

NZ Triple-M Register

MG J Types: J1

Produced from 27th July 1932 until 7th July 1933

*Similar in appearance to D Type but with later cylinder head.
4 cylinder 847cc engine. 36 bhp. 4 speed gearbox, 8" brakes.
Same chassis as J2 but offered with choice of open four-seater or
Salonette bodywork.*

*Total number of J1 cars produced: 380: (J 0632 and 0461 completed
as J 3474 & 3475 respectively)*

J1 Open 4-seater: 255

J1 Salonette: 117

Not accounted for 5

Chassis Numbers: J 0251 – J 0632 , (but 0251 completed as J2)

J0394

NO PHOTO

Engine #	?
Original Registration in UK:	1931
NZ Registration:	J1 1933
MGCC Triple-M Register #	3415

Car's History:

Red 4-seater.

The car was purchased by Rod from Garth Bagnall who in turn had purchased it from Derek Hammi and Derek acquired the car from Arthur Ainsworth. One of three chassis frames on Rod's mezzanine floor when I visited his workshop a few years ago. Rod has the complete car but it is in bits.

Owner's details

Rod Brayshaw,

Bay of Plenty



Engine #	14274 AJ (?)
Original Registration in UK :	1932
NZ Registration:	HY 7532
MGCC Triple-M Register #	-

Car's History:

Originally a J1 Saloonette, this car has been rebuilt as a J4 replica. The car was restored by Monthlery Garage in Glastonbury, UK over ten years. The Owner has *"all the photographic evidence of the full restoration"*. He tells me: *"the registration No. HY 7565 is its original 1932 registration acknowledged by the Triple-M Register (UK). (See photopcopy of letter from MGCC UK below). The vehicle underwent a nut and bolt restoration which took Monthlery 10 years to complete. The body is all aluminium and the car has a full undertray. The gearbox is a racing ENV cross tube box and the car is supercharged as you can see from the photograph. The clutch is a double plate racing version.*

The only compromise, was the use of a 1932 847cc J2 engine block Engine no. 1427 AJ 2) because, as Monthlery suggested, the 750cc J4 engine was too small and noisy. However, the car was fitted with special pistons and a fully balanced Phoenix crank shaft, together with a Brooklands exhaust and 12" brakes. (The Chassis no is J 0431)".

Rod Brayshaw tells me that this car was originally a J1 salonette which has been rebodied as a J2 and supercharged – in exactly the style of a J4.

Previous Owners:

The car was purchased from Dr. Mark Green, Crabhill Farm, Crabhill Lane, South Nuthill, Redhill, RH1, 5NR., UK

Current Owner lives in Southland, but has sent the car over to Barry Walker to sell on his behalf. Effectively this car is exported.