

NZ TRIPLE-M REGISTER

MG M Types:

1929 – 1932

Produced from 13th April 1929 to the middle of 1932. The first production sportscar from MG.

Total M types produced: 3,235.

Chassis # 2M 0251 to 2M 3485.

A boat-tailed 2-seater sportscar initially fitted with a fabric bodywork (up until 1931) and, after the London Motor Show in 1931, a metal body was fitted. A "sportsman Coupe" was also produced, chassis numbers prefixed: CM (rather than 2M).

The 12/12 and 12/12 replicas were allocated general M – Type chassis numbers, and are, therefore, not readily identifiable from the other M Types. There were 21 "Double Twelve" (12/12 M Types) produced between 30th April 1930 and 1st December 1930. These 12/12 M Types had tuned engines (27bhp), external (Brooklands) exhausts, and the fastest M Type 12/12 averaged 60.23 mph over the 24 hrs. race at Brooklands.

M type chassis have a number: E1502 stamped along the chassis rail and is the chassis PART number. As with all Triple-M cars the actual chassis number is stamped on the front chassis knuckle, driver's side. (Mike Dalby, Triple-M Registrar, UK). Mike has also kindly provided the NZ M- Type Register with details of build dates and original colours etc.

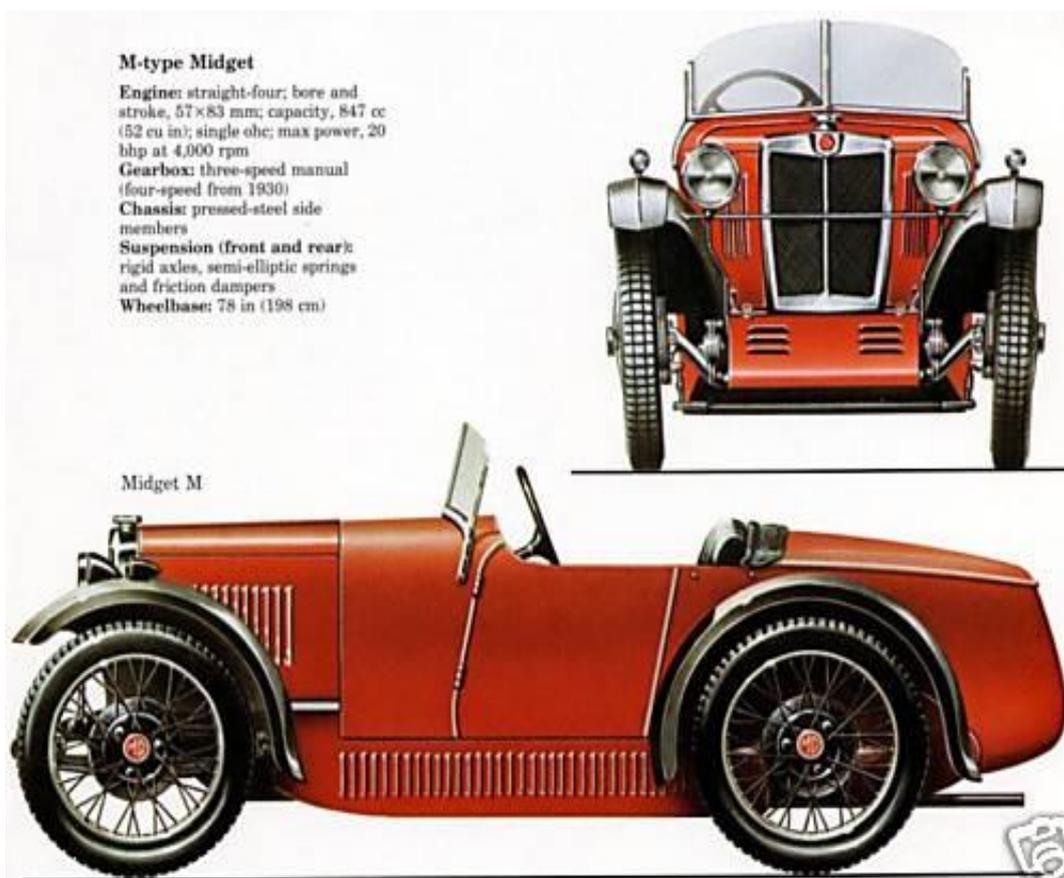
Notes Re. M Types:

The early M Types were built at Oxford, not Abingdon. Production switched to Abingdon by 1930.

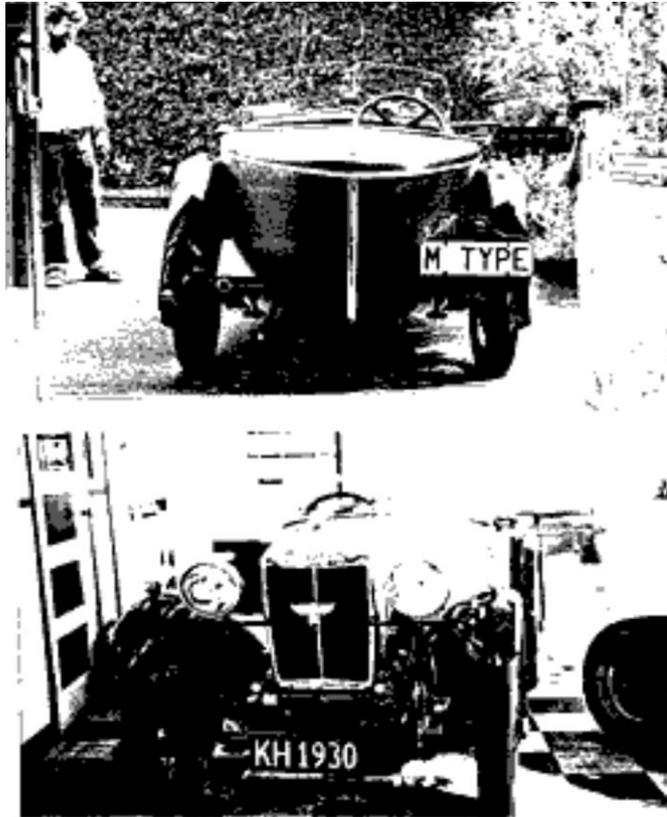
Although most M Types were two-seater sportscars there were a number of M Type Sportsman Coupes produced. These car chassis have a CM prefix, not 2M as used on the sportscar chassis. Pat Whiddup mentioned on the Triple-M forum website that there are (to his knowledge) ~8 known Sportsman Coupes surviving and 2 more under restoration.

Last updated 11th November, 2023

M Type Publicity Reproduction



2M 0354



Engine # 19608 A (ex M/Minor)

Original Registration in UK -

NZ Registration: KH 1930 or "M Type"

MGCC Triple-M Register # 3271

Car's History:

Mike Dalby tells me that this car's build date was 11.06.29, a two-seater, finished in blue. The original engine fitted to this chassis was 116A – whereabouts not now known!

When last seen, was Red, fabric bodied car.

Fitted with Moss 4-speed box.

This car was in the Geoff Gallagher collection in Auckland in the late 1990s.

Owner's details

Grant & Sue McIlroy

Northland

A standard M type but the body fabric is vinyl not canvas. Colin tells me: *"I have some original info from the first owner Mr John Thorowgood of Berkshire who purchased Rocket on Feb 1st 1930*

at Hewes Garage Ltd Reading.

The original colour was grey and had an optional 4 speed gearbox. The chassis number is 2M0780, original engine # 24351A, (but see Mike Dalby's comment above) different motor now fitted.

I obtained all the records from Abingdon regarding build sheet, warranty repairs and modification undertaken for competition by Mr Thorowgood. Much correspondence ensued between the owner and Abingdon re racing mods, Abingdon seeming to be very helpful in this regard.

"Rocket" achieved a gold medal in the 1930 London to Edinburgh Trial, one of 17 M Types that took part (only 2 not achieving a gold medal). There is also mention of the mods being tested on the track during the Double Twelve race at Brooklands, although no mention of Rocket being in the actual Trial.

Colin added *"All M's had: d 1532 stamped on their dumb irons, I think this is an ID that this is an M Type chassis. The chassis number itself is the second number stamped on the dumb iron which is 0780.*

Rocket was one of the first M's to be produced at Abingdon after MG moved to the new Abingdon factory.

At this point I don't have any more info on any Brooklands outing, so can't be certain of what the true story is".





Mike Dalby adds that this car was originally registered RD 1291 in UK and was used in the Inter varsity Trial in 1934, by an O.B. Bennett.

May, 2019 update.

Rob Bennett, who recently purchased this M Type from Colin Minton (2M 0780) tells me he intends to replace the front guards, which are non-standard shape - with replacement guards from the UK, copying the original design. 1929 style headlamps are to be added too, and the car is to be repainted black - although it was originally (when left the factory) grey.

Owner's details

Rob Stanbrook-Bennett,

Northland

2M 1009



Engine # 29592 A (ex M/Minor)

Original Registration in UK -

NZ Registration: WL 9269

MGCC Triple-M Register # -

Car's History:

Mike Dalby tells me the build date for this car was 17.02.30 and the car was a two-seater finished in grey.

This car was purchased by Dennis in 1979 as *"a trailer load of bits – about 75% of a car was there. There was no radiator or bonnet. It came with all the front and rear guards, front and side louvred valances, headlamps, instruments and at least six wheels and four motor-cycle tyres, complete engine, gearbox, carbs and a fair amount of woodwork that was excellent for patterns etc. Most of the restoration work has been carried out by myself. I was given a set of woodwork plans which were drawn up by Ted Loversidge along with his comments. Restoration started in early 2001 but was then delayed due to health problems.*

However, I can list for you the following:

Engine # 29592

Starter # Lucas 1251

Radiator # MG M 1928 – this plate transferred to new radiator,

*Dynamo Rotax DD3 – 6V
Headlamps: Lucas R47B.*

The front and rear guards are the rooftop (portal frame) profile which relate to the full metal bodied cars – late 1930 -31.

However, from my collection, I have a fabric bodied car. I have always suspected that I have the remains of two cars – hence non matching numbers. The brass plate supplied with the car reads Chassis # 2M1009". See below. Dennis Kenny.

Notes, regarding chassis # 2M1009. This was fitted with engine # 798A, and body # 8245 – body manufacturers – 'Carbodies' (fabric body). This (black) car was delivered to Agents University Motors in London 20.02.30. This car was first registered in NZ in 2011 according to NZTA records, who record it as a green car

The first owner of 2M1009 was Joyce Court, 9 Chelsea Embankment London SW 3 from 05.03.30. Note the "cars" Dennis has would both have been fabric bodied when new.



Note from Mike Dalby, Triple-M Registrar in UK. 2M1502 I suspect is not the correct number as this car is in Switzerland! The E1502 number stamped along the chassis rail is the chassis PART number, not the chassis number. The latter is stamped on the chassis front knuckle, driver's side.



Owner's details:



Dennis
Kenny,
Bay
Plenty

of

2M 1440



Engine # 6006 A (ex M/Minor)

Original Registration in UK -

NZ Registration: MG 1

MGCC Triple-M Register # 3371

Car's History:

Mike Dalby tells me the build date for this car was 09.04.30. The car was a two-seater originally fitted with engine number 1223A

Fabric bodied car.

This car was purchased by Dren in 1973 from Garth Bagnall as “left-over” from another restoration project.” The car has been under restoration ever since.

Dren was considering rebuilding the car as a 12/12 replica but has now decided: *“The 12/12 replica was just a dream and the work done so far has all been on a standard roadster body, an almost complete frame, partially skinned”* (Dren, 04.2017).

Owner's details

D. Errington, Canterbury

2M1706

NO PHOTO

Engine # 1466 A

Original Registration in UK -

NZ Registration: -

MGCC Triple-M Register # 1785

Car's History:

Manufactured 23.05.30.

Original specification, boat-tail, two-seater, fabric bodied M type.

Mike Dalby confirms the build date for this car and the chassis was fitted with engine # 1466A. The original UK registration was FS 1929, a Scottish registration number.

Purchased by Ted from Gavin Bain in the 1970s and purchased from Ted Loversidge's 's Estate by Wayne Marsh, in 2021. The car is under active restoration.

Standard bodywork, with undertrays fitted, the engine has a lightened flywheel and a modified crankshaft oil feed. The transmission has a 'D' type gearbox and selector, and the brakes are cable operated, drilled drums.

"The modified oil feed on the M, J2 and subsequently 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 get to the big ends" Ted Loversidge, 07/09.

Owner's detail:

Wayne Marsh,

Tarras

2M 2299



Photo above and the two which follow provided by Grant Kern, June, 2016

Engine #	2076 A
Original Registration in UK	-
NZ Registration:	CP 1922
MGCC Triple-M Register #	3208

Car's History:

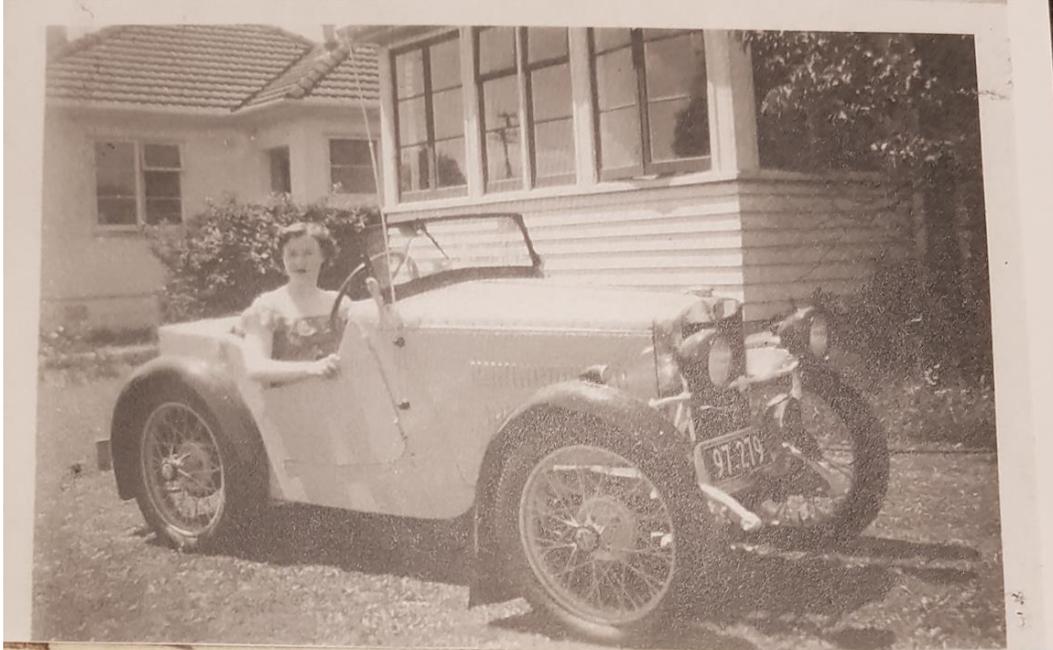
Mike Dalby tells me: the build date was 04.11.30 and the car was a two-seater fitted with engine #2076A

This car was spotted 'for sale' on Trade-Me, 01.2010. The advertisement said: *For Sale are vintage parts form a 1930ish MG boat tail M Type. All parts are in unrestored condition and there is enough to make up a complete chassis with running gear, including wheels. The original body is not there but there is a very rough MG TCish body that was put on in the 1950s and could be used as a template....included are chassis, engine (needs rebuilding), 3-speed gearbox, prop shaft, diff, axles, hubs, brakes , 5 wire wheels , steering box /steering shafts and linkages, radiator and shell with original MG badge, a non-original hydraulic master cylinder with pedal, and sundry parts...* Definitely missing are body, dashboard and gauges & seat, guards, bonnet, some electrics, lights, distributor etc.

Noel purchased the car in February, 2011, from Neil Whittaker of Levin, after seeing the ad . Noel tells me: *Boat tail has been replaced with local built PA/TC style. Currently taken apart and in*

boxes, although it appears to be almost complete Believe owned for many years by Neil Whittaker.

This car was purchased by Grant Kern, Auckland from Noel Copping, in May 2016.





Engine #	2128 A
Original Registration in UK	-
NZ Registration:	-
MGCC Triple-M Register #	1340

Car's History:

Mike Dalby tells me this (car) was a coupe, so the chassis number is CM2358 and it has a build date of 17,11.30 when it was fitted with engine number 2128A. The UK records show a K M Hunter as the owner.

Owned at one time by Murray Watson, (now deceased) who also owned J 2166. See comments from Peter Croft under J 2166.

May 2019 update:

Rob Bennett (owner of 2M 0780) tells me that he used to own this car. He sold it around 2005 to Mel L'Huillier who subsequently on sold the car – name of this later owner cannot be recalled.

Rob says the car was featured in 1930 Sportscar Digest magazine, driven by L.B.Bennett, participating in trials.

The car, which resembles a standard M Type, is actually a 'cut-down 'Sportsman Coupe' which had

been powder coated green. It was registered RODING but this was later changed to BAR 540. Rob has forwarded the three photos of RODING which follow, all being taken ~2000

I notice in the Triple-M Discussion Forum pages that there has been some recent discussion about the number of Sportsman Coupes still in existence. Pat Whiddup believes there are around 8 plus a couple under restoration. Mike Dalby, M Type Registrar in UK contributed these comments to the April, 2019 Discussion Forum about Sportsmans Coupes: *“There are three coupes CM2382, CM2917 and CM2981 and the 'University Motors" car, CM2483. Interestingly all have high chassis numbers.*

There are many coupe chassis which have standard two-seater bodies and those built in the style of 12/12 and Le Mans cars. Most famously the Monte Carlo Rally car rebuilt at the works, that Peter Thornley now has”.





Owner's details

Not known



2M 3174 in action – photo provided in 2021

Engine # 2909 A

Original Registration in UK -

NZ Registration: 31 MGM
First imported into NZ in September 1937.
First NZ owner: William George Laine, 06.10.37.

MGCC Triple-M Register # 3218

Car's History:

Mike Dalby tells me the build date for this car was 30.09.31. The car was a two-seater and fitted with engine number 2932A. the current engine is not the original for the chassis – it was fitted prior to the car being imported into NZ.

The car now has black guards, red body. Pat Widdup owns the car now which he acquired from his father (Frank) in 1973. He tells me: *Frank had purchased the car as a complete running car, 3rd November, 1955. Frank removed the body and taken it to the Palmerston North City dump sometime prior to 1960.*

I inherited the chassis, engine complete, gearbox, diff, headlights, front axle, wheels, tyres, steering column, oil pressure gauge, radiator and support, marker lights, amp meter, headlight supports, fuel tank, handbrake cables and rods.

Found out that the front wheels were pre-war Minor and so was the steering wheel. The drive shaft had been modified to stock universals, not the flap centre disk.

In 1977, as a 17 y.o. and at a lost end, Dad asked what I wanted to do with my life? I replied I should become an engineer like you. He said to me there is a job in the paper for a coach builder, and it would be a great help for you in restoring the M Type! So, I applied and got the apprenticeship. A job I have enjoyed for 40 years.

So, for me, making the body for the M was easy. Still didn't the restoration but had the skill set ready. I started the restoration in 1983 (just a half-hearted attempt) and found that just married and with finances always tight, restoration was put on the back-burner.

Frank died 2001, and at another loose end, I thought I should restore the M Type as a memorial, so I got into the restoration for him (his car, I get to drive it!).

More inspiration 18 months out from the Nelson Pre 56 Rally in 2003. I met up with George Walters and Wayne McKinnon (Wayne also owns an M Type). They found me looking for parts for the M Type. Got in contact with Wayne and he has been extremely helpful in lending me bits to copy for my car.

Inspired by my friends, a quick trip to Christchurch for an MG Rally, and I was hooked into getting my car finished. Well in a flurry of activity it was ready. WOF and registration number BCE 556 on the Thursday before the Rally, onto a trailer and on my way to Nelson, towing it with my trusty Commodore ute.

Accruing parts over the years, finding the correct wheels etc had been a challenge. Finding the Pre-War website was fantastic. There is a huge amount of knowledge out there. All you need to do is ask.

Now registered with personalised plate: 31 MGM

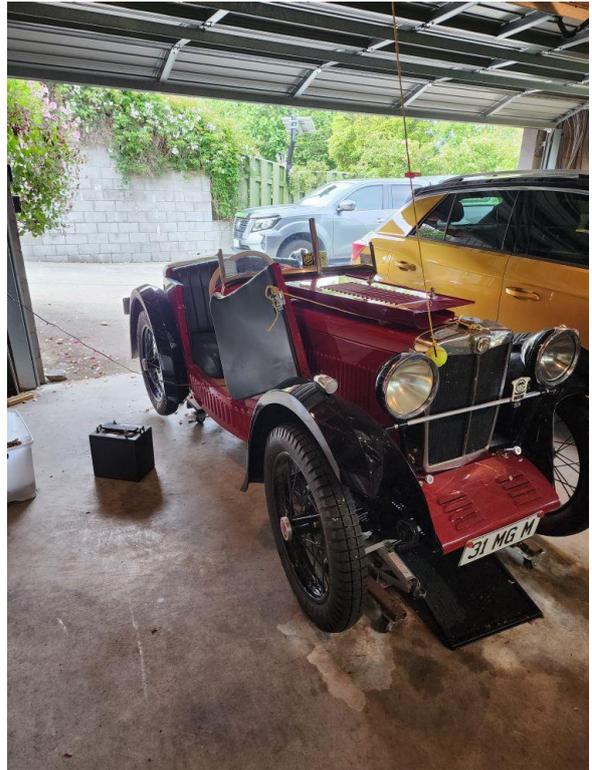


Left: photo supplied by Dave Walker, MGCC Auckland, from the Pre 56 Masterton Rally.



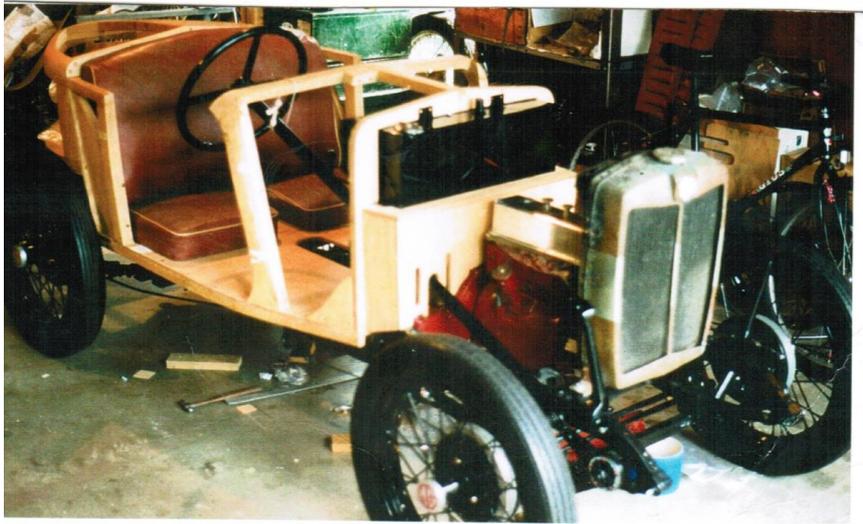
More recent photos (2021) of 2M3174 provided by Pat.





Two recent pictures of Pat's M Type copied from his posting on the Triple-M website. December, 2022.

Photos showing the car under restoration follow overleaf.



Owner's details:

Copy of Registration papers from 1937 forwarded. They show:

William George Laine Opawa, Christchurch from 6th October, 1937
Maurice Cox, Linwood Christchurch from 24th December, 1937
Morrison Frederick Orchard, Colombo St., Christchurch from 13th December, 1945
Malcolm Edward Bancroft, Bealey Ave, Christchurch from 8th July, 1946
Graham Bennet, St Albans Christchurch from
Cyril Bagh Reichwell (?) Richmond Christchurch from 17th February 1947
Lester John Elwood, Sumner, Christchurch, from 19th September, 1947
Ashley Oglivie Evans, Richmond Christchurch from 6th February, 1948
George Hamilton, Hastings from 3rd June, 1949
Hastings Car Sales Karamu Road, 2nd February 1950
Cecil Caroll Eastbourne Road Hastings from 15th February, 1950
Motor Dealers from 27th February 1951
Hugh O'Neill Ruahine St Palmerston North 27th February, 1951
Graham Victor, & Hugo Zimmerman, Napier Rd, Palmerston North, from 7th November, 1952
Frank Widdup, Palmerston North 3rd November, 1955

Current Owner:

Pat Widdup, Taranaki

2M 3190



Engine # 2962 A

Original Registration in UK -

NZ Registration: CQ 7282

MGCC Triple-M Register # -

Car's History:

Mike Dalby tells me that this car build date was 13.10.31. A two-seater fitted with engine number 2962A

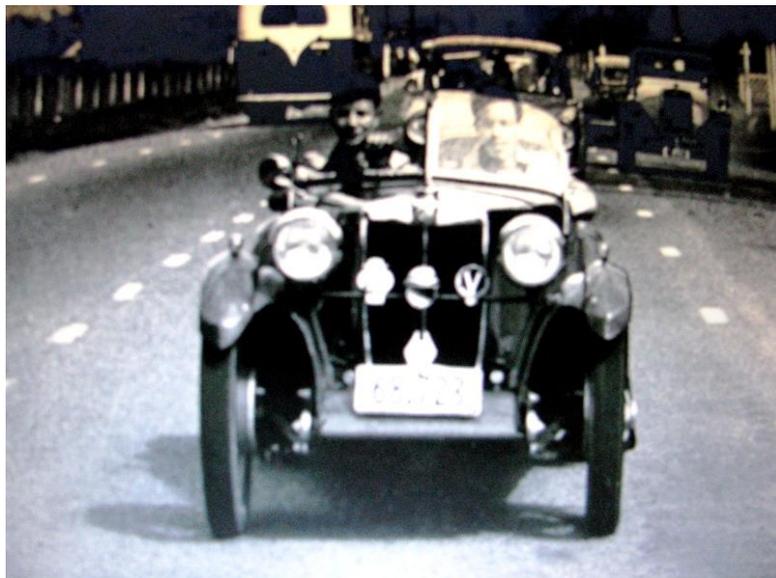
Previous Owners:

The copy of the Registration book has been forward by Lesley Miller together with a hoto taken in April 2017. Lesley said: *“Attached is a scan of the ownership papers. As you will see there have been a lot of owners. Following on the car was owned by John Neilsen, his son Malcolm Neilsen and then Wayne McKinnon who sold it to Rob.*

The car is now with the local garage who will give it a service and get it going. Attached is a photo of it “on the road” (about to be towed). The young mechanic was too tall to fit himself in easily.

Will keep you updated on progress. The other photo (below) was taken inside the garage.

*Following Rob's death Lesley Miller has sold the M type. The new owner is Geoffrey Starkey, NSW.
(See Owner's details below)*



M3190 in the 1950s with Roger White driving.



M3190 the left. The other, flat-screened M Type not identified.



Photos above taken in Rod



Brayshaw's workshop 2008





70

Tim

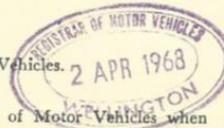
Sport Act

Name: ERIC AVRIL		Make and year of manufacture: M.G. 1931	
Address: GHUZNEE STREET		Engine No. 2962A	
WELLINGTON		Chassis No. 2/M3190	
NEW USED (Delete word not applicable)	C.C. Rating:	Motive Power: PETROL	Type (see below for changes of type): CAR
If previously registered, state country:	Manufacturer's gross laden weight rating:*		Model: Mileage Recorder Reading:
†Change of type	/ /	/ /	/ /
Date of change	/ /	/ /	/ /

*Not required for cars or motor cycles.
†e.g., From car to rental car, public taxicab, etc.

G. Searle

Registrar of Motor Vehicles.



Date and Office of original registration
TE ARO
17.12.31

NOTE—This certificate must be produced to a Postmaster who is a Deputy Registrar of Motor Vehicles when notifying disposal, change of type, or cancellation of the registration.

CAUTION—This Certificate of Registration is merely evidence of the transactions recorded herein and does not constitute a certificate of legal ownership. If this document is lost or becomes dilapidated a replacement is obtainable on application to a Deputy Registrar.

OWNER: In relation to a motor vehicle means the person lawfully entitled to possession thereof, except where—

- (a) The motor vehicle is subject to a bailment that is for a period not exceeding 28 days; or
- (b) The motor vehicle is let on hire pursuant to the terms of a rental service licence—

In which case "owner" means the person who, but for the bailment or letting on hire, would be lawfully entitled to possession of the motor vehicle; and "owned" and "ownership" have corresponding meanings.

CHANGE OF OWNERSHIP: Within seven days of any disposal the vendor must notify a Deputy Registrar. Penalty for failure: £10 (\$20) for each day motor vehicle is used while such failure continues.

CANCELLATION OF REGISTRATION: When a motor vehicle is destroyed, or becomes permanently useless, or is removed permanently from New Zealand the owner must notify a Deputy Registrar and return this certificate and the registration plate(s). Penalty for failure £50 (\$100) for every offence.

If a vehicle is unlicensed for one licensing year the registration will be cancelled.

MILAGE TAX is payable for vehicles not propelled by motor spirits, unless they are exempt from licence fee.

M.R. 3A

This form is issued by the Post Office.

Two post restoration photos, April, 2017 provided by Lesley Miller



Below is a young mechanic struggling to find room for himself!



Owner's details

Car exported to NSW in August 2017.

2M 3362



Engine # -
Original Registration in UK -
NZ Registration: BN 181
MGCC Triple-M Register # -

Car's History

Mike Dalby tells me this car was built 17.02.32. A two-seater fitted with engine # 3146A

I received an email from Lloyd Gleeson who tells me: *"My old M-type (photo taken in Thames outside family home Dec 1961) That's me in passengers' seat...see photo above!"*

He also said the car had an: *"Unpainted aluminium bonnet, non-fabric body with non-original pram-tail. (and copper exhaust pipe!) Had been told of an original M-type body in a garage in Morrinsville, but never managed to locate it. Sold around 1963/4 to Peter Sinclair, Devonport/Takapuna area Auckland's North Shore. (He had a ?PA Midget and quite a collection of early MG bits.)"*

*Lloyd Gleeson
3 Rogan St
New Plymouth"*

Later Lloyd told me *“Unfortunately I can't remember the name of the guy I got it off, but he lived in Blockhouse Bay Auckland, and I seem to remember he was something to do with Auckland Airport. But I do recall it was sold as **"the ex-Dewar Thomas M-type"** and it was fitted with a J2 engine and gearbox. I had located an OHC Morris Minor engine but never fitted it (but sold it with the car.) Hope this helps!*

Lloyd

(If you are able to relate this to a car on your Register, I'd be most interested in hearing back!”

John Hancock sent me a scanned copy of the original registration papers for this car together with the following photos taken during Dewar's ownership days. The third photo shows Scott Thomas in the M Type.

DUPLICATE CERTIFICATE OF REGISTRATION OF MOTOR VEHICLE DESCRIBED HEREUNDER

REPLACING CERTIFICATE No. 214525

CAUTION—THIS CERTIFICATE IS MERELY EVIDENCE OF THE TRANSACTIONS RECORDED HEREIN AND DOES NOT CONSTITUTE A CERTIFICATE OF LEGAL OWNERSHIP. AS THE LOSS OF THIS CERTIFICATE COULD CAUSE YOU INCONVENIENCE IT IS SUGGESTED THAT IT BE KEPT IN A SAFE PLACE.

Surname of Owner (for subsequent owners, see over): STORROCKS		Permanent Plate No. BN 181	
First Names: JAMES LEONARD MACINTOSH		Make: M.G. MIDGET	
Address: 90 LUCERNE ROAD, REMUERA.		Engine No. MB746A 37752	
		Chassis No. 2/M3362	
New Registration: USED	C.C. Rating:	Type: CAR	
Previously registered: (country and year) G.B. / /	Gross laden weight*: lb	Model:	
Use: PRIVATE	/ /	/ /	/ /

*Not required for cars or motor cycles.

[Signature]
Registrar of Motor Vehicles.

Date Stamp
AIRLAND
2.3.34

Note—This certificate must be produced to a Postmaster who is a Deputy Registrar of Motor Vehicles when notifying disposal, change of type, or cancellation of the registration.

OWNER: In relation to a motor vehicle means the person lawfully entitled to possession thereof, except where—
(a) The motor vehicle is subject to a bailment that is for a period not exceeding twenty-eight days; or
(b) The motor vehicle is let on hire pursuant to the terms of a rental service licence—
In which case "owner" means the person who, but for the bailment or letting on hire, would be lawfully entitled to possession of the motor vehicle; and "owned" and "ownership" have corresponding meanings.

CHANGE OF OWNERSHIP: Within seven days of any disposal the vendor must notify a Deputy Registrar. **PENALTY FOR FAILURE, £10 FOR EACH DAY MOTOR VEHICLE IS USED WHILE SUCH FAILURE CONTINUES.**

CANCELLATION OF REGISTRATION: When a motor vehicle is destroyed, or becomes permanently useless, or is removed permanently from New Zealand the owner must notify a Deputy Registrar and return this certificate and the registration plate(s). **PENALTY FOR FAILURE, £50 FOR EACH OFFENCE.**

If a vehicle is unlicensed for one licensing year the registration will be cancelled. This certificate and the registration plates must be surrendered to a Deputy Registrar.

REPLACEMENT: If this document is lost or becomes dilapidated replacement is obtainable on application to a Deputy Registrar.

M.R. 3a

This form is issued by the Post Office.



Owner's details: ???

2M 3472

FIT FOR A QUEEN



The Queen passes Bevan Shackell's M Type at the Vintage Car display at Caroline Bay during her visit to Timaru during her New Zealand Silver Jubilee tour.

Engine #	3240A (originally)
Original Registration, UK:	-
NZ Registration	GB30
MGCC Triple-M Register #	2933

Car's History

Mike Dalby tells me the build date for this car was 01.06.32. Fitted with engine # 3240A originally

The car is now red.

This car was photographed by Dennis Kenny (2M3190) at Rotorua VCC Rally in 1980. The car was, at that time owned by Don Oddie. The car has a Morris radiator. Research into this car's existence has produced some interesting information, including the priceless opening photo (above) provided by John McDonald from MGCC Canterbury. The photo last appeared in the Canterbury Centre's Magazine in 1977. This photograph would have been taken in 1977, the year of the Queen's Silver Jubilee tour to New Zealand.

This car, until recently, was believed to have been exported from NZ but, in August 2023 Grant Shackell emailed me to let me know that this car still resides in Mosgiel. Grant told me:

"The builder of the car was my father, Bevan Shackell. He paid for the car as a 'basket case' with his first ever decimal currency cheque in 1967. Dad owned the car for some time after purchasing the car from Don Oddie in Timaru. At the time it had been severely remodelled with a cut off flat rear body and was in a sad state. Both the body and motor were in a state of disassembly. Dad was not a mechanic and as part of the deal to buy the car, it was arranged for Darcy Nicholson to reassemble the motor.

I believe that well before Dad purchased the car it did win its class the South Canterbury hillclimb held at Maungati (it was the only entrant in that class), although I have no provenance of that.

I see you have the build date as 1932. Dad was always of the opinion that it was a 1930 car. Hence the registration – originally FW 30 and late changed (to GB 30). The short registration was chosen so that the number plate would fit the narrow carrier at the back of the car". **Registrar's Note: The chassis number of this car, 2M 3472, shows it to actually be one of the very last M types built. The last M Type produced was chassis number 2M 3485, this car is thirteenth last M Type produced out of 3235 total M Types produced).**

"From memory Dad received much information from F Wilson McComb, author of Classic Cars in Profile No.45. I know Dad had a reasonable amount of correspondence with Wilson and that a request regarding construction plans for the bodywork elicited the reply that these had been destroyed during bombing in WWII. Sadly, that correspondence does not appear to have survived.

My Father completely rebuilt the body and, in fact, only one piece of wood from the purchased car was used – the cockpit scuttle frame on the passenger side.

Although he wasn't mechanically minded, Dad was a talented woodworker, which is why the little wooden bodied car appealed to him. The rebuild took almost 5 years, (including a year-long enthusiasm hiatus). Typical of the frustrations of restoration was the wheels. Having travelled almost 2,500kms one holiday searching for original wheels, only to return home to Timaru and receive a phone call to say that there were a couple of wheels that had come off an MG on a trailer...in Waimate, less than 60 kms away. The full set of wheels, including the spare) were later sent to Christchurch for preparation and painting. After quite some time Bevan received a phone call to say the workshop had been destroyed by fire. The good news was that the wheels had been removed from the shop the night before, in preparation for delivery, and the phone call was to say they were ready.

The leather was applied to the body during the winter of 1971 and the job was completed in the lounge inside the house, as it was warmer! Unfortunately, the leather supply (purchased 12 months earlier) ran out with one small panel still to cover. As colours and patterns had changed in the meantime, the body had to be stripped, new material purchased and the whole job done again.

The restoration was completed in 1971 and my father and I competed in the 1972 International Vintage Car Rally leaving Timaru and ending in Nelson. During that rally the car ran a bearing and repairs were done in Nelson with help from Len Southward and an old friend of Dad who worked for the AA in Nelson and was able to find workshop space. At the end of the rally the car was driven back to Timaru. We also trailered the car to Rotorua in 1980 (where as noted above, it was spotted by Dennis Kenny).

The car was VCC rallied extensively for many years in Canterbury and Southland.

The information (above) about the radiator is correct as Dad was never able to source an original honeycomb radiator.

Since I have owned the car, the engine has been completely rebuilt. During the rebuild it was bored out to 900cc capacity. The cylinder head was shaved, and the compression ratio raised to 7:1. The cam shaft was reground to J 2 specs and a 4-speed gearbox (believed to have been from a K Series Magnette or Morris equivalent) fitted. The SU carb is not original. At the time many original parts were not available, modified parts were sourced and modified as required. Examples are: Standard 8 and Ford E93A pistons, MkII Ford Cortina exhaust valves.

Previous Owners:

Des Finch
Graham Blain
An unknown owner in Winchester, South Canterbury
Don Oddie, Timaru,
Bevan Shackell, purchased 1967

Owner's details:

Grant Shackell, Otago



The car in 1962 when owned by Don Oddie.

Restoration work ~ late 1960s





The VCC International Rally, 1980, after travelling through some forestry stages.



Bevan Shackell & 2M 3473



2M 3472 at Rotorua Rally in 1980, as spotted by Denis Kenny.

M 14774

NO PHOTO

Engine # 0669 A

Original Registration in UK -

NZ Registration: -

MGCC Triple-M Register # 256

Car's History:

The engine is ex 2M 0913.

“The M is a collection of M parts with genuine M motor but does not have a genuine chassis. I bought the parts from Tony Batley who imported a collection of bits from the UK and built up one car. I obtained an M Chassis from Trevor Todd of Christchurch but it is actually a Minor chassis that someone has altered and used in the past for an M as it has all the usual modifications and had been drilled for M fittings. I also went through Trevor's pile of bits and found some parts of definite M origin that I obtained from him. His saloon minor, originally from Timaru came with a large collection of bits that had been derived from wrecked cars that must have included an M at some point” (Alex, 6/2010)

Owner's details:

Alex Dempster,

Otago

M Type – Miscellaneous

The photo below was sent to me by John McDonald. I have not been able to identify which M type car this is. Anyone have any ideas?

