

NZ TRIPLE-M REGISTER

MG K Types: K1, K2, K3, and KN)

Produced from 1st July 1932 until 23rd August 1934, (production of KN continued through to October 1935)

K1, 9' wheelbase available as a 4-seater or as a 4 door 'pillarless' saloon. The K1 models were produced from 1st July, 1932 until 14th June, 1934. (believed 71 K1 cars produced). These cars were powered by a six-cylinder, 1086cc SOHC crossflow head, (KA/KB) engines. The KA engine had three carburettors and produced 38.8 bhp. Later K1 cars (from July 1933) were fitted with KD engines, (1271cc/twin carburettors) which produced 48.5 bhp. 80 K1 were produced with KD engines.

The KA engine was used with a pre-select gearbox. The KB engine was mated to a manual gearbox.

K2 shorter wheelbase than K1 and used as a two-seater sports car only. K2 produced from 6th March 1933 until 9th January, 1934. 15 cars, all open two-seaters produced with KA engine (38.8 bhp), later cars fitted with KD 1271cc engine with twin carburettors producing 48.5 bhp. There were 5 K2 produced with the KD engine.

Production Numbers: K1: 71 (?) with KA engine and 80 with KD engine = 151 cars. (97 tourers, 74 saloons).

K2: 15 with KA engine and 5 with KD engine = 20 cars

Total production: 171

Note, KD motors (1271cc) fitted from Chassis # K2016 plus some retrospectively fitted by the works.

K3 Same wheelbase as K2, and only available as a two-seater supercharged race car. Early cars with 'Ulster' style bodywork but later cars were more stripped-down race cars. Six-cylinder supercharged

1087cc engine (~120bhp) and preselector 4 speed gearbox. 13" brakes
Produced from 26th October, 1932 - 23rd August, 1934.
33 cars, (including prototype(s)?)

KN Chassis prefix KMN. Basically, the K1, built on a slightly bigger K1 (LWB) chassis with K1 'pillarless' 4 door saloon fitted. Engine was developed for the N type: 1271cc six cylinder which produced 48 bhp. Model available from 31st July 1934 until 2nd October, 1935. (201 cars either: Saloons or /University Motors Tourers)

Chassis Only: 35 chassis

Total number of cars produced: 460:

K1 Chassis # K0251 (four seaters) – K0321. Initially fitted with KA/KB 1100cc engines, and from K0322 with KD 1271cc engines.

K2 Chassis # K2001 (two-seaters) to K2020.

K3 Chassis # K3001 – K3032 plus K3751

KD motors fitted to Chassis # from K2016 for K2 and from K 0322 for saloons (K1)

KN Chassis # KNO251 – KN 0451



Engine #	536 A 113D
Original Registration in UK:	AXC 219
NZ Registration:	MG K1
MGCC Triple-M Register #	2951

Car's History:

Car delivered 10.11.33. with matching chassis/engine/ gearbox & diff numbers. ('D' in the engine number indicates a KD type engine, 1271cc. The KD engine was fitted to K1 chassis from #0322).

John tells me *"In 1934 there is a letter to "The Car Mart Ltd." 236A Lancaster Rd. London who were in touch with MG regarding work required on the car 10 Feb 1934. The Car Mart took delivery of the car from MG after being serviced. Owner at this time was Mr G Lane, Arundel House, East India Rd. London E14. (It's still a hotel today and will cost you 180 quid to stay the night).*

Original UK Registration was AXC219

14 March 1934 there is a letter from Mr Thornley to Car Mart advising the work is nearly finished.

Car Mart were obviously looking after the car for Mr Lane.

There is continuing correspondence between MG and Car Mart through to Feb 1935

On 9 October 1935 there is correspondence between MG and DS Wilson who is now the owner He lives at 13 Unwin Mansions, Queens Club Gardens, London W14 You can buy a 3 bedroom flat there today for 1.3 million quid, it looks quite flash.

In May 1936 D S Wilson is still the owner and that is the end of correspondence.”

Ellerslie Classic Car Concours, finalists' parade ring, representing MGCC



Originally a K1 'pillarless' saloon, the chassis was reduced to the length of a K2/K3 chassis – basically about 14” shorter and then the car has been fitted with a K3 style body. The chassis/mechanicals and basic bodywork were carried out by Dewar Thomas, and the bodywork completed by John Hancock in 2008.

Front – mounted supercharger fitted to the original KD engine for this chassis. (matching numbers). The car has the standard (cable operated) brakes from the K1 chassis and the standard, K1 gearbox).

This car is regarded by the Triple-M Register as a “K1 rebuilt in the style of a K3” or, if the Owner prefers, it can be called a K1 'Special'. (correspondence with Peter Green, K Model Registrar, UK, 01/18).

Having taken his previous Triple-M car – a J2 – to France and Belgium, John took the K1 to France in 2017. He told me *“Brenda and I are presently in England, been in Europe about 3 months with the K1. Have entered a number of street race events in France and a lot of touring in the car”*. The

following pictures, provided by John, are from this trip:



Street Racing at Carignan, (Ardennes, NW France) 2017.





At the top of the Stelvio Pass, 2017

Previous Owners in the UK include:

G.Lane (original owner), Arundel House, East India Rd. London E14.

D.S.Wilson, 13 Unwin Mansions Queens Club Gardens London W14

Previous owners in NZ include:

Pat Hoare's mother, Ferris de Joux, and Dewar Thomas.

John Hancock purchased the car from Dewar in 2006.

Michael Wood purchased the car from John in December, 2017

Owner's details:

Michael Wood,

Auckland,

K0389

NO PHOTO

Engine # **538 A 113 D** (KD engine so should have KD after the number).

Original Registration in UK -

NZ Registration: **Imported into NZ 1938: TR 7570**

MGCC Triple-M Register # **3343**

Car's History:

1934, 4-str K1 tourer. Red.

Imported by Edmond Motors, Auckland (at the same time as they imported Lawrie's C Type).

First NZ owner: David Baird from Auckland.

Lawrie Poolman purchased the car from Terry Sampson in the mid-1960s. Lawrie initially had a small interest in the car's ownership, but no longer has any interest.

The car is dismantled but mostly all the parts are there. The engine needs rebuilding.

The engine (KD) is unmodified but maybe supercharged when rebuilt.

Transmission: manual ENV gearbox but may convert to pre-selector box (as originally fitted)

Brakes – standard 13”.

May 2018 update from Owner:

“My car K0389 was and still is a 4-seater tourer. It was originally green and I still have the original body complete with its number stamped under the scuttle. It was never a K1 Pillarless Salon”.

Restoration of K0389 is well advanced”.

Later, the Owner told me that the car was entered in the Monte Carlo Rally in 1935. (This needs to be verified).

Owner's details

Requested non-disclosure