

NZ TRIPLE-M REGISTER

MG C Type

Number known in NZ: 1

746cc race car. 4 speed gearbox and a doorless, boat-tailed body and Brooklands exhaust system. The first few cars off the production line were fitted with an aerodynamic front cowling,

“Early cars were un-supercharged with a pointed tail body, later examples could be had with a Powerplus supercharger and, later still, with a new eight port cross flow cylinder head and a slab-tank body with spare wheel strapped on the back”¹

<52.5bhp (supercharged) or 37 -44 bhp non- supercharged.

Produced from May,1931 – 1932

Total number of cars produced: 44 including 8 in supercharged form.

Chassis # CO 0251 – CO 0294.

Production from 2nd May 1931 until 8th June, 1932

Footnote 1: From “75 years of the J2” by Mike Hawke.

C 0285



Lawrie's C Type photographed in April, 2017

Engine #	AA 137
Original Registration in UK:	RX 8804
NZ Registration:	Imported into NZ in 1938. Registration # RX 8804 (as originally in UK)
MGCC Triple-M Register #:	2285

Car's History:

Mike Hawke's 'MMM Competition Cars' says:

The Guarantee plate for C0285 was issued 17.08.31 and the car despatched to Morris Garages, Oxford 28.08.31. The car was then at King & Harper Ltd, Cambridge who sold it to L. Walker of Balham, May, 1932.

19.02.34 the car was at Morris Depot, Woking and then at Haslemere Motor Co Ltd.

In 1937 the car was purchased by R.M. Lemon who entered it in the CUAC Inter-Varsity Speed Trials at Syston where he won the 850cc un-supercharged class.

09.05.37 Lemon competed in the BMC&CC Dancer's End Hillclimb at Tring.

The car was imported into NZ by Edmond Motors of Auckland in 1938.

The car was originally green.

Early Pre-War owners in NZ include Duncan Purce (Christchurch), one time printer of VCC Magazine 'Beaded Wheels', and Ivan Dejoux (Oamaru) at around the time of WW2.

Lawrie tells me *"I first saw the car around 1965. It was for sale but had been flipped in a hillclimb. The body was off and broken. The motor and gearbox were not in the chassis. The front suspension was non-standard after an earlier collision with a tram. It was too expensive considering its condition.*

I came across the car again in the late 60s when it was owned by Mervyn Williams. He had got the car back together with crude, non-original bodywork. The engine was being done by Ray Stone. Ray went motor racing with John Mansell before the motor was finished so I helped Mervyn to get the car going, but it was not going very well. At this time the original head (AA) was changed to an AB head. I also helped put the front suspension back to standard.

Mervyn decided to sell the car to buy a very tidy TC so I bought the C Type at this stage for 210 pounds. I stored the car for many years whilst finishing other projects etc. When I rebuilt the car, I had invaluable help from Barry Foster (UK) with body work details. I also fitted a Marshall blower (Mk12)

I still have a factory blue print of a C-type chassis sent to Mervyn by John Thornley. There was a letter (now lost) from John Thornley explaining that normally he couldn't help with that sort of information but, in this case, he was able to do so because it was such a special car"

The car runs with around 8 lb maximum boost.

As mentioned above, when purchased by Lawrie the car had a 'home-made' independent front suspension, after the car had been involved in an earlier accident with a tram. Lawrie says: *"when I acquired the car I restored it to the car's original specification by removing the IFS system. This then necessitated re-fitting the original C Type suspension. To help with this I had been given a genuine C Type chassis 'blue-print' from Mervyn, (as part of the car's purchase), which he had obtained from the factory through dealing directly with none other than John Thornley".*



When Lawrie purchased the car from Mervyn there was no bodywork (following the hillclimb incident) other than the cowling, bonnet, guards and boot lid. Lawrie was able to restore the car back to its original suspension at the front by welding onto the original C Type chassis the front section from a J3

- possibly one owned at that time by Lindsay Turner of Auckland. The two chassis are very similar. The remainder of the J chassis is now with Clive Butler who plans to use it to assist restoring an F Type chassis (which was also damaged in a hill climbing accident). The head fitted to Lawrie's C Type is also from the J3.

Owner's details

Lawrie Poolman, Northland.