of-the-svw-review/>

Editorial Contributions to:

The Editor
Pre-War MG Newsletter of Australia
PO Box 3031
WESTON ACT 2611

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Editor's Soapbox

Hello Everyone



Winter seems to be keeping many of you indoors with the result that pens have been put to paper and I have been over-whelmed with fascinating articles about our favourite MGs, several from overseas from our travelling Aussies and from international friends. So much so, that four extra pages have been added to accommodate as much as possible. Keep sending your stories and photographs in, and I hope the font size isn't straining your eyes too much.

As the MG Centenary approaches in mid-2023, a hundred years since Kimber created his first MG, the Raworth-bodied MG Super Sports Morris, interest in the very early models is increasing. In this edition of the Newsletter there are several references to these cars, especially the first "MGA", the 18/80, introduced in 1928, and I'm sure you will enjoy Keith

Herkes' historical piece on his own 18/80 which for many years was part of the Rod Hiley collection of MGs in Brisbane. Our own historian, Graeme Jackson has added to Keith's story with some fascinating insights of his own.

There is still time to decide to book and attend our biennial gathering in September in Yamba being hosted by Murray Arundell and his team. Murray reports good registrations so far, but more are always welcome. And if you are worried about the future, rest assured that the 2021 biennial meeting will be in Canberra hosted by the Canberra MG Car Club. They might even do 2023 as well and add some Centenary flavour to the event.

You will be sorry to read elsewhere in this Newsletter that our longest, continuously-contributing correspondent, Ted Loversidge in Christchurch, NZ, died at the end of June. Although very much a Triple-M person, and not inclined to get out and about too much in his later years, Ted never-the-less always sent in fascinating articles, and certainly opened our eyes to much MG history in New Zealand. He will be missed.

Finally, there are some mouth-watering cars for sale at the moment. Brian's F1 is still available, and two P-types and a TA have recently come on the market which you can read about on page 27, all up and running and ready for Yamba.

Malcolm

PS Sorry for yet another silly photo – I've been to Winton with the T-special, competing this time, my first time on the track ever – it's great fun! Robert Smith captured the moment beautifully...

Patron's Comment – Walter

Our Patron the Younger has been laid up but hasn't given up!



It has been a difficult few months for me with worse to come. I'm writing this at home after some facial surgery to remove a carcinoma or two. I can barely talk so composing and writing is much easier and good therapy. Later in the year I will be in hospital again for a knee replacement, the result of too much running in my younger days. Aging is a definitely not much fun, but you have to admire the way the medical profession is able to help us keep on keeping on as the old paint ads used to say.

As I mentioned in my last column, Denise and I are touring Norway (and Iceland – only Denise and I) with a group of MG enthusiasts from Melbourne and Queensland. We only just get home as this year's Register weekend begins so regrettably, neither of us will be attending Yamba. I understand from our editor in some exciting breaking news that the Canberra MG Car Club has agreed to be the host club for our 2021 event and that this will be promoted at the Yamba event, the first time we have really been able to say with certainty that the next event is happening and where.

As many of you know, the Canberra Club has been running a biennial event for T and Y-types in the off years to our own biennial rallies, and in agreeing to be the host they are proposing, as a small Club, to skip 2020 for MG TYme and combine it with the Pre-War event. Personally, I think this is a great idea as all our rallies so far have had a good contingent of T-types and a smattering of Y-types attending as visitors and often as participants. The Canberra Club's idea will formalise this and make for quite a spectacular event. Canberra is a great venue too, with so much to see and take in. Both our rallies and the MG TYme rallies have followed very similar formats, with a display, a country run or two and a formal dinner. As the Canberra Club points out, it makes sense to combine them in Canberra given the limited resources the Club has to run such events.

A secondary benefit as I see it is that if the Canberra Club gets behind a combined event it secures the running of something that will appeal to all MG owners of pre-56 MGs and remove the uncertainty that has hung over our events each time when a change of venue has been needed. We are all getting older and having a Club that is willing to be a regular host makes a lot of sense. Your views on this idea are welcomed.

All this talk about aging and getting older has focussed my mind on something I've wanted to write down for a long time, and that is the story behind my own interest in cars and especially how and why I bought our Aspinall-bodied NA which I have now owned for fifty-seven years. So, while writing has been easier than talking, I have done this and Malcolm tells me it will be run in the next Newsletter (as usual, I was the last contributor to send in my musings and unfortunately there is no room in this edition). Matthew and I have also dug out some old photos, so there will be illustrations to go with the story. And of course, the inspiration for my fascination for cars such as the NA came from watching the exploits of the Murphys with their Q-type and Otto Stone with his K3. They have a lot to answer for.



More next time...

From the Webperson

Bob Somerville reports...



Thanks to the generosity of a Register benefactor, the Pre-War website has received yet another makeover. This new site has been professionally built and should be of more interest to members than the previous attempt.

All the usual functions are there and easily accessed such as News (regularly updated), Coming Events (both National and local), Past Events (with images because if there are no pictures it didn't happen), Buy and Sell (cars and parts), Newsletters (archive of older issues), About us (the register and the people behind it), Links (where to buy cars or parts, also clubs and forums around the Pre-war world) and Contacts (register people and state reps).

The big difference with the new site is that after a two year absence the list of register cars is back. Unfortunately it is two or more years out of date so the current project is to put that right. Members are invited to visit the page for their own car/s and contribute to the record with corrections, historical research and images. An improvement afforded by our new site is the option to include numerous images so early images, restoration progress and recent images are all welcome to make the record more complete.

There is a contact form titled "Update the Register" accessed by clicking on the "Vehicle list" drop down menu on the red banner. This form is automatically addressed to the Registrar and the Webperson and has a browse button for attaching your images to make your task easier. The current approach is to record all known car details, the names of former owners and the name and state of residence of the current owner.

If, for any reason, an owner does not want their name or domicile published then contact the Webperson using the form mentioned above. However, remember that sometimes hiding information provokes more curiosity and you may be amazed at the amount of your information that is already circulating on the WWW.

Finally, please remember that the website is there for everyone and that it should not be a one person band. If you have news or information of interest to the Pre-War world, share it.

<http://prewar.mgcc.info/>



Biennial Rally – 2019, Yamba, on the coast in beautiful Northern NSW

Organiser Murray Arundell brings us up-to-date with what's happening...

Pre War MG Register of Australia National Meeting
Friday 6th September to Monday 9th September 2019

Be there or be square! Everything is in train for a fabulous event. Negotiations for fine weather are proceeding nicely and we're expecting a fine weekend. Registrations are coming in and we're looking at a good turnout. Nevertheless we're always keen for more..... Don't miss out. Send in your entry form now which you can download from

<http://prewar.mgcc.info/coming-events-nat/>

And visit our Facebook website for more information:

<https://www.facebook.com/PreWarMGRegisterofAustraliaNationalRally/>

Murray, Robbie & Ross.

HISTORY - The early history of an 18/80 with an Australian connection

Rod Hiley owned MG1133, a 1931 MG18-80, for many years and it was well-known on the Australian MG scene. Keith Herkes, from the Early MG Society in England is the current owner of this handsome MG and recently unearthed some fascinating early history...



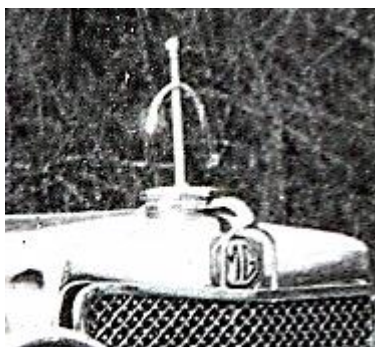
Notwithstanding the fact that I already owned an MG 18/80 MKII saloon, that was awaiting restoration, I decided that I needed a similar car but one that was a 'driver'. Towards the end of 2002 I heard on the bush telegraph that Rod Hiley in Australia was thinking about downsizing his MG collection. Long story short, but I eventually persuaded him that his 18/80 MKI would really be better off coming home to the UK where it would be used on a regular basis for our enjoyment. Sadly, Rod passed away in 2004 but Di Hiley told me that it was one of her favourite MGs and a great tourer.

Back in 1975, the owner of MG1133 was Jim Bowman, who had decided that his beloved MKI would have to go to a new home and Rod happened to be the one who obviously clinched a deal ahead of other potential buyers. Rod had been looking for an 18/80 to enhance his growing MG collection in Brisbane where he ran Abingdon Motors.

At the time of shipping from the UK to Australia, MG1133 was British Racing Green with red wheels, which was an unusual colour combination. The red wheels were a legacy from a previous owner who had hand painted the car black and the wheels red, with enamel paint bought from the local Woolworths store. I believe it was about 1981 that Rod decided to change the image of MG1133 and his choice of colour scheme was the well-known MG cream and brown livery, known as 'cream-cracker'. However, the story of the original colour and the first owner starts in 1931 when the car was first registered to Joe Enock and when I bought the car the only information available to me was that recorded in Phil Jennings's book, 'Early MG' which stated;



"car was originally blue and under Joe Enock's ownership was known as 'Alice' from the song 'Alice Blue Gown'. Joe Enock was in a cavalry division that was unhorsed at the outbreak of the Second World War. This division took as its symbol a broken spur. The motif on the radiator cap was a broken spur mounted on a short flag mount and was still on the car when it was sold in 1958".



The story of the spur mascot has always intrigued me as it must have been important to Joe Enock and I often wondered what became of it.

Likewise, the fact that the car was originally blue, made me think that one of my early tasks after its repatriation from Australia, would be to reinstate the original colour scheme instead of the cream and brown paintwork carried out by Rod Hiley in the early 1980s.

The more I drove the car, the more I loved it and especially the image it presented when photographed nestling on some leafy riverbank in France or amongst the vineyards of our favourite Loire Valley, not least of course the attention it attracted wherever it was. As MG1133 had spent more years in the brown and cream livery than in the blue 'gown' of her first ownership, I decided that I would not change it. So brown and cream she still is.

During 2017 I received an unexpected email from an Adam Enock whose grandfather was 2nd cousin to Joe Enock, the first owner of my car. His email was quite short, but quite electrifying as it set my imagination racing-

"Hi Keith

Sorry for the random message, but I had to contact you after discovering that MG 1133 is still in existence. Alice was once owned by my grandfather's 2nd cousin, Joe Enock, and I have photos of her dating back to the 50s that may interest you."

Needless to say, my reply was swift and implored him for more information, including how he had tracked me down.

Adam Enock had set out to research his family tree and in doing so was searching for information about Parkinson Polson Ltd, motor agents and engineers based in Eastbourne - where Joe had been a director. He discovered that a 1933 MG L-type had been registered to the company and searched Joe's photo album to see if there was a picture of that car. There was nothing relating to the L-type, but he found pictures of MG1133 and began a search of the internet where he found the Early MG Society website and a picture of MG1133. He then stumbled upon an EMGS News-Update on the Totally T Type website where it mentioned me as the current owner and eventually found my email address on another MG website (a real Sherlock Holmes job).



Joe Enock fought in WW11 and was captured in France in 1940 at St Valery en Coux and taken on an horrific 120 mile route march to Lille where he made an audacious escape. Although I have a more detailed story of his escape, in essence he feigned the need to attend the 'call of nature' and walked off into the hinterland unchallenged. He was helped by local French residents and then made his way on foot and bicycle to southern France, into Spain and then Portugal, before eventually back to England in June 1941 by flying-boat, after an incredible journey filled with bravery, hardships and tragedies.

In 1951, he and his wife Winifred retraced his war-time escape route in France and he was able to thank over 100 individual people who had helped him on his journey to freedom back in those dark days. What is even more remarkable is that he used MG1133 for the trip. The disembarkation of the M.G.18/80 on the dockside in France was recorded by Joe and the small photograph was kept safely in the family album. Sadly, there is no surviving written account of that emotional trip, but a few photographs such as the one below record some of the people he was reunited with and of MG1133 on the road in this 2000 kilometre round trip.

Joe actually parted with MG1133 in 1955, to a friend Gervase Golland, who was in the Metropolitan Police. I was fortunate to meet his son, also Gervase Golland (Gerry) at the VSCC 75th Anniversary Celebrations held at Malvern in 2009, although I never had the chance to discuss in detail his father's friendship with Joe Enock and his own memories about the car. He did however let me have a couple of snapshots taken during that period of ownership.

In the post war period, Joe developed a very successful music equipment business and produced some of the best sound reproduction equipment of the time. He was also very involved in the music scene itself and his house in London, named 'The Studio', was a local hub for many musicians and music lovers. The house still exists as 'The Studio', (The Studio, Mount Park Road, Ealing, London, W5 2RP) but is now a specialist physio centre!

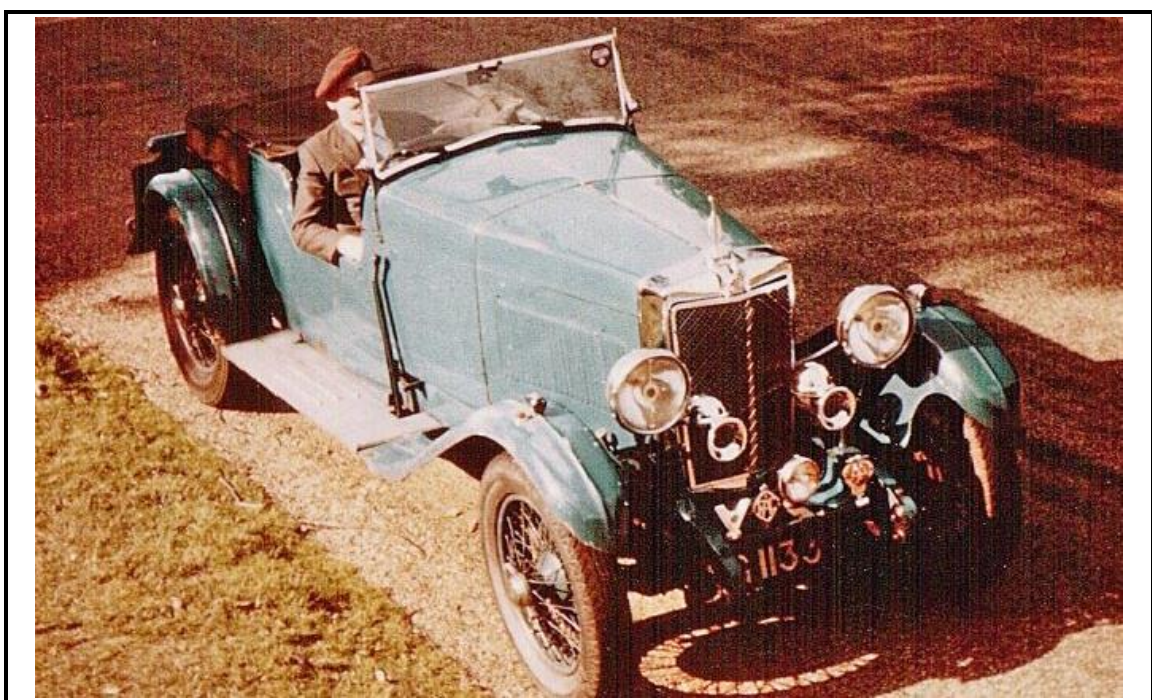
In his later years, Joe relived his wartime experiences by committing his memories to paper in the form of a book. Sadly, he was unable to find a publisher and the manuscript lay hidden away until after his death, when thankfully it was rescued by his family. I have been given a copy of this draft and I am not ashamed to say that it makes for very emotional reading.

Joe's life was not without its problems resulting from the war and his traumatic escape, but he managed to lead an interesting life until 1983 when he died at the age of 81 years, in Shaftsbury Hospital, Dorset.

At last I now have an insight to the early years of MG1133, brought about through the wonders of the internet which enabled young Adam Enock to trace me and the car.



France 1951



WONDERFUL WINTON - 17th-19th May 2019

Graeme Jackson was at Winton again for the 43 Historics...



Impeccably run by the Austin Seven Club, the Historic Winton meeting continues to evolve, improve, but to retain its fascination as a showcase of fabulous old motor cars and motorcycles seen in action around the tight challenging racing circuit, including this year a fine representation of ten MGs of pre-war manufacture. Amongst the enthusiastic crowd, we enjoyed lively chats with many old MG friends drawn from all the eastern Australian states, and everyone has a story to tell.

Winton novice, Malcolm Robertson, a chap from the ACT, tackled the tricky track in his newly created 1939 TB Special. This beautifully presented MG K3 look-a-like in British Racing Green, is on an MG chassis rebuilt to MG TB specifications, carrying a fibreglass body, and is powered by an Australian designed 1962 Wolseley Blue Streak six cylinder motor of 2,430cc capacity poking out over 80 bhp. The motor has four exhaust ports, two of the Siamese twin persuasion, but such is Malcolm's attention to detail, six pipes are seen to emerge from the side of the bonnet, replicating the K3 model. Whether all pipes are conveying exhaust gasses is not clear to the writer, who knows, however, that B.Bira was Siamese and K 3030 has six active pipes. As expected, the Special went like a blue streaker at a chilly garden party, and Malcolm improved his lap times to log an impressive 1 minute 40 seconds, just 5 seconds slower than Ian Mawson, who is a crafty driver with long experience, skilfully punting his agile MG PB. Its enormous side-mounted Roots blower is seen bulging from the bonnet, and the contained spinning meshing lobes threaten to pop the boost gauge. Malcolm's only problem now, is that the ACT government has banned the use of single use plastics, and he is unsure whether fibre glass bodies on MG specials are included!



It was in the 1990s that the late Graeme Paine created the mould for the body for Malcolm's machine, a K3 inspired shape to fit an MG TC chassis, and he constructed the prototype fibreglass TC Special for himself, a car now owned by Aubrey Paverd. Graeme and Sandra Paine were much loved Melbourne MG members, and the visits by the old MG collective to Graeme's home workshop to follow progress on the meticulous restoration of P 2096 are still fondly remembered. The striking two tone P type now lives with Errol Rumph in Queensland.



**History: Ian Mawson PB 0749, Graeme Jackson P 0595, Peter Cundy N 0541, Rob Everett L 0533, and Tim Shellshear F 1254
Tony Basham photo**

The drivers of the MGs engaged in the Regularity Trials test their skills by nominating a lap time for each of four flying laps of Winton per event, and the driver with least time deviation wins a valuable recyclable plastic trophy. Excluding Malcolm the blue streaker, we lined up regularity cars, Ian Mawson PB 0749, Graeme Jackson P 0595, Peter Cundy N 0541, Rob Everett L 0533, and Tim Shellshear F 1254 for an historic MG photograph. Let me explain. This correspondent is interested in MG trivia and is in truth a very trivial person. Body parts are a particular fascination. Tim Shellshear's splendid Magna was constructed from unwanted MG bits in the 1960s by David Price, and is the very essence of the Australian special. The found F chassis is propelled by a surplus N type engine with a residual front mounted supercharger. Fifty years ago when the original body from Ian Mawson's P type racer was replaced for performance by Geoff McGrath with a light weight replica Q type shell, David Price acquired the PB tub for his Magna project. The owner of P 0595 at that time had discarded the swept mudguards worn by the car, returning it to a previously fitted motor cycle mud guard configuration, and David Price also collected those items for use on the F type. The keen observer will note from the photograph that the rear guards sourced from the narrow Aspinall bodied P type were far too wide, so fender fettling David lopped them off, giving the car an attractive Riley Imp style nether region. For the very first time ever, dear reader, Tim's F type special shared company with PB 0749 and P 0595 which had donated their body parts, magnanimously to the Magna. A cause for great rejoicing, you will agree.

Peter Cundy's attractive NA Mquette, fully recovered from last year's deficit of overhead lubrication, motored beautifully around the track, in company with Rob Everett who exercised his charming L type two seater for the first time at Winton. Rob has been researching the history of his car with some success after the publication of some intriguing ancient registration documents relating to his MG on the Triple M forum web site. Quite by co-incidence, his Magna L 0533, is the next chassis to be assembled, following the Jackson L 0532 on 8th September 1933, an auspicious day.

Warwick Anderson used an MG L type chassis L 0660 as the basis for his aluminium clothed racer which is propelled by a twin overhead camshaft Offenhauser motor. At some previous Winton appearances the sophisticated engine has proved a little temperamental, sort of a bit waffly with its coughy Offy, but Warwick now has it sorted. He has promised to recommission his extremely fast supercharged P 1410 which was last seen scorching the bitumen, returning from Geelong Speed Trials in 1985!

The most competent regularity driver, Jim Thompson, chose to enter his gorgeous Type 23 Brescia Bugatti in preference to the pretty M type, Tom Denner drove his dad's 1926 Beetle-back Alvis 12/50 and copped a bit of a ribbing for not having the restoration of P 1233 finished in time, and Chris Capes-Baldwin brought MGTC Buttercup instead of the ex-Doug Keith NE patterned NA which we admired last year. Graeme Steinfort, a veteran of the inaugural and most subsequent Winton events commented that for the very first time, no Austin Seven racing cars were to be seen in the pre-war categories Group J and K. Luckily Stuart Steinfort flew the Abingdon flag in the ex-Les Murphy 1935 AGP winning P type in a most convincing manner, and saw off Alan Teffler's Type 37/35 Bugatti in all encounters, much to the crowd's excitement (*Robin Page photo above*). Well done Stuart. Other intriguing mid field duels throughout the meeting stirred the spectators, particularly some thrilling contests between the Minis and the other tin tops. Alec Issigonis' revolutionary quick brick is now 60 years old and the Morris Mini was a featured marque at the gathering.



The fore-mentioned Aubrey Paverd, ably assisted by mechanic Renee, competed in the TC racer, Vulgarilla. Aubrey has entertained us by documenting his European meanderings in the P type, *Mildred*, when not at home driving the blue J2, and patiently undertaking the slow, frustrating reconstruction of the SA motor, a saga in itself. A well organised Harry Hickling fits in racing his cigar shaped rear engine 1963 Rennmax with maintaining his Peking-Paris Keller bodied MG SA, completing the SA tourer, commencing restoration of the F type Magna, shifting house to gain a larger motor home, and on Saturday night joining the pre-war MG mob at the Benalla pub for a power-weight ratio challenging chicken parmigiana. Patrick Ryan has been a bit crook behind the whiskers, and missed the meeting. We all wish him a record recovery in the sure knowledge that for him, the Vauxhall owner, the 30/98 designation gives a driver the authority to do 98mph in a 30mph zone during the full moon. His son, Conor Ryan left the TA racer at home in favour of their Ford special which John Noble could be seen polishing.

Tony Basham had flown from Cairns to join the Jackson pit crew of John Groom, John Humphrey, Peter Jackson and our publicist, nephew Chris Jackson who reckons we are too old and slow, and the MGs are as well. There is no hope for the modern generation, what do they know about prolonged gratification? Ross Kelly was away fishing with flies with ample fly repellent, but sent down from Queensland, Max Stephenson with his 1933 Aston Martin with the highly skilled Kelly crew, George Diggles The Birdman of Yamba, Norm Goodall to give him the good oil, and Dan Casey the MGA restorations man. Tony has South Australian knowledge, found and chatted to Ian Buckley who has recently purchased Shelley and Bob Bassica's lovely swept guard J 4330, and is carrying out some superficial sorting and plug juggling. Peter Shipperside had come across from Goolwa and delivered us a progress report on the current work on the engine of his magnificent burgundy coloured WA 0370 two door Tickford drop-head. Having a spare 18hp Wolseley motor makes life easy. Peter's father bought the coupe in the UK in 1940 when it was just one year old. It has remained totally original and beautifully maintained in the Shipperside family ever since. When Peter immigrated to South Australia in 1969, he brought the MG together with his 3 litre Bentley, now owned by John Humphrey's investment advisor. What a splendid way to stash some cash! The reader will want to know the chassis number of the Bentley, it is 197, to prove that we have a copy of the recently published, highly recommended, book, *Vintage Bentleys in Australia*. Whilst on the subject of vintage Bentleys, Barry Batagol who was wrestling the towering, petrol guzzling bulk of his 6.5 litre Speed Six around the track in the regularities making our MGs look like true midgets, used to have a P type and wishes to gift Victoria registration number plates MGPA to any interested MG owner. His Bentley is chassis number LR 2786, and thankfully, the Bentley book has now been put away!

Under a cloudless sky as the sun set in the west, and the reverberating sounds of racing engines finally spluttered into silence and we had our final whiff of Castrol R, the F/N, L, and P cuddled beneath the covers next to Rees McKay's 9/14 Riley, in the tents erected for our use by the generous, genial Robert Phillips. The comfortable encampment formed the focus for pre-war MG visitations for the weekend and was appropriately overseen by our fit looking Patron-the-Elder, Ray Fowler. Ray makes great progress with his re-engineering of his J type engine to a five main bearing set up, aimed at indestructibility. However, for us purists, the whip of the two main bearing crankshaft at high revolutions gives the advantage of enhanced compression in cylinders two and three. John Hurst would agree. He was visiting from Sydney and reported that his F type is now running very sweetly and giving him much motoring pleasure, as an MG should

There were two proudly featured MGs in the massive display of interesting club cars in the reserved area of the car park, our Captain Robin Page's concourse winning M type marked 90 years of MG Midget production, and Todd Barker's SA Tickford down from Sydney, demonstrated to the admiring throng the elegance of the MG marque.

UNTANGLING THE PAST – Guarantee Plate tales

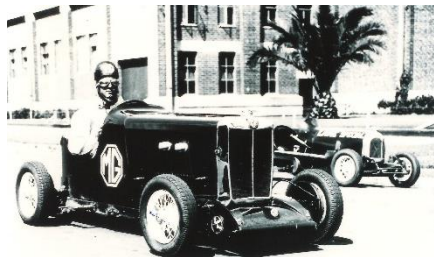
Andrew Fock has been untangling the past practice of swapping guarantee plates...

While the Triple-M register defines our cars by their chassis numbers, the identity of cars is sometimes not so clear. Up until the 1960s the Victorian Registration Branch (VRB) here in Australia based a car's Vehicle Identification Number (VIN) on the engine number. When an engine was changed, the owner was supposed to notify the VRB and this would appear on the record. However, it is now well established that certain car dealers would swap the guarantee plates as well as the engine and the numberplates thereby transferring the ID of the car. In certain cases, the registration papers etc. have all followed this "new" chassis, a fact which is only found out when the front apron is removed. For many, this is not an issue as all our cars have most interesting histories, for others who had lauded their cars prewar racing history there can be an element of disappointment. So, just as with the chassis, the journey of the guarantee plate can be quite an interesting story.

The story of PA 1424 actually begins with PA 0595. PA 0595 was the only P type ordered from new from the factory with a Preselector gearbox (others were fitted later). PSGBs were a £35 option on the P and N types (about 10-15% of the cost of the complete car). The car was imported into Australia as a chassis by the Morris Industries Import Agent, Lane's Motors in 1934, and a door-less Aspinall body with a large two chamber fuel tank fitted. The car was raced in the LCCA Winter 100 at the original pre Second World War Phillip Island road circuit by the well-known racing driver WB (Bill) Thompson. In October 1934 the car had passed to Campbell Graham and was raced in the Centenary Grand Prix (Lane's team) and in January 1935, the Centenary 300 both also at Phillip Island. On Lap 35 Graham crashed the car and both he and his mechanic were killed. In May 1935 PA 1424 was also imported by Lane's as a chassis. It was sold to WB Thompson who prepared it as a "Speedway" racer, cutting down the chassis, having an Aspinall monoposto body fitted and small wheels



Bill Thompson with PA 0595 with its PSGB and its large fuel tank circa 1934



PA 1424 as a "Speedway racer" 1935

In 1947 the car passed through the car yard of Wally Feltham another well known MG dealer. According to a story passed down to the current owner, the PSGB was removed by Feltham to put in his "Magna" special before selling the car to David Edgar. Interestingly however, my father knew the owner of the car in 1950, Geoff Weymss. In the late 1970s he told me of competing against Geoff's P type that had a large fuel tank and PSGB in the early 1950s.

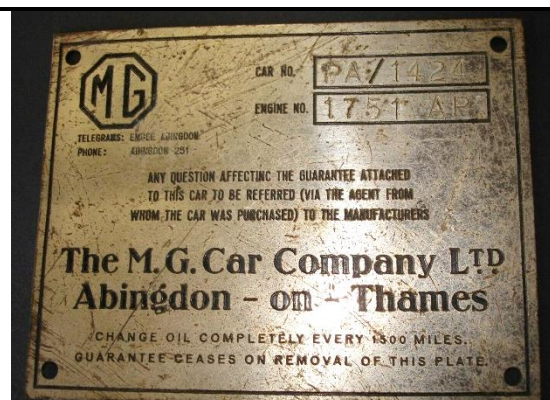
PA 1424 was restored by Angus Black in the 1970s passing on to its current owner in 1983. At that time it carried the guarantee plate for PA2096 although it is unknown why. This was returned to that car at that time and PA 1424 sat without a plate subsequently.

In March this year, I had been doing some historical research on Triple-M MGs. As part of that I had been corresponding with John Hunting in WA. John altered me to the fact that a P type guarantee plate was for sale on ebay. Original Triple-M guarantee plates have a number of distinctive features. On original plates, the model number and chassis number are etched while the engine number is stamped. Plates were originally nickel plated (unlike modern reproductions). The plate on ebay had a rather perplexing mix of features. The plate was quite "distressed" from age with both the chassis number and engine number stamped. The fonts were all the same and correct for the engine number type. The plate was correctly nickel plated. I contacted the owner via ebay. She was initially rather coy in answering questions just saying that the plate had been found amongst her father's MG memorabilia and that he had raced and hillclimbed an MG pre-war. Further questioning revealed that her father's surname was Langley, a name not on PA 1424's owner's list.





Original guarantee plate PA 1291. Note the etched PA/1291 and the closeness of the numbers



Guarantee plate for PA 1424 as it appeared on ebay

More digging revealed that her father had been a friend of Bob Manser, the owner of NA 0281 who raced it at Lobethal in 1939. Then finally, she sent a scanned photo of her father's (Roy Langley's) car, Vic registration 227.082. This was not a car that appeared on the Lanes list but was a number that appeared on the AOMC list of Victorian registrations that I had been researching. 227.082 belonged to engine 2104AP. A quick email to Dick Morbey (Triple-M P type registrar) revealed that this was PA 1844. This then followed on with Matthew Magilton finding a photo of the same car alongside NA 0281 (now owned by Walter Magilton) at Lobethal and a reference to the same car (ex-Roy Langley) in Stan Edward's ledger. Confirmation!



The engine number for PA1844 also seemed familiar.... And then looking up an old email from Bill Atherton revealed that this was the engine in his P/Q project. The engine had been bought by Walter Magilton from a fellow in Mentone in the 1960s to replace the Vauxhall engine then in PA 1427 (Ex Murphy GP car). The engine had a solid camshaft drive, wild cam and larger big-end bolts and was rumoured to have been with Les Murphy.

The fate of PA 1844 remains unknown at this time. Stan Edwards sold the car to George Gannon of Northcote in 1941. The last registration change was in 1946 to HM.739.

PA 1844 with NA 0281 at Lobethal 1939. (Magilton Collection)

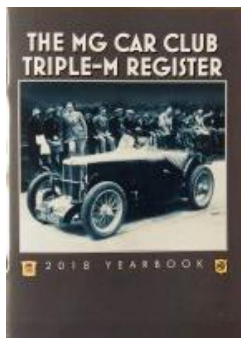
So suddenly all the ducks lined up and I was now confident that this was the real deal. However, how and why had Roy Langley taken the chassis plate from PA 1424 and why is the stamping non standard? Unfortunately, we shall probably never know the answers, but it's possible that the plate may have been a factory issued replacement when Martin rebuilt the car. Fortunately, I was the winning bidder on ebay and on the 6th of April 2019, the plate was handed over to Anthony Fagan to be reunited with PA 1424.



**The Guarantee plate for PA 1424 being reunited with the car and present owner, Anthony Fagan
Photo from Andrew Fock**

BOOK REVIEW - UK MGCC'S Triple-M Register Yearbook 2018

Brian Oxley reviews the latest from the Triple-M Register...



I note that the Editor of the Yearbook, Simon Johnston, has a complete collection of Yearbooks dating back to the first one in 1970. I can't match that but I do have 1973, 1977 and then a complete collection from 1979 and I agree that it is a wonderful source of historical and technical information. It is incredible that the quality of production and the content continues at such a high level. This latest issue carries on the high standard and is a credit to the Editor and those who contribute. Unlike the one last year of which I was quite critical, the cover sets the scene with a lovely period feel.

Mike Allison is one of those who has contributed regularly over the years and this time gives an intimate account of his discussions with Reg Jackson in the 1960s and then a fascinating article at the other end of the spectrum on Walter Wilson and his preselector gearboxes. These articles are all the more important because they are based on a deep personal knowledge and contact with people who have contributed so much to our MG world.

Then we have three articles that cover actual cars, their histories and their competition activities. The first, by Geoff Broadhead, looks into the history of an R Type that ended up in New Zealand. A fascinating read which makes one wonder what direction would MG have headed in if the development of the R Type had progressed. Sean Smedley continues the theme with four competitive P Types and then a reprint of Denis Jenkinson's article on K3015.

As if doing the job of Editor is not enough, Simon's article on Victor Ferguson and Ulster MGs brings to life yet another aspect of the history of our fabulous cars. And finally that great coverage of the Competition Report.

Again, this Yearbook is a must for a great read and a place on the reference bookshelf.

This 2018 Yearbook (£12 + postage), the six times a year Register Bulletins and many other publications are available online: www.triplemregister.org and click on Library Sales.

NATIONAL MEETING 2020 – Albury Wodonga

P-type Owner Ian Prior is leading the group organising the 2020 MG National Meeting in Albury Wodonga while Jennie and Graeme Jackson are master-minding the meeting's popular Kimber Run. With this provenance, the meeting is guaranteed to be pre-war friendly. Bulletin One has just been issued:



This is your personal invitation to join the MG Car Club Victoria for the 51 running of the MG National Meeting. The event will be held in the twin cities of Albury – Wodonga over the Easter Weekend, 10 to 14 April 2020. All the traditional activities and events will be included over the weekend.

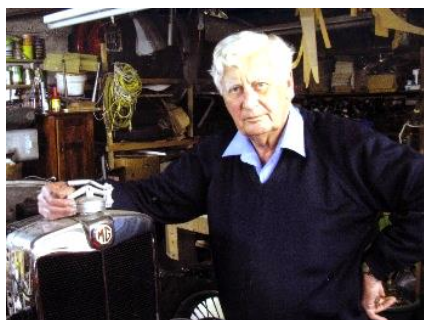
The location has been especially chosen for its central position to encourage all our friends from interstate to join us in celebrating 50 years since Victoria ran its first Meeting in Melbourne.

The Concourse will utilize Gateway Park on the mighty Murray River shoreline. Social events will be held in top class Council owned facilities in both Albury and Wodonga. Our competitive comrades won't be disappointed with the 1.6km track at the Wodonga TAFE where the Sprints and Motorkhana will be held.

Accommodation is plentiful and ranges from Resorts along the Murray River, Caravan Parks and Hotels / Motels in Albury – Wodonga, some within easy walking distance to the social events. However, please book early, as the area is very busy over Easter National.

We look forward to welcoming you and your MG for a fun filled weekend in Albury – Wodonga.

VALE – Ted Loversidge – Our NZ South Island Correspondent



News has come through that Ted Loversidge died on Sunday 30 June after being unwell for a while. Ted had been our correspondent for the South Island of New Zealand since 2001 when Brian Oxley recruited him to the cause and he entertained us with his anecdotal stories about all things Pre-War MG and many other things besides. A talented man with his hands, Ted not only created new parts for his collection of MGs under restoration, he also drew up the plans for them which he made freely available to other enthusiasts. He had a wry sense of humour and often illustrated his reports to us with fabulous cartoon sketches and drawings. We will miss him.

VINTAGE MONTLHERY – the return of the Aussie J3s

Registrar Marguerite Morgan and adventurer Ed Taylor return their J3s to Montlhery. Marguerite reports from the UK...

We did it! In February of this year, together with Ed Taylor's J3 and John Gillet's L Type, our cars were containerised in Melbourne and shipped to UK, with a pick-up date of 2nd May. The purpose for George and myself was to return J3 3756 to Montlhery France, where in 1932 it captured three world Class H records driven by George Eyeston, Tom Wisdom and Bert Denly. We were to be accompanied by Ed Taylor and J3 3762, with Neil Cooke joining Ed for the French sojourn.

We picked the cars up from the shippers on 2nd May, the first hurdle over – the cars were not late. This allowed us a week of final tweaking and preparation work before we drove the overloaded cars from Oxfordshire to Portsmouth for an overnight crossing to France. From the UK end Greg Smith in the Morgan's M Type, HX 91, was accompanying us. In fact, the M Type with only driver, turned into the support vehicle by taking on any excess luggage. Made for interesting navigation when going around corners. Small hiccup with J3 3756 at the start, meant that the others went ahead to the ferry, until George found the problem, sorted, and we were on our way again. Seemed déjà vu as I was very conscious of missing the ferry, as we did for the Tasmanian nationals tour.

Next morning disembarking at Le Havre, we took the day to drive to Montlhery and settle into our hotel. Our good friends from Germany, Walter and Brigitte Kallenberg, were waiting for our arrival, and the evening was spent in congenial company celebrating Walter's birthday. Friday morning saw us wash and prepare cars before going out to the track and taking part in the French scrutineering process. Weather was wet, and not expected to be better for the first sessions of track time on Saturday morning. The weather genie on our phones was correct, Saturday started very cold and wet, with the mornings track sessions behind a pace car, and the categories not full.

Saturday afternoon the day brightened, and by the end of the day the sun was peeking through. George and I completed the afternoon session, not sure if we reached the targeted MPH, but it was thrilling. Sunday was a fabulous day weather wise, and everyone of our party got a session on the track, in good conditions. The M type, accepted as an exhibition car, was able to complete a couple of laps of the circuit at the end of the day, both Greg and Walter enjoying the experience.

Our itinerary post Montlhery was Le Mans (circuit and museum) via Versailles, Chartres, and a couple of days touring the Loire /Normandy region, before we returned on Friday night ferry. Our first major problem manifested itself, which resulted in modifying Greg's itinerary significantly. On arriving at the outskirts of Chartres in peak hour, on a busy roundabout, we heard frantic tooting from the M Type. Parking up in a dubious situation and investigating the cause - the M Type had broken a diff and was stuck, unable to move forward or backwards. With rocking to and forth, we managed to drag it out of the way of the French traffic and were pondering the situation when just by chance a tow truck came by. Despite our limited French and the drivers limited English, within minutes the sad M type was winched onboard, and for the second time in less than 12 months, it was driven to a depot.



Aussies in France: Ed, Marguerite, Walter W, George and Jerome Boely
Photo courtesy MGCC de France

The situation significantly altered Greg's ability to accompany the two J3s, as he took on the herculean task of repatriating the car back to its home base in UK. The two J3s carried on, with next stop Le Mans 24 hour motor museum, where following a visit to the museum, the museum historian photographed detail of J3756, which competed in the 24 hour race in 1933. We all drove the famous 24 hour circuit, including the incredible long Mulsanne straight and corner. Next day, continuing to enjoy our gastronomic motoring experience, we drove from Le Mans to a beautiful French B&B near Bayeux., Last day in France was spent at the Bayeux Tapestry museum, then motoring along the Normandy beaches, where this year they plan to celebrate the 75th anniversary of the D Day landings.

All too soon, we headed back to Le Havre, meeting up with Greg returning to UK with M Type on trailer. What a fab tour, cars went well, we didn't have a bad meal anywhere, the French MG people very enthusiastic and welcoming (check out the France MG Car Club Facebook page).

Last week, George and I returned J3756 to its manufacturing roots, Abingdon, to do the Speckled Hen run. This is the first time in 84 years that the car has returned to drive the cobbled streets and factory road test routes.





George and Marguerite Morgan (J3756) and Ed Taylor (J3762) on the track at Montlhery, May 2019
Photo courtesy of the MG Car Club France



All cleaned up - J3762 in the paddock at Brooklands for the Triple M Register's Brooklands 12/12 weekend.
Photo from Colin Murrell

Pictorial Feature



*Ian Mawson in his supercharged P-type at Winton, May 2019
Photo from Robin Page*



*Allana Flynn-O'Neile's MG J2 (J3028) on display at the annual Sylvanvale Pre-WW2 car show in April 2019
Photo from Bob Simpson*



*John Gillett pushes K3030 hard at the Historic Festival held at the historic Donington Circuit in May
Photo from Colin Murrell*



*Only the English could do this – Ian Mackay and his passenger seem oblivious to the drenching they have given the J2 in the MG Car Club's South West Centre's Kimber Trial in April
Photo from Colin Murrell*

Pictorial Feature



**1935 PA Airline from Rolling Meadows, IL, shown by Lou and Tina Louchios – Cincinnati Concours, May 2019
Photo from Jeff Fields**



**Malcolm and Barbara Appleton's 1932 Stiles F Magna receives a glowing report card from MC Ed Lucas.
Photo from Jeff Fields**

Pre-War MGs STATESIDE – The Cincinnati Concours d’Elegance

Jeff Fields reports from Cincinnati...

The 42nd Cincinnati Concours d’Elegance was held in gorgeous Ault Park featuring a special display of 95 years of MG. Ault Park without collector cars is worth the visit with its wonderful garden and historic pavilion. Although Mother Nature did not cooperate until after lunch time, the day proved most enjoyable.

The field was separated into pre and post 1950 classes. The smaller class was represented by six cars from 1953 through 1985. The '85 was a Metro 6R4 Rally car from the Lane Museum in Nashville, TN, the home of many MGs.

Eight cars represented the earlier years. Malcolm and Barbara Appleton brought a most unique 1932 MG from Granville, VT. Their F1 Magna sports a Stiles Special Threesome body. MC Ed Lucas [most appropriate] seemed surprised that the third seat should be called a “dickie”. The Appleton F1 was judged Best of Class.

Tom Metcalf of Ashland, OH, brought his award winning black and green 1933 J2. This magnificent example was awarded best in class Sports Cars Pre-War at Amelia Island earlier this year. Tom was supported by sons Phillip and Kyle. Cincinnati’s own Brenda Benzar shared her 1934 NA Evans-Wilkinson Special, a true blue beauty. Originally, this car was prepared by Wilkie Wilkinson for Doreen Evans, one of the Dancing Daughters, and won first in class in the 1935 R.A.C. Rally in Eastbourne, Eng. BLL 492 won Best in Class at Amelia in 2018. These two MGs earned First Place ribbons. Tom’s business Safety Fast Restoration in Mansfield, OH, was responsible for both of these cars.

A 1935 PA Airline from Rolling Meadows, IL, was shown by Lou and Tina Louchios. The Airline is duo red and was awarded Best British Car. The Tarwaters, of Rock Hill SC, Reed and Jan entered a 1936 duo blue PB. [A third example of the fine work from Safety Fast Restoration in Mansfield.] 1937 was represented by Bob and Donna Hanselman’s VA Tourer from Woodstock, IL.



Brenda Benzar - 1934 NA Evans-Wilkinson Special
Photo from Jeff Fields



Tom Metcalf – 1933 J2
Photo from Jeff Fields

Lee Jacobsen brought his 1938 duo green SA Tickford Drophead Foursome from Dearborn, MI. The SA was honoured with the Chairman’s Award, meaning it was chosen a favourite out of all the cars on the field! The post war years were represented by two TCs. Tom and Emily Wilson have a very early, 1945, Oxford Blue beauty from Zionsville, IN. Home towner Walter L. Rye, 98 years young, showed off his 1948 model.

Although the grass was wet and the umbrellas were up early, the sun shone a bit for the parade of winners and a good time was had by all.



Bob Hanselman’s VA Tourer
Photo from Jeff Fields



Lee Jacobsen’s SA Tickford
Photo from Jeff Fields

ACTION – Images from the English Summer

Ace photographers Colin Murrell and Stephanie Boch are ever-present during the racing season in the UK. A selection of their photos are in our centrefold Pictorial Feature and here are Colin's comments this year...



The 9th Donington Historic Festival was held 3rd to 5th May, held at the historic Donington Circuit. To quote Historic promotions "a stellar line-up of historic races ranging from the sports cars of the 1920s and 1930s all the way through to the historic touring cars of the 1980s". Personally, when viewing the races from the areas of the Craner Curves, Old Hairpin, Starkeys Bridge and Schwantz Curve, the event was very reminiscent of the AvD Oldtimer Grand Prix at the Nurburgring (which is a personal favourite of mine that I have attended several times) with a mix of races and cars just as interesting and entertaining to watch.

The Flying Aussie, John Gillett, in his 1934 ex Bira K3 (K3030), waved the Triple-M MG flag, competing in the "Nuvolari and Ascari Trophies for pre-61 Front-Engined Grand Prix Cars"

Sadly Tom Harman's stunning MG Bellevue Special (on an N-chassis) although listed, did not take part in the "Mad Jack" for Pre-War Sports Cars race. Likewise, the 1951 Pierce MG, although listed as competing, did not take part in the same race as the K3. Next year will see the 10th Donington Historic Festival and also the 90th anniversary of the MG Car Club. With prominent positions for Car Clubs with special anniversaries, the possibility of a special lunch time parade, and such a great race schedule, this really should be an event to put in 2020's calendar once the dates are announced. A parade is 90 MGs, on such an iconic circuit, now that would be something quite special!

The famous location of Brooklands on the weekend of 15th and 16 June hosted the Brooklands Double Twelve Motorsport Festival. This included competitors from Belgium, France and Switzerland, and MG Car Club members from Germany, Luxembourg and Switzerland. This made a really good alternative to the cancelled *MG Live!* event, and hopefully these two events will be on different weekends next year and beyond, as it is well worth a visit! For Aussie readers, on Saturday, there was a rather nice J3 on display with Aussie plates!

HISTORIC PHOTOGRAPHS – The John Phillips Collection

John Phillips from Adelaide has been "into" MGs all his life and in the days when most people had a Box Brownie camera if they were lucky, John carried a fine camera with him to all events, race meetings, picnics and displays. Some of his photos have appeared in earlier editions of the Newsletter to accompany his wealth of anecdotes on people, places and pranks, but some are just great photos that don't need an anecdote to go with them. From his retirement home in Adelaide, and with modern scanning and communication help from his son John (junior). Here are his latest ones:



Frank Kleinig raced this sports car in events after the Second World War at the same time he raced his open wheeler race car. It was bought from the estate and shipped to Adelaide then fully restored. Picture take in November 1986. Not sure of the current owners today



John Cummins [late] spent 30 years building this MG PA, the car sold for £44,000.00 Sterling

HISTORY – MG's first chassis – the 18/80

Graeme Jackson is right on theme with this story about the development of the 18/80 Mk II...



The latent interest in Kimber's 18/80 and 18/100 MGs has been rekindled this year by meeting Irvine Black and Peter Lyttle in New Zealand and inspecting the well advanced construction of Irvine's recreation of a Tigresse on a genuine Mk2 18/80 chassis frame, using a great many mechanical and body components from the 18/100 Brooklands factory racing car which have been collected by the famous Tigresse hunter, Irvine, over his lifetime.

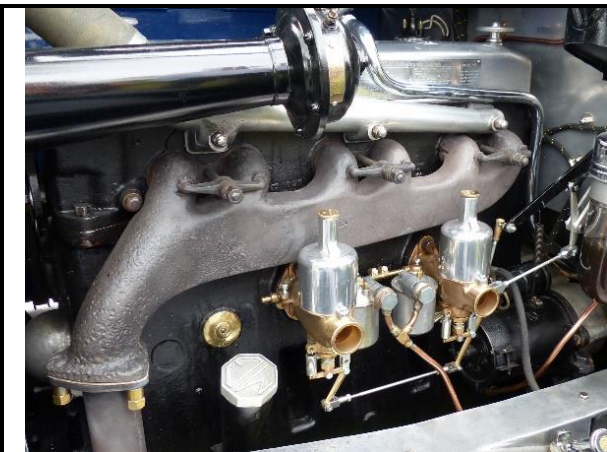
Then, at the April meeting of the Victorian MGCC, Swiss MG enthusiast Phillippe Douchet spoke and showed images of his collection of over a dozen very desirable MG competition cars, which includes an 18/80 Mk1 designated "Speed Model Panelled", one of twenty cars fitted at Abingdon with a surplus Tigresse body, following Tigresses' magnificent failure at the

1930 Brooklands 12/12 race. Phillippe owns and frequently uses the reincarnated K 3026, and his visit as a guest of Helenmary and John Gillett coincided with her 70th birthday party, giving ample time to scoff birthday cake, slurp red wine, discuss MG racers, and to trip the light fantastic.

In 1927, the ten year old design of the four cylinder Morris Oxford and Cowley cars had become dated and sales steadily declined. A new replacement six cylinder overhead camshaft unit of 2,468 cc was designed at Morris Engines Branch at Coventry. The JA designated engine gave 50bhp at 3,200 rpm, ample for the newly developed all steel Morris Light Six. Unfortunately, the Morris Six chassis was basically an elongated whippy old Oxford frame resulting in a car with sparkling performance which proved impossible to control on the road. Not surprisingly, when Cecil Kimber decided to use an MG twin carburettor version of the six cylinder JA motor for the MG 18/80 Mk1 and 18/80 Mk2 models between 1928 and 1932, it prompted MGs' first foray into chassis design. The Mk1 was joined in late 1929 by the MK2, with a deeper stiffer frame that carried larger brakes and a four speed gearbox and formed the basis for Kimber's Tigresse racing car, the 18/100 Mk3. Gone was the Morris radiator carrying the MG badge as on the 14/40. The 18/80 sported the handsome, iconic Kimber-designed MG radiator shell, which in various forms, became the identifying feature of the marque for the next half century. Our historical photograph (above left) shows Cecil Kimber posing beside WL 4440, the prototype MG 18/80 featuring for the first time the new iconic MG radiator.



Beautifully appointed but expensive, the MG Six 18/80 model, with admirable road handling and brakes and performance to out-accelerate a Lagonda 6 and an Alvis Silver Eagle, was released at the 1928 motor show but was somewhat eclipsed by the delicious new M type Midget that proudly wore a scaled down version of the handsome new MG radiator. The 18/80 sold well, and a total of 750 cars were built, but the Wall Street stock market crash in October the following year rather changed the public's taste for larger, more expensive cars. But Kimber enthused about using the robust 18/80 Mk2 as the basis for his first purpose built racing car, and so his splendid monster, his "Bentley beater", the tremendously impressive but appallingly heavy 18/100 Tigresse, came into being. The comprehensive description of the M.G. Mark III in *The Autocar* May 16th 1930 is certainly worth searching on line. The twenty five Tigresse motors manufactured by Morris Motors Ltd Engines Branch, together with twenty five bodies were delivered to MG, but only five 18/100s saw completion.



18/80 Mk II engine
Photo from Chris Keevill, Early MG Society



18/100 MkIII engine
Photo from Malcolm Robertson

At the racing car's first outing at the Brooklands 12/12 race in May 1930, the Tigresse retired after a few laps. An errant throttle butterfly jamming the valve gear was the official explanation, but later Cec Cousins said that when the motor was stripped, "the crankshaft was purple and there wasn't a bearing left anywhere". The position of the oil pick-up in the dry sump tank caused problems at the banked Brooklands circuit which resulted in oil starvation under racing conditions. In the same race, the M type Midgets ran faultlessly winning the team prize, and the future was assured for MG as a manufacturer of attractive cheap and cheerful small sports cars.

Two MG 18/80 Tigresses road racing cars survive, and in addition six other genuine Tigresse motors. Two engines are in New Zealand owned by Irvine Black destined for installation in two 18/80 Mk2 chassis, the project we inspected earlier this year. As noted above, the twenty additional bodies intended for Tigresses were fitted to 18/80 Mk1 MGs at Abingdon and sold off, and our visiting friend Phillipe Douchet is fortunate to own a survivor of this Speed Model (panelled), an MG which was almost a Tigresse.

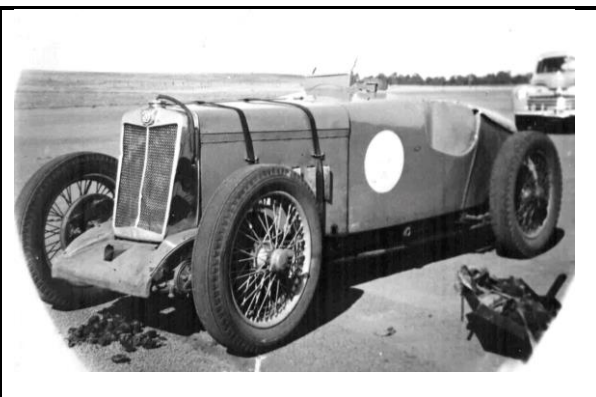
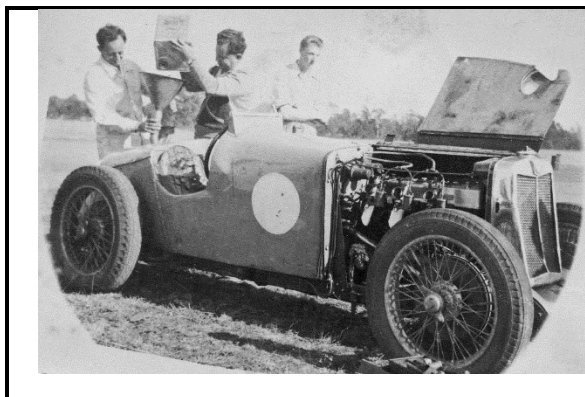
A thread of MG history runs from the 18/80 model through to the K3 of 1933 when surplus 18/80 radiator shells were cut down and shaped for the four Mille Miglia K3 MG road racing cars, because Kimber hated waste.

Three 18/80 model MGs appear on our Australian register, two chassis awaiting restoration and Col Schiller's four seater tourer.

Your Letters

Bob Simpson writes from Sydney...

At a club meeting today, one of the older members, Kerry Reily was in attendance. Back in his younger days (early 50s), he used to go to the Mt. Druitt track to watch the races. Whilst there he took the attached two photos of Ken Tubman with his N type. Was this an NE, or just a flash NA with a fancy tail, does anyone know?



David Rapley writes from Melbourne...



Thank you for your fine publication which I much enjoy. I refer to the Newsletter 1/2019 which contains article by historian Graeme Jackson about the Kleinig Hudson Special and the Wakefield Maserati Tipo 6CM. I have had the pleasure of carrying out work for the restorations of these important racing cars for Tom Roberts. In the interests of completeness and accuracy let me offer the following comments.

The third para on page 6 about the Kleinig should note that the rear axle from the Maserati was also fitted to the Kleinig prior to the 1954 AGP, which is clear from the photo on page 5 of your newsletter. I would also like to point out that whilst it is true that I repainted the MG L type chassis and put the car up on its wheels, the bulk of the rebuild was done by Matthew Philip whose superb work needs to be recorded.

Kleinig Hudson photo from Allan Herring

With regard to Johnny Wakefield's replacement of his crashed Maserati with the E.R.A. R14B on page 24, let me refer to the 1980 publication, *The History of English Racing Automobiles Limited* by David Weguelin which gives us a further insight into this interesting piece of motor racing history, to perhaps understand the reasons why the E.R.A. was not his first choice. The 6CM Maserati is a better racing car.

Page 67: "The victory of the Maserati 6CM at the Nurburgring (on 14th June 1936, Maserati 6CM first and second place ahead of five E.R.A.s) focused the attention of E.R.A. Ltd., on the advantages of independent front suspension. The E.R.A.s had undoubtedly more powerful engines, but independent front suspension made up for the Maserati's lack of power on twisty circuits, enabling them to corner and handle better. Not that E.R.A. could be content with the state of their engines either, as throughout 1936 they had a great propensity for putting rods through the side of blocks."

Then on page 98: "Wakefield had extensively damaged his Maserati 6CM in a crash at the Cork Grand Prix (in April 1938) and had needed a car in a hurry for the rest of the season until he could either get his repaired or acquire the (new) projected Maserati. Apparently L.B.B. Motors had arranged for the E.R.A. works to supply them with a "B" type chassis and a Zoller supercharged engine, which was all they could supply at the time.

The Motor of 21 June (1938), said that Wakefield was expecting delivery of his new car in about two weeks' time. Whatever the answer was, it did nothing to stifle the exuberance of Wakefield, who during the course of a party at the hotel that night, apparently went from bedroom to bedroom spraying the atmosphere with "Flit"! Raymond Mays, it seems, corrected the odour of "Flit" with "Eau de Cologne"

Then, to correct your report, Bill Brookes of Adelaide did not repair the Maserati. When I got the car, there had been some very poor work carried out on the chassis, back axle, and fuel tank but the chassis had to be completely redone and three chassis cross members made by me. The bodgy work on the fuel tank and the body which was in poor state was repaired by Kevin Collet. It should also be recorded that Alf Blight who bought the Maserati from Kleinig had no intention of restoring the racing car to its original form. He had fitted a rack and pinion steering and a modern Maserati engine with the intention of creating a sports car.

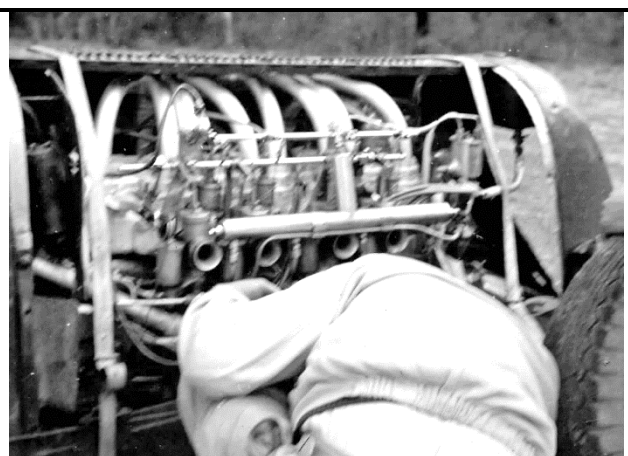
Finally, Tom Roberts is in fact the nephew of Tom Roberts, the celebrated Australian painter.

Michael Sherrell writes from Perth...

I'm not long back from Northam Flying 50 when I noticed the photo of the Kleinig Hudson in the last Newsletter with its fanciful exhaust. Dick Baird's (related to Neil Baird - M Type) Hudson *Terraplane* competing at Northam, April 19, sports a similar set of organ pipes.



Hudson Terraplane at Northam
Photo from Mike Sherrell



Frank Kleinig works on his Kleinig Hudson
Photo from Allan Herring

Harry Hickling writes from Melbourne...

Readers might like to know that *Christie*, our 1937 MG SA, is heading off to Paris. Cathy and I have entered the Paris Biarritz Rally which will be a great holiday, not like Peking to Paris. After a late decision to change cars, a new clutch, lots of maintenance, new LED rear indicators, engine in, and then last minute issues with a leaking water pump and leaking fittings for the temp sender unit, we finally got the car on the road for a test drive to historic Chewton, near Castlemaine (right).

Despite a well-used engine that has completed 50,000 rally kms, the car cruises along nicely, a bit under-powered up Heart Break Hill but workable.

Tomorrow the asbestos check is to be done, so we can meet the absurd import regulations and have an Asbestos free certificate for the trip that comes home. (Asbestos engine components have not been available in Australia for near to a decade). Did you know that a "Hygienist" is who you engage to check for the asbestos check? I hope they don't comment on the oil leaks and greasy undercarriage!

Peter Partridge writes from Perth...

Just a little bit of news. The F2 (F1433) body is basically finished and we are now fitting guards, windscreen etc. I will send a photo soon, but in the meantime, here is a photo of the car when new competing in the Scottish half day trial 1933, driven by "Roly" Wason with his wife navigating. The car has extensive trials history and won significant awards, (photo slightly coloured by me). You are the first to see this historic photo and have my permission to publish in our Aussie newsletter. I have a few more interesting photos and I am looking at writing up a better story at some future date when time allows and more info is sent to me.

See page 27 for a bigger version of Peter's fabulous period photo...



Reports from Correspondents

Desna and Denis Jury report from the North Island of New Zealand...



A Perfect End to Summer - This report will focus on the 2019 Pre-56 National Rally held in Cromwell in March. This superb event took place in the heart of Central Otago in an area famous for its stone and pip fruit and its vineyards. The rugged mountains, raw craggy hills, the magnificent foothills and lowlands covered in the mellow colours of autumn and the mighty Clutha River provided a superb backdrop for a week of motoring and conviviality. Over 50 vehicles and an international crowd made this event extra special. There were entrants from Holland, the United Kingdom, and the United States of America, and a great contingent from Australia hosted by Gary Wall. Entrants also came from across New Zealand with a large group travelling in convoy from Auckland to Cromwell on a fabulous road trip organised by Bill and Raewyn Tutty. It was great to see MGs from Southland, Canterbury, Wellington and the Hawkes Bay. It was also great to see that twenty-one of the cars were Pre-War and equally, that many clocked up hundreds of kilometres to get there (and that some of us also achieved this during the Croft Trial!).

The Trial was certainly that, with tulip diagrams and a bounty of questions, we saw cars going in all directions in and around the quaint townships of the area; through the wineries and into the open countryside. Peter Croft topped this all off with some tricky photographs for identification in the little village of Ophir. We did spot a few mobile phones in use for nefarious activity at café stops!

The speed event was well attended as drivers took the opportunity to cut a dash on the international standard track at the Highlands Motorsport Park. This venue provided excellent viewing and facilities including a café, a museum and beautifully landscaped parklike grounds. Thus, this was also the perfect venue for the Concours. The gymkhana was held nearby in the grounds of the local racecourse where spectators were able to enjoy the view from the shade of the grand old trees in the picturesque grounds. With the heat and the ever-increasing dust of the arena this provided a welcome respite for drivers and crew alike.

Cromwell is very close to three famous tourist hotspots, Queenstown, Wanaka and Arrowtown. The gold mining history of the area, the adventure focussed "great outdoors," and the wineries offered plenty of opportunity for distraction and entertainment. The gold mining theme was embraced for the final dinner with lots of gold and glitter and invention and innovation in apparel adding to the merriment. Thanks were well due to the wonderful volunteers who put the event together - especially Wayne and Billee Marsh and Di and Dren Errington.

Following the rally many took the opportunity of a tour into the hinterland, along the coast or up into the mountains. The spectacular scenery and superb weather provided some wonderful photo opportunities for us to share.



Mt Cook makes a stunning backdrop for Denis and Desna's L-type

Graeme Jackson adds...



Technical Stuff, D.I.Y. MG SU Fuel Pump Resuscitation – As Denis and Desna have reported, a fine group of diverse people from across the globe, with a common passion for MG motor cars of pre-war vintage, were drawn together in New Zealand in 2019, with the common purpose of having fun helping our friend Gary Wall exercise his fleet of SA, TA, VA and WA model motor cars, traversing the North and South Islands of New Zealand covering the 1400 miles to the Cromwell Pre-1956 MG Rally and back.

Now, Gary spends a considerable amount of his time and expertise maintaining and restoring his fleet of a dozen or so old motor cars, but as we were to discover, an ancient scuttle mounted SU fuel pump may function happily at the outset of the trip, but become quite cantankerous after a few days away from home. This can cause an outbreak of salty words from the MG driver, and vigorous beltings with a stick in an attempt to awaken a slumbering pump.

Luckily at Cromwell, Pat O'Connell proprietor of the MG Service Centre in Christchurch, generously came to our rescue by dismantling a number of our collection of spare, very historic, ex auto jumble SU fuel pumps, and building some serviceable units to get us home.



He explained that the pump diaphragms lose flexibility with age and can also leak and perforate, a prime cause of the pump failing to operate. There is also a design difference in the diaphragms fitted to rear mounted "pusher" pumps and those scuttle mounted units referred to as "suckers". On the trip it was often heard said "The sucking pump had stopped again!" As Pat rejected diabolical diaphragms and expertly assembled and adjusted each unit he explained the process while we sipped an excellent local wine with distinct hints of Kiwi wee-wee, and looked on in awe. Pat O'Connell and his wife Colleen had brought to the rally his delightful 1932 F1 Magna four seater (above), splendidly restored to a high degree of authenticity, and running very well indeed to grace the concours line up of OHC MGs.

Rebuilding an SU fuel pump is not beyond the capabilities of the keen D.I.Y. (Destroy It Yourself) amateur. Replacement parts are readily available from Burlen Ltd in the UK and your local old parts suppliers, and a new diaphragm is recommended. Just follow this easy instruction. Turn on your computing device and find:

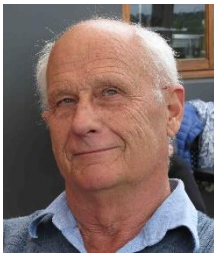
<https://www.youtube.com/watch?v=oU5uLjuOQdM&t=12s>

This most helpful UK sourced video runs for about 20 minutes, and once you have used your newly acquired wisdom to recondition your SU fuel pump it should run with utmost reliability for 20 minutes or more. Carburetter bowls full of fuel make for a happily running MG, and a calm, contented driver.

As a post script to this story, the New Zealand contingent sent around the electronic hat and made a gift of five brand new SU fuel pumps from Burlen Ltd to a delighted Gary Wall.



Bob Bazzica reports from South Australia...



Normally I can report the pre-war scene is very quiet in South Australia. There is News! Arthur Ruediger's ND won the prize for the best car at the Mallala Anzac Historical. The weekend meeting was organised by the Sporting Car Club. The prizes were awarded by Kevin Bartlett, a Bathurst winner. He described the ND as in the spirit of the event.

Peter Cundy had a good time exercising his NA racer at the same meeting, and is coming to grips with the beast. People did ask why he carries a chair and a whip! Peter was seen again at the Winton historics, whipping the N type into a frenzy of four-wheel drifts whilst being dogged by a gearbox that jumped out of gear (this time without the chair) and he was rewarded by a second place bone.

Peter Bail, man who bought all the pre-war spares from Peter Brady of K3 fame, including a chassis and some interesting bits, plus the usual collection of bent, busted and worn bits, has started to build a special, but other outstanding projects have slowed it down. Maybe next year!

Ian Buckley is going through his swept wing J2, and has finished the engine and Gearbox. His standards are very high and the results will be concourse stuff. Arthur Ruediger reports that the imbalance problem which has plagued his car from day 1, has been solved by purchasing a new set of wheels and tyres from England. He has been able to cruise at 116 KPH under suitable conditions of course, and is very pleased as this was the last of his problems.



Peter Cundy (NA0541) at Winton - May 2019
Photo from Peter Cundy



Peter's pit crew applaud Peter's historic 2nd placing
Photo from Peter Cundy

My supercharged KN has come to a stop due to my back saying enough. I have now fitted a set of racing JP pistons, but these were made .030 too tall and protruded through top of block which was my original problem. I had the pistons machined down and now they seem alright. The run tolerances seem quite high, so I won't be surprised if it sounds like a diesel. I am looking forward to getting the head on and running as soon as I am able.

Brian Oxley reports from the ACT region...



We have just returned from a visit to the UK and it is noticeable with each passing year how the numbers of prewar MGs on the road have declined. This year only one was seen, a very nice two tone maroon and black 18/80 in the Cotswolds area. Other than that a few MGBs and an MGA but quite a lot of Morgans.

Malcolm reports that he had a great time with the T-Special at Winton, not only driving the car on the track but also catching up with friends and relations. He is pleased to report that he has now got into fourth gear and up to about 100 kph down the back straight and that the odo now reads 62 kms. His next milestone is to get the car through rego and to this end he now has a two page list of "things to do" from his engineer. These range from the silly (changing the red light on the indicator switch to a green one) to the serious (bring the bark of the Brooklands exhaust down a few db). If it looks like a Harley and sounds like a Harley it is legal, but if it looks like an MG and sounds like a Harley it isn't, apparently. I guess he will get there one day and then start some serious work on his SA Tickford. His latest excuse is that he is having a "gap year" from restoration and focussing on the lesser projects needed to keep his other MGs running properly. I'm not convinced.

John Oke (NA0539) has sent his car to his son in Western Australia and we will be getting Allan Herring on to the case to bring him into the fold. John said that the NA Magnette was getting all too hard for him and so he has decided to do up a ZB version instead. At least he can get into it he says!

I am making significant progress on my Amilcar restoration, sitting on four wheels with woodwork complete and ready for aluminium skinning.



The timber part of the coachwork on Brian Oxley's Amilcar is complete
Photo from Brian Oxley

Peter Holsgrove and John Hurst report from NSW...



In Sydney, the 5th annual Sylvanvale Pre WW2 car show in aid of the Sylvanvale Foundation was held on 14th April. A sizeable display of Pre-War vehicles were on display including the MGs of Allana Flynn-O'Neile (J2 J3028) and Bob and Tricia Simpson (SA Saloon SA1306). The Foundation supports around 750 people with a disability so proceeds go to good use.

This year's running of the VSCCA Cootamundra Sprints saw just two PreWar MGs taking to the airstrip. After a rather shaky start involving a dramatic thunderstorm on the way down, (causing the Hurst Morgan to be stranded in rain, hail, darkness, thunder and lightning on a deserted country road - but that's another story) the weather cleared to allow the event to proceed. Event organiser, Tim Shellshear, opted to rest the Magna and give his almost Pre-War supercharged TC a run, while Rob Everett unleashed the L Type (L0533) down the quarter mile. Debonair Rob Phillips took time out from his marshalling activities on the day to exercise John Lackey's Tomlinson tribute TA Special, and such is the performance of the blown TA that only three firing plugs were needed to put a smile on Rob's face!

In May, Tim Shellshear and Rob Everett also competed in the Historics at Winton, Tim driving the rapid supercharged F Type Special and Rob again in the L Magna. Both cars performed well adding colour to an already wonderful event. Winton has something special, with its friendly country atmosphere and abundance of weird and wonderful machinery and characters, plus the opportunity to catch up with old friends from interstate, and is to be recommended to anyone who has not yet been.

On the restoration front Peter Holsgrove recently visited Bob Simpson to see his progress with the SA Charlesworth tourer (SA2233). Originally delivered to the UK it subsequently went to the USA, including many years in a museum. On arrival in Australia the condition left much to be desired. However, the wheels have now been refurbished to assist moving the SA around the substantial Simpson motor house and Bob is currently attending to the disintegrating plywood panels in the floor, boot and hood stowage areas. These had suffered de-lamination as well as fungal and insect attack in varying degrees but enough is left to serve as patterns.

Progress on the big bore J2 oil pump hit a minor snag – serves me right for predicting progress in the last Newsletter! On stripping the pump down the gears were fairly worn and the decision was made to rebuild it with new gears which were duly ordered from UK. However, having not measured the original gears before ordering, when they arrived it was realised the pump was actually from an M type and hence had shallower gears and gear chamber i.e. 5/16th inch verses the 9/16ths inch of the J2 and F type pumps. The new gears thus protruded an extra 1/4 inch from the body. Apparently the increase in size arose during the design of the C type when it was recognised a greater oil supply was necessary. Reference to an article on oil pumps by Barry Foster in the 1994 Triple-M yearbook confirmed that, apart from the depth of the gear chamber, both pumps are of identical construction and suggests modifying an M type pump by inserting a sandwich plate between the pump body and the lid. The sandwich plate needs to accurately match the shape of the chambers in the pump body and be of suitable thickness to provide the ideal end clearance of around 2 thou. After consulting a local engineering firm who, amongst other services conduct Laser cutting, I am now awaiting a sandwich plate and a new lid which hopefully will solve the problem. I hope to report further next time.

Finally, your intrepid reporters have recently learned of an M type which has been unregistered, in the same ownership for many years and is now being brought back to life. We are on the hunt so watch this space!



Bob Simpson and apprentice contemplate the work involved to resurrect the SA tourer
Photo from Peter Holsgrove



John Lackey's Tomlinson tribute TA at the Cootamundra Sprints in May
Photo from Peter Holsgrove

Allan Herring reports from Western Australia...



Just where did the last few months go? Still very little to report from this side of the country as those with reportable cars seem to be adopting a very low profile. At the MGCC WA Concours on 17th March there were, to my recollection, three Pre-War cars namely Tony Bagshaw's PA, Peter Briggs' NE and our NA. I managed the first placed Pre-War car and I don't know how or why, when there is a genuine factory NE entered. This is one inconsistency of concours events and probably why I am not a real fan. I can only hope that the main difference between the two N Types, I think the PA was not officially entered, was the 25 year difference between rebuilds, even given ours is a copy of the NE, and the other is real, albeit, totally rebuilt. Intriguing indeed.

More recently, we took the J2 on a rare outing with two other cars from the Pre-War Sports Car Club, namely a 1929 Bentley and an Austin 7. There was a suggestion that we make the most of a very dry and mild start to winter and take a drive up through the hills and beyond, "before the weather breaks". This turned out to be a most pleasurable day when we clocked up almost 300kms *en route* to lunch in Bindoon via Mundaring and Toodyay. The weather held out as prescribed, and then the following day was very windy and overcast with late showers which developed into a very wet week that followed. The first outing of the J2 was the 1992 Grand Prix Rally from Melbourne to Geelong, so the fact that it is still going well, albeit a bit smoky at times, is very pleasing indeed. If my memory serves me correctly, one Walter Magilton paid us a visit at friends in Mt Macedon prior to that 1992 event, to wish us well.

Meanwhile, progress on resurrecting TB panels progresses slowly but steadily and the pile of rusty discarded cut outs and pieces continues to grow. Current project is doors, which require total reconstruction of the bottom 3" including the "Z" surround and outer panel, fortunately based on an accurate new timber frame. Having rebuilt both doorless J2 and NA over the last 25 years or so, this door thing is somewhat different. As I removed a construction of aluminium angle, aluminium sheet and fibreglass, I did recall cutting the rusty bottoms off the doors over 50 years ago, the result of the harshness of English winters which in those times had salt spread on some roads. Thank goodness for mild and dry winters. Having said that, we are about to escape winter here in Perth for a couple of months, so we will touch base again in spring time, a great time here in Perth to "get out and about"!

Brian Goodall reports from Queensland...

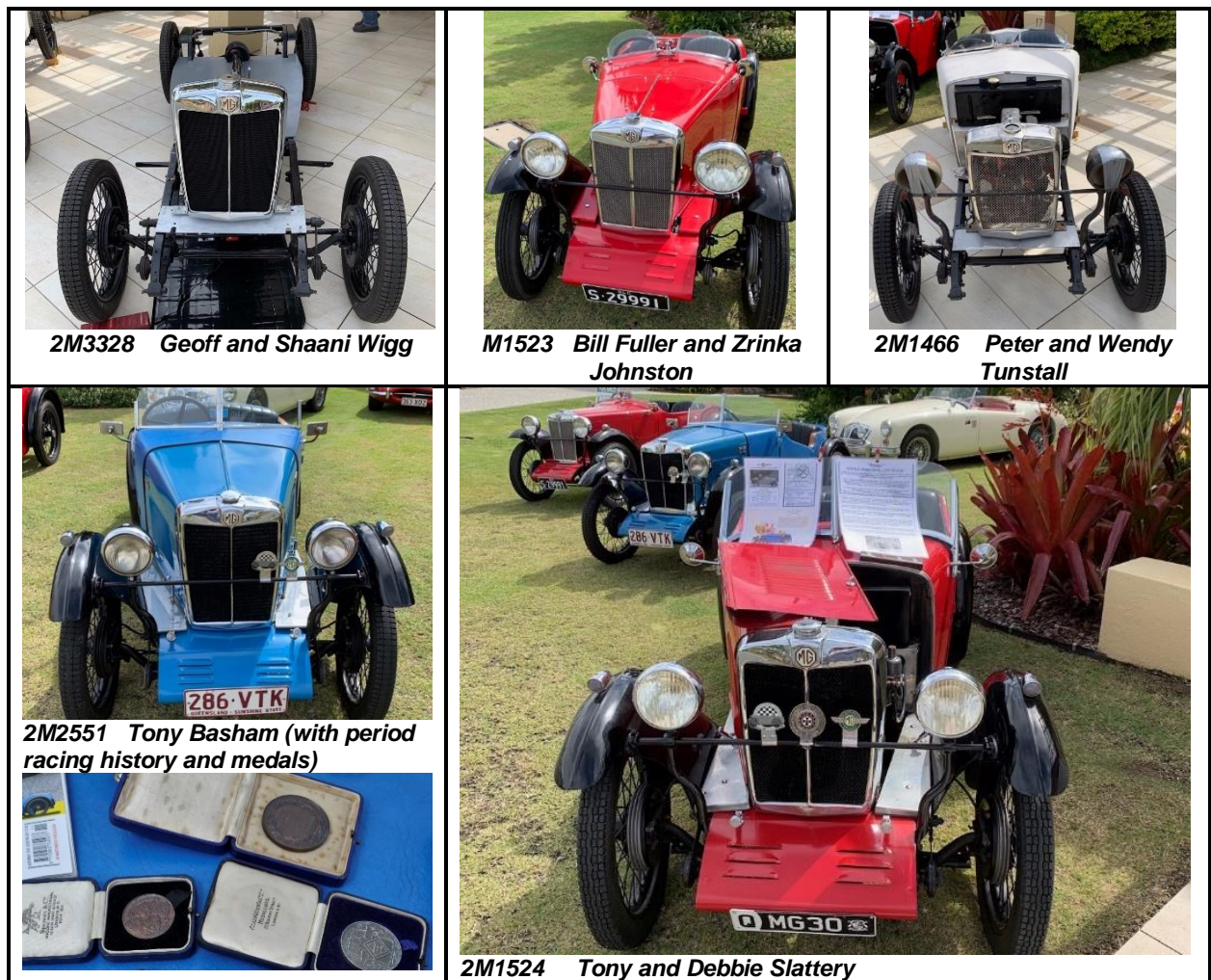
Back in 2017 Tony and Debbie Slattery started what has become a very enjoyable day and one I very much look forward to each year on my motoring calendar. The Queensland MG M Type gathering, one I hope continues. This year it was put on by Bill and Zrinka on the 14th April 2019 at their lovely home at Raby Bay. As a slightly younger member of this MG gathering, I thoroughly enjoy the hospitality and enthusiasm for each other and the MG brand, in particular the mighty M Type, and the enormous encouragement shown by members.

The day started with the help of Tony Slattery (who as always is an unbelievably helpful fellow MG enthusiast) and Tony Basham. Tony Slattery after trailering his M type down from Black Mountain to Bill's house, drove to my house and the two Tony's loaded 2M1466 then taking it to Bills, and returning it to my house at the end of the day, again many thanks gents. I was surprised and delighted when Tony Basham ask if I wanted to drive his M Type (yes please), I then proceeded to take several members around Bill and Zrinka's neighbourhood, which overlooked Moreton Bay as we drove, this was a hard way to spend this fine weathered day. Bill Fuller made the same offer at last year's gathering for M1523, it's these gestures that really make these gatherings what they are.

M Types in attendance were: M1523, Bill Fuller and Zrinka Johnston; 2M1524, Tony and Debbie Slattery; 2M1466, Peter and Wendy Tunstall; 2M2551, Tony Basham (with period racing history and medals); and 2M3328, Geoff and Shaani Wigg. After we all enjoyed a lunch fit for a king (big thankyou to Bill and Zrinka), Bill had a special guest arrive, previous owner of M1523 Garnet Smith, who kindly filled us all in on some of M1523's interesting history amongst other things. This was all finished off with a delicious MG cake (octagon shaped of course) baked by Debbie Slattery, in honour of Cecil Kimber's Birthday. Bill had his supercharged MG TB (a 7/8th completed restoration project) tucked away in the garage that we all marvelled and lingered around, whilst enjoying Bill and Zrinka's food and hospitality.



For me the following efforts were greatly appreciated and go hugely towards making this the great day it is. Firstly, Tony Basham for trailering his M Type from Cairns and back especially for this M Type gathering (this has to be first place). Geoff Wigg for trailering his rolling chassis as it is under restoration from Logan Village. Tony Slattery for trailering 2M1524 from and to Black mountain for the day.



2M3328 Geoff and Shaani Wigg

M1523 Bill Fuller and Zrinka Johnston

2M1466 Peter and Wendy Tunstall

2M2551 Tony Basham (with period racing history and medals)

2M1524 Tony and Debbie Slattery

The crowd! I hope to see you all again next year, hopefully we can twist the arm of other M Type owners local and not so local to attend next year (rumoured to be at Geoff and Shaani Wigg's house).

Footnote: I'm pleased to announce that Bill and Zrinka are now the owners of a beautiful J3, the supercharged car with significant Australian history restored by Ross Kelly.

Market Place

For Sale: 1931 MG F1 Magna. Chassis No F0428. Only 900 miles since full restoration to original specifications. Black with green Collingburn trim and wheels. Award winning car in pristine condition. Selling to make space for a new project. Located in Canberra. \$75,000. Brian Oxley 0412 188 409, oxley@netspeed.com.au



For Sale: PB 'Boy Racer' as seen in Newsletter #3/2006. Currently on carburettors but sale will include full supercharger installation. Sale to enable an alternative Pre-War MG purchase. \$55,000 firm. Phil Redhead philred43@gmail.com



For Sale: MG PA P0482 was imported by Lanes Motors, Melbourne and registered on 5 September 1934 to its first owner in Elwood. The car comes with a Duplicate Owner's Certificate from the Victorian Government showing all owners from the first to the current. From the original owner the car has been used competitively in various events right up to 2006. A catalogue of stories and photographs illustrates this history. I bought the car in 2008 and transported it to Perth – believed to be the first time it had left Victoria. The car was comprehensively overhauled over 2 years; full details are available. It is painted in two-tone Oxford and Cambridge Blues. The car came first in class at the 2016 MGCC National Meeting and is concessionally licensed in WA. The matching engine (831A 135P) is fitted. The car runs on Blockley tyres. The hood, frame and sidescreens are all in good condition; the tonneau is new. The car comes with the following additional items: Inboard supercharger (circa 1940 Marshall 50 Roots type cabin blower) with all accessories; Scintilla Vertex magneto; Range of books on Triple-M cars; Original Instruction Manual for the MG Midget (P and PB Series), original publicity material; Documentation including Service Parts List and Triple-M Technical Articles; Various spare parts (new) \$65,000.



For more details and photographs contact owner via email: tony.bagshaw@chemicalsystems.com.au

For Sale: MG TA 1936 model (TA0394) This car is for the discerning MG Collector who requires an older MG ready to go with all the hard work done and where all the impossible to find obsolete parts have been sourced. The car has been extensively restored over a period of many years and is now offered for sale. The restoration of this car has cost in excess of \$100K so this is your opportunity to purchase a very rare collectable low production MG. Only 600 of this narrow rear guard model TA were produced and there are only (to my belief) 11 in Australia. Price \$70,000 or very near offer. Frank Hiscock frankiescot@bigpond.com



For Sale: For P-type MG - front guards (swept), rear guards, running boards. Prices negotiable. Mark Leech 0418 556 264

Wanted: NA or PA Bishop Cam Steering box. Any condition. Andrew Fock 0419319460



*F1433 when new, competing in the Scottish half day trial 1933, driven by 'Roly' Wason with his wife navigating
Photo from Peter Partridge*

Tigers and Iron Curtains, Patience and Persistence

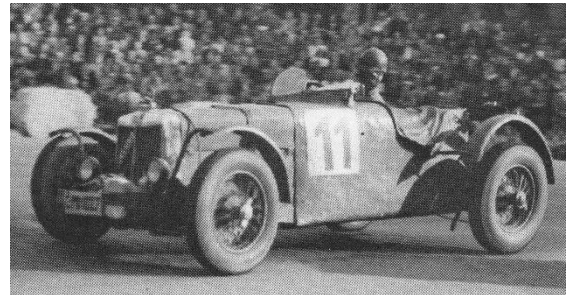


All this talk about MG 18/80s, Tigresses and the visit by Swiss MG enthusiast, Phillippe Douchet recently, leads me to tell you the fascinating story of Phillippe's search for, discovery of, and ultimate restoration of K 3026, one of the tales he told over birthday cake and red wine at Helen Gillett's birthday party.

Built in April 1934, the K3 was a George Eyston team car until in December 1934 when it was sold in Czechoslovakia to Jiri Pohl. His brother Zdenek, crashed the Magnette in 1937, and over the next 30 years they rebuilt a racing car on a locally made chassis, carried out many modifications and fitted various Skoda engines.

Rumours about the existence of the K3's remains persisted in the West until in 1980, Phillippe tracked it down behind the Iron Curtain and purchased many of the original K3 parts together with the proper but damaged chassis.

Phillippe explained that it was a moot point whether the goods he purchased were owned by the seller or the Communist State, and he was unable get them to Switzerland in the short term.



K3026 lowered and modified in Czechoslovakia
Photo courtesy Mike Hawke

His patience was rewarded with the collapse of the Eastern Bloc in 1989 and the fall of the Berlin Wall. By 1996, his mission was accomplished when the full restoration of this magnificent K3 Magnette reached completion.



Phillipe Douchet with K3026 at Brooklands in 2007
Photo from Malcolm Robertson