

# NZ TRIPLE-M REGISTER

## MG N Types

1934 – 1935.

Produced from 5th<sup>h</sup> April 1934 to November, 1936. Built on new tapered chassis the NA was available as a two- or four-seater car.

The NB is identifiable from the door hanging being reversed from the NA, (i.e., NB doors hinged from the front), and a lowered scuttle line and close ratio gearbox.

Total N types produced:

Chassis # NA 0251 – NA 0515 plus NA 0523 to NA 0995. (738 N Type cars).

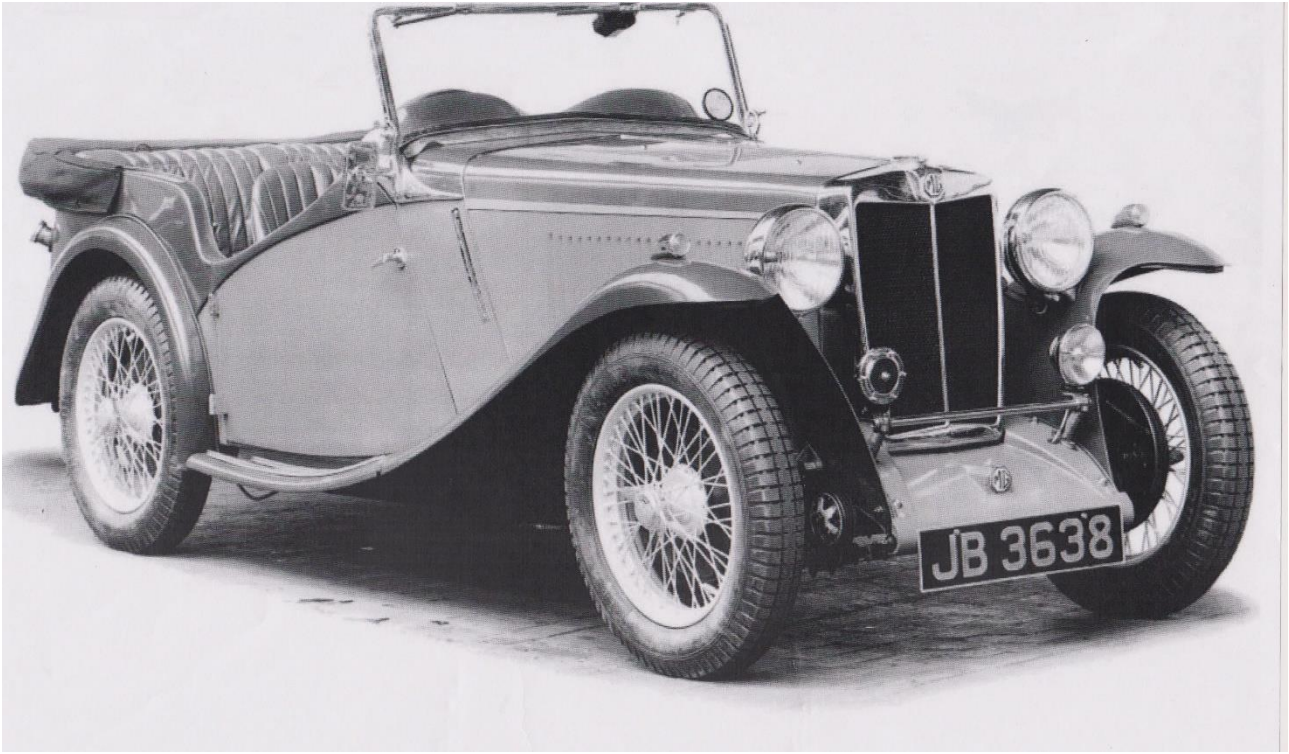
NE cars: Chassis # NA 0516 – NA 0522, included in total above (7). Produced from August 1934 – September 1934. Two-seater cars with higher compression engines producing 68 bhp.

Cars produced:

NA 2-seater:	176
NA 4-seater:	234
NA Allingham:	16
NA Saloon:	1
NA Airline Coupe	6
NB 2-seater:	98
NB 4-seater:	148
ND 2-seater:	24
NE Race cars	7
Chassis Only:	28

Last Updated: August, 2024

**NA 0251**

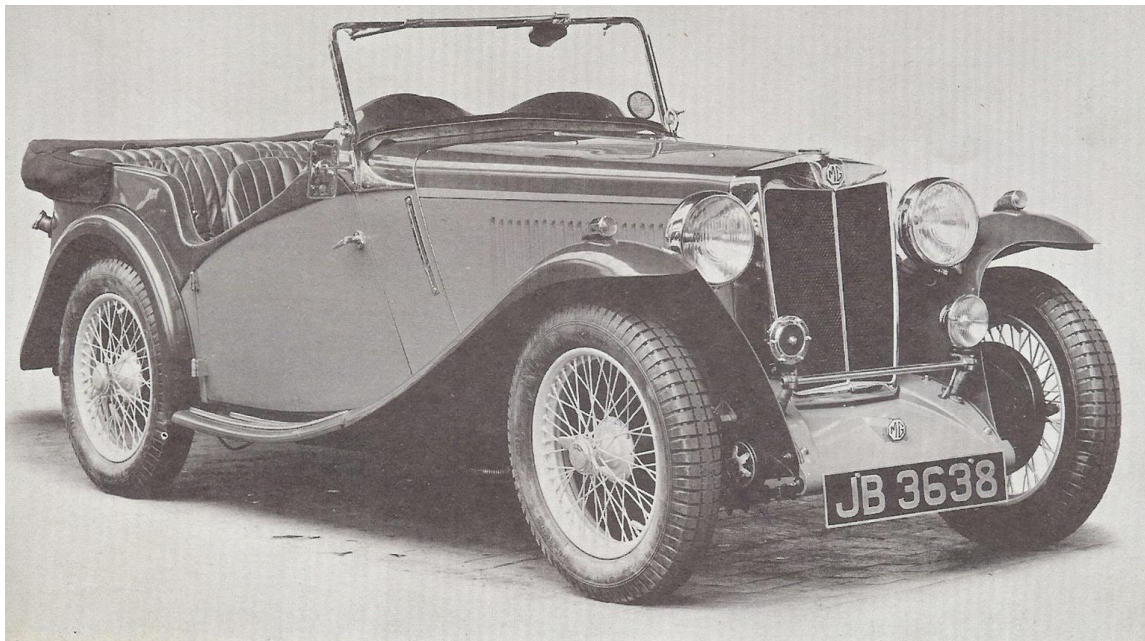


*NA 0251, the first N type off the production line.  
A publicity photo for MG Car Company, when new*

<b>Engine #</b>	576 AKN150AN (501 AN originally but replaced by the factory after the car's demonstration period)
<b>Original Registration in UK:</b>	Registered JB 3638, 9 <sup>th</sup> March, 1934. Last registered in UK 13.12.1966
<b>NZ Registration:</b>	Imported into NZ 1967?
<b>MGCC Triple-M Register #</b>	199

## Car's History

4-seater tourer. This is the first N type produced – and was a factory demonstrator /road test and show car.



*"Yes that is our M G, and it is in the book 'The MG Story' by Joseph H Wherry, published in 1967. (Valerie Rickard)*

Purchased by Len & Valerie from K Swift who, in turn had purchased the car in 1975. The last UK owner is almost certainly Bryan Wakelin (Essex, UK) who bought the car in 1966, and the car's last registration in UK was 13.12.1966.

NA 0251 has been under restoration for some time – Valerie told Kim Walker in 2007 *"we promised our 37-year-old, eldest daughter it would be ready for her 10th birthday – which, alas has long been and gone!"*)

I think it was in 2018 Valerie emailed me to say: *"Last year we were lucky enough to find out that there was a file available at the MG Club in the UK and after a phone call we were very excited to receive many reports pertaining to our car the demonstrator N A 0251 model.*

*The staff member who looked into this for us mentioned when we rang him back to see how he had got on that he had never seen a file with so much information in it. These include the records and the matching repair dockets from March 1934 of all the damage done to the car as it was test driven.*

From the number of repairs and replacement parts ordered it must have been really thrashed by the various drivers.

From these files we have been able to ascertain that that the car had an engine replacement at the end of the demonstration era, this is the engine we have with the car.

The car was then purchased by Mumford's at Abbey Garage in June 1935 and on sold to the first individual owner a: D L Richardson esq. of the Kings regiment R E Mess Bulford Camp Salisbury Plain Wiltshire. I have been unable to trace this person at all but the next owner (2nd owner) I have is Major Patrick Rodney Dayrell-Browning of the Royal Artillery Mess Christchurch Hants.

I have been able to find out a bit about him as he served with distinction in Italy with the Royal Artillery 52 Light Anti-Aircraft Regiment and was honoured with an O B E on the 28 June 1945. Alas the trail then runs cold until Bryan Kemsley - Wakelin purchased the car in 1966 which detail you already have".

The first Owner, Dermot Lindesay Richardson has now been identified from the British Army records. He was a Lieutenant in 1934, 2nd Battalion, Kings Regiment (Aldershot). He rose to the rank of Lt. Col in 1943 and was awarded the MBE in 1947

When I heard from the Rickards, 19th August, 2020 Val told me: "The NA is at the skinning stage but has been sitting at the metal works for some months now and probably that stage will not now be done as quickly as we had hoped with this virus hiccup as well. Len had hoped to have it back to his shed long before this this but I guess good things take time.

This car can certainly attain to that after all these years a long, long project that we had thought would be finished this year but alas that is just a pipe dream now. Maybe 2021!! Car restorers are ever the optimist".

The following three photos were taken in 2008, in the early restoration stage.







*More recent restoration photos, which follow over leaf were taken in 2024:*



### Previous Owners:

Lt. Dermot Lindsey Richardson, first owner. UK

Major Patrick Rodney Dayrell-Browning, believed second owner

Bryan Wakeling, last UK owner, who purchased the car in 1966

Keith Swift, NZ, purchased the car in 1975

Len & Valerie Rickard NZ

### Owner's details:

Len & Valerie Rickard, Canterbur

## *NA 0357 (Car Exported)*

This car is a Special, not a genuine Triple-M car. Lawrie Poolman tells me that the only N thing about the car is the chassis number stamping on the front knuckle which has been welded onto a homemade chassis which more closely resembles a P Type chassis than a genuine N Type chassis.

Rego # LH 9924, cancelled in 02/96

Engine # KN547A





**NA 0406**



<b>Engine #</b>	-
<b>Original Registration in UK</b>	-
<b>NZ Registration:</b>	JNB 390
<b>MGCC Triple-M Register #</b>	-

**Car's History:**

Produced in May/June, 1934. Original engine for this chassis was 656AN Originally a 4-seater. The car was shipped to NZ by A.S.Farland in 1946.

This and the following black and white photos were all taken during "Fordy" Farland's ownership and were provided by Rod Brayshaw who was given them by Peter Farland, "Fordy's" son.









Lawrie Poolman tells me: "in the mid-late 1960s I purchased two NA MG s from Dave Reid in Auckland. (He was doing metal spraying near the top of Pitt Street.) Both cars were missing motors, gearboxes and and wheels. Vic Viscovitch had told me of the cars. I traded one of the cars to Fred Webb (a friend of Vic) who had an NZ motor and gearbox, and he got the car going. (That is now the car owned by John McGarva). My trade with Fred, who was a friend of Vic, upset Vic and he kept insisting that the other car was his. (It was not and he never paid me anything). I got sick of him going on about it and in the end told him to come and take it away. He did so but before taking it away he cut the chassis into two. Later that

same weekend I found the two halves of the chassis in the rubbish bin at Fletcher Plywood where we both worked. So, I saved it and took it back home and welded them back together. Some years later Vic gave me some of the other components off the car – front and back axles, springs, steering components (modified) etc. That was the basis of my NA 2-seater Touring Special.

The car is not a copy of any particular model but typical of the period – mid 1930s.

NA 406 has a 3'9" track by 7' 10" wheelbase. – 2" shorter than standard. (This necessitates the engine being positioned 2" further back from normal). The car has cable brakes with 10" drums eventually to be 12" drums, and an F type radiator shell – the original N T type radiator shell was stolen. My NZ has cycle guards, two spare wheels, or one spare and an extra luggage trunk, an NB gearbox and full windscreen"

As mentioned, the bodywork is non-standard. It has been built by Lawrie in the style of a 1930s MG racing 2-seater, with no doors, and a 'mock-up' slab tank (Ulster style) at the back, using aluminium rather than wood framing. A "typical (doorless) bodywork, but not an exact copy," said Lawrie.

"The car is to have a late model Wolesley Hornet 1600cc engine unless I can acquire an N Type engine The engine will be supercharged."

NA 0406 photographed in Lawrie's workshop 05.17





### Competition 'special' with Triple-M componentry.



MG Special (December, 2018)

Lawrie says: "I have always liked the car built by John Dugdale in 1937. John was given a new MG NA by his parents for his 21<sup>st</sup> birthday. Within two years it had been sent to Bellevue Motors and turned into an offset single seater race car. Dugdale used the car at Brooklands and other venues pre and post war. The car was later owned by Rivers Fletcher who used it extensively in competition. The car I have built is not a replica but it is strongly influenced by it.

It has non original chassis that has been built along MG lines (from a chassis made up from two Austin 10 chassis rails welded together: they have the almost the same track – just slightly wider – – than the original N Type chassis track), with road springs in trunnions , 3'9" track as the N type, but a shorter wheelbase – 7'7".

The motor is based on an L Type block (1100cc) with an NA head, counterbalanced crankshaft and conrods made by Protur (Christchurch). A belt driven Volumex Supercharger is mounted in front of the motor but inside the radiator. The gearbox is Wolseley Manual with close ratio 3:1, 1.8:1; 1.25:1. Brakes are 10" finned alloy drums with Lockheed hydraulic foot brakes and Girling mechanical handbrake on rear. Rear Wheels are 16" Borani wires with 600x 16" tyres.

Front are 18" wires with 500x 18" tyres. The car weighs 600kg."



### *Lawrie's Competition special*

*The car will be fitted with an L type, 1100cc 6-cyl, OHC, counterbalanced crank and supercharged engine. The transmission has an upgraded diff with ENV components and the brakes are Girling cable type as used on the R Type.*

*Lawrie purchased the car from David Reid in the mid-1960s but other earlier owners are not known.*

### Owner's details

*Lawrie Poolman,*

*Northland*

## NA 0540 Car Exported)



**Engine #** 776AN (originally)

**Original Registration in UK** -

**NZ Registration:** FS 4849 (Cancelled in 2005 when the car exported)

**MGCC Triple-M Register #** 1784

### Car's History:

*Originally an Airline Coupe.*

*Ex Ferris de Joux.*

*Owned in 1953 by Doug Herridge who in 1956/7 purchased a Marshall 112A supercharger and rebuilt the car as a racing special. The racing special was completed in 1958 complete with 20-gauge aluminium closely riveted bodywork. The first years resulted in four sets of broken half shafts and two wrecked crown wheel and pinions! A Ford 8 centre and half shafts*

were fitted and 13" brakes were converted to hydraulic. The complete car weighed only 14cwt., and was capable of ~118mph with 10 -12 lb boost.

In late 1958 / early 1959 the block was badly damaged by a broken gudgeon pin which cut the old block in half. A replacement block was fitted at this time.

Ted Loversidge tells me "I first saw and sat in the Airline Coupe NA 540 in Winter 1951. In the car sales yard at the time were a six speed Bentley saloon, a 5 ½ litre Sunbeam Saloon and a 1949 Ford Mercury.

By 1953 the NA was then owned by Doug Herridge who, in 1956 ran a big end bearing crossing the Rakaia River bridge in the NA. This may sound odd but this bridge is exactly a mile and a tenth long and the done thing at the time was to start from a dead stop at one end and try and cross in under one minute (notwithstanding) the numerous pronounced ridges in the road which, as the speed increased, tended to make the axles airborne with a resultant increase in revs.

At this time Pete Stevens who was in the RNZAF (and owned a) PA awaited the arrival of a Marshall 12A supercharger he had brought from England. However, Pete had only been home for a few months when the Air Force sent him to England for three years. The PA was sold off and the blower was sold to Dave Herridge. (See R -type - the car ultimately purchased by Pete). ...Doug worked in the instrument section of the local (National) airline ..and the rubbish bins at NAC were filled with new, out of spec., interesting stuff. This cornucopia of riches was too much (and what started out as a simple engine overhaul and resulted in also) replacing rotten woodwork into a full-blown racing special. Doug laid out the instrument panel aircraft fashion - at main road cruising speed all needles were vertical. He also made the O - 8,000 tachometer & boost gauge. All the switches were ex aircraft (DC 3) with a three - position switch in the brake light circuit - normal -off- on, to fool any watching for braking when racing closely. The special was finished in 1958 and its appearance at the local motor sport scene was sensational. Its first speed event was an MGCC standing quarter where it did only one run (18.56 sec) and sheared the blower drive part way up the run. This was replaced with DC3 generator drive quill shaft.

The first years' use resulted in four sets of broken half shafts and two wrecked CWP's. This was fixed by grafting a ford V8 diff centre in the MG rear axle complete with Ford half shafts and modifying the hubs to taper & key fittings. Sometime in this period Herridge competed in a Canterbury Car Club Lyttleton Hill Climb. He came second to Pat Hoare in the 3L GP Ferrari. He was faster up the straight but was losing out braking for the corners. After this the brakes were converted to hydraulic - 2 LS front - the hand brake still worked on all four wheels. In February 1962 Doug entered the sports car race in the Dunedin Festival Road Race meeting, and after fixing braking problems in practice Doug screamed around the course like a man possessed and got second place.....



I bought the car from Doug in 1961 and used it for everyday transport and for MGCC/VCC events. In the early 1960s a long drive home in pouring rain from a race meeting at Invercargill's Teratonga Park (365 miles) convinced me that a slightly cosier cockpit & a wind screen may not be a bad idea.

In the early 70s the VCC acceptability years were extended which meant that the NA was eligible for more events – but not with the boy racer body. So I drew up a new body and got rid of some of the bits that had been causing anguish. (Geoff Owen purchased some of the discarded parts for his race car rebuild of NA 0956). The radiator had been made by Doug Herridge ...and this was always a source of leaks. This highlighted problems with the three-piece bonnet...The Ford diff had given no problem but 4.1:1 was a tad too high geared....so I grafted the centre of a Standard Flying 14 back axle into the centre of the MG axle. This was an ENV unit, very strong and at 4.541:1 a much better ratio.

I replaced the wheels and hubs with 16" Dunlop wheels and hubs ex Triumph Southern Cross....there were two other modifications I carried out which were a disaster: converted the brakes back to original mechanical set up ...and I replaced the vintage Wolseley steering box Doug had fitted with a Riley 9 box and column. I also converted the front shock absorbers back to Hartford friction type.

When I was racing or just in a hurry, I used to pull 8,500 rpm in second and try for 7,200 in third. The best I ever got out of it 5,600 in top, which at 20mph per 1,000 revs is about 112mph.

Clearly the Magnette was worth more than the other MG projects I had and selling it would finance some rebuilds. I sold it in three days but 8 months later had still not been paid so I gave it to a friend, Gavin Bain to sell through Fazzaz ...eventually being bought by a local scum bag, who had already on sold it to the States as a K3 replica". (Edited from Ted's original dated 20.06.13).

Sometime during Doug Herridge's ownership he replaced the original engine after seriously damaging the block when a broken gudgeon pin cut the original block in half. A second-hand block was obtained from Auckland.

I notice that the Triple-M (UK) data base records in September 2004 show this car was then in course of being converted back to its original state – an Airline Coupe.

### Owner's details:

Car exported to USA – see NA 095

NA 0597



Engine #	850 AN
Original Registration in UK:	CZ (in 1934)
NZ Registration:	MG NA
MGCC Triple-M Register #	3270

### Car's History:

Open, 4-seater car, two tone blue.  
Original except for Morris 10 diff.

*John tells me: "I purchased this car from B.T (Bob) Bissell of Torbay in 1976. Bissell would have purchased the car from Fred Webb.*

*Earlier, Lawrie Poolman had purchased two N Types from Dave Reid, who had a Metal Spray business in Pitt Street Auck . One of these two N Types is this car (now owned by John). It had no engine or gearbox when Lawrie owned it. Lawrie swapped the incomplete car for another vehicle with Fred Webb. Fred had the original NA engine (850AN as shown on the original chassis plate) and gearbox so managed to get it going. The engine was in poor condition being over bored so Fred then on sold it to B.T. Bissell".*



Owner's details:

John & Jude McGarva,

Waikato





*Frank's design concept*

<b>Engine:</b>	1130 AN
<b>Original Registration in UK</b>	-
<b>NZ Registration:</b>	MG 34, previously LH 5965
<b>MGCC Triple-M Register #</b>	1407

**Car's History:**

*Green, originally fitted with factory 4-steater body.*

*The car was imported into NZ around early/mid 1960s.*

**Previous owners:**

*Early 1971: Malcolm Wilton.*

*1970s: Keith McDonald Hunter who sold the car to Keith Barclay told me: "The N of which Russell Ward speaketh I purchased in the 1970s ex Malcolm Wilton, at Russell's insistence. I*

*carted the pile of bits to Dunedin, but did not manage to get on with the restoration thereof, being sidetracked by Other Things.*

*I sold the pile of bits to friend and colleague Keith Barclay, who is in retirement in Wanaka. Keith sold the car on in favour of a VA tourer. I suggest that you might contact Keith for the outcomes and onward travel of the N type”*

*Keith Barclay, Dunedin. who sold the car to Des. Grey told me: “The N type I had was purchased from Russell Ward, (I think Keith is mistaken here) he found it beneath a house in Auckland, I think. The body work was completely shot, a rusted tangled mess and went to the tip. I had grand ideas of building an NE replica but only got as far as a rolling chassis. It was sold to Des Gray who lived in Mosgiel, sometime in the 1980's. As far as I know Des did nothing with the car but subsequently on sold it to Frank Langridge”.*

*Des Grey 1987 – 2009. Des had intended to restore the car as an NE but never made much progress.*

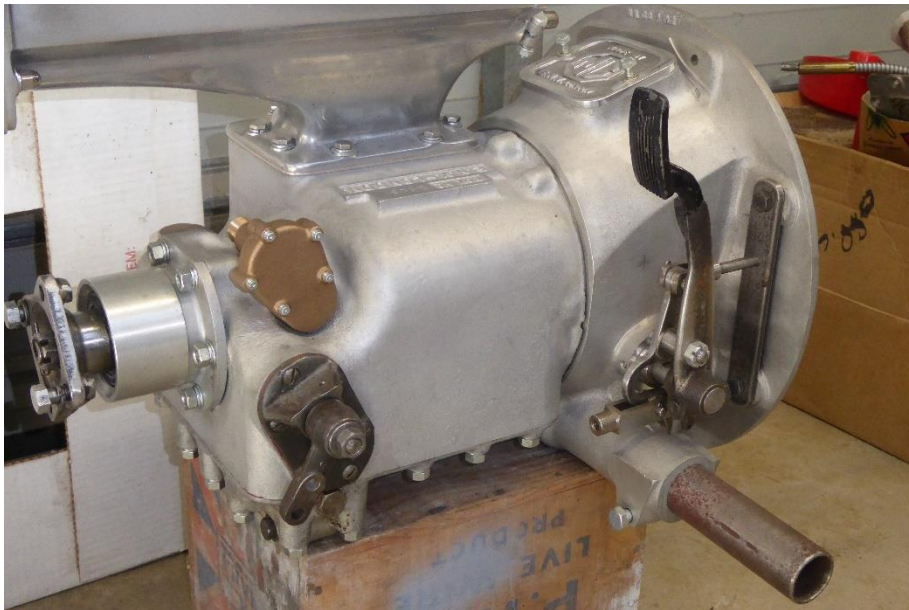
*Frank purchased the car from Des Grey in Dunedin. Des had owned it for 22 years. The car was bought as a restoration project. At the time, Frank told me: “Body rotten – will replace with lightweight alloy cut-away door style body. Block and head to be reconditioned”. In a recent telephone discussion Frank told me the body had been dumped – it was too far gone – and a new body has been completed and painted – some touch up work still required. The engine overhaul will include a new head, crank and con rods, Frank has all these parts together with a pre-selector gearbox.*



*Photo taken in Frank's garage, August 2017.*



*Photos also taken in Frank's garage, August 2017.*



*ENV Pre-selector gearbox*





*Monoposto bodywork*

*Owner's details:*

*Frank Langridge,*

*Auckland*

**NA 0787**



*The recently completed restoration of NA 0787 (2024)*



**Engine #** 1047 AN

**Original Registration in UK** -

**NZ Registration:** FX 4849

**MGCC Triple-M Register #** 3268

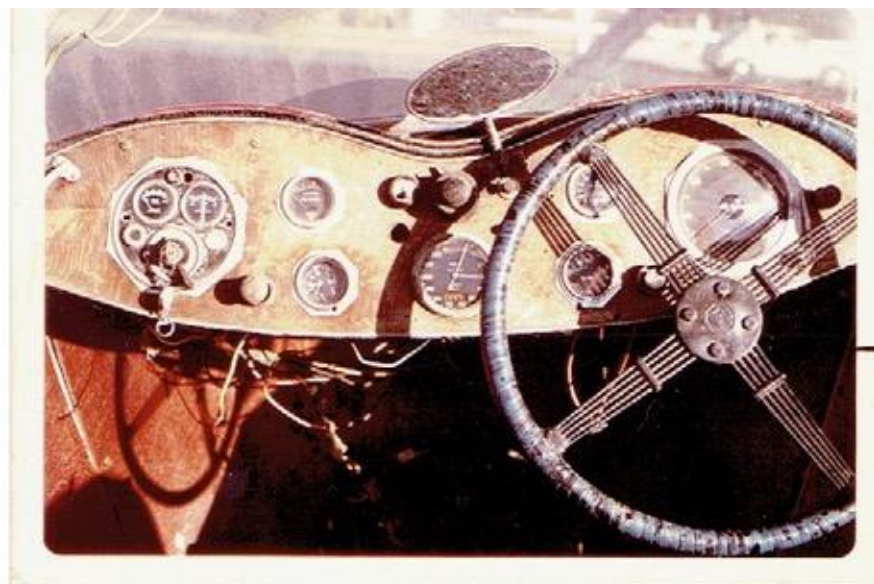
### Car's History:

A 2-seater NB when it left the factory.

A 1936 car which was being restored in Rod Brayshaw's workshop for Robert Miller around 2010. Robert had purchased the car in March 2003 at Turner's Auction from the Estate of the Late Eric Anderson, Takapuna. A possible previous owner was Malcolm Wilton but *'not authenticated'* Robert told me. (Dave Hewitt has subsequently confirmed that this car was purchased by Malcolm and Mary Wilton of Bucklands Beach, shortly after they had also purchased NA 0833 in early 1971). Malcolm sold this car to John Pryor of Devonport (~1972) but John did not keep the car long before on-selling (~1973).

John Pryor confirmed his NA was a 2-seater N Type, not a 4-seater, so this all seems consistent with the factory records, but Frank Langridge says he saw a 4-seater car, left outside in Onehunga. The reference to the car being a four-seater is explained by modifications to the final bodywork when the car was restored by Eric Anderson. Prior to this, the car was *"far from going, but had most of the parts there"* (John Pryor tells me). John sold the car to Eric Anderson, possibly via his nephew Vince Anderson. John McGarva told me: *"the NB in the newspaper article I sent had a modified body to make it into a 4-seater. Rod has taken it back to the original 2-seater"*

Robert Miller sold the car to Rod & Peter Lawn half way through the restoration.



Interestingly, in the 1960/1970s there were two N Types rusting away in gardens in Auckland. One N Type was, Frank Langridge tells me: "a four-seater standing in long grass on the edge of Mays Road, Onehunga, Auckland and this car was owned by Viv Viskovich. This was in 1960 and I tried to purchase it, but it wasn't for sale" This car was clearly this car – NA 787. The photos (left) were taken about the time John Pryor owned it.



The other N Type left outside, was in Mainston Road, Remuera, Auckland, and was NA 0908

The engine has a 'Phoenix' crankshaft/rods. Has 3 speed (original) or 4 speed period Wolseley gearbox. Bodywork has front hinged doors with lowered lines and a vertical slat radiator. The instruments have been re-arranged.



# A Long Road Back for Rare

Retired Takapuna engineer Mr Eric Anderson has just finished rebuilding what is probably one of the rarest MG sports cars manufactured.

It is a six cylinder overhead cam MG NB produced in England in 1935.

Mr Anderson says 740 N-type MGs were manufactured between 1934 and 1936 but a year after production started a variant known at the factory as the NB was made.

It was made specially for a big motor show in 1935 and only about 40 were built. They were powered by the last of the six cylinder overhead camshaft engines manufactured by MG.

Mr Anderson says the MG NB is easily recognised because it has front-hinged doors similar to those found on modern cars.

Mr Anderson got his NB from a nephew who collects old cars. It had been lying

derelict for about 20 years and was a wreck.

The engine, transmission and almost everything else had either to be rebuilt or restored.

Mr Anderson spent four years working on the NB in a shed at the back of his home in Cameron St, Takapuna.

When he was not machining parts in the shed he was either foraging through rubbish dumps for pieces or scouring libraries for information about MGs and

reading anything he could get his hands on about the famous marque.

"It is harder doing this (restoration) than making a car," he says. "If you make your own car you use your own specifications but when you are rebuilding you try to keep to the original design."

Mr Anderson believed that if his car was offered for sale in the United States it would be worth about \$50,000 to the right person.

But he neither plans to sell

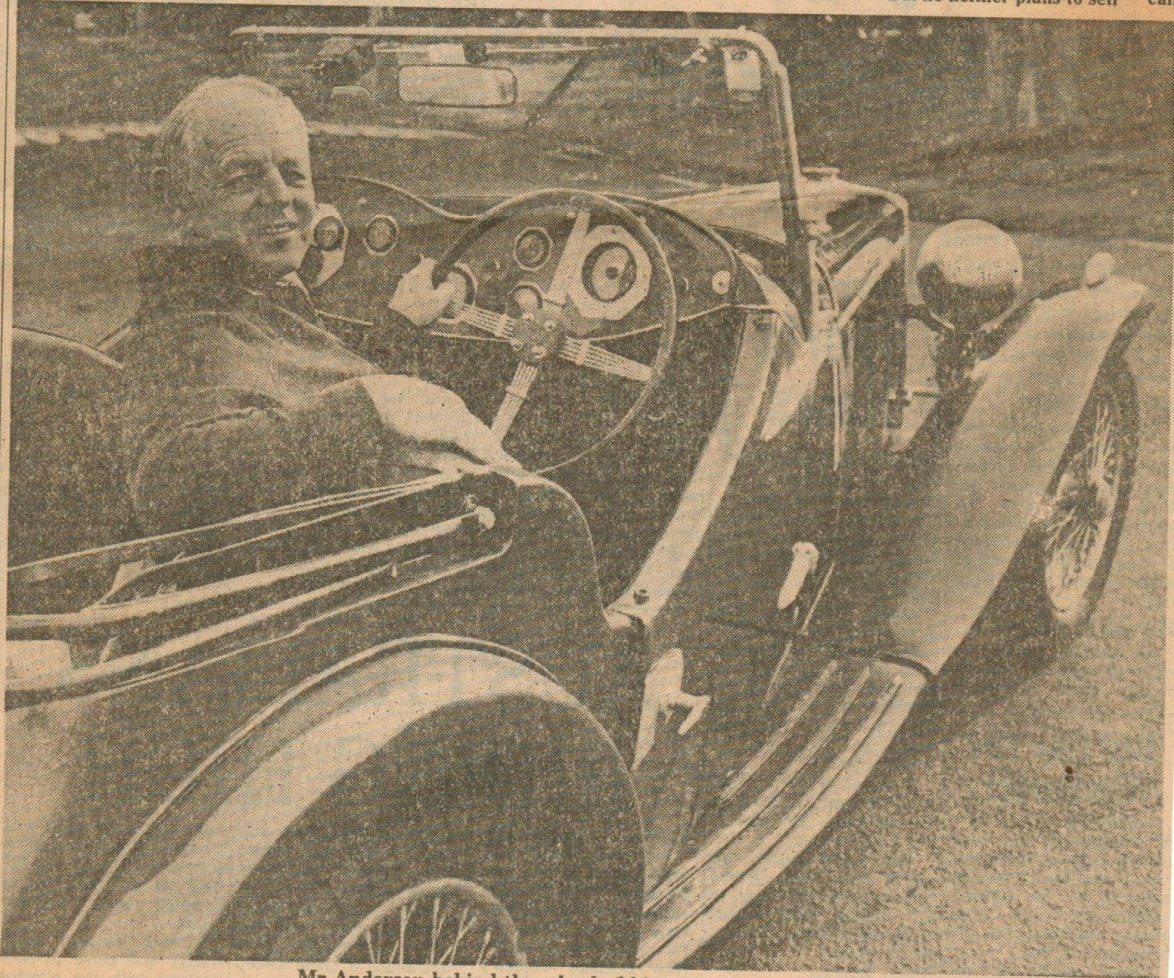
it nor stop. "Everything says. "Scaper."

He says give the grandchild.

Now Mr ing forward thing else.

"I might motor bike younger d raced mot

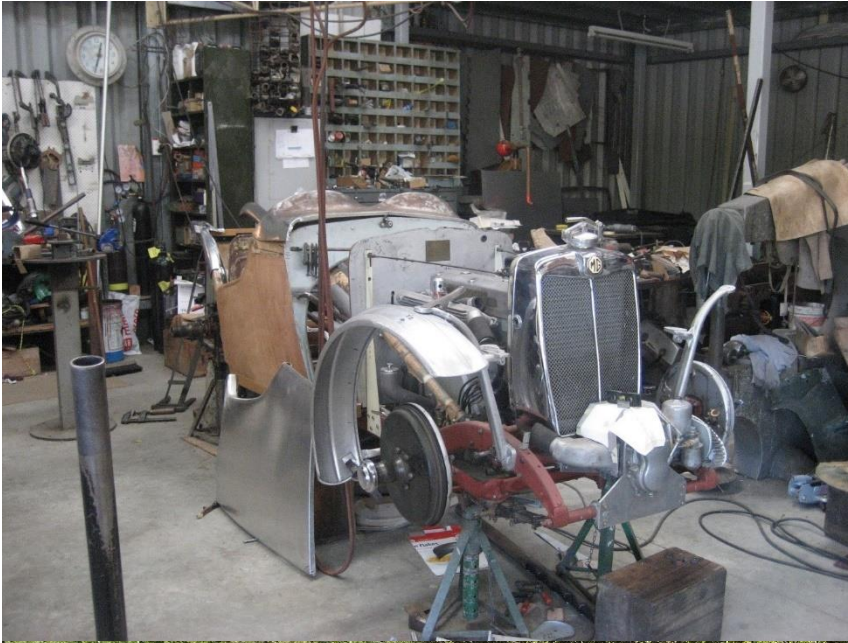
He plans ration wor can.



Mr Anderson behind the wheel of his restored MG sports car.

Newspaper article overleaf provided by John McGarva





NA 787 undergoing restoration in Rod Brayshaw's workshop. This photo was taken ~2010.

Below: the completed restoration. Now owned by Peter Lawn



### Owner's details:

Peter Lawn, Bay of Plenty



NA 0908



**Engine #** E93A 6017

**Original Registration in UK** -

**NZ Registration:** OK 1275

**MGCC Triple-M Register #**

### Car's History:

As referred to regarding MA 0787, this car was found by Warren under a tree in a garden in Remuera around 1977. The car has been in Warren's ownership since then.

Earlier the car had been owned by Roger Bruce Wylie and John David Boyer

George Eagle, MMM Registrar sent me the following information about this car from his records:

**Distributor**

Scottish Motor Traction Co Ltd, Edinburgh

**Body type**

NB 4 seater  
Chassis no  
NA0908  
Name first owner  
T.W.Stewart  
Engine no  
1183 AN  
Town / country first owner  
Joppa, Midlothian  
Body no (MG)  
185  
First registration number  
WS 7872  
Body no (Carbodies)  
1068  
Date first registration number  
24 February 1936  
Body colour  
Black  
Factory modifications  
Trim colour  
Blue  
Date build  
unknown  
Release date  
24 February 1936



NA 0908 on the road  
photographed at  
Foxton, NZ January, 2021.

Warren tells me: *“The registration papers I got with the car show the same engine number as file you forwarded (from MMM Register)*

*I will sit down and write a detailed record with dates of what little information I've got with photos of it during my time.*

*Many years ago, before mine was on the road Bill Goodall (at that time living in Petone Wellington) who had a four-seater NA said mine was supposed to be a four-seater NB. I can't remember where he got that information...maybe micro fish records?*

*I did mine up as a two-seater and ran it with cycle guards for around 15 -18 yrs. To get it on the road I took out the motor it had been raced with and put in a temporary Morris Marina van motor (similar to the MG midget).*

*The thinking was that with a young family of four children I could enjoy it and finish it down the track when I could afford it.*

*We now there, I hope.*

*I will forward proper photos of the car with dates and details. Hopefully before next week. Till then here's a couple taken last week on our trip up to the Foxton windmill”.*



Owner:

Warren Baille, Waikato

## NA 0956



*NB 0956 (no engine) alongside Ted Loversidge's NA 0540 (Rego # FS4849), in December, 1997. "NA 0540 had stripped top timing gears. As I had a spare set of timing gears these were fitted. (Geoff Owen) Later, Ted subsequently sold NA 0540.*

### Engine #

Original engine was 1145 AN. This was 'blown up' and replaced by a block and crank from UK in 2007

### Original Registration in UK

-

### NZ Registration:

MG NB SC

Imported into NZ in 1935 according to NZTA registration records.

### MGCC Triple-M Register #

808

### Car's History:

*1935 car with sports racing body. The car would have been imported second hand, pre-war, by MG Sales & Service a local company that imported second-hand MGs.*

*I am told this car was believed to have been raced in the Temuka area in 1947 with a Ford V8 motor. Subsequently Ted Loversidge has told me: "I first saw NAO956 in Manchester Street Car Sales yard in 1957. I took it for a test drive with the intention of buying it. It was*



in nice original condition but the valve gear was badly worn and as the year before I had rebuilt my PA's valve gear (PA 2224) new valves, guides, springs, rockers, rocker shafts and can shaft, I didn't want to go through the whole exercise again. I next saw it in 1962. It was advertised for sale in the paper, minus engine and gearbox....the engine and gearbox apparently had been removed and dumped in Temuka and a Ford V8 engine and gearbox fitted. It therefore seems that the racing in the Temuka area was probably around 1962 period, when the V8 engine was fitted, not 1957. I presume that Clive Butler got it from there as it was he who had it for sale in the paper. Clive didn't sell it but put later chain drive Wolelsey Hornet engine and gearbox in it "...before selling the car. "A friend of mine, Brian Victor (who had fitted a Ford 10 engine and gearbox in the J2 now owned by Tom Lock) acquired it, then decided he didn't want it and sold it to me. I had it in my garage for only a few weeks when Gavin Bain spotted it and bought it off me. Gavin was storing NA 0540, in a long shed for a friend, at that time. Gavin sold the car (NA 0956) to Don Odie from Timaru." I don't recall when I took the Herridge body off NA 0540 but it must have been about this time as Don also acquired it."

The original 2-seater NB body is now being fitted to NA 0251 (Valerie & Len Rickard's car) and being converted to a 4-seater as correct for NA 0251.

The body now fitted to NA 0956 was built for NA 0540 by Doug Herridge about 1955 and this car (NA 0540) was raced over most of NZ 1958-59. NA 0540 was purchased and subsequently re bodied by Ted Loversidge in 1960 into more of a touring K3 type body. The picture above in Geoff's workshop of the two N types was taken after NA 0540 had broken down on a VCC run. "He (Geoff) towed me back to his place, put my car in his garage and then took me home. Whilst it was there, he pulled it apart to see what had gone wrong. I had fitted brand new rocker shafts rotated 180° the wrong way and has seized the camshaft bearings" (Ted Loversidge)

NA 0956 was purchased by Geoff in 1972 from Temuka, as a wreck. At the same time Geoff purchased the remains of Doug Herridge's race body from NA 0540. This race body was then fitted to NA 0956.

NA 0956 was fitted with a new block and steel crankshaft from the UK, in 2007, together with Carrello rods etc and later type NA/NB head, cam and valve gear after the original engine was blown up in 2007.

Marshall supercharger, 10lb boost.

Transmission standard – correct NB gearbox, 3.44 diff ratio.

Brakes twin hydraulic master cylinder operated 13" brakes.

This was a very well-known race car – one of the fastest Triple-M cars in NZ – and was

raced extensively by Geoff for 10 years in hillclimbs in Hawkes Bay and Auckland, and all over the South Island racing.



*Through the chicane, Dunedin Street Race, 2007*



*Timaru Levels Raceway, 2007.  
Note the Cooper behind which  
could not catch the MG*



*On Show: Final dinner, 50<sup>th</sup>  
Anniversary Rally*



*Photo taken in December 2004 on the UK Triple-M website.*

### Previous Owners:

Clive Butler  
Brian Victor  
Ted Loversidge  
Gavin Bain  
Don Odie, Timaru  
Geoff Owen, from 1972

### Owner's details:

Geoff Owen,

Canterbury

## *N Type - Miscellaneous*

*Has anyone heard of or seen Simon Mill on registration papers relating to an NB?  
Hardly likely anyone will remember him as he owned the car almost 70 years ago!!*

*NA 0959 is shown in the UK Triple-M data base as being in NZ. A 4 seater originally  
and (originally fitted with engoien # 1176AN. UK Register # 3269*