

NZ Triple-M Register

MG types: J2, J3 & J4



Peter Croft's J2 photographed in Cromwell during the Pre 56 National Rally in 2019

Summary of the Cars:

J2 Produced from 27th July 1932 until 10th January, 1934

Two-seater open sportscar. The J2 introduced the classic 'Ulster' style bodywork with a cut-off tail and a large fuel tank at the rear. Cycle wings on early versions, swept wings on later models.

847cc engine with cross-flow head and SOHC (as J1) developing 36 bhp. 8" brakes.

Total number of cars produced: 2082.

J2 cars produced in two chassis series: starting from J 2001 to J 3750 = 1750 cars, plus J 4101 to J 4432 = 332 cars

From J3438 fitted with flared wings and running boards.

J3

J3 open 2-seaters with 746cc Powerplus supercharged engines. Factory supercharged version of the J2., but with 746cc engine and 8" brakes. 22 produced from Chassis # 3751 to J3773, (J3773 was completed as J 4425, a J2)

Produced between November 1932 and September 1933.

From J 3772 fitted with flared wings

J4

J4 (race cars): – full race versions of the J2. 9 produced from March 1933 until July 1933. Chassis # J- 4001- J 4009.

Similar looking to J2 but doorless body, Brooklands exhaust, and racing dashboard layout. Supercharged, balanced crank and larger (12") brakes. 72 bhp off production line.

Also 23 J chassis sold 'chassis only'.

NOTE. There is an incredible amount of technical information about J2 s at:
<http://www.triplemregister.org/OctagonHeaven/Index2.html#P>

Factory replacement motors.

There are 8 J2s with engine # prefixed 103J, followed by a number. The 103J refers to replacement motors fitted between October and December 1933. Some may have a reference stamped under the engine number 103J such as BR2 The BR 2 refers to the motor being re-bored at the factory. Alternative indications of factory re-boring are BR1, BS or CS



Above photo taken ~1967 when the car was owned by David Oddie.

Engine #	177587 (ex. Morris Minor)
Original Registration in UK:	RV 2529
NZ Registration:	CT 798
MGCC Triple-M Register #	1301

Car's History:

From "75 Years of the J2 MG" we know: *"this car was sold by Wadhams Bros Waterlooville (a town in Hampshire UK, near Portsmouth) to M.R.Winnicott who in 1933 competed in a J.C.C. Brooklands Rally and the Brighton & Hove M.C. Drewitt Trophy Trial".*

Owner's details:

The car was owned by David Oddie, back in the late 1960s
Owned now by George Kear. The car is awaiting restoration. George also owns a PA in parts and a PA 'special'

J 2166

NO PHOTO

Engine # 691AJ

Original Registration in UK: -

NZ Registration RODING

MGCC Triple-M Register # -

Car's History

Ex Murray Watson J2 believed now sold overseas.

A note from Peter Croft to Garth Bagnall in November 2007 says: "Re RODING. Murray built the car up from mostly one vehicle in his garage in High Easter, Essex in the early 1980s. It was almost finished when I stayed with him in '84 when I had my P type in the UK. Murray was always a press-on merchant and ran out of road and life along the coast just north of Wellington, finishing up in the rocks on the seafront which slowed him down somewhat".

In September 2018 Peter told me "Re Murray Watsons s/c J2. He was building it when I stayed with him in the UK 1984. Light blue with a Roding plate similar to M. He brought it back to NZ but after he killed himself it was sold (overseas I believe)"

The information in the M Type Register is inconsistent with this - it says RODING is a cut down M Type Sportsman Coupe.

Current Owner's details

Car exported?

J2174



J2174 in UK, prior to being exported to NZ in November, 1937

Engine #	699 AJ (originally)
Original Registration in UK:	MG 1890
NZ Registration:	182-802
MGCC Triple-M Register #	-

Car's History:

1932 2-seater, cycle-wing car built 20.09.1932. Original colour was blue/black. It was delivered to University Motors Ltd., London 30.09.1932. The first owner was R.H. Purves, (31.10.32).

This car was owned by a Mr Yonge who, together with his brother imported the car into NZ 30th November, 1937. **The above photograph, taken in 1937, was provided by Peter Yonge.**

Peter Yonge, from UK, asked the Triple-M Forum in K and also contacted Matthew Magilton (Pre-War Register, Australia) to try and trace a cycle wing J2 which his father had owned in 1930s and which has been imported into NZ for him by his brother, around 1937. He told Matthew that the car had been subsequently written off in an accident in the Karangahake Gorge around 1940. Peter asked if the chassis had survived?

Amazingly, Rod Brayshaw who saw the Forum request, was able to tell Peter he had the very chassis and had been storing it since ~1987. **Quite amazing that someone could ask about a car, exported from UK in 1937, subsequently written off in an accident over 75 years ago, and**

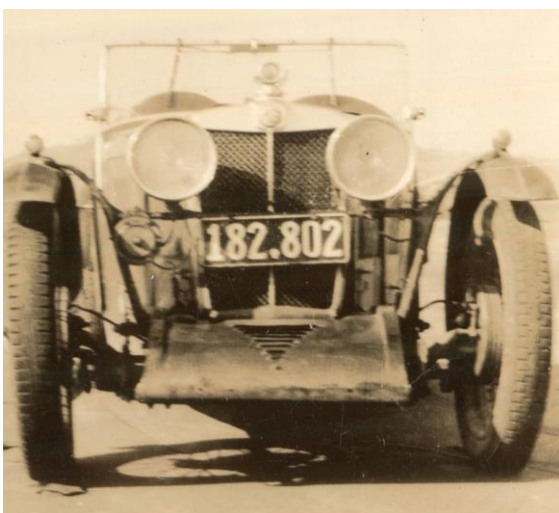
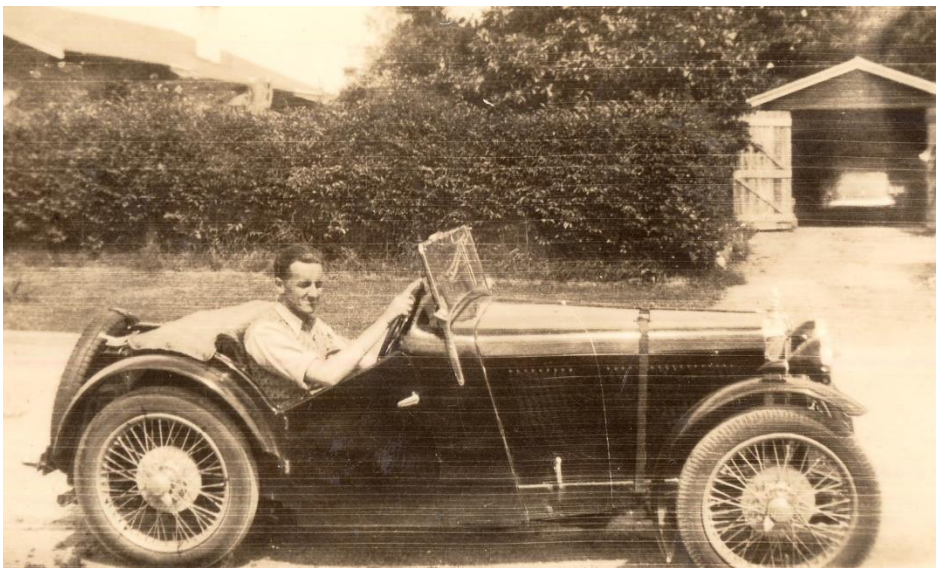
someone – in this case – Rod, 11,500 miles away – identifies and confirms he owns the chassis – and all this within 4 hours of Peter posting the enquiry on the Triple-M Forum!

The car had come to the North Island from Dunedin a few years earlier, together with boxes of spare J-type parts and some old body sections. The purchaser on the North Island lived in Palmerston North and was a known collector of Triple-M parts. Rod Brayshaw eventually acquired the chassis and parts from him.

At the time, the chassis was bent, shorter one side than the other following earlier attempts, after the accident, to return the car to the road.

After visiting Rob's workshop in 2012 Peter, (who, at that time regularly visited NZ), was able to positively identify the chassis as being from his father's car. Peter decided to buy and commission Rod to restore the car, rather than proceed with the purchase of a complete J2 available in UK.

The pictures above and below have all been forwarded to me by Peter. The first photo at the start of this article was taken before the J2 was exported to NZ. The following photos show the car after it arrived in NZ and two were taken ~1938 at Muriwai Beach, North West Auckland.



Peter kindly forwarded me quite a bit of interesting information about this car. His letter follows:

“My uncle, Alan Yonge, having graduated as a solicitor from Auckland University in 1937 made the journey by sea to England (where incidentally he remained for the rest of his life). His youngest brother, Antony (Tony) Yonge, my Dad, asked him to buy a car for him in England and to ship it ‘back home’. He cannot have been too specific as to what make of car he wanted as my uncle recorded in his diary that in August 1937 he went to see Rileys and MG’s, specifically in Great Portland Street in London which at the time was a centre for car showrooms old and new, including University Motors, the main London MG dealer. He bought the car on the 30th August 1937 from Autocars Ltd.

MG1890 was the original registration number of the car, MG prefixed numbers of course being characteristic of UM supplied cars.

The original owner was a Rodrick Hamilton Purves (not Purvis as incorrectly noted in MG records)

He was born on 25.04.1911 so perhaps a late 21st birthday present. The car was officially announced in August. His father, also named R.H. Purves died three months later in December 1932 aged 68.

It seems they were both solicitors and worked together at offices at 8-9 Great James St, London WC1, the address that was noted in MG documents.

Name:	R H Purves
Rank:	Captain
Army Number:	160225
Regiment:	Royal Army Service Corps
POW Number:	1354
Camp Type:	Oflag
Camp Number:	79
Camp Location:	Brunswick, Lower Saxony

As many of the officers in Oflag 79 were captured after the fall of Tobruk in 1941 it is perhaps not inconceivable to think that the original owner was in Egypt at the same time as my father who was serving in the NZ Army.

As recorded in my uncle’s diary he drove the car quite extensively for a month or so to various places around England including Canterbury, Stratford on Avon and factory tours of Austin and Lucas in Birmingham. The car was taken to Saunders Wharf, Millwall for packing on the 27th of September, and The “Port Hunter” sailed for New Zealand on the 30th.

(Incidentally the Port Line ship was a frequent visitor to NZ and was sunk by a German U-boat in 1942 off the coast of West Africa while en route from Liverpool to Auckland via Durban....)

The car is recorded in the Registration of Motor Vehicles, Auckland Postal District dated November 1937 with number 182.802

On one occasion my Dad lent the car to his future brother-in-law who unfortunately crashed the car and it was deemed to be a write-off. I understand some retrospective insurance etc had to be put in place before the accident could be reported....

My Dad often spoke fondly of his J2. On a visit in 1979 to see me in the U.K. (I have lived in the U.K. since 1978) we went to the gathering of MG’s in Abingdon to celebrate the 100th anniversary, just prior to the infamous closure announcement, and he cast a wistful eye over the J2’s and I recall him explaining to me the virtues of the fly-off handbrake...

I always thought that it would be nice to own a J2 but really not much more than that, but having just one photo of the car showing the number plate, curiosity led me to ask if anything was known about MG1890.

Following the exchange on the Triple M forum and on a visit to NZ in 2011 to see my Mum (sadly my Dad had passed away some 25 years earlier) my son and I went to see what remains there were of the car in

Katikati. The decision was taken in early 2012 to buy it and have Rod undertake the initial restoration in his workshop, including the chassis, engine, gearbox and body tub.

On subsequent visits to see my Mum I would travel down to what my Sat Nav called Cat-Eye Cat-Eye to follow progress. A number of parts were naturally sourced in the U.K. some of which I could bring out but larger items such as a new Phoenix crankshaft were sent directly. The engine was rebuilt with that new crankshaft, forged pistons, a lightened flywheel, full flow (J4 style) oil filter and a Bayton Jones "Sports" camshaft.

Rod Brayshaw and Peter Lawn did an excellent job and the rolling chassis was shipped back to the U.K. in June 2015 on the container ship "Liverpool Express" via the Panama Canal, arriving at the new London Gateway Port, only 10 miles or so from Tilbury where it had left almost 78 years before....

The rest of the restoration I undertook back home in the U.K. including pneumatic seats as originally fitted. With the help of some more photos that had come to light some details needed to be changed or incorporated in presenting the car as how it was when my Dad owned it.

A new windscreen was made for the car with internal pipe work for the suction windscreen motor but the photos showed that in fact being an early car it had external pipe and so it had to be reworked.

The mushroom' bolts for the rear wings are body coloured in the photos rather than chromed as originally, presumably the chrome had deteriorated over 5 years and had just been painted.

The photos showed that the car had the 'deluxe' equipment fitted, which included a Ashby Steering Wheel, a clock, and a water temperature gauge. The car was had a bonnet strap.

Interestingly the car was also fitted with a Wilmot Breedon Calormeter radiator cap temperature gauge, so perhaps the dashboard mounted gauge had ceased to work...

Regaining its original registration number was much easier and quicker than I had expected and I was still fixing the number plates to the car minutes before setting off for its maiden journey on the 12th September 2018 to a local MG group monthly pub meeting, much to their surprise! I had only ever driven the car up and down my driveway a couple of times, and then only up to second gear, so it was something of an adventure, not to say an eye opener!

Kind regards,
Peter



Photo of the Port Hunter, the ship which brought J 2174 to NZ in 1937

The final 3 photos below show the car as it is today, fully restored and back in UK



The first picture, left, is taken this year (2023) outside MGCC Kimber House, Abingdon.



Previous NZ owners include:

Bruce Manning.
N Webber and Alastair Jones, both supplied parts used in this restoration.

Current Owner's details

Peter Yonge, UK





Engine #	887 AJ
Original Registration in UK:	-
NZ Registration:	MG 2312, previous NZ registration numbers include: 59.727, and BL 1941
MGCC Triple-M Register #	1487

Car's History:

Ex Garth Bagnall and later (from 1999) Di Humphreys s/c J2. Purchased by Kevin & Elizabeth in 2007 following an extensive club competition history in NZ under the previous owners.

In 75 years of the J2 MG it says: *“Exported by Tozer Kemsley & Milbourne to New Zealand where the first owner was Miss P Judd. Diane Humphreys managed to trace the second owner, I.A.M. Louisson who was over 90 at the time and thence gain a lead on all the intermediate owners, 32 in all.....the car is believed to have spent some time in Fiji with an earlier owner. Registration numbers include: 59.727., BL 1941., and currently MG 2312.*

NB There is a superb picture of J 2312 taken during I.A.M.Louisson's ownership in Mike Hawke's “75 Years of the J2 MG”

Garth purchased the car in 1964 when it was in a very derelict state. He copied me in on an email he had sent some years ago now, to Mike Hawke in UK. It provides a lot of background history about this car, especially during Garth's ownership.

"I bought the J2 in 1964 when I gave up racing Motorbikes. It was being used for a kids play pen & parked on the side of the road & in very derelict condition. Anything easily removed was gone & almost everything else broken. The body had been rebuilt using strips of alloy bonded onto the original panels & it was all falling apart. There were no seats so after managing to get it started, I drove it home – about 10 miles – sitting on a nail box with a can of petrol on the floor next to me. I visited the owner who had done this "rebuild" (2 owners before) and rescued the original woodwork & firewall from a bonfire. I used this as patterns and remade it all from treated tanned pine. It has therefore not suffered any further rot. There were almost no new parts available back then so I had to make almost everything. The seats I used came from a derelict PA that I had and later sold to Dewar Thomas (who worked for Mario Andretti) The chassis had been broken by the firewall LH side so this was repaired. It broke again about 5 years later so this time it was welded & plated. Dianne had it break again last year right through the plate I had fitted so it had to be dismantled & plated again with a thicker plate. The original rebuild took 4 years during which time I got married & had a family. I have many photos of my old J2 in competition from hill climbs, trials, circuit racing, forest rallies, autocross, mudplugs, English trials & concours.

In the first 3 years of my ownership, it won all but one concours and came second in that – beaten by a new Midget. It also won Auckland's Intermarque Concours. During that time, it was used for every type of Club event & it was stripped & repainted/polished before every Concours. When I rebuilt the car, I rebuilt the motor using a new original crank that I managed to find. This broke after only 6,000 miles. I put a motor together using another used crank whilst I made a crank for it. This was made from VCN150 Swedish Boiler steel – used for aircraft cranks. It was balanced by Air New Zealand. I also managed to get a set of PA con rods and welded the sides of them & fitted Hillman 10 shells. I recently sold this crank & the rods to Rod Thorpe in Blenheim. It had had only one regrind to -.010 & I crack tested it before selling. Big end bearings were replaced after every hillclimb as they were squeezing out. I worked as a toolmaker for Repco Engineering in 1965 and modified the piston dies for the Morris 805cc OHV pistons to make them for the J2. Four unmachined pistons have gone with the car & I have sold the remaining pistons (16) to Laurence Poolman who has the C type. After about 3 years I bolted a plate to the RH side of the motor and drilled through to the oil gallery. This plate had an MGB oil filter screwed to it. Later on, I copied the L type oil filter set up & with Lawrence Poolman's help we cast a new housing to take the MGB cartridge filter GFE102. Bearings lasted much better after this. At least two other cars have now had this done.

I fitted the Wade blower (ex Vampire Jet cabin blower) in 1974, mounted like the C Type driven by a shaft made from MG Midget 1st motion shafts shortened and joined by a piece of tubing & clutch plate centres suitably adapted to the blower & motor. A new housing was cast for the end of the blower. The manifolds were made from an Austin A60 inlet manifold & welded to plates made from MGB piston tops. The inlet manifold was fabricated from tubing and bolted to the carb studs.

It did indeed run 8.6:1 comp and 10lbs boost sucking through a 1 ½" SU carb off a Morris Oxford. On a dyno it was getting 93 BHP at 7500 rpm. When racing it regularly topped 8,000 rpm. I fitted a tacho in place of the speedo for competitions. In this tune it did 4 -5 mpg when racing using Avgas and at best 18 mpg on the open road. It needed this amount of fuel to stop it overheating. Power costs money!! At one time I took off the blower to save money and couldn't believe how under-

powered it seemed. It was soon refitted. It came 3rd against BDA Escorts etc in the Bardhal Hill climb in 1984. Few modified B's could catch it. It still holds the VCC record at Chelsea Hillclimb after 20 years. Only beaten by single seat racing cars.

After breaking 3 diffs and about 7 ½ shafts I fitted a Morris 10 5.375 unit, waisted the axles & converted the outer end to a number 3 morse taper & key to get rid of the troublesome outer spline. (I remembered this from a Ford V8 I had) The new axles were made from Morris series Z van axles. Morris 8 hydraulic brakes had been fitted before me so I retained these. It recorded 14.79 sec on a ¼ mile sprint in full road trim. After about 10 years of competition, I detuned it to a 1 ¼" carb & lowered the compression to 8.0:1 Burning exhaust valves had been the biggest problem that was partially cured by opening out the combustion chamber around the head of the exhaust valves. They were faced with nickel stellite.

The cast iron clutch cover blew apart with the resultant many holes in the bonnet in a hillclimb practice so I cast one out of duralumin.

After the trip to Christchurch in the South Island for the pre 56 register in 1991 I rebuilt the engine – again - and fitted a NEW Allen Crank & rods that I bought from Charles Conway (I think ex Frank Carter J 2302– this car is now in the UK.) & re bored another block. I had never had a J2 block so instead modified Morris ones & re-stamped the original number on them and drilling & tapping the top to take shortened MGB head studs. At this time, I also fitted a set of Close ratio gears bought from John Needham, Gearspec City in Melbourne. This reduced the gap between 2nd & 3rd. which improved acceleration noticeably.

Dianne has recently sold the J2 and offered it back to me. I sold it because I have had a broken back (on a road M/bike) and the hard ride was knocking me about. So, I reluctantly declined. The new owners use it for everyday transport as we did for the first 3 years of its life after restoration. Including taking the 2 children away for Club week ends etc. When they got too big, I bought a BGT. I did some 85,000 miles in the J2 over 30 years. Dianne did over 10,000 miles so it lives on. To satisfy my MG craving I still have the '66 GT that I bought in 1976 (when the children got too big for the J2) at 67,000 miles which has now done 282,000 & a 1970 Roadster bought in 1992 that I am currently painting. This was 'Zeibart" rust treated & shipped to Barbados as new and came to NZ about 1976. I had serviced it from then up to when I bought it"

Garth also sent me a copy of an email he had sent to the Triple-M Register in UK:

When I restored the J2 I managed to find a brand-new crank from the BMC dealer ion Auckland. When finished in 1868 I sold the Sunbeam Rapier I/we had and used the money for a deposit on a house. The J2 was used as everyday transport with our baby son. After only 6000 mils the crank broke so I go it going again with a S/Hand one and set about making a new crank out of VCN150 steel. I am a tool maker so that was no problem. I also made a set of con rods to take 1 5/8 Hillman 10 big end shells. I also made a set of pistons from Morris 800 cc piston castings to give a compression of 8:1 it took me about 60 hours of machining. In 1973/4 I fitted a cabin pressuriser from a Vampire Jet. It was mounted as normal on the front of the motor. Used a 1 1/2 SU which gave a boost of 10 psi at 7000. I dyno tested the motor at 96 BHP. I regularly used over 8000 rpm in hill climbs. I had bought a set of Vauxhall 10 modified 16" wheels fitted with splines & Town & Country rear tyres. I ran this crank for over 75,000 miles & then managed to get a Laystall crank &

rods. It was still using the Morris pistons. I used to fit a new set of shells after every hillclimb and a set of rings every 2nd hill-climb or race meeting. The centre 2 pistons were 2 mm shorter than the 1 & 4. or they hit the head. It was timed at 14.67 on a 1/4 mile. I also fitted a full flow oil filter. It did about 4 mpg on the circuit. 18 mpg round town & 24 on a trip. I made a new set of rear half shafts waisted at the spline to stop breakages. I sold the crank I made to a guy in the South Island & it is still going. It had only had 1 grind to -10. The gearbox was modified with a higher ratio 2nd gear. The diff CW&P was 4.875:1 from an F type. Cruised nicely at 70 MPH”.

Garth Bagnall advised me (October, 2021) that he had tracked down a list of the previous owners – but some owners names are indecipherable:

26/07/1944 Thomas Neville Dagleish, Topuna Rd. Wellsford
9/08/1944 Jowett Motors Auckland
2/11/1944 Joseph Liston Somerville, 5 Ridings Rd, Remuera
2/11/1944 Burgoyne Phillip Owen, 36 Robert Hall Ave, Remuera
18/07/1945 Mary Ellen Smith Havelock Nth St, Birkenhead, Auckland
13/11/1945 Jowett Motors Auckland
13/11/1945 John Douglas Guy 33 Tinapool St, Epsom, Auckland
17/12/1945 Donald Lloyd Douglas Whaneora, Northland
26/09/1946 Nth Auckland Farmers Coop Whangarei
26/09/1946 Duffeys Used Cars Hobson St. Auckland
10/01/1947 Valance Randolph Gable, Hall Ave, Otahuhu, Auckland
1/07/1947 Donald Cliff Page, 74 Prospect Tce, Mt Eden, Auckland
2/10/1947 Terrace Motors
2/10/1947 Maurice William Johnson, 120 Maillot Rd, Auckland
24/06/1948 Oswin John Conner, 31 Wallace St., Herne Bay, Auckland
7/09/1949 Carle Craig Neil Gray, Cornwall Hospital, Auckland
12/12/1949 Donald Eric Hienander, Kerikeri Central, Northland
26/04/1951 Newmarket Motors, Auckland
26/04/1951 Pearl Olonno? Ave ?
18/06/1952 Rudolf Johannes De Graffe, 19 Princess St, Auckland
?6/03/1953 Emma ???, Park Rd, Pt ????
? Guilford ? Davidson ?, Park Rd, Titirangi, Auckland
1957 Alec David ??, Orakei, Auckland
26/03/1958 ?Martin Joseph ?, Gordon St, Kawerau
?24/12/1958 Anthony Peter Green?, Edgecumbe
3/11/1959 Brian Andrew Clark?, Harbour View Rd?? Auckland
Michael Andrew Wilson, 24 Norman Rd, Papakura. & 32A Beach Rd Glenfield
12/04/1962 Francis Edwin Perham, 20 Arney Rd, Remuera, Auckland
24/05/1963 Richard Graham Harding, 19 West St, Fielding
? Wally McNair
? Kerry Boland
May-64 John Garth Bagnall Puketutu Island, Mangere
1997 Di Humphries, Auckland
2007 Kevin & Elizabeth Andrew, Auckland

Owners Details

Kevin & Elizabeth Andrew,
Auckland

J 2416

NO PHOTO

Engine # Was fitted with a 850cc Minor engine in the early 60s.
Original engine was 1921 AJ

Original Registration in UK: -

NZ Registration: MG 1932 (on hold).

MGCC Triple-M Register # -

Car's History

The following is taken from Mike Hawke's "75 Years of the J2 MG"

"Build commenced 18th October, 1932. 2seater sports body. Colour: white/black/grey. Delivered 2nd November 1932 to Welsh & Co., Bristol, thence to J Whalley and sold to R.A.Macdermid.

Macdermid was a keen trials competitor and competed in J 2416 in the following events:

- 10.12.32: Gloucester Trial – Silver Cup.*
- 31.12.32: Exeter Trial – Premier Award*
- 18.01.33: Trials modifications completed at Abingdon.*
- 18.02.33: Colmore Trial - 2nd, Class Award*
- 14.04.33: Lands End Trial – Premier Award*
- 30.04.33: Chiltern Trial – 1st, Class Award*
- 15.05.33: Scottish Six Days Trial, Retired*
- 02.06.33: Edinburgh Trial – Premier Award*
- 05.06.33: R.S.A.C. Scottish Rally*
- 25.06.33: Brighton-Beer Trial – Brighton & Hove Trophy*
- 05.08.33: Barnstable Trial – Surbiton Cup (the principal award).*
- 09.09.33: Abingdon Trial - 2nd. Class Award.*
- 07.10.33: Mid Surrey A.C. Experts' Trial*
- 09.12.33: Gloucester Trial – Silver Medal*
- 29.12.33: Exeter Trial - 1st Class Award, Awarded MCC "Triple" Team Award with T.C. Taylor (J2228) and Jack Bastock (J2144).*
- 24.02.34: Colmore Trial – Colmore Trophy*
- 03.03.34: W.A.S.A. Trial - 1st. Class Award.*
- 17.03.34: Brighton & Hove MC Spring Trial – Spring Cup*

"This was Macdermid's last recorded event with J2416 he went on to drive PA 0336 /JB3639 in the first MG Car Club Cream Cracker Trials Team. This team consisted of three of the

more successful J2 trials drivers of 1933 and its selection was from a large choice who had done well with their cars”

In later, 1934 the car was owned by S.A Collier, New York who, 11.11.34 raced the car in *the Briarcliff Trophy Race and came 2nd.*

08.07.35: G.P d'Endurance, Sleepy Hollow. 2nd

07.10.35: Wayland GP. 2nd (This may have been November 1935 because, by then the car was owned by ARCA racer Bob Heller. The car was now painted black and ran as #3 in the race – noted from Triple-M Forum page, posted by Peter Ross (USA).

1936: Memphis GP driven by Le Roy Kramer, Entrant Sam Collier. (Peter Ross added “*I found a picture of it en route to the Memphis Grand Prix in May 1936 showing the large Union Jack on the bonnet and to be driven by Le Roy Kramer, still wearing # 3”*).

Mike Hawke had no later information about this car, so quite how it ended up in NZ is still to be resolved. The above explains a note I have from Garth Bagnall telling me he removed the 12” brakes fitted to this J2 and sold them to Rod Brayshaw to be fitted to an F Type.

The car has been in storage since the early 1970s.

In need of restoration when last seen.

Owner's details

Location of J 2416 is not known.



Engine # 1414 A (with car, but not fitted).

Original Registration in UK: -

NZ Registration: MG 5912 (previously CZ 4175)

MGCC Triple-M Register # 2571

Car's History

2 seater. Purchased by Eddie & Shelley 05.08.1998, from Paul Fussey.
Morris 10 motor and transmission installed together with hydraulic brakes.

Previous Owners:

Bannie Robinson, 1985 - 1988

Paul Fussey, 1988 – 1998.

Ex TC engine XPAG 8675 was fitted, currently Morris 10 engine installed – has no block number.

Note. Garth Bagnall tells me that Dave Malcolm-Smith fitted a TC engine in a J2 in the 1960s. This was subsequently replaced by a Morris engine in 1970s. Garth believes that the J2 concerned was that once owned by Paul Fussey. This would explain the XPAG engine known to have been fitted to this car.

Eddie tells me *“I have enough parts to build a J2 motor. I have 2 blocks (S/N 31152A) and the other has no stamped numbers. The original J engine number on the brass plate is 1414 J69. Also has AR1. The engine number on the 1985 registration papers is 71608. I don't know if this is a J2 engine number or not as I cannot find an engine number on the Morris 10*

engine that is in the car at the moment.”



Owner's details

Shelley Simpson,

Auckland

J2571



The J2 photographed with Bev Smith, the last NZ owner at the wheel.

Engine # 1214 AJ

Original Registration in UK: 25.11.32

NZ Registration: MG J2

The original NZ registration was FW 7799 when purchased by John from Leon Geddes.

MGCC Triple-M Register # 248

Car's History:

In '75 Years of the J2 MG' it says *“Originally registered OD 4058 (in the UK) The car was sold by Messrs Oke Bros to Lewis Malcolm Wilkins.”*

“The first record of its life in NZ is April 1956 when it was registered to Mr A.G. McCulloch of Otahuhu”. (Per John Hancock). John Hancock purchased this car in 1990 from Leon Geddes of Gordonton and sold it to Bev Smith in February 2007. In between times John restored the car and, in 2004, together with Brenda, toured Belgium, France, Luxembourg and UK in the J2.

Three of the four pictures which follow were taken on this European trip – Brussels town Square and one taken in Bibury, (Cotswolds) at the exact same spot as the original MG Car Company publicity photos were taken when the J2 was first announced. The original publicity shot and John's re-enactment are almost are almost identical.



The J2 touring in Belgium in 2004

Owner's details

Alec McCutcheon,

Northland

J2634



Engine # 1295 AJ

Original Registration in UK: 12.01.33

NZ Registration: -

MGCC Triple-M Register # 3517

Car's History:

2-seater car in course of restoration.

In September, 2009 Peter Croft told me: *"The car was built 11.11.32 Delivery note date 05.1`2.32. Delivered to University Motors in London, then to Central Motor Institute (whoever they were!) and sold to H.H Ilfould, 12.01.33"*.

The car was purchased by Gavin Bain 26.11.62 when, at that time, the car was fitted with a fibreglass, home-made body – the original was broken in half and stored behind the owner's shed. *"I got the price reduced by £20 by taking off the fibreglass body and leaving it with the vendor and then took the original one which I subsequently rebuilt at weekends and after school (5th form days)!"* Gavin paid £45 for the car. The car then seems to have changed hands, and eventually been acquire by Fast Forward Garage.

Ian Bradley then purchased the car from Fast Forward Garage. They, Ian believes acquired it from a South Island family 'break-up'. Ian told me Fast Forward garage acquired the car because Ron Roycroft had said that if he could get a J2 he would sell his Bugatti, but he changed his mind!

(More like came to his senses)! Ian stepped in to prevent the J2 from being exported to Japan.

When Ian purchased the car, it was drivable but it had no wiring loom except the ignition circuit. It had been unused for the previous five years.

Ian's restoration had completed the bodywork and gearbox, but the bodywork had been removed in order that the J2 chassis could be used by Alert Engineering as a guide to rebuilding Ian's F2 chassis

After Ian died, the car was put back together with, I believe, assistance from Waitemata VCC Members and then sold by Ian's daughter, Sarah, late 2017 to Jeremy Allsop.

Owner's details

Jeremy Allsop.

Auckland

J 2701

NO PHOTO.

Engine # 1397 AJ

(Also has block # 2185 AJ)

Original Registration in UK: -

NZ Registration: 1938

MGCC Triple-M Register # 3517

Car's History

1932 2-seater.

Ted purchased the car in 1960s, in bits and it has been being restored since then: *"being built up out of bits"* Ted tells me.

The car is a standard J2 except for:

Coachwork: modified driver's door;

Engine: lightened flywheel, modified crankshaft oil feed and J3 head.

Transmission: Borg & Beck clutch, ENV gearbox

Brakes: hydraulic

Steering: Bishop Cam box.

"The modified oil feed on the M type, J2 and subsequently on the D type is the fitting of radial oil feeds between 4 and 3 and between 2 and 1 so that oil flow never has to fight centrifugal force to reach the big ends." (Ted Loversidge, 07.09).

First NZ owner was Len Harrington (1938)

Car participated and was timed at 82.5mph at the Canterbury Car Club Flying ½ mile sprint in the early 50s.

Owner's details

Ted Loversidge

Canterbury



Engine #	1514 AJ
Original Registration in UK:	MG 2828, (13.01.33)
NZ Registration:	-
MGCC Triple-M Register #	-

Car's History

A 1932, swept-wing' model. Green when new.
 See 'Safety Fast' 3/85.

The car was imported from UK by Harry Walker, (Howick, Auckland) who, in ~1973 sold it to Wayne Marsh, in fairly average but motorable condition. "I used it in many *hillclimb events, Ashley Forest, Invermay etc. The car was distinguished by its Brooklands exhaust*", said Wayne.

Wayne sold the car to Charlie Fulton (Dunedin) in 1987, after restoring it. Charlie also acquired J 4225 (minus engine). The car is now in Australia.

Wayne Marsh tells me: "*I need to furnish you with current details of my old J2 (J 2828). as this was bastardised by Charlie Fulton for his swept wing J2 and the remaining bits were sold off to Australia. I kept this car for many years and was obviously bitter about it being used as a donor car as it was rough, but original. I used it for many years in hillclimbs ...I am keen to set the record straight regarding my former J2 (J 2828) and the subsequent fitting of its motor into the swept wing J2*". Wayne's references to a 'swept-wing J2 refer to J 4225).

Certificate of Registration issued to Douglas McFarlane Harre, Lincoln Road Henderson for J2 2828, Engine # 1514 AF. Registration # appears to be 43-120. Date not identifiable.

Form No. _____
Certificate
 This _____

under the Motor
 particulars of which
 Motor-vehicles Act,

Particulars of Motor-vehicle

Name *Douglas McFarlane Harre*
 Address *Lincoln Rd Henderson*

Engine *1514 AF* Chassis *2828*

Make *Mc*

Whether tires are pneumatic _____

Whether intended for private use - i.e., other than for hire _____

Whether intended for conveyance of passengers, or conveyance of goods, or conveyance of passengers and goods _____

Gross weight of motor-vehicle _____ tons _____ cwt _____ qr _____ lb.

Manufacturer's rating of weight-carrying capacity _____ lb.

and distinguishing number _____ *1730*

motorcycles _____
 motorcycles _____

the Deputy Registrar _____
 is released at an office _____ transfer holding _____

CAUTION

OR REGISTRATION FEES
 must have affixed thereto the set of registration plates which has assigned to _____
 must not be transferred from the vehicle to which they are assigned to another _____
 such assignment £10.

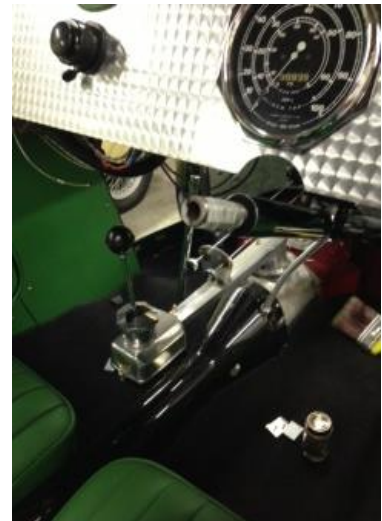
CHANGE OF OWNERSHIP
 notified to the Deputy Registrar concerned within seven days
 form which may be obtained at the Deputy Registrar's office
 continues.



Above: J2828 together with Peter Croft's J2 at the Invermay Hillclimb and a third J2 alongside, owned by Vic Brown, now in Canada.

Owner's details

Car exported to Australia in 1994. It was purchased by Rob Hill in 1990 and taken with him to Australia when he migrated. Currently owned by Tony McGrath, NSW.



Three photos supplied by Tony McGrath, 2017

Tony also sent a copy of Certificate of Registration for this car dated 26.06.69 to a Norman William Stevens of 185 Bleakhouse Drive, Howick. Registration appears to be 1J 1932 at that time. Also provided is a copy of early owners unfortunately the scanned copy will not show when imported. The identifiable owners and dates are:

Imported by Harry Walker according to Wayne Marsh (date not known) – Wayne says he bought the car from Harry in 1973, but below are earlier NZ owners of this car:

1945(?) Chas. Kevin McCardey. Grange Road Mt Eden Auckland's
1946(?) Nelson Hastings B****, Titirangi
Mervyn Claude Sutherland, Sandringham
Robert George Morris(?) Onehunga
25.03.49 Reginald Richmond Mofford Woodside Cres., St. Heliers
15.09.50: Goronwy(?) Alwyn Owen, Mt Roskill
19.09.5?: Brian Hinton, Leighton Street, Grey Lynn
12.03.53: Bruce Duder, Papatoetoe (?)
19.06.56: Graeme Ewan Mitchell, Turua
19.10.56: Neville Edward Kingsford, Turua
?.07.57: Noel George Robert Dickey, Amy St., Ellerslie
? Harry Erskine William Walker, Howe St., Howick
26.05.69: Norman William Stevens, Bleakhouse Drive, Howick
18.12.73 Billee Patricia Marsh, South Road, Dunedin
1987: (Billee) Wayne Marsh sold car to Charlie Fulton, Dunedin
1987 – 1990: car being restored by Charlie
1990: Purchased by Rob Hill
Exported 1994 by Rob Hill

Recent picture (overleaf) noticed in the Australian Pre-War Register, WebSite, Buy & Sell page, September, 2022



J2 2828 in the Dipper
Bathurst 2015

J 2970



Engine #	AJ motor installed (but no engine number on block)
Original Registration in UK	-
NZ Registration:	-
MGCC Triple-M Register #	2126

Car's History

1932, two-tone blue car, originally sold by Heard Bros Bideford to Arthur Belford. Owned by Ken since 1979. He purchased the car from Neville Mann. Neville purchased the car from Steve Kitt around 1973. The car was easily identifiable those days because of its Brooklands (external) exhaust.

In Mike Hawke's book "75 years of the J2 MG" he says *"This car was involved in a 1971 record attempt on Motorsport NZ Speed Records"*.

Standard J2 but fitted with hydraulic brakes.

Owner's details

Ken Hand



Engine # 668 AJ

Original Registration in UK -

NZ Registration: MR 5864

MGCC Triple-M Register # 3386

Car's History:

The car was completed on the 3rd March, 1933. It was sold via P. J. Evans Ltd, then D.Wood & Co both of Birmingham to H Clarke of Shirley, Birmingham on 16th March, 1933. The original engine # was 1750 AJ. The car was a cycle wing J2, green with green trim and the original registration # in UK MR 5864 has been adopted for its NZ registration.

The car is now fitted with engine from what was originally fitted to J 2143. The engine is fitted with a performance cam ex Charles Jones of Baynton Jones, Shaftesbury, Dorset.

Was once derelict, Bill acquiring *"wreckage from a non VCC member."* The car was restored in 1986, a year after Bill Janes acquired it.

The engine has a skimmed head, transmission has Series E CWP

Brakes – longer front levers and modified cams to improve braking.

Bodywork: Addition of contemporary extras, i.e., elbow plates, quick release tank filler, alloy engine side plates, draught side shields, 2-tone paintwork.

Bill tells me *“the pieces of this car were given to a friend, Dave Shand in the late 1950s. It was just wreckage. No engine, gearbox or body. In those days one didn't buy a vintage car without these parts, when there were more complete cars available. Years later, in the mid-1980s it turned up again, with yet another owner, (Bartlett) still all-in pieces, but he had found an engine and gearbox. I purchased it from him as just two trailer loads of junk. I restored it with a new body. The original cycle wings were swapped for the sweeping guards from a fellow in Auckland, name I cannot remember but his car was two tone blue” This Auckland owner was Rick Stacey.*

Geoff tells me that when he collected the car from Garth Reed *“I got two blocks, a head, cranks, cams, pistons & rod sets & heaps of other parts with it (my car was chocker with parts bins as well as the J2). The long term plan is to put a Phoenix crank & Carrillo rods etc in it but probably next winter or maybe the one after pending finances. I'm keen on cycle guards especially as it had these originally, but that's all another day!! (& dollar!)”.*

Previous Owners:

16th March: Original purchaser: H Clarke, Shirley, Birmingham,

Next known owner:

Dave W. Shand, Welcome Bay, Tauranga in the late 1950s. The car was incomplete at this time.

Mr Bartell (Bartlett?) owned the car in the mid-1980s – the car was still incomplete, “and moved up north”

Bill Janes purchased the incomplete car in 1985 (two trailer loads)!

Bill Janes restored and registered the car, now fitted with engine # 668 AJ, 20.10.86 at Gate Pa, Tauranga.

A VCC ID was issued for the car 08.06.1999.

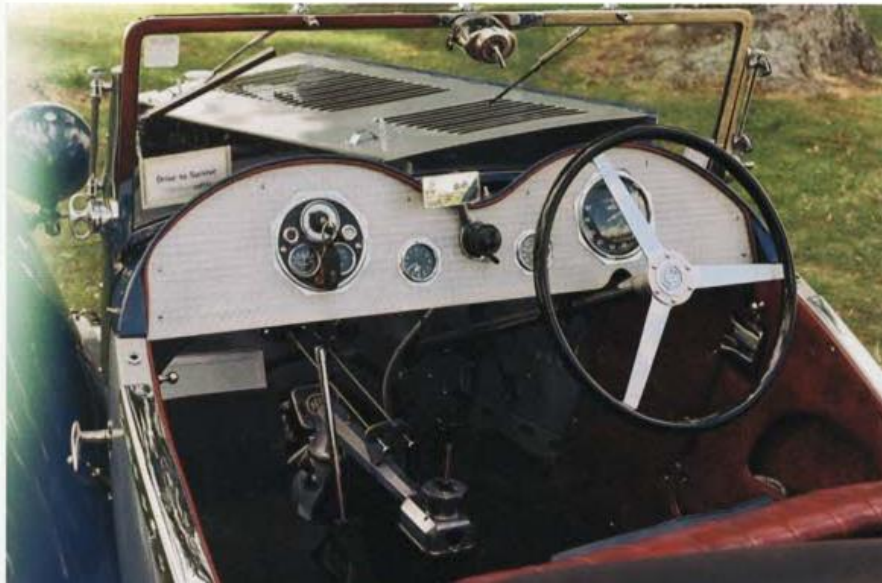
Bill fitted the performance cam in 2012

Bill Janes who sold the car to Garth in February 2016

Garth Reed, 78 Manuwai Drive, Matua, Tauranga purchased the car from Bill in February 2016

Geoff Wilson purchased the car from Garth, 14.04.18 and I have since received the following photos (overleaf) from Geoff:





Owner's details

Geoff Wilson,

Waikato

J3096



J 3096 in Cromwell, April, 2019. Picture provided by Peter Croft.

Engine #	1921 AJ
Original Registration in UK	VT 9391 (in Staffordshire, 1933)
NZ Registration:	IJ 2
MGCC Triple-M Register #	2939

Car's History:

This car has *“all matching numbers – engine, gearbox, body (which still has coach builders plate attached although now much renewed) & chassis. Body # 0919 25333”*.

Peter says *“ the car was supplied new to C.A. Attwood of Stafford, Staffordshire (MG dealers) and used by his son, H.R Attwood, who was also the owner of a J4 that he raced at Brooklands, and in the Tourist Trophy (race) etc. (H.R was the father of general professional racing driver, Dickie Attwood).*

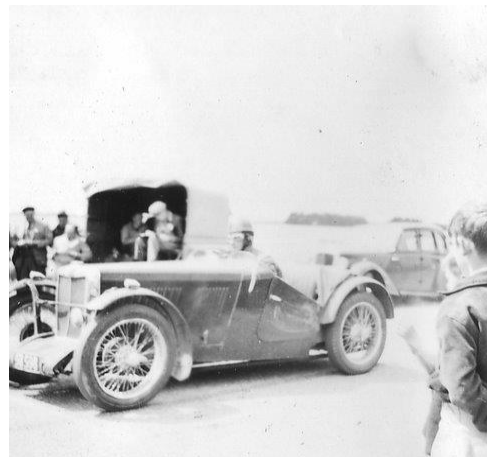
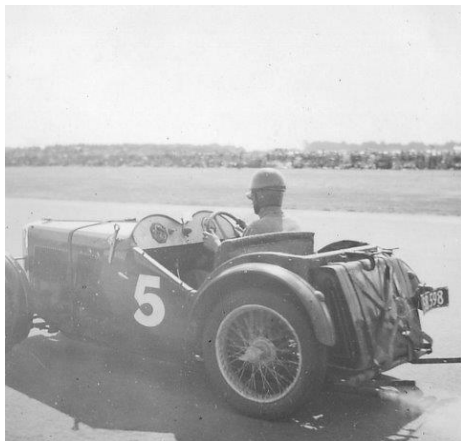
H.R used J3096 in a few trials etc. whilst it remained apparently unsold for 4 months. It was then re-sold within the trade to Ridgeways of Stoke-on-Trent, with no guarantee card being issued for very obvious reasons. Attwood then applied to MG for a demonstrator discount which was perhaps a bit cheeky. The car stayed in Staffordshire until exported to NZ in August 1937.

I believe it arrived in Wellington together with the J2s now owned by Chris Harland (J 3446) and Tom Lock (J 3313)”.

The first confirmed owner in NZ was Jim Cummins here in Christchurch in 1951. He used it in Canterbury Club events including standing ¼ mile and flying kilometres etc and also in the 1953 Lady Wigram races and the 52 and 53 Mairehau Road races (just north, but now part of Christchurch).

“The next owner was about to restore the car, but as is the way, almost destroyed it. It was saved from the long grass in the very early 1960s and rebuilt with a Ford 10 engine. which it carried until rescued and reunited with its original engine in the early 1970s. Restoration was well under way when I acquired the car (in 1975).”

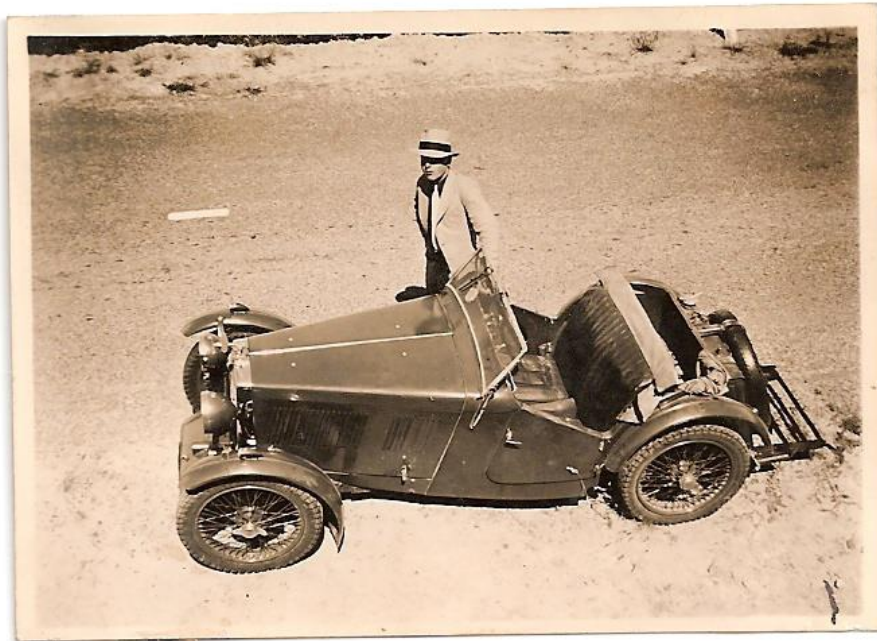
Early Photographs:



top two photos: and middle left all taken at Wigram race track,

*the middle right: the J2 being used as it should be used,
bottom two photos: – parked with Wayne Marsh and Vic Brown's J2s.*

Below are two great period photos of J 3096 when owned by Jack Hulbert in the 1940s.





Known previous owners in NZ are:

David Buckleton, 1951 - 1952
Jim Cummings, 1952 – 1954.
Denis Peacock
Tom Ward 1961 - 1964
Leslie Udall, 1964 – 1967
John Bryant, 1967 – 1968,
James McBreaty, 1968 – 1969,
Nick Turner, 1969,
Lance Parkes, 1969 – 1975
Peter Croft, May, 1975 – today

Note, it seems probable that Buckleton purchased the car from Jack Hulbert who owned the car in the 1940s, and raced it at Muriwai beach. Hulbert sold the car late 1940s (see photo from this era above).

Peter purchased the car from Lance Parkes in 1975. Peter tells me *“I have owned the car since 1975 and the car has been to every Pre 56 MG Rally except the first one at Easter, 1977 (in Christchurch) and an 'unofficial' event at Timaru at Easter, 1979. (This latter event was cancelled due to the 'no - weekend petrol sale' restriction in force at the time which would have severely restricted travel.)”*

2019 update from Peter:

"I wonder if you could add a photo on my page please because as you can see I have returned the J to its original colours. The action was spurred on not only by the desire for the car to be seen in its correct green/green/green colour scheme, but by obtaining an original seat back in the correct apple green leather. (How lucky can you be)

Re David Buckleton connection: I cannot confirm for a fact that he was a previous owner. Could you alter the wording to show that. Lots of factors fit, but no proof which is making me doubt the connection"

Peter also forwarded several pictures of J 3096 following its recent respray. (The photo heading this section plus those which follow overleaf, all taken at the time of the Pre 56 National Rally in Cromwell, March 2019:





Owner's details

Peter Croft,

Canterbury



Engine # C34246 (M/Minor block), fitted 13.06.62.
Original engine for this chassis was: 2177 AJ

Original Registration in UK: 07.06.33

NZ Registration: MG 251.
First NZ registration #: 42453(?). Later 173759, ~1950

MGCC Triple-M Register # 2733

Car's History

First registered in UK 07.06.33, and first registered in NZ 15.10.37. (See also J 3096 regarding importation into NZ). In '75 Years of the J2 MG' by Mike Hawke, it says: *"Sold by John Campbell Motors, London N16 to Mrs C.E.Halls"*

The first owner in NZ was J.W. Searle-Gilberd (1937). Thirty-three subsequent owners prior to Tom purchasing the car from M.J Corbett 04.03.63.

When purchased by Tom the car was fitted with a Ford 10 engine and gearbox. The J2 engine (Morris block) and gearbox were installed in 1962. The bodywork was restored by Auto Restorations during the 1980s and the engine was rebuilt and upgraded by Pat O'Connell during the 1990s.

Engine: Laystall crank, big cam, outside exhaust.

Transmission: standard.

Brakes: 1938 Morris 8 hydraulics

Bodywork: three-piece bonnet



Mike Hawkes's book about J2s mentions that this car "holds the MANZ 1km freestanding Record for <1100cc non supercharged cars"



Tom's J2 (J 3313) above and, (below): in foreground with Chris Harland's J2 (J 3346) in centre and Peter Croft's J2 (J 3096) furthest from camera

Previous Owner's

15.10.37: James William Searle Gilberd, Able St., Wellington
14.08.39: R.L. Clark, Wellington - dealers
14.08.39: Emile Francis Kirkman, Hope Gibbons Bldgs., Wellington
21.08.39: R.L Clark Wellington - dealers
25.10.39: Arthur Laird, Sydney St., Petone
15.07.40: R.L.Clark, Wellington – dealers
17.07.40: Maurice Gough, York St., Lower Hutt
14.11.40; R.L.Clark, Wellington – dealers
27.11.40: Geo. Coxon, May St., Wellington
27.11.40: Anthony Motors, Wellington – dealers
27.11.40: John Haig Neville, Duthrie St., Wellington
17.10.41: John Joseph Curtis, Pound Rd., Yaldhurst
14.07.42: Leslie Raymond Harris, Coups Tce., Kaiapoi
16.11.43 Clarence James Berryman, Totara Rd., Christchurch
01.07.46: Norman F Orchard, Colombo St., Christchurch
14.08.47: Buckeley Wynn-York, Papanui Rd., Christchurch
07.10.47: Graeme Geoffrey Atkinson, Jacobs St., Christchurch
27.11.47: Rae Charles Davies, Whitman St., Christchurch
07.09.48: Ivan R Chapman, Springston
23.06.50: MG Sales & Service Chch – dealers
21.07.50: Edward James Crossman, Milford, Temuka
07.12.51: Timaru Cars – dealers
12.12.51: Colin A Ward, Timaru Fire Station
16.10.53: Merlyn Preese, RNZAF Whenuapai
22.03.54: Canterbury Car Sales – dealers
24.03.54: Queenie Louisa Victor, Waltham Rd.,Christchurch
07.02.56: Murray Charles Wells, College St., Christchurch
08.03.57: John Henry Leslie Lange, C/- St Andrews College, Christchurch
03.07.58: Brian Jack Wing, Keller St., Avonside, Christchurch
10.12.58: John Boyd, Napier & Trent St., Christchurch
01.12.59: David Malcolm Wells, College Ave., Christchurch
28.03.60: John Wallace Davies, Main Road North, Geraldine
30.10.61: Malcolm John Corbett, Churchill St., Kaikoura
04.03.63: Thomas William Lock, Glandovey Road, Christchurch

Current Owner's details

Tom Lock,

Canterbury



Engine # M Type block, 847cc, supercharged motor

Original Registration in UK May, 1933

NZ Registration: MMM MG

MGCC Triple-M Register # 1045

Car's History:

Owned by Rod since 1966.
Rebuilt in 2000. Several subsequent concours wins.

Owner's details:

Rod & Elizabeth Thorp,
South Canterbury

J3377

NO PHOTO

Engine #	M type block, 847cc
Original Registration in UK	-
NZ Registration:	RF 1933 (on hold)
MGCC Triple-M Register #	1742

Car's History:

This car was released from the factory 13.07.33.
The car was owned by Gordon Vogther's father in 1944.
The car has a reconditioned block/head, and a new wood frame with original body panels.

Graeme purchased the car in July 2009 from Trevor Lightfoot (as a restoration project)

Owner's details

Graeme Williams,

Southland

J3446



Ready for Wigram race, 1972

Engine # 2377 AJ 72

Original Registration in UK ALL 315

NZ Registration: MGJ2SC

MGCC Triple-M Register # 2940

Car's History:

1933 supercharged car. This is the third of the three MG J2s believed to have been imported together – see J 3096. From 75 Years of the J2 M.G. we know *“J 3446 was sold by Griffin Garage, West Mersey to C.K.H.Buckle. The date of export to NZ is unknown”*

The car was raced by Geoff Owen over many years in the South Island and the MGCC Canterbury MaG featured this s/c car in an article by Geoff in April, 1998, which is reproduced below.



Geoff Owen at VCC Woodstock Hillclimb, & at the 1965 Ruapuna Classic Meeting, 1996

“The car first came into my life when I was with Don Amtman, a fellow MGCC member, who asked me to come with him when he bought it from an old house in Hazeldean Road one Sunday morning in September 1960.

At that time it was in a very sad state, but complete, except it had been fitted with a D-Type motor. Not as powerful as the J type! Later it was sold by Don and then went through several owners until it was in a very, very sad condition with no tyres, no engine and no gearbox. When I finally bought it in February 1964, included with the car was a choice of a motor and gearbox, J type, stub exhausts, Ford 10 carbs etc., but fitted with an extra bearing on front of the 2-bearing crankshaft. On inspection back at my workshop I was thrilled to find that the engine I had was the original for this car. It was the engine that the Wheelers (later MG Sales & Service of 237 Lyttleton St) had used in the J type special that finished 12th in the Lady Wigram race in 1949. This J type special was broken up in the early 1960s and all that survived was this engine...how lucky was I??

Gordon Wheeler used this J type in many events around 1947 and 1948. Remember that Gordon Wheeler and Sybil Lupp were the co-founders of the MG Car Club in NZ, so it has quite a long history.

Not long after purchasing this car a supercharger became available and this was duly fitted. It helped to make this little car go really well, until after the Wigram Vintage Race in January 1972 when it met with a very bad accident while being towed home on an A-frame tow bar. Luckily no one was in it at the time as the whole of the right hand side was demolished by a Morris 1000 which was also written off.

It was October 1993 and the Racing around the Streets of Queenstown before this car was to go again.

*Queenstown Street Race,
1993, after 21 year
rebuild.*



Parade,

By this time, she was fitted with a Laystal type crankshaft, larger 12” brakes and looked like it does in the photo on the front cover.

At Queenstown it went very well, considering it had only been started three days before the meeting, after being off the road for 21 years, and the driver was very rusty after not having driven it for so long!!

Ruapuna



1995.

The Dunedin Festival Meeting in February 1996 will probably always remain as my most memorable event in the car. We led home the Vintage Classic field after 20 minutes around the oval circuit against what I considered to be a very strong field of cars entered.

As I write this, a new owner has just bought this truly classic MG wanting me to sell it to him for almost 8 years and I trust he will have as much enjoyment from it in the coming years as I have had.

Hopefully, before long, my other MG will be back on the road, as it should have been long ago. MGNA/NB Magnettes, supercharged were probably the last of the true overhead cam MGs made, so I look forward to getting this car going and competing with other MGs again.

Many years have passed since my first MG in 1956 – a shiny red TD with only 36,000 miles on the speedo and still on its original tyres.

During these years I have never been without an MG of some sort, PA (sold to buy the Bentley); J2 to use after the Bentley broke its crankshaft in a hillclimb; then an NB Special which is being rebuilt now, and for everyday use an MGB Roadster we have owned for 12 years.

As you can see, MG's have held a special appeal for me in my motoring experiences. Thoroughly enjoyed the Gold Star Trials in the TD with Gerald Alexander (another long-standing MG enthusiast), and I look forward to many more memorable events in the coming years with my Magnette”.

The car is black/silver.

The car was sold to Chris Harland in April, 1998. Chris passed away in 2023 and the car is now owned by Paul Greet, Masterton.

Owner's details

Paul Greet,

Masterton

J3531

NO PHOTO

Engine #	2548 AJ
Original Registration in UK	-
NZ Registration:	MG 1933
MGCC Triple-M Register #	1579

Car's History:

Blue, 1933 car.

Owner's details

Trevor Peter Stacy,

Auckland

(This car now owned by Rick Stacey (?) – who unable to trace)

J3626

NO PHOTO

Engine # 390A32 MGD. Chris also owns 2553(?) AJ but not installed

Original Registration in UK: -

NZ Registration: J2 MG

MGCC Triple-M Register # 1291

Car's History:

1932 car. White/red.

From '75 Years of the J2 M.G'. we know: *this car was originally registered in UK as RD 4792. Sold by Hewens Garage Ltd to G.R. Mount who gained a bronze Award in the 1935 M.C.C. Torquay Trial. Taken to NZ in the seventies by Keith Wein and registered J2 MG*". Hewens Garages were in Berkshire, (Windsor and Reading).

Standard J2 engine, transmission and bodywork. P-type cable brakes.

Purchased by Chris from Keith Wein, 2nd April, 1982, *"along with lots of receipts and general maintenance and history about the car"*

Owner's details

Chris Rood,

Auckland

J 4163

This Chassis number of this car is a bit of a mystery. The correspondence with Triple-M Registrar in UK follows. I had wondered if this chassis number is the correct number for what is identified as J 4371, but the owner of this J4371 is convinced that his car is correctly identified as J4371.

J4371 is fitted with a Morris minor block – 35591C but there is evidence that this was installed in J 4163, not J4371

The correspondence below is included in the Register in case further information materialises in the future – J 4163 is found or J 4371 chassis number can be deciphered – what we know to date is documented.

The question arose recently because of a family member (Gerald) of a previous owner of J4163 was trying to trace the car's whereabouts and whether it still existed. He understood that the car was in NZ.

Copy of correspondence in September, 2019 with Gerald and John Emmett, J Types Registrar in UK follows:

In response to a former owner of J 4163 seeking information about the car which his family used to own and which he believed was in NZ, I replied 23rd July, 2019:

Hello Gerald,

I was about to email you and tell you that I have been unable to trace the whereabouts in NZ of the J2 you used to own. I have no record of J 4163, could find no reference to it in the Aussie Pre-War Register and it is not amongst the Triple-M cars exported from NZ that I'm aware of in the last decade.

So, I was about to email you and say no trace when, as a last resort I checked the service records of a recently retired MG engineer, and I saw a reference to J 4163, and who owned it. I know the owner and had his J2 listed in the NZ Triple M Register as J 4371. I contacted him this morning to check whether I had mistakenly used his registration number instead of his chassis number. He replied I had not got my facts wrong, and that his car is J 4371.....

My understanding is that the J 4371 has no chassis number stamped on it. Perhaps a replacement chassis? And I know from some pictures sent to me ten years ago that the bonnet hinge of the J2 is marked J 4371. The owner of J 4371 also sent me a photo this morning showing the brass plate fitted to the car (but I suspect it maybe an after-market plate stamped with whatever was fitted to the car at the time of a rebuild) Who knows where the bonnet assembly came from? We rely on chassis

numbers, not bonnet numbers.

There is a possibility that the correct number for this car (J 4371) could be J 4163. but there is currently no way of proving or disproving this. I have referred the issue to the Triple-M folk in UK as they have quite a bit of information about these chassis' numbers.

Anyway, when I hear back from Triple-M Register (UK) I'll be able to tell you more.

I should be very interested to see a photo of the brass plate you have from J 4163.

From Sue Martin, Secretary, MGCC (Auckland Centre), later the same day:

*“Hi Geoff,
I have Chassis number J 4163 with engine number as 35591C
and I have Chassis number J 4371 with engine number as 2947AJ
Your records will be more up-to-date than that which I recorded some years back when at then UK
Chairman Mike Hawke's request I compiled the Triple-M Register in NZ when I spent some time
with Mike when he provided me with UK records.
I'd be most interested to know the outcome of your inquiry to UK.
Thanks for copying me as it is all very interesting”*

On Fri, Jul 26, 2019 at 1:48 AM John Emmett <john.r.emmett@btinternet.com> wrote:

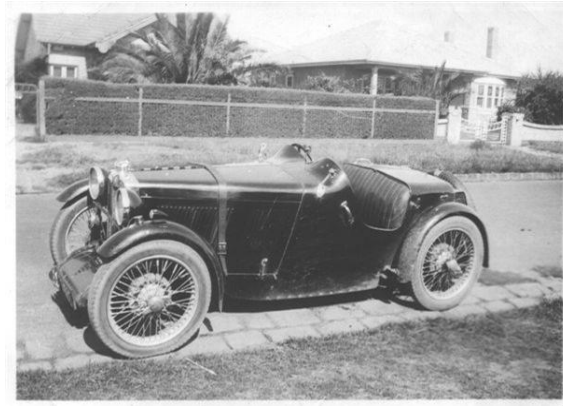
*Hi Geoff,
About the only thing that I can help with here is that J4163 had engine 1623AJ fitted at the factory,
and J4371 had, yes, 2947AJ. Any photos of either car would be most welcome.*

From John Emmett, 27th July, 2019:

*This photo from maybe the 70's is all we have on J4163, whereas the bonnet and engine tie up for
J4371. I'm not sure what to make of the guarantee plate, not an obvious replica, but not a
recognised format either.*

*I guess on balance all new can do is record the details, in the hope that continuity will be eventually
established!*

J4211



4211 with its Aspinall body. Picture provided by Matthew Magilton and taken during the 1930s

Engine # 1517 AJ, probably fitted by John Porter after he rebuilt the engine.

Original Registration in UK: Exported new to Australia.
Reimported into UK in 2013 and re-registered: YVL 248

NZ Registration: 1932 J2 since September 1991.
Originally JA 1932 from May 1982 when first imported from Australia.

MGCC Triple-M Register # 1906

Car's History

Current engine is ex J 2807. Original engine was 2781 AJ, now believed to be in Canada).

1933 car – assembly started 19.10.33. Exported to MG's Australian importer, Lanes Motors in Melbourne., as a “rolling chassis” together with J4212 (ex. Colin Keefer 1935 AGP car until recently owned by Walter Magilton). These cars were sold to Britannia Motors where J4211 /J4212 were both fitted with a door-less, tubular steel framed racing body by Aspinall of Melbourne. Both these J2s formed part of their race team of racing J2s.

J 4211 was raced at Phillip Island by Jim Skinner – Winter race, 1934 finished 4th (#19 in the picture at the start line (picture provided by Tony Sloan), together with the J2s of Clements and Keefer (J2 2212 and J2 4216) won the Teams prize and the three MGs also won the Mountain Trial in 1934.

In 1935 J2 4211 was one of the MGs entered in the Australian GP at Phillip Island. The car ran a bearing after three laps of the 10.6kms circuit.

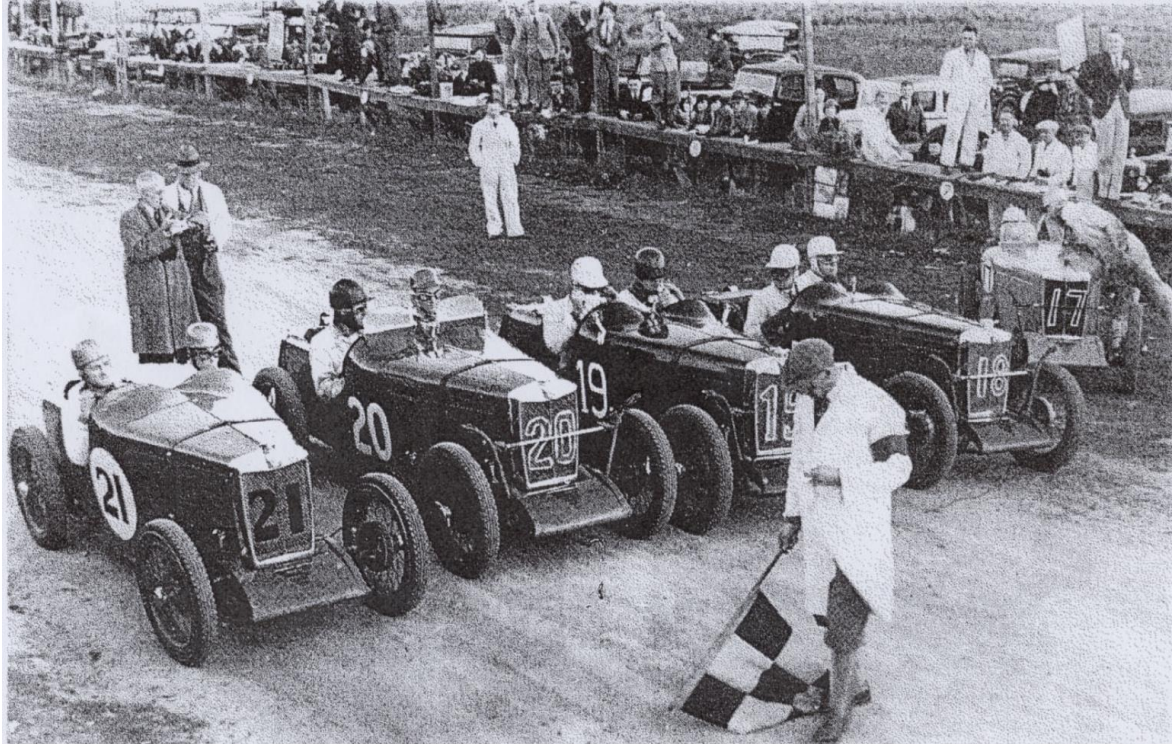


Photo above provided by Tony Sloan, Pre-War Register Australia. J4211 on the start line at Winter Race, Phillip Island, 1934, driven by Jim Skinner. J 4211 is car # 19.

① #11, L0403

112573

John Summers ^{WWI-AFC} ^{W.I. Wang} Commander

Neil Gullifer

② #17, J2

141-532

Arthur Terdich

③ #3 J3

Bill Williamson

④ #20 J2 Ch: 411? or 4112?

161-060

Jack Clements

⑤ #18 J2 Ch: 4212 (Magilton)

57-924

Colin Keefer

Ted Martin

⑥ #2 J3 Ch: 3766

Ken McKeaney?

⑦ #19 J2 Ch: 4113 or 4112?

130-582

Jim Skinner

⑧ #8 L? (Wagna)

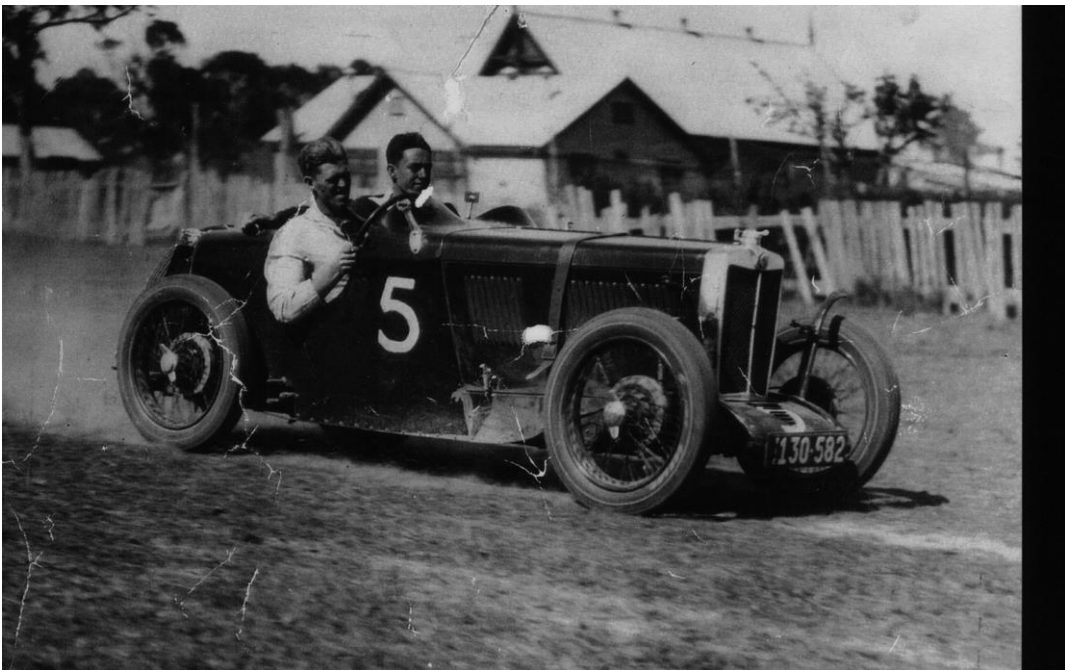
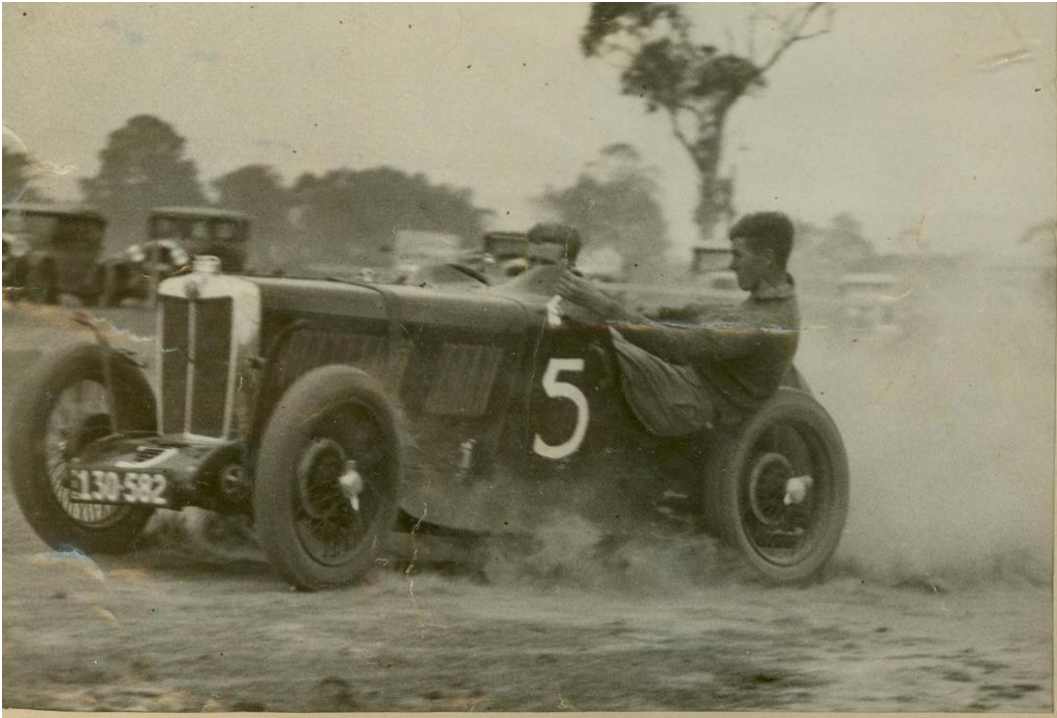
Hope Bartlett



① ② ③ ④ ⑤

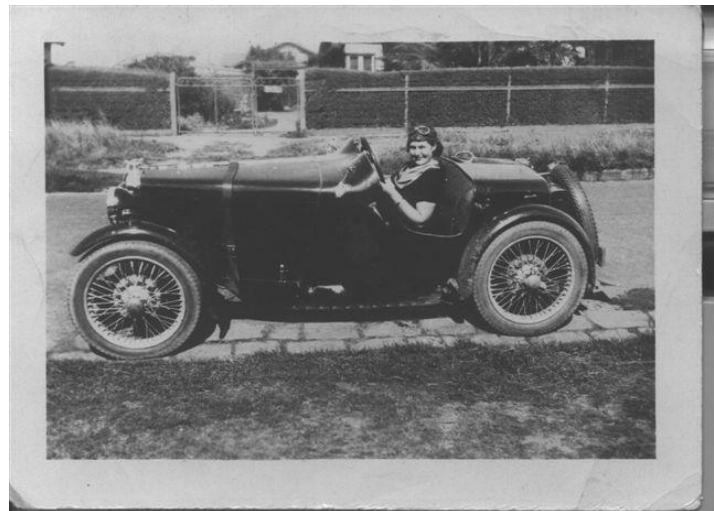
Britannia Motors hired a garage at Cow
Their team was 9 cars (P.W.L. 70).

The picture above of the Britannia Race Team was provided by Matthew Magilton, Pre-War Register, Australia.



Jim Skinner at Nar Nar Goon grass race meeting

Photos below of J4211 in Australia were taken during 1934/35. Photos provided by Matthew Magilton, Pre-War Register, Australia.



Don Marsh owned this car from late 1950s to early 1960s. Hells me *“I found (this car) in Wonthaggi in Gippsland, Victoria under a pine tree on a farm property. I found the young owner (son of a brick layer), and made an offer and it was mine. It came with some paperwork; it was painted red and had had about 5 previous owners. I did not understand the relevance of its ownership history, breed or significance of its past. It is interesting that it had not moved far from Phillip Island, which was an important part of its original pedigree.*

I had it moved to Frankston on the Mornington Peninsular and proceeded to rebuild it on a mighty small 19-year-old apprentice's budget. I restored the body, PBR rebuilt the cable brakes and I had a specialist rebuild the Rudge wheels. I rebuilt the differential, Marles Weller steering, friction shock absorbers and the exhaust system. The J2 ended up BRG in colour with brown artificial leather trim (cheap but awful!).

I went to school with Winston Bolwell who also lived close to us and we both shared an interest in things mechanical., Winston also had acquired a whole, original J2 and was in the process of doing a restoration also, so we exchanged a lot of ideas on how to achieve an end product. I recall it had an original large fuel tank that when full changed the balance of the car so dramatically that it loved to go through corners backwards. Working like a beaver it took me some six months to get it back on the road but I enjoyed every moment of my ownership. It did not have a hood and was in almost original race car format devised by Aspinall, the coach builders.

I found there were limitations in attracting eager young maidens so I upgraded to a TC complete with roof, real leather and a removable steering wheel.

I sold it to a friend who used it in gymkhana events and I understand at one of these events its motor blew up and it was replaced by a Ford 10 motor. This would have been mid-sixties. I am now 75 but can still remember the feelings, smells and characteristics of that great little car.

*I found a couple of photos taken back in **1959** by my then girlfriend, (now wife of 50 +years) and trust you will find them of interest”*



The pictures above show J4211 when owned by Don Marsh in late 1950s/early 1960s.

Previous owners include:

1933/4/5: Britannia Motors/Jim Skinner, Rego # 130 582.

1948: Mervyn Laws, Melbourne. Rego # GX 571

1951: Wally Johnson, Melbourne. Rego # GX 571

Late 1950 – early 1960s : Don Marsh, Frankston, Mornington Peninsula, Vic.

D.H.Seward owned the car by July, 1961 (copy of his insurance policy on file),

Robert Keith-Chandler Williams bought the car 12th June, 1962

Rod McMillan bought the car from Williams for \$180.00 14th February, 1963 (copy of receipt on file).

C.S. Bishop bought the car from McMillan 7th December, 1964. (Copy of ownership transfer on file).

Mid 1960s – John Dalton, Melbourne.

1974: Brian McLennan, Heathmount, Melbourne,

1976: Ron Wilson, Vermont, Melbourne. Ron purchased a dismantled car. The chassis had largely been rebuilt but there was no bodywork. Nor did it have the original engine., although it did have a genuine J2 engine which had been rebuilt in Melbourne by well-known Bugatti/MG engineer, John Porter. John fitted a Gordon Allen (stronger) crankshaft.

1978: Alastair Jones imported the car into NZ and started to restore the car in 1980. The restoration was completed in May, 1985.

Alastair fitted a conventional cycle wing body to the chassis.

20.12.89: Alastair sold the car to Chequered Flag, classic car dealers, in Auckland who, at the time, were asking \$60,000 for the car.

The car was also featured in an advertisement by Turners Car Auctions in February 1997

06.09.91 Purchased by Geoff Gallagher to add to his private car collection in Auckland.

30.04.97: purchased by Nick Wilcox, Campbells Bay, Auckland.

May 2007, purchased by Geoff Broadhead, Coatesville, Albany R.D.3 Auckland.

24.04.13: Sold by Geoff to a 'collector' who immediately exported the car to UK where it was sold at auction in 2017 for £26,000.

The new owner is Mike Jones, Buckingham., UK. (Possibly now relocated to Australia).

When the car was first reg'd in Australia the plate numbers were:

130582 from 10.02.34, owner Britannia Motors/Skinner

221245 from 10.02.36, owner not known

BN 254 from 21.03.40, owner not known

GX 571 from 25.07.45, Owners included: Laws, Johnston, Marsh, Seward, Williams, McMillan, and Bishop.

Later, in the early 1960s the car was owned by John Cockrem, Belgrave, Vic and he sent the following photo taken during his ownership. The photo shows the car with the Aspinall bodywork fitted at that time:



The following pictures and comments are all provided by Matthew Magilton, Pre War Register, Australia:

*“And now I can positively identify this photo. It was taken in **November 1951** and shows Wally Johnston's J2 4211.”*



Email from David Laws:

I have a photo of this car taken at my father's (Mervyn Laws) former flat at Hawthorn, Melbourne, Australia – he owned this car in 1948 – Same registration (Victorian) GX 571 !

I was always told by dad the car was a one of three special bodied (no doors) J-3s brought out to Australia for Phillip Island racing ...

Dad used the car as his daily drive and for other activities, such as hill-climbing at Rob Roy, a well-known climb venue outside Melbourne at Yarra Glen frequented by some famous Australian motor sport drivers such as Bib Stillwell and several others whom dad counted among his friends

Dad sold this car privately (I believe the engine blew up – they had a tendency to break crank shafts and send rods out the side of the block) and up-graded to a brand new TC in 1949 (Victorian Reg OX-937)

Pleasing to see this one actually survived, even if it did go to NZ !

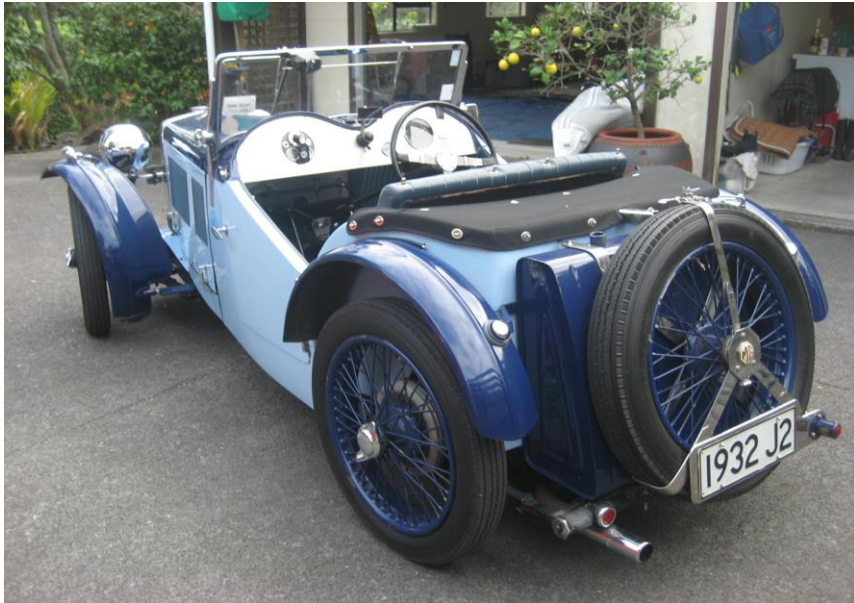
Regards
David Laws

Matthew Magilton also provided these three pictures and told me "Goodness me, the things you find when you go digging! Here are some photos Dad took outside our old home in East Burwood when Brian McLellan came for a visit". (1974-76).



J 4211 photographed in 2010 in New Zealand





Owner's details

Sold by Geoff Broadhead and subsequently exported to UK where it was sold at Brighwell's auction in June 2017 for £26,000. Current owner is Mike Jones, Buckinghamshire.



Engine #	2788 AJ Subsequently changed for 29185 A (M/Minor block)
Original Registration in UK	-
NZ Registration:	CQ 1933 First registered in NZ: EX 715, then later in 1979 GQ 1933
MGCC Triple-M Register #	1515

Car's History:

This car left the factory for the dealers 03.11.33. It was red with red upholstery., red wheels and a swept wing model.

The car was sold 21.11.33 to G.A Dawkins of Southampton and went back to the factory in November with carburettor flooding problems.

Date imported in to NZ unknown, but its first NZ rego # was EX 715 and in May 1979 it was GQ 1933.

When the original engine was removed and changed is unknown.

NZ owners have been:

Jill Hope Cross (now Richardson),

Michael Hope Cross, Jill's brother. (He dismantled the engine thinking the crank was broken or cracked but was unable to fix it, so had to purchase the car from Jill and then sold it in a dismantled state).

Frank Carter – at this time the car was BRG, and Frank owned it for about 7 years. By now it was fitted with hydraulic brakes and with cycle wings.

(There are records showing the car was restored in 1980).

Rosemary Ward (7c The Pines, Owens Road, Epsom, Auckland. is the last owner the MGCC Auckland has recorded. She purchased the car from Frank. The Triple-M records in UK show this car as owned by her until 1977.

Rosemary sold the car via Chequered Flag and it is now in Friday Harbor, San Juan Island, WA (off the coast from Seattle). Daniel tracked it down and reported back: *"I did get some photos including the chassis numbers, and the car looks the same and still has the NZ plates on it GQ1933."*

In April, 2017 Daniel advised me *"Seems the gentleman who brought the car in NZ and exported it to the US has passed away last June. Jack Raub. Currently the Car is with his widow and Daughter (Kathleen). So Jack bought the car from Chequered Flag in the ninety's and exported it to the US (San Juan Island) where it has been ever since. It's now on the market"*.

Daniel has now purchased the car from the American's owner's estate. Daniel told me "Hopefully I'll be able to answer all the question on J4213 soon. I'm off to San Juan in Oct to package the car up for it return to NZ. Lots of hoops to jump through but estimate is will be in NZ March / April 2018 - attached is how she looks right now."

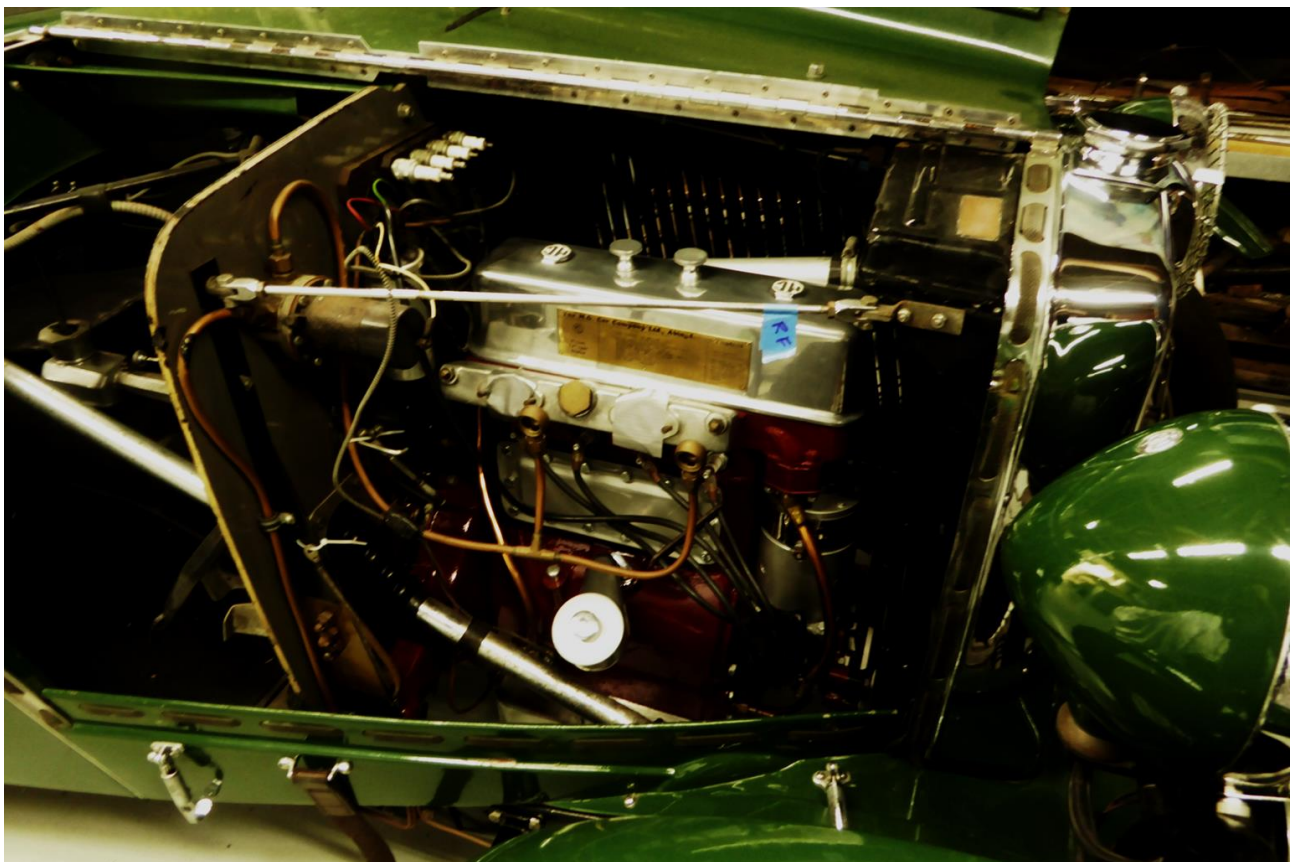


Pictures above provided by Daniel Richardson, when his Mother owned the car (1970s?) and later on when the car was spotted on the grid at Pukekohe – presumably when owned by Frank Carter?

The
and



car has now been reimported back into NZ the following pictures were taken in Daniel's garage in Torbay, Auckland in March, 2018

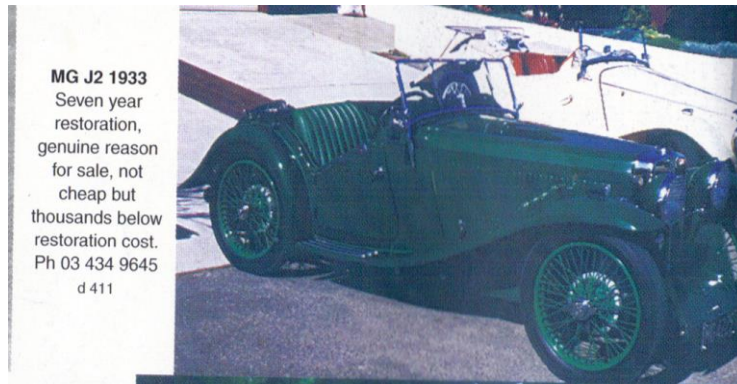




Owner's details

Daniel Richardson,

Auckland



Engine #	2800 AJ
Original Registration in UK	20.10.33
NZ Registration:	MG 4225
MGCC Triple-M Register #	809

Daniel Richardson sent me the advertisement above for this car: *"I found a for sale ad for J4225 in an AUG 1995 edition of classic car mag with a nice photo (scan attached) a Jam Cam report shows it's been on the road up until recently..."* This is the only photo the Register has of this J2.

Car's History:

1933, blue, swept-wing model.

Purchased by Charlie Fulton (Dunedin) from Melvin Tudor and Jo Brooks.

Charlie purchased J 2828 and removed the motor (1514 AJ) and fitted it to J 4225. Original engine whereabouts is unknown. The remains of J 2828 were subsequently sold off and are now believed to be in Australia.

J4225 was fully restored by Charlie and then sold to Chris Kirk-Burnnand of Johnsonville.

This car was advertised for sale in August 1995 Classic Car magazine.

Chris told Daniel Richardson (28.08.12): *"Although I live in Wellington, I keep the two cars (the other car is an MGA) at my Taupo holiday home. The WOF is not current on them as I smashed my kneecap last year and could not drive them but will have them out and about over this summer in Taupo."*

I have four folders of information that Charlie gave me and it is a detailed knowledge of the restoration. I did take the car to Auckland and had a chap up there re-do the engine. The car is in pretty good nick but I need new tyres due to cracking and am keen to upgrade the paintwork etc. as I would like it in pristine condition”

Owner's details

Chris Kirk Burnnand,

Wellington.



Engine #	2234 AJ
Original Registration in UK	OY 7230
NZ Registration:	BBL 945
MGCC Triple-M Register #	3085

Car's History:

In '75 Years of the J2 MG' it says: "this car was sold by Smith Auto Co. Croydon to J.W. Bishop who gained a Bronze Award in the 1934 Gloucester Trial, 3rd class Award in the 1935 Colmore Trial and won the Flowers Cup in the 1935 Knott Cup Trial'

Exported from the K in 1970. *"She was a London car and spent the war years there where it survived the (London) blitz"*

This J2 was purchased in October 2013 by Rob Ellis from Daniel Richardson who, in turn, had purchased the car a year earlier from Tim Bayley. Tim had owned the car since 1990 and imported it into NZ when he returned from Canada.

Tim had purchased the car from a dealer in Toronto. Prior to that the car had been in Chicago, where it had been owned by Rick Newman during the 1970s/1980s. Originally a swept wing car but it was converted whilst in Chicago to cycle wings.

Tim says he “drove the car a bit around Toronto and down into the New+ England States in the e 1990s before bringing the car back to NZ. in 1997.
I raced the car a couple of times at the Christie Vintage Sprints in Hamilton, just south of Toronto”.



Photographs from time in Canada when owned by Tim Bayley during the 1990s



Rob has been researching the history of this car and a string of emails between Rob and the Triple-M forum (UK) follows:

On 6 Mar 2017, Rob Ellis wrote:

Hi John,

Just sending you some photos of the front knuckle, chassis & body plates, engine and gearbox numbers for my car.

I understand that the register was after these to help fill in the records.

The car is green and currently with red upholstery. Although originally a swept wing car it currently has cycle guards and has a PA fuel tank (least I think it is a PA) Have included a photo of the car as well.

The chassis number on the knuckle is interesting. After I cleaned it off to get a better look at it in the weekend it appears to have been stamped over another number (looks like 2956) That has me a little confused and perplexed. My best guess is that the car was damaged at some point in its past and another chassis was used to replace the original as I wouldn't have thought the factory would reuse an old chassis but I gather they restamped some of the J1's making them as J2's so maybe.....

Oh, forgot to photograph the chassis number on the bonnet hinge, let me know if you want that too.

Cheers

Rob Ellis

On 6 Mar 2017, John Emmett wrote:

"Hi Rob,

Have you seen the chassis file for your car or J2956?

The interesting thing is that J4311 was first supplied to J W Bishop in Bewdley by University Motors in London in Dec of '33. That might suggest a special order”.

Searching J W Bishop comes up with;

https://urldefense.proofpoint.com/v2/url?u=http-3A_www.motorsportmagazine.com_archive_article_march-2D1933_10_motor-2Dsport&d=DwIF-g&c=Aq

From which you see that he competed in an 847cc Midget in the March of '33, not long after J2956 would have been issued.

J4311 had a raised cr (hard to check out after all this time, and a lower back axle ratio, which might be traceable.

So maybe 4311 was a rebuild of 2956, but equally it could have been a chassis only or something that was hanging around Abingdon and used to prepare for a trials driver at the end of J2 production. J1's had faded out by the June.

Regards,

John

On 7 Mar 2017, Graham Arrondelle wrote:

Rob, John, I have a book produced by Mike Hawke (I think a one or two off) listing cryptic notes on all the J2s up until it was put together. Nothing had been heard of J2956 since leaving the factory, while J4311 clearly had an exciting career, gaining bronze award in the London-Gloucester Trial 1934, a third on the Colmore 1935, and the Flowers Cup on the Knott Trial 1935 - all of which suggests a very active life and it is quite possible that the chassis was knackered and replaced with a less well used one, though whether at the factory or elsewhere is another matter!

I see that the car has been in USA, Canada and NZ, so it has been around a bit!

Regards

Graham

Rob Ellis replied:

“I do have the chassis file. As Tim stated the original owner was fussy and kicked up enough fuss to have been told in one factory letter that Cecil Kimber will be kept informed and all correspondence put past him.

Pity the file doesn't include the owners' letters, just the factory replies....

The car, when it came out of the factory had a raised compression ratio and lower diff with corresponding speedo change. Also broke a propshaft in testing after having some work done at the factory so had a J3 shaft fitted (I assume this would have been stronger. Need to check and see what is currently there.)

The original owner J W Bishop competed in some trials – I am still looking into this. Have attached an email thread with the MMM register below. Interesting as it looks like the chassis may have originally been J2956”.

Owner's details

Rob Ellis,

Auckland

J 4371



Engine	35591C
Original Registration in UK:	-
NZ Registration:	MG 4371
MGCC Triple-M Register #	-

Car's History:

1933 car. Black.

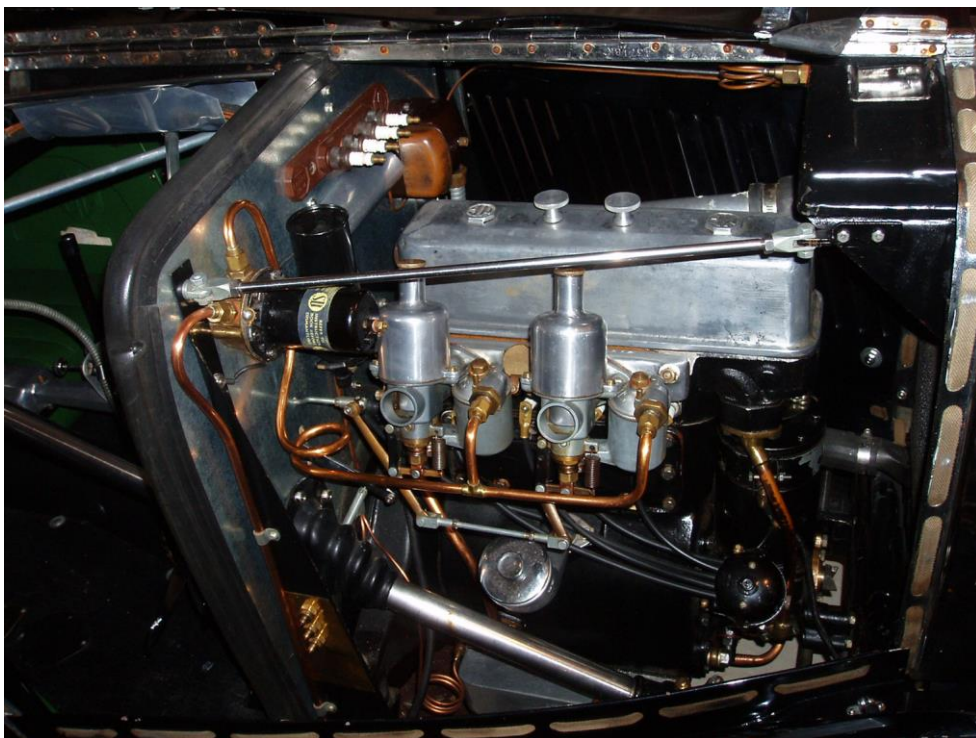
Owned by John since 1977 when purchased "in a totally exhausted and derelict state. It was revived over the following 5 years. I have not been able to find any of its history but clearly it had not run for decades. The car is black (as stamped on the original bonnet hinge) with apple green trim.

The original engine fitted to this car was 2947 AJ.

The car was restored by John over the first five years of his ownership. The car is black (as it was originally) with apple green trim.



Chassis number stamped on bonnet hinge - quite rare on Triple-M cars these days.







Picture provided by Dave Hector (Wellington Centre) and taken at the end of a "T" Type Rally in 1983. IG 1335 is the MG on the left of the picture.

Engine #	68279. Originally fitted with 2978 AJ
Original Registration in UK	-
NZ Registration:	IT 1335 (cancelled 06/92)
MGCC Triple-M Register #	-

Car's History:

Peter Croft tells me "car J4401 was blue, had engine # 2978 AJ and was completed 29.11.33 and delivered to agents and on 29.01.34 to S.H. Kellaway, St Austell, Cornwall, who sold it to Frederick Allan Martin 01.02.34.

Barry Gay purchased this car from Judy Long/Kegan of New Lynn. Judy in turn had purchased a J2 from Rod Bronlund, Waipu, presumably this car.

The car has been off the road since 1950s.

Barry was planning to have the chassis straightened but, unfortunately, since then Barry has passed away. Ryan McDonald (VCC) is Barry's son-in-law and had some of the parts of this car in

his workshop in Glenfield, the remainder was stored by Barry's widow. In 2018 the entire car was purchased by a VCC Member Barry Howard.

Previous owners included Vic Brown.

Brief discussion with Barry 11th October. The car is still to be assembled. The engine requires significant work and Barry will probably instal another engine (Climax?) to get the car going again.

Note, the picture at the top of the previous page shows IG 1335, but this is NOT IT 1335. Probably not, therefore, the same car, especially as J4401 has I believe, been off the road since the 1950s.

Owner's details

Barry Howard,

East Coast Bays, Auckland

Alterations during the J2 production run, by Martin White, Reproduced from Triple-M Bulletin s April & June, 1991.

J2048 approx

– From engine 551AJ the connecting rod to the throttle and jet control connecting rod was changed.

J2191

from engine 751AJ a new distributor with automatic advance by bob weights was introduced; the manual advance/ retard mechanism being superseded.

J2910 approx -

from engine 1675AJ the pinch-bolted small end of the con rods was changed to a bush type, necessitating a new type of piston and a floating gudgeon pin with Dural end caps.

J2944 -

A new battery (6 pence cheaper!) and a new carrier were used. This probably had just a change of position for the holes for the securing rods for the new battery.

J3331 -

headlamp mounting brackets deleted. These are presumably the “bodge” brackets they introduced to move the lamps further forward and nearer the radiator, to prevent mud being thrown onto the windscreen by the airflow. Presumably they were deleted because the new front wing cum headlamp bracket was introduced which automatically set the lamps in the new position – a change not noted in the parts list.

J3434 -

The Petrolift pump was changed to the SUL-type pump we are more familiar with. A new front section for the fuel pipe from the tank was needed for this, as was a new delivery pipe to the carburettors.

J3438 -

the first swept-wing car; to fit these longer mushroom headed bolts were needed, along with the various steel and rubber packing pieces. The new bolts are listed separately in the Parts List, but have the same part numbers as the old ones! Probably because the new ones would do for both types of wing. Also, the chassis side rails changed; most likely just different drillings. A new design of horn bracket had to be used, with a wiring clip, and the nice moulded rubber plinth for the sidelights was discontinued, and they just used the rubber gasket that came with the lamps. Also discontinued was the “rubber bush” for the tail light cable.

J3529 -

The “1934” type windscreen was introduced, the off-side pillar of which was flattened to take the mirror; the dash mounted mirror being withdrawn. The windscreen also used a Lucas electric wiper motor with different type arms and blades to the previous suction motor. The screen also had a new type “ratchet”, presumably what we now call the serrated washer.

J3576 -

The instruments were now fitted with domed glasses, and a new speedo/rev counter was introduced using a reduction box on the gearbox, concealed by a leather cover. Was it now chronometric or did they just change the ratio? Did the face change? Also, a “chrome plated mask “ was introduced for it. Could this be the octagonal bezel? Was this only fitted to the de Luxe model previously? De Luxe equipment is not mentioned in the list.

J3581 (approx)

- On engine 2501, most likely fitted to car J3581, the front housing was changed to accommodate an extra main bearing, and new clutch lever pins were introduced. It is thought that at some time the clutch cover plate was changed from steel to aluminium. The parts list does not mention this, but maybe the new pins are merely longer than the original ones, so as to allow for the fact that the lugs on the ali cover plate, through which they pass, would probably have to be thicker than the steel one to maintain strength. The

extra bearing was fitted in the hope it would prevent crankshaft breakages; perhaps they thought a lighter clutch would also help.

J3581 (certainly)

- The exhaust system was modified, probably on engine 2501. The front pipe was shortened, and the tail pipe lengthened, thus bringing the silencer forward, necessitating an undertray with a recess in it to clear the silencer, instead of being flat. It would be useful if the chassis files could be checked out to see if J3581 did indeed have engine 2501, or if engines 551 and 1675 were fitted to J2048 and J2910.

J3591 -

A new "petrol pipe connection" on the pipe from the pump to the carburettors. A right-angle fitting for the top of the pump has been suggested, but that would need a different delivery pipe too, which is not mentioned in the list. New front wing stays were also introduced on this car, presumably to put the headlights back to the original position, which is more attractive on the swept wing cars. Prior to this they must have been using up old cycle wing stock.

Windscreens -

There were two types of "1933" windscreen; the early type not having the side supports to the frame itself. On the early type a serrated boss for the fold-flat mechanism was brazed/soldered directly onto the side of the frame. Changeover chassis number not known.

Petrol tank –

At some time during the cycle wing production, the tank was changed from a soldered flat backed design to a welded curved back design. The changeover chassis number is not noted in the list.

Bonnet -

This was changed with the swept wing cars, in that the rear catch was raised. Also bonnets with different spacings for the hinges have been recorded.

Spare Wheel Carrier -

Apparently trouble with the quality control of the chrome plating, meant that later cars had only the obviously visible parts plated, the rest being painted body colour.

Headlamps -

"All J2s had Rotax headlamps" is probably mythical, as far as the author is aware. The Rotax lights had flat bottomed bases to fit the early support brackets. The later ones had recesses in them to suit the rounded bottoms of the Lucas lamps. Lucas owned Rotax by this stage, later only using the name on aircraft equipment, and marketed their L140 and L150 lamps under the Rotax name, having fitted Rotax badges where "King of the Road" badges rightly have belonged. Sometimes these had Rotax stamped on the base, sometimes nothing, and sometimes Lucas! They also marketed the PLC lighting/ignition switch with "Rotax" on the bezel, but "Lucas" moulded into the Bakelite body. Did they ever badge their sidelights as Rotax?

Horn -

Another possible myth is that all J2s had a Klaxon horn. At this time the L2 used a Lucas Altette horn; possible many J2s did as well. However only one horn exists in the Parts List.

Door Locks -

The Parts List has two types of locks, latches and handles – "Mulliners" and "Carbodies"; the latter having handles that are handed. These are never seen these days, so presumably only the early cars had Carbodies equipment.

Rear Axle -

The Parts List notes that there are two types of crown wheel and pinion housing – one steel and the other in aluminium. These may have been fitted randomly, but it is likely that the early cars had the aluminium variety, which was replaced by steel as the aluminium was found not to be strong enough (as the trials drivers soon found out). The change may have coincided with the change of hub seal and retaining ring. The old type finished on axle 72/1500 and the new was introduced on 117/1. Could this change in numbering system imply a change of axle manufacturer, or was this done in house by Morris?

Carburetors -

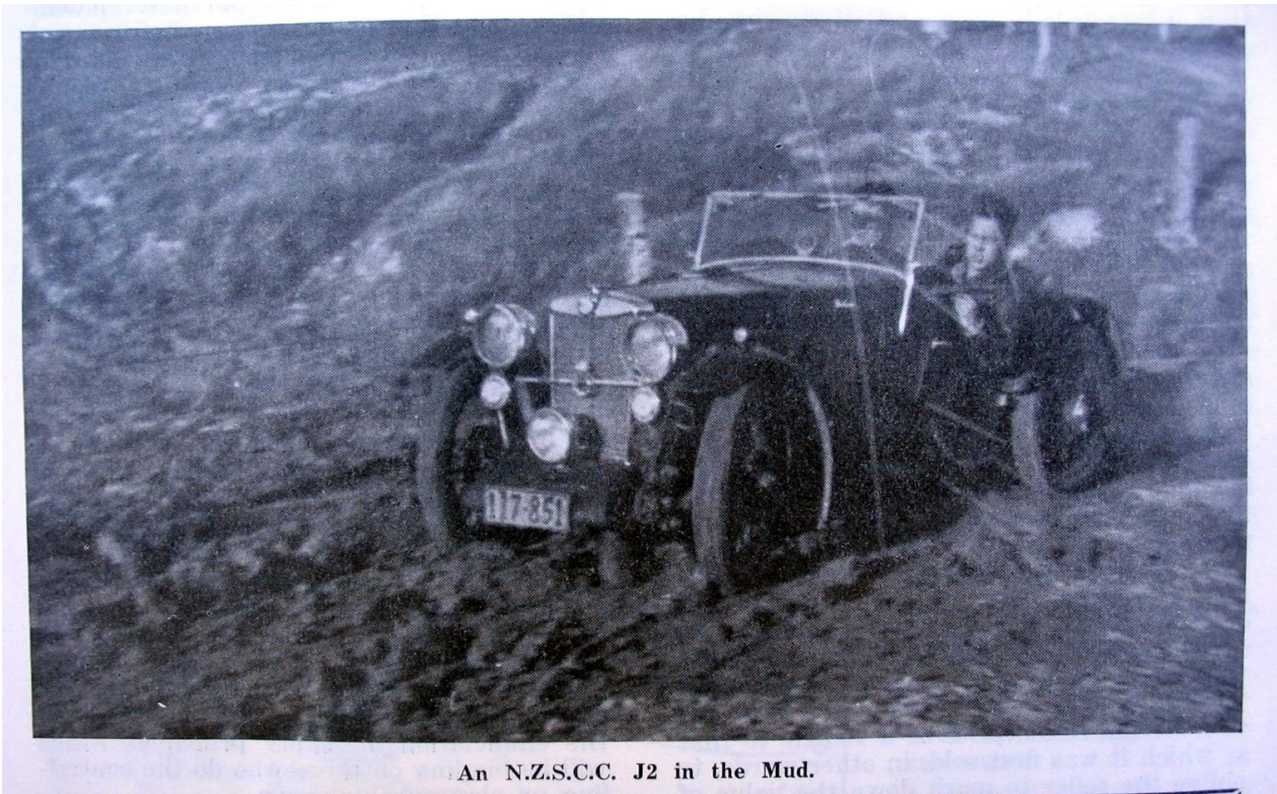
Factory chassis photos show J2s with bottom fed float chambers and top feed float chambers, but the Parts List gives only one type, and the Instruction book illustrates top feed carbs. Was the change made at the prototype stage, or did some production cars have bottom feed carbs?

There are a lot of questions that need to be answered, and we would appreciate if anyone can help. Other questions that could do with answers are the Parts List mentions "Tyre Pump" and two "retaining clips"; was this a stirrup pump and where did it go? My guess is that it was mounted on the vertical face of the rear shelf just above the prop tunnel. Also as that where the "Carbodies" plate was fitted?

J2/J3 Miscellaneous information

The ex Laurie Brown, Gary Rawson, David Buckleton J2. This J2 has almost certainly all been scrapped.

John McDonald told me there was a 1932 J2 at Pre 56 Rally, Rotorua owned by Gary Rawson. The car was imported into NZ in 1934. Previous owners included Laurie Brown (Member Rotorua CC) and "Ivan" who purchased the car, at unknown date, for \$90.00. No trace of car or owners to date.



In response to my request for information about this car, Peter Croft told me:

The unidentified J2 competing in a NZ Sports Car Club event in Wellington was at the time owned by David Buckleton. Attached to this E mail are other photos of the car sent to me by his daughter in law. The car after being with David in Wellington for a year or so came to ChCh when he did his engineering degree at Canterbury. He competed in a few Canterbury Car Club events He sold the car and replaced it with a TD

For some time, I had hoped that his car was mine as after he stopped using it, another Canterbury CC member started competing in a J2, That was Jim Cummins and Jim owned my car, I know that for a fact even though the ownership papers have been lost.

Both cars had very similar performance figures but photos show that Jim's car was somewhat scruffy compared with David's.

About 1949 to 52"

Peter also forwarded these photos of the car whilst owned by David Buckleton: note the registration plate in the pictures below is the same as in the photo John Mcdonald sent me (above).

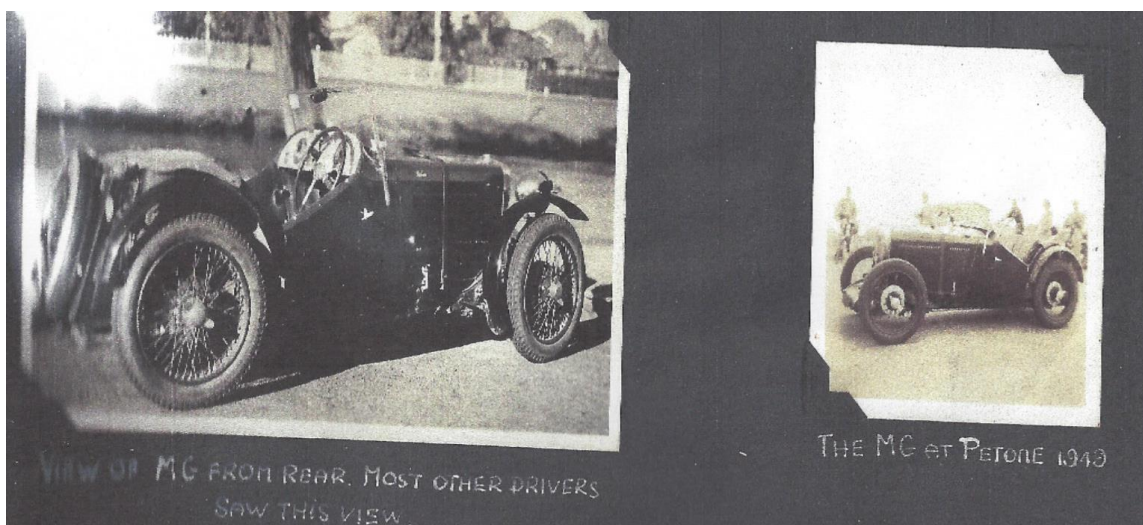


Standing

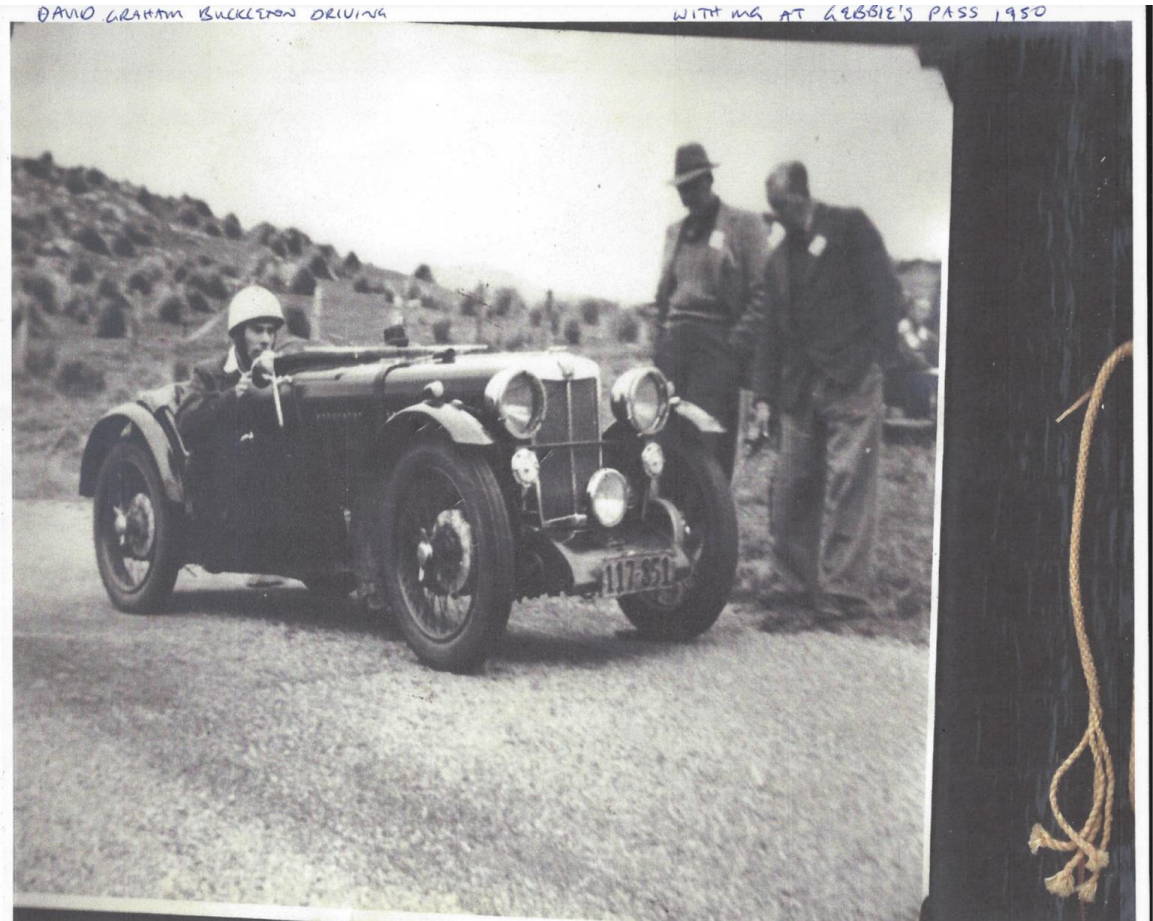
quarter mile at Petone foreshore.

Below:

David Buckleton's J2, and the J2 at Petone, 1949



Gebbies Pass (hillclimb?) 1950. David Buckleton driving



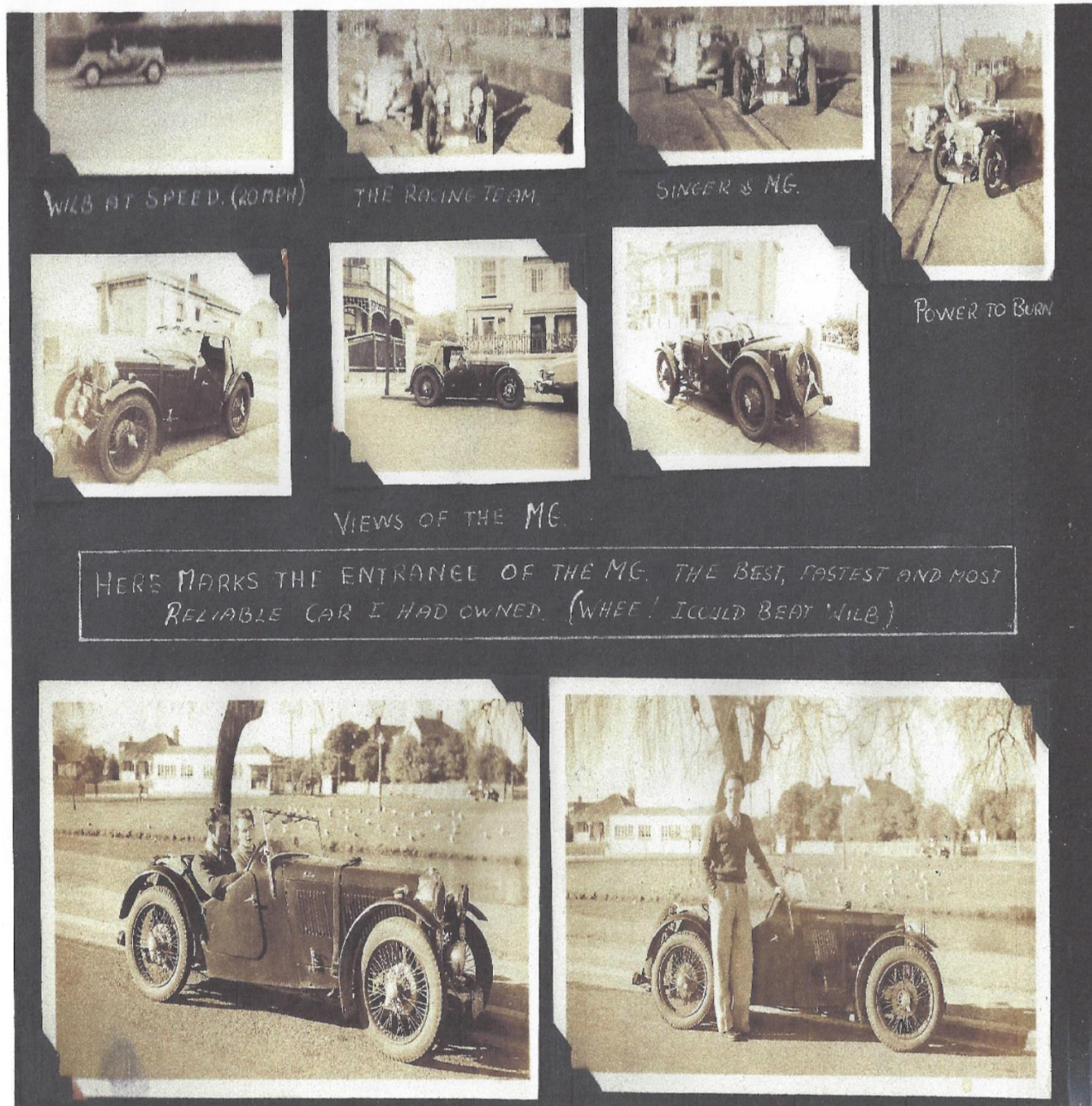
The pictures below, again from Peter Croft, show the J2 during David Buckleton's ownership. The captions read (from top left - right);

"Will at Speed - 20 MPH", (this is a Singer not the J2),

"The Racing Team", "Singer & MG".,

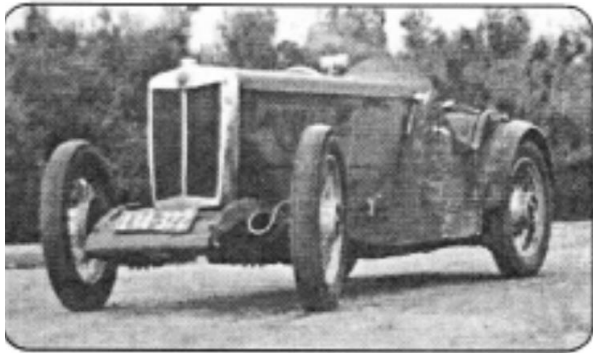
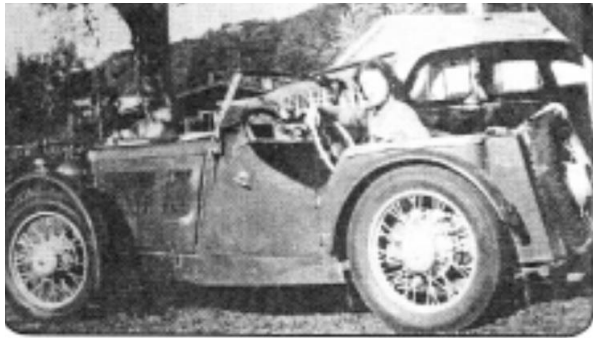
Power to Burn!"

The Three centre photos "Views of the MG", and the box reads: "Here marks the entrance of the MG, the best, fastest and most reliable car I had owned ("Whee, I could beat Wilb").



I have subsequently found this article in "Side Curtains", the Rotorua VCC Branch publication, dated July 2010, and it relates to this car when owned by Gary Rawson. Dennis Kenny told me the

article was written by Reg Munro. Reg told me that he purchased the car from Ivan (surname cannot be recalled) but the J2 was pretty clapped out by then having had a very hard life. Reg started to build a special on the chassis but abandoned the project and sold off the car in parts. The chassis was bought by a guy who was also going to build a special, but Reg is certain that the chassis has long disappeared.



J2 Whereabouts unknown/to be sorted/exported:

J 2485. Rego CZ 4175. Engine # 1414AJ. 1932 car. Green

Last Owner: Paul Fussey, Wynchester Drive, Bucklands Beach (XPAG 8675).

J2. ??? Engine # ??? Rego JB 3638 Mike Robinson, 11aHarrods Court, Chch

J2 ??? Engine # ??? Rego MG32. Roger White, Stokes Valley

J3003. Car exported to UK in 1965. NZ owners included: Thomas Atherton, Robert Brown & Malcolm McMillan. Car subsequently exported to Aussie in 1977 and restored to concours condition by last owner (now deceased).

J 3. Lawrie Poolman rebuilt his C Type using parts using the front section from a J3 chassis. Lawrie's C Type head also came from the same J3. The J3 inb question was owned by Lindsay Turner from Mt Eden/Mt Roskill area.