

NZ TRIPLE-M REGISTER

MG P Types:

Produced from:

PA1934 – 1935.

PB 1935 – 1936

The PA was similar in appearance to the swept wing J2 it superseded, but with stronger engine (3 brg crank) producing 35 bhp. The first four P types off the production line were initially kept by the factory as demonstrators.

The PB was identical to the PA except its was bored out to 939cc, (43.3 bhp), fitted with a close ratio gearbox and revised radiator grille and revised dashboard.

Total P types produced: 2,500

PA: Chassis # PA 0251 – PA 2250.

(The last 27 chassis were built into PBs by the factory and given PB chassis numbers, i.e

PB0251, and Chassis # PB 0589 to PB 0613)

PB: Chassis # PB 0251 – PB 0776

Total PA produced: 2,000 less 27 = 1973.

Total PB produced: 500 cars (plus the 27 converted from PA chassis) = 527

Cars produced:

PA 2-seater: 1369

PA 4-seater: 498

PA Airline Coupe 28

PB 2-seater: 408

PB 4-seater: 99

PB Airline Coupe: 14

Chassis Only: 57

P Type Notes

P type engines were identified by the letters AP after the engine number, e.g., 1151AP. The reference to 135P, 165P or 199P after the engine number identifies an early P type engine with single crankcase breather on RH side above the dipstick; double breather engines and PB engines respectively.

CP after the engine number denotes a factory replacement block.

PA Airline Coupes – “the bodies were designed and marketed by HW.Allingham, and built by Whittingham & Mitchel or by “Carbodies Ltd”:

(Source: UK Triple-M Register Forum)

Last Amendments:

PA 1362 Purchased by Peter Digby, Sept. 2024

PA 0539 Believed to be the ex Vic Viscovich PA Airline Coupe from 1950s.

PA 1810 Ex NZ car added to NZ Register, although has now been exported to USA.



Picture provided by Ross Armstrong, MGCC, Wellington Centre

Engine #

-

Original Registration in UK

-

NZ Registration:

First Registered in NZ 07.03.39.

Initial rego # 98913, then 119027 and then 416665

MGCC Triple-M Register #

-

Car's History

John Hancock sent me the ownership papers and the owners identified are shown below.

Dave Hector sent me some photos of the car at a Wellington Centre Type Rally in 1983. I have no other details of this car although, interestingly, it was once owned by Peter Stevens in 1953. Peter sold the PA when he was seconded to UK with RNZAF where he achieved his ambition to purchase an R Type MG. He ultimately sold the R Type he purchased (RA 0253) to the Southward Museum where it has been partially restored.



These photos provide by Dave Hector, MGCC, Wellington Centre



The past Owners identified from original registration papers are:

07.03.39: Albert Hamilton Leatham, Hamilton Road, Wellington.
04.08.39: Eric Edward Johnson, Sutherland Rd., Wellington
14.06.41: Margaret Bentley, Shannon Street, Wellington.
13.04.43: Basil Lawrence, Adams Terrace, Wellington
24.05.43: Trevor Stroude Withers, Stanley Bay, Devonport, Auckland.
05.06.46: Munroe Motors (dealer) Albert St., Auckland.
05.06.46: David Bremner, RD ?
? .04.48: John Alexander Munro, RD ?
04.07.50: indecipherable
14.05.51: Dominion Motors, Wellington.
14.05.51: UG5 Motors (dealers), Dixon Street, Wellington
06.07.51: James Christian, High St., Christchurch
27.07.51: David Henry Craig, Kaikoura (?)
27.10.53: MG Sales & Service Christchurch (dealers)
29.10.53: Peter Stanley Stevens, RNZAF Wigram
22.11.56: Leslie James Bowis, Rugby St., Christchurch
26.09.57: Herman Edward Dunlop (dealer?), Christchurch
11.11.57: Lloyds Car Corner Ltd (dealer), Christchurch
11.11.57: David John Abrahams, Wellington
28.05.58: Albert John Paintin, (dealer?) The Terrace, Wellington
28.05.58: Malcolm James Park, Randwick Rd., Lower. Hutt.

Form No. 2.]

Nº 529606

Certificate of Registration of Motor-vehicle under the Motor-vehicles Act, 1924

THIS IS TO CERTIFY that the motor-vehicle, particulars of which are given below, has been registered under the Motor-vehicles Act, 1924.

Particulars of Motor-vehicle

Name of owner (in full): Albert Hamilton Leatham
Address of owner: 33 B Hamilton Rd Wellington C2
Situation of garage: _____
Type of vehicle (Car, cycle, trade-motor, &c.): Car
Engine No. 545 A.P. Chassis No. PA 0298
Make of motor-vehicle: MG. MIDGET *Seating-accommodation: 2 persons.
Whether vehicle new or used: _____
Whether pneumatic or solid: 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: passengers
†Gross weight of motor-vehicle unladen tons .. cwt. .. qr. .. lb.
†Manufacturer's rating of weight-carrying capacity tons .. cwt. .. qr. .. lb.
Registration number and distinguishing marks: 28913 119024 416665

*Not required for motor-cycles.

†Not required for motor-cycles or private motor-cars.

NOTE. This certificate must be produced to the Deputy Registrar when applying for a transfer or cancellation of the registration or when a vehicle is relicensed at an office other than that holding the records of the registration.

CAUTION

MOTOR REGISTRATION PLATES

EVERY motor-vehicle must have affixed thereto the set of registration plates which has been assigned to it. Registration plates must not be transferred from the vehicle to which they are assigned to another vehicle. Penalty for every such infringement: £10.

CHANGE OF OWNERSHIP

Change of ownership of a motor-vehicle must be notified to the Deputy Registrar concerned within seven days after the change of ownership has taken place. The notification must be given on a special form which may be obtained at the Deputy Registrar's office. Penalty for failure: £10 for each day motor-vehicle is used while such failure continues.

M.R.—3. 500 pads/12/1—10816

[SEE OVER

Date of Transfer	Name of Transferor	Address	Officer recording Transfer	Date-stamp
4/7/39	Manthel Motors & Co. Dealers	Wellington		
4/8/39	Eric Edward Johnson	238 Lake Road, Wellington	E3	
14/6/41	Margaret Angwin Bentley	6 Shannon St. Wellington		
13/4/43	Basil Lawrence Trevor Shonks	37 Adams Terrace Wellington	C2	
24/5/43	Withers	7 Summer St. Stanley Bay Devonport N.Z.		
5/6/46	Munroe Motors	145 Albert St. Auckland	C1	
5/6/46	David Wanless Bremner John Alexander Munro	R.D. Tairāhema		
14/7/50	Dalrymple	Kaitake Road Tairāhema		
14 MAY 1951	Dominion Motors Ltd. U.S.S. Motors Ltd.	Manawatu DEALERS. Wellington DEALERS. Dunedin		
6 JUL 1951	James C. Hunter	170 High St. Christchurch		
27-3-51	David Henry Craig	Doric R.D. Karori		
27 OCT 1953	M.G. SALES & SERVICE LTD	Christchurch		
29 OCT 1953	Peter Stanley Stevens	60 R.N.Z.A.F. Station Highgate		
22 NOV 1956	Leslie James	BOWIS 130 Rugby St.		

CAUTION

DESTRUCTION OF VEHICLE

When a motor-vehicle is destroyed, the Deputy Registrar concerned must be notified of the fact. The notification must be given on a special form which may be obtained at the Deputy Registrar's office. The notification must be accompanied by the certificate of registration and by the registration plates. **Penalty for failure: £10 for every offence.**

CANCELLATION OF REGISTRATION

The registration of the vehicle described overleaf will be cancelled automatically if it remains unlicensed for two consecutive licensing years. A re-registration fee of £1 (or 10s. if a motor-cycle) must be paid before a licence may subsequently be obtained therefor.

Copy of the original NZ Registration document.



Engine # 589 AP

Original Registration in UK:

Registered ANE 322, 24th March, 1934

NZ Registration:

BNM 708, after restoration completed 12/83.

Imported into NZ July, 1974 by T.M. McNeilly

MGCC Triple-M Register #

1324

Car's History.

1934 2-seater. Body # 167/113.

The car was imported into NZ by T.M.McNeilly in July, 1974. The car was subsequently sold to Graeme Porton in October 1974. Graeme and Ken Watson then set about restoring the car. The restoration was completed in December 1983 and the car road registered in NZ:

(LJ 4466). At the same time (20th December, 1983) the car was registered in Julie Porton's name. It retained this registration number until 1990 when the car was re-registered BNM 708

In November 2002 the car was purchased by Eric Rogers from Julie Porton. Eric died in 2012 and Bill Kewish purchased the car from Alison.

The car is now two-tone green. Originally the car left the factory in primrose paint colour, this was changed to white in 1967. In NZ the car was restored and painted two tone green (1983).

The car is standard except for addition of electric cooling fan. The car was restored in UK back in 1962, and then imported into NZ by Thomas McNeill in July 74. He sold the car to Graham Porton in October, 1974. The car was then restored by Graham & Ken Watson – this was completed in December, 1983 when it was re-registered by Julie Porton as BNM 708

Previous Owners:

Early owners in the UK were:

30.05.64: Eric Broad, Windmill Lane, Denton,

09.02.66: Ian William Beasley, Newton Heath, Manchester

08.03.67: Denis Wall Gartside,

221, Chamber Road, Oldham

Thomas McNeilly: "Llwyn Derw" Neston Rd., Willaston, Wirral, Cheshire

Early owners in NZ

07.74: Thomas McNeilly,

10.74: Graham Porton

28.12.83: Julie Ann Frances Porton, 4, Wake St., Hamilton

Eric Rogers: 6, Longwood Place, Harrowfield, Hamilton.

Eric owned the car about 10 years according to his wife, Alison. Following Eric's death in 2012, the car has been purchased by her brother, Bill Kewish, so the car remains in the family.

Owner's details

Bill Kewish, Waiakto

The photos below were taken 26.11.17 at Triple-M meeting in Hamilton.





Engine #	622 AP
Original Registration in UK	-
NZ Registration:	-
MGCC Triple-M Register #	3692

Car's History

1934 P Type which has been under restoration since 1999.

The Triple M Register in UK advises that this PA was built 28th February 1934 and released 1st September 1934. The distributor was University Motors, London, W1, who initially used the car as a demonstrator, so they are the first recorded owner, from 1st September 1934. The car is a two-seater.

When new, the PA had blue bodywork (MG Body # 215), and blue trim

Murray advises me: *"The car was owned locally but in need of a complete restoration when purchased.*

As you will see the car has the original chassis, engine, gearbox. The body needed replacing .

I had a new body made and other parts that needed restoring repaired.

Currently I am restoring the gearbox":



*PA 0365 under
restoration late 2023*

Chassis Number



As you can see from the chassis number above, there is an unusual number – “P1”, then the chassis number. PA chassis were, I understood, all simply “P plus the chassis number hence, initially, assuming this car was P 1365!

Mike Long, P Registrar in UK told me: *“I believe that the early chassis numbers were preceded by P1 above the actual number. On later ones, only a P was stamped on the top line. I am not sure at what number the 1 was dropped”*. (Mike Long)



PA chassis# shows
PA/0365 and the body
numbers match the Factory
records.



Owner:

Murray Aspinall, Christchurch



Engine # 1400 AP/ 135P

Original Registration in UK -

NZ Registration: CP 4772

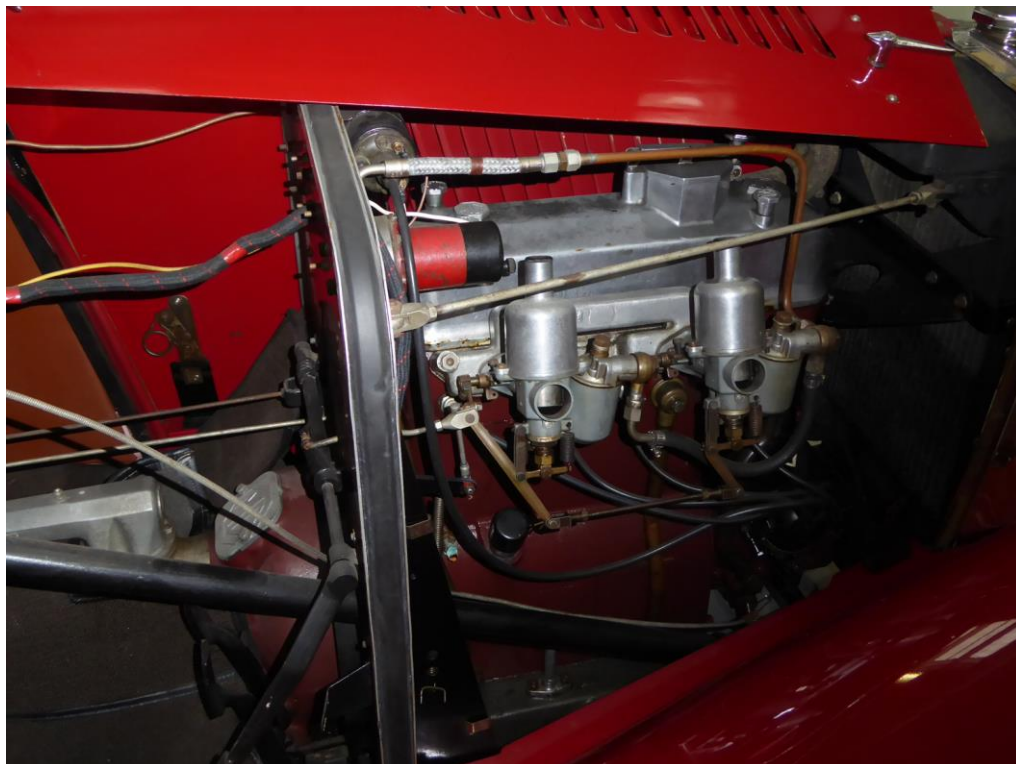
MGCC Triple-M Register # -

Car's History

Body Style: B251. Body # 254/158.

This PA has matching numbers and also has the original bonnet hinge with chassis number.

On display at Southward Museum, Waikanae, where the following photos were taken in 2018.



Photographs taken 2018 in Southward's Museum

PA466

NO PHOTO

Engine # 712 AP

Original Registration in UK -

NZ Registration: CA 4772

MGCC Triple-M Register # 2943

Car's History

2-seater purchased by Ted Loversidge during the 1960s from New Plymouth, and subsequently sold by Ted to Les Cook in 2009.

Ted told me "this is one of the PAs supposedly converted to PB specification but very superficially: PB radiator shell, twin crankcase breather, still a PA block, walnut veneer dash (again PA). I acquired this car sometime in the sixties from New Plymouth. Did quite a bit of work on it and bought a lot of new bits for it. I sold the car to Les Cook who also owns an SA and an MGB"

See also comments under PA 2224.

Engine: twin breather PA block, 57mm bore.

Transmission and brakes - standard.

Recently Les told me:

"Car Number PA/0466. Engine number new 712AP

Replacement Factory Engine Number

Sold new by Rays Motors LTD, 173 Great Portland Street, London

Owners:

17th June 1934 Mr John C McLennan, 19 Chesterford Gardens, Hampstead

2? September 1936 Mrs I W McLennan,

The car returned to MG for extensive engine work in around 1936

Imported to New Zealand

Early owners not known

Owner in Hamilton dismantled the car in a rented shed. The owner of the shed put the car up for sale as is, small parts missing''

In April, 2018 Les told me: "We are at present in the process of building a new house with a much larger garage/workshop that is still slow due to the earthquakes in Christchurch that seems like ages ago. All the delayed EQ issues for the site we have".

Later, Les told me: "Ted Loversidge does not know the date my car came to NZ only that he bought in the 1960`s. "The radiator on my car has the PB type infill that could have been added during a 1930`s engine also being added, not as this one" (Les, September, 2018)

Owner's details

Les Cook,

Canterbury



Engine # 490 AP

Original Registration in UK -

NZ Registration: BL 3404

MGCC Triple-M Register # 1449

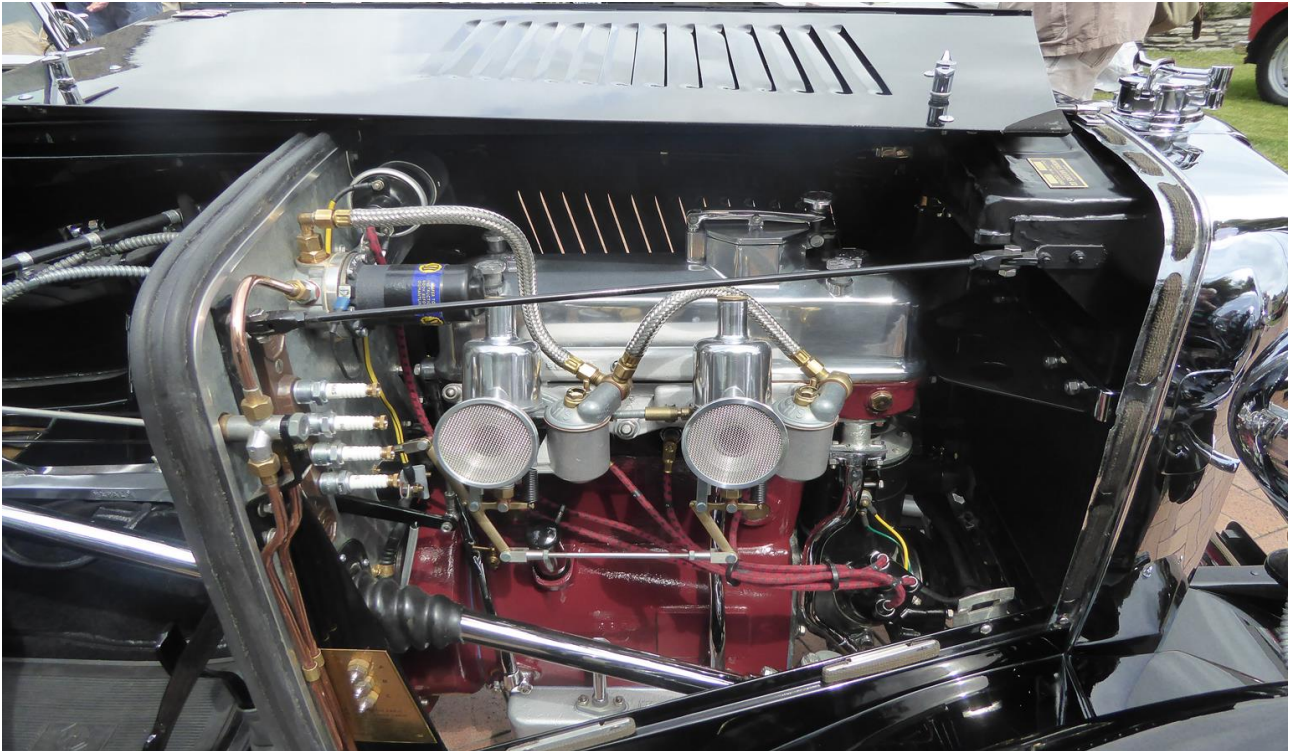
Car's History

Along with John Hancock's TA Tickford, this PA made up the Team entry for MGCC at the 2019 Ellerslie Intermarque Concours event. MG won the Team award.

1934 car has just undergone a twenty-year restoration, started by Denis Jury and completed to a very high standard by new owner Greg Martin.

The original engine for this car #1070 AP is now installed in PA 0957 owned by Rod Brayshaw/Peter Lawn. The car has a J type bell housing and an F type steering box. The original steering box is now fitted to J 2312.

Nearing completion, the following photos were taken at the Triple-M Group meeting at Greg's home, 26th November, 2017 and show the very high-quality restoration that is being carried out.



Owner's details

The car was previously owned by Russell Ward and purchased from him by Denis Jury in 1975. (See also PA 1503).

Earlier, Gary Prattle, Auckland owned the car in 1971 and, at that time he described the car as "rough with a Morris engine".

Car sold by Denis Jury to Greg Martin in 2014.

Greg & Sue Martin

Waikato



Engine # 1151 AP / 135P

Original Registration in UK: TJ 5419

NZ Registration: -

MGCC Triple-M Register # 500

Car's History

Manufactured 3rd May, 1934. 2-seater, originally black/red colour scheme.

Supplied to Merigold Bros, Preston, Lancs 15.05.34

First registered owner was J.M Lucas, 22.05.34,

H Porter-Hargreaves purchased the car in July, 1936,

Subsequently the car was acquired by J.D.Eubank, Dunellon, Florida, (it is Eubank that possibly registered this car with the Triple-M Register in UK – this was 1965 or 1966.

The car was purchased by Alex in pieces from the UK and it is currently being restored.

“Both my cars are projects but the P has priority to be seriously worked on in the immediate future. I have attached details of the P from the MMM register. I know nothing of the history of the car as it was sourced from the UK as a bitser. It does not have the original engine as

the bores were through and I obtained another block. That has been re-engineered but I cannot tell you the number as it is in Wanaka and I am in Dunedin at the moment'' (Alex, 06.2010).

Alex has the block which originally was installed in Chassis # PA 0790.

03/17: Alex told me: "J.D Eubank was not able to give me any history as to how the car had found its way to the USA. He had restored many cars, a number more prestigious than mere MGs! and said it was the worst car he had ever owned. If he was the last owner before it was dismantled that's not surprising as suspension etc was completely worn out. All replaced now and the bulk of the mechanical work done.

Working towards having it ready for the 2019 pre-56. The first owner was Henry Porter Hargreaves who owned the 1935 Mille Miglia Aston Martin and was also known for racing a chain gang Frazer Nash about the time he owned the P''

01/18: Update from Alex:

After a fair amount of delay I have finally got together a selection of photos to send to you. As I think I said previously the car was supplied as a box of non-matching bits. We are making fair progress with the chassis. As you can see from the photos the front and rear axles are fully restored and in. The engine and gear box are also fully restored and away getting a modern clutch fitted. Engine assembly will be completed when it returns, hopefully next week. The restored engine is a replacement block after the first (1445A 135P) was overly enthusiastically rebored with damage to the bores. I believe this could be repaired effectively in Australia but the other (number available when it comes back) will go in the car. The gearbox was in excellent condition and has PB ratios. There was little to do except replace bearings. The body tub is interesting as it was in cream cracker colours about which I was initially very cynical. However now it has been stripped there are features that make me wonder if it was indeed a discarded body from one of the PB trials cars that have been refurbished (?rebodied) and auctioned off in the last 20 years or so. It came into my possession in 2001.

As you will see from the body photos, the spare spark plug holder on the front of the tub fits with a supercharged version where there was no room for it on the firewall. In the same photo the 3 yellow dots indicate holes that have been welded up and those with crosses have no corresponding holes in the wood of the frame behind them, suggesting it was a factory modification. Interestingly photos of JB7421 auctioned through Bonhams also show no control rod for the reserve fuel control passing forwards through the front of the body in the area of the welded holes. The wheel arches have screw holes that would correspond with the abbreviated trial rear mudguards with the lowest in the front about the middle of the door (yellow dot). On the near side there are holes below the door that do not correspond with running board mounts but appear to be in the positions where mounts for an external

exhaust could be placed. Two most forward holes have been welded up.

The body frame is in very good order. The alloy skin shows its age with damage in the right wheel arch area suggesting it was campaigned hard but from whatever car it originated we feel it is a bit of history and should be preserved in our rebuild. I have also included a photo of our recast inlet manifold.

The following photos, supplied by Alec, were taken in December, 2017:





Page 6 (continued on Page 5).

WARNING—THE PERSON IN WHOSE NAME A VEHICLE IS REGISTERED MAY OR MAY NOT BE THE LEGAL OWNER OF THE VEHICLE. PROSPECTIVE PURCHASERS ARE WARNED, THEREFORE, THAT THIS REGISTRATION BOOK IS NOT PROOF OF LEGAL OWNERSHIP.

Name and Address of the Person registered with the Council whose Date Stamp is affixed hereto, as the Person keeping the vehicle, the particulars of which are given on page 8.

Full Name (IN BLOCK CAPITALS) ERIC PORROD
Address 165 Windmill
Denton Lane
Usual Signature [Signature]

1st CHANGE (SEE NOTES 10-14 ON PAGE 2)
Full Name (IN BLOCK CAPITALS) IAN WILLIAM BEESLEY
Address 29 ASHETON ROAD
NEWTON HEATH
MANCHESTER 10.
Usual Signature [Signature]

2nd CHANGE (SEE NOTES 10-14 ON PAGE 2)
Full Name (IN BLOCK CAPITALS) DAVID WALL CARTER
Address 221 CHAMBER ROAD
OLDHAM LANKS.
Usual Signature [Signature]

3rd CHANGE (SEE NOTES 10-14 ON PAGE 2)
Full Name (IN BLOCK CAPITALS) THOMAS MCNEILLY
Address LLWYN DERW
NESTON ROAD
HILLASTON, MURRAY, CHESHIRE
Usual Signature [Signature]

Page 7.

For use by Registration Authority only

NOTE
EVERY APPLICATION FOR A LICENCE MUST CONSIST OF—
1. DECLARATION FORM
2. REGISTRATION BOOK
3. INSURANCE CERTIFICATE
4. REMITTANCE FOR DUTY

WARNING
AN ENTRY ON PAGE 9 OR 10 CANNOT BE RELIED UPON AS EVIDENCE THAT A VEHICLE IS CURRENTLY LICENSED.

Colour WHITE

Page 8.

Rates of Duty

12 monthly	£17:10-£
4 monthly	£6:8-£

EXTRACT FROM REGISTRATION PARTICULARS

Registration Mark ANE 322

(a) Taxation Class Private
(b) Make M.G.
(c) Colour DARK GREEN
(d) Type of Body Two Seater
(e) Propelled by Petrol
(f) MANUFACTURER'S—
Type or Model Midget
Chassis, Frame or Car No. 589/AP
Engine No. 8 R.P.
(g) Rating
(h) Seating Capacity
(i) Unladen Weight
tons cwt. lbs.
(j) Date of original registration 24/3/1934
(Nineteen Hundred and thirty four)

DATE STAMP AND INITIALS OF ISSUING OFFICER. [Signature]

It is an offence under the Vehicles (Excise) Act, 1962, to alter any of the above details. (Maximum Penalty £50.)

Amount Paid and Date of Expiry of Licence. 25/10/64
Date Stamp and Initials of Issuing Officer. 30 MAY 64
Amount Paid and Date of Expiry of Licence. 25/10/65
Date Stamp and Initials of Issuing Officer. 26 MAY 64
Amount Paid and Date of Expiry of Licence. 25/10/66
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/67
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/68
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/69
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/70
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/71
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/72
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/73
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/74
Date Stamp and Initials of Issuing Officer. 30 JUN 65
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Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/99
Date Stamp and Initials of Issuing Officer. 30 JUN 65
Amount Paid and Date of Expiry of Licence. 25/10/00
Date Stamp and Initials of Issuing Officer. 30 JUN 65

Owner's details

Alex Dempster,

Otago

PA 0975

NO PHOTO

Engine # 1070 AP

Original Registration in UK: SJ 6841

NZ Registration: -

MGCC Triple-M Register # 3183

Car's History:

Owned jointly by Rod Brayshaw and Pater Lawn.

Purchased from B Manning 14.04.87.

Engine found late 1980s under a workbench in Wellington.

Motor is ex PA 0817 (see above)

Car in pieces awaiting restoration. Work has started.

August Update

Panels and woodframe made by Rod Brayshaw. This car is now back on the road

Owner's details

Colin Mahey, Palmerston North

NO PHOTO

Engine # Not known other than it finishes 165P, (indicating a double crankcase breather engine).

Original Registration in UK : 1934

NZ Registration: -

MGCC Triple-M Register # -

Car's History

2-seater car, original specification.

Body # 1899.

Purchased September 2000 from Ray Larsen, Queenstown.

Previously owned by G Forster, Dunedin??

Owner's details

Alex McLennan,

Otago?

PA 1189

NO PHOTO

Engine # -

Original Registration in UK : -

NZ Registration: -

MGCC Triple-M Register # -

Car's History

Ex Vic Viscovich Airline Coupe. Vic was a fishmonger from Onehunga and he cut out the rear of the Airline Coupe to enable him to transport his fish boxes in the mid/late 1950s.

Owner's details

Doubtful this car still exists – PA 1189 is not listed in the Triple M Register (UK).



PA 1327 pictured above – note the original NZ registration number plate.

Engine # 1587 AP, replaced by Ford 10 engine # C.397229 26.03.57.

Original Registration in UK: -

NZ Registration: First Registered in NZ by Paul Clarkson of Avondale, 08.08.45.
Early registration # 280 253.

Current registration: MG 850

MGCC Triple-M Register #: 2946

Car's History

Delivered 24th August 1934 to Knott Bros (main agents), 2-seater black car with green upholstery. Body # 819/1523.

Purchased 1st September, 34. 1934 from E.H.Banfield, Christchurch Rd., Boscombe, Hants. The Certificate of Guarantee was signed 11.09.34 by the first owner, Stanley Harrocks of Bournemouth (see copy of Cert. of Guarantee below).

Miss A Duggan (Matron) photographed in Lower Hutt, 1964 – overleaf



The car was purchased by Ian in 1985 from Brett Robinson, Hamilton, as a restoration project, the car being in many boxes and a container. The bodywork is all there including a pair of full guards. Ian tells me:

“a Ford 10 motor had been fitted 07.07.69 by Mike Pattison, (but it seems that this merely replaced an earlier Ford 10 engine installed 26.03.57). Ian has a “new, P type engine block, crank, rods (all Phoenix”), 4 x wheels, wiring loom, Andre Hartford shocks plus lots of bits and bobs. Have also started doing the woodwork so I am on the way, slowly”.

Transmission – standard 4-speed box. Brakes – standard.

January, 2010, Ian wrote to me saying:

“Here are some shots I have just forwarded to ted Loversidge and thought you might like to have a look at them as you requested such.

There are still several other parts in another shed but most are housed in the container as you can see.

I was having a repack of the container as My Son Tom came home at Christmas with his flat contents which needed housing as you can see in a 20 ft container. The other main parts are the eyebrows over the das radiator, and all castings for the engine”.

MG PA 1327

Near the end of my first year at Victoria University I spotted this car sitting under a canvas cover on the side of Grant Road in Thorndon. Having left a message on it asking the owner, Peter Dickenson whom I vaguely recalled from prep school days, to contact me, I purchased it for 110 pounds (but paid only 100, promising to return with the rest). It can only have been a couple of weeks before the Ford Ten engine began showing all the signs of a blown head

gasket so I fitted a replacement and set off into the city in triumph. Unfortunately I had never heard of a torque wrench and the engine expired in a spectacular cloud of steam on the corner by the St George Hotel.

I headed home to Hawkes Bay to join a pea harvesting gang, leaving the MG to have another gasket fitted by a local garage before being collected by my father. I remember being surprised that someone of his age (all of 46!) was prepared to drive it any distance but he duly completed the journey with only minor excitement in the form of a small fire somewhere en route. The car was then left with a garage in Waipukurau for an engine rebuild.

I drove it back down to Wellington for the start of the university year, taking Old West Road behind Massey University which in those days was a back road heavily used by dairy farmers. The limitations of the aluminium cycle guards on the front wheels were rudely demonstrated by the huge clump of cow poo which flew back and covered the sleeve of my thousand-acre tweed jacket which was sticking out over the top of the cutaway door! The supports for those mudguards were welded to the back of the brake drums but the welds broke regularly and trips were often completed with a mudguard tucked behind the seats.

I think that the MG cruised at about 50 mph and it proved quite reliable. It was an entertaining little car though cornering too enthusiastically often produced the ping of a spoke breaking in one of the rear wheels – replacing spokes and retightening loose ones was routine maintenance. The connection between the Ford engine and the MG four speed box was not the best and mistimed changes without adequate double declutching produced nasty graunches. The one other characteristic which I recall was a taillight which would regularly stop working. I carried a handy screwdriver so that whenever I was stopped by a policeman at night I could leap out and immediately start dismantling the taillight assembly before being advised to “go and get it fixed.”

The PA lived in the carpark at the back of Weir House, with a cream TC and a red J2 as stablemates. The owner of the TC, Gary Plowman, and I tended to drink at the Midland Hotel on Lambton Quay and on more than one occasion the pair of us would race each other up the Terrace, the winner being the first to enter the Weir House driveway. The latter featured a ten-metre diameter roundabout in front of the hostel which was an excellent setting for Sunday afternoon time trials which came to an abrupt end the day that the warden stepped out the door onto the ‘track’ as a sideways MG slid past.

At the end of the academic year I drove home in preparation for another season of pea-harvesting. Somewhere along the line I bumped into Robbie Booth who told me that he had a Wolseley Hornet Six engine at home which he would be happy to fit to the MG. So, I motored up to Gisborne early in December and left the car with him. A couple of months later I went up to collect it, unfortunately still with the Ford engine as the Wolseley had proved to be a couple of inches too long to be easily fitted. By this time I had managed to acquire a 1933 AC Accedes which I had seen as it drove along the Havelock North to Hastings road – I turned around, followed it to the Mayfair Pub carpark and then tracked down the owner. The MG I sold to Al Ross who had also worked the season at Watties and I handed it over to

him early one morning outside the factory whereupon he set off to drive home to Auckland. A postscript – some thirty years later I met up with the deputy headmaster at my son's secondary school. Said I "Peter, I'm sorry to have to confess to still owing you 10 pounds for that MG I bought off you." His response "no need to be, I was terrified that you were going to want me to take the car back."

Mike Pattison, 22 August 2017



October 2018 update from Ian:

"PA 1327 update. Have stripped the chassis and patched some of the rust still a little more to go. Son Tom looking to make front spring hangers (the Numbered one and its mate) for me on the CNC machine as mine are both broken and bodged up with bronze. Hope to have chassis blasted and primed before Christmas".



Front knuckle chassis number stamp

DUPLICATE CERTIFICATE OF REGISTRATION OF MOTOR VEHICLE DESCRIBED HEREUNDER

REPLACING CERTIFICATE No. 774736

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): Mr. CLARKSON		Permanent Plate No.	
First Names: PAUL JOFFRE		Make: M.G.	
Address: 62 Ballard Avenue, AVONDALE.		Engine No. 1587AF <i>109EGC 158</i> (26.3.57) <i>C44777</i> Chassis No. C4397229 <i>New</i>	
New Registration: USED	C.C. Rating: 8 H.P.	Type: CAR	
Previously registered: (country and year) New Zealand / /	Gross laden weight*: lb	Model:	
Use: Private	/ /	/ /	/ /

*Not required for cars or motor cycles.

Date Stamp

AUCKLAND
8 AUG 1945

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 a replacement is obtainable on application to a Deputy Registrar.

M.R. 3a

This form is issued by the Post Office.

Original Ownership papers for PA 1327, above and following

	Name and Address of Transferee	*Recorded Mileage of Vehicle	Post Office Date Stamp and Initials
1	Ross Carlos Reid, West Coast Rd. Glen Eden	Eden	1 13.10.45
	Mrs Gladys Ward, 66 Princes St. Onehunga		12.12.45
2	Donald Colin McDonald, 24 Akinaha St. Mt. Eden	Mt. Eden	5. 4.46
	Hector John McLean, 266 St. Asaph St. Christchurch	Christchurch	18. 1.49
3	Douglas Arthur Rait, 8 Hammer St. Linwood		3 19. 9.49
	Frank Moore, Millerton Westport		29.11.49
4	Daniell Motors, Achilles Ave. Nelson		29.10.53
	Cyril Erle Price, 141 Vanguard St. Nelson		20.11.53
5	Nelson Car Sales Ltd., 42 Rutherford St. Nelson		5 2.11.54
	Ian MacGregor Black, 36 Gloucester St. Nelson		4.11.54
6	Nelson Car Sales Ltd., Nelson		20. 4.55
	Alan John Sloss, 15 Cubit St. Blenheim		16. 5.55
7	Graham Richard Coward, 43 Charles St. Blenheim	Blenheim	7 27. 5.55
	Maurice Brookby Turner, Renwicktown, Blenheim	Blenheim	3. 4.56
8	Norman James Baldick, 28 Budge St. Blenheim		6.11.56
	Ronald Bedford Coker, 9 Monro St. Blenheim		26. 6.57
9	Ian Norman Hull-Brown, 8 Blackbridge Rd. Wellington	Wellington	13. 3.59
	D.W. Motors, 55 Thorndon Quay, Wellington		17. 1.61
10	Brian Maurice Whittaker, 104 Ranui Tce. Khandallah		17. 1.61
	Peter Brian Scott Dickenson, 117 Grant Rd. Wellington		20. 9.62
11	Michael Charles Pattison,		11 22.11.63
	Weir House, Kelburn, Wellington		
12	Alastair Donald Ross		12 9 APR 1965
	24 Hendry Ave. Selsdon		
13	Business Donald Ross		13 13
	94 Westland Rd. Westmore		
14	Judith Penelope Francis Russell		14 14
	122 Wicks St. Hamilton		
	Wayne Alexander Thompson		
	9 St. Andrew St. Hamilton		

M.R. 3a 200 pads 12/62-63380 W

*Not available for vehicles transferred prior to 1 May 1963.

For Record Purpose Only



CQ138 Continued. Cert 9610

Recorded Mileage of Vehicle	Name and Address of Transferee	Post Office Date Stamp and Initials
1	Patricia Smith	1 HAMILTON N.Z. NOV 1967
82000	28 William St. Waiuku	Please make clear impressions.
82500	Rodney David Kevin Crispin TMORP 8 Rothbury St. Claudlands Hamilton	2 HUNTER N.Z. 1968 POSS.
83000	3 Graham John Page 63 5th Ave. Tauranga	4
5	FOR RECORD PURPOSE WELLINGTON	5 SUPERVISOR WELLINGTON
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15

Distance Recorder Reading	*Name and address of owner	Post Office Date Stamp and Initials of Recording Officer	
1	Mr. Ian Alexander Lawrence 78 Hutton Street Wellington	20 SEP 1985 2	Please make clear impressions
2			2
3		3	
4			4
5		5	
6			6
FOLD INWARDS HERE			
7		7	
8			8
9		9	
10			10
11		11	
12			12

*NOTE FOR RECORDING OFFICER—Enter title, Mr, Mrs or Miss as applicable. Write Christian or first names in full. Print surname last in BLOCK letters. Show full address, i.e. street number, street and town. Overseas address not acceptable.

Previous Owners:

08.08.45: Paul Joffe Clarkson, Ballard Ave., Avondale.
13.10.45: Ross Charles Reid, West Coast Rd., Glen Eden, Auckland
12.12.45: Mrs Gladys Ward, 66 Princes St., Onehunga
05.04.46: Donald Colin McDonald, 24 Akinaha Rd Mt Eden
18.01.49: Hector John McLean, 266 St Asaph St., Christchurch
19.09.49: Douglas Arthur Rait, 8 Hamner St., Linwood
29.11.49: Frank Moore, Millerton, Westport
29.10.53: Daniell Motors Achilles Ave, Nelson
20.11.53: Cyril Erle Price, 141 Vanguard St., Nelson
02.11.54: Nelson Car Sales Ltd., 42 Rutherford St., Nelson

04.11.54: Ian MacGregor Black, 356, Gloucester St., Nelson.
20.04.55: Nelson Car Sales Ltd
16.05.55: Alan John Sloss, 15 Cubitt St., Blenheim
27.05.55: Graham Richard Coward, 43 Charles St., Blenheim
03.04.56: Maurice Brookby Turner, Renwicktown, Blenheim.
06.11.56: Norman James Baldick, 28 Budge St., Blenheim.
26.06.57: Ronald Bedford Coker, 9, Monro St., Blenheim.
13.03.59: Ian Norman Hull-Brown, 8 Blackbridge Rd., Wellington
17.01.61: D.W.Motors, 55 Thorndon Quay, Wellington
17.01.61: Brian Maurice Whittaker, 104, Ranui Tce., Khandallah
20.09.62: Peter Brian Scott Dickenson, 117 Grant Rd., Wellington
22.11.63: Michael Charles Pattison, Weir House, Kelburn, Wellington
09.04.65: Alastair Donald Ross, 24 Hendry Ave., Hillsborough
03.66: **Weamers (?) Meamers(?)** 94 Westmere Road, Westmere, Auckland
06.09.67: Judith Penelope Francis Russell. 22, Willes St., Hamilton.
17.11.67: Patricia Smith, 28 William St., Huntly
12.11.1968: Rodney David Kevin Crispin Thorp, 8 Rothbuck St., Claudlands, Hamilton
03.01.70(?) Graham John Paye, 63, 5th Avenue, Tauranga.
20.09.85: Wayne Alexander Thompson, 9, Graham Street, Hamilton
?? Brett Robinson
1985: Ian Lawrence

Owner's details

Ian Lawrence

Bay of Plenty



Engine #

AP 1606A 135P

Original Registration in UK:

-

NZ Registration:

21.07.39, registration #: BJ 5569

MGCC Triple-M Register #

3670

Car's History

Jill Maingay (nee Paton) tells me that she purchased the car in May, 1966 for 90 pounds. Jill tells me *"I drove it to school in the latter part of 1966 and then left home!"*

Jill has provided copies of the three years the car was used on the road after she bought it, together with an almost complete list of previous owners. The first NZ owner would appear to have been George Wooley, who was based at Hobsonville airbase at the time (1939). The

(obviously) duplicate Certificate of Registration is stamped 27.08.58 – see below – and this has been inked out and 21.07.39 substituted. This is presumably, therefore, a recreation of the original registration. (It is recorded on a form referring to the Transport Act 1949, this Act coming into being twelve years after the car's presumed registration date)!

The car was imported into NZ in 1939 and taken off the road in 1969, “This is evidenced by the warrant of fitness and the rego both expiring in 1969 both still on the original windscreen glass” (Ian Lawrence).

Tom Paton, Jill's brother contacted me in 2019 by which time he had decided he did not have the time to restore the J2 so it would be put up for sale.

“Good morning, Geoff

The only photo I have of the PA is attached.

The vehicle is complete with the engine as installed and I will trust you on the serial number. The background is I took over the PA from my father and sister when they moved onto other things and ran it for a few years undertaking some initial restoration (removing the hashed about front cycle guards and replacing with restored full-length items – panel beating of the guards cost me more than my father and Jill originally paid for the PA) but eventually electing to tear the whole thing down and start again.

A good idea at the time stymied by my temporary move to Australia which became permanent. When I purchased the PA from Jill (I suspect this is the \$2000 car you alluded to) the plan was to store it with my youngest daughter in Taranaki and visit periodically to start the rebuild process. That plan didn't work and as mentioned previously shipping to Australia while feasible is not a realistic proposition. I have sounded out my two sons (the youngest of which was actually transported in the PA complete with leaking floorboards and exhaust cooking up the passenger seat, to Helensville hospital with his mother in labour) but the interest is not there unfortunately.

From the photo it looks like the chassis is worse for wear as it was the only component that was stored outside.

The radiator is out of a Bradford van but other than that it is more or less genuine. So that's about it Geoff, other than the parts are in storage in New Plymouth.

Cheers

Tom”

Subsequently I heard from Ian Lawrence –

F.Y.I I purchased PA 1362 Dec 2019 . None of these parts are in "Barry Walkers " post are from this car. It is still a **matching numbers car** and, in my possession, and I have just had the chassis sand blasted and two pack primed. Chassis is in need of remedial work, but all is

in dry storage. I will not break this car for parts as it is around 80 to 85 % complete.

There are yet to be added several extra parts to PA 1362 from my collection of extra parts purchased over the years since 1983 for PA 1327 and are surplus to my requirements. I plan to sell this more complete PA 1362 later this year. If anybody has an interest in purchasing the car I am compiling a comprehensive photo album and inventory for it.

Note Ian advises the correct chassis number is PA 1362, NOT 1606 as advised by previous owner. It is the engine # which is 1606 A, 135P. (June, 2021).



PA 1362 being collected by Ian.

Below, photo of knuckle showing chassis number





CAR NO.

PA / 1362

ENGINE NO.

1606 AP

TELEGRAMS: EMGEE ABINGDON
PHONE: ABINGDON 251

ANY QUESTION AFFECTING THE GUARANTEE ATTACHED
TO THIS CAR TO BE REFERRED (VIA THE AGENT FROM
WHOM THE CAR WAS PURCHASED) TO THE MANUFACTURERS

The M.G. Car Company Ltd.
Abingdon - on - Thames

CHANGE OIL COMPLETELY EVERY 1500 MILES.
GUARANTEE CEASES ON REMOVAL OF THIS PLATE.

The M.G. Car Company Ltd.,
Abingdon-on-Thames.

BODY TYPE B 251

BODY NO 343 / 1543

Previous Owners:

21.07.39; George Joseph Fletcher Wooley, Air Base, Hobsonville

05.01.40: Dexter Motors , Auckland

04.12.40: C.J McLean

20.12.40: W. Pratney

24.03.43: R.Currey

26.10.44: W.G.T.Tappenden

05.07.45: R Sawyers

15.11.45: W.D. Woodroffe

28.09.45: K.M.Griffiths

12.03.46: G.M. Bertram

03.09.47: D.K. Purse

14.11.47: L.M.Noble

30.08.49: J.E.McArthur

16.10.51: J.Jones

10.03.53: P.J. O'Dowd

09.12.53: D. N. Littlewood

09.10.54: Waikato Auto House

19.10.54; P. Neal

16.11.51 (? s/b 54) R.Conway

02.02.56: M.B.Robinson

09.03.56: T. Veitch

27.08.58: David Neil Phillpotts, Hillcrest Ave, Northcote

01.05.59: John Medway Stedman, Harrison Ave, Belmont

26.02.60: William Harry Edser, Blockhouse Bay, Avondale

22.06.60: Glyn Roland William & Tui Gwyn East, Green Bay, Auckland

09.04.65: Norman Henry Rogers, McLeod Road, Henderson

26.05.66: Jill Doreen Paton, c/o Civil PO., Pohutukawa Road, Whenuapai

Now: Jill Maingay, formerly of Herald Island, Auckland, and now Bay of Plenty

Car sold by Jill to her brother sometime around ~1990/2010.

Thomas Harold Paton, Taranki and later Australia.

December 2019. Purchased as a restoration project by Ian Lawrence,

September, 2024. Purchased by Peter Digby, Auckland.

Original Registration papers

Form No. 2. Nº 222613

Certificate of Registration of Motor Vehicle Under the Transport Act 1949

THIS IS TO CERTIFY that the motor vehicle, particulars of which are given below, has been
registered under the Transport Act

REGISTRATION PLATE NUMBER

PARTICULARS OF MOTOR V **BJ 5569**

Name of owner (in full): George Joseph Fletcher WOOLEY

Address of owner: Air-Base Hobsonville

Make of motor vehicle: M.G. *Seating-accommodation: 3 persons.

Type of vehicle (car, cycle, goods-service, etc.): Car.

Engine No. 1606 P.A. Chassis No. A.P. 1362 843/1548 h.p.

Whether vehicle new or used: new


Whether intended for private use—i.e., other than for hire: Private.

Whether intended for conveyance of passengers, or conveyance
of goods, or conveyance of passengers and goods: Passengers.

† Manufacturer's gross laden weight of vehicle: _____ lb.

* Not required for motor cycles. † Not required for motor cycles or private motor cars.

[Signature] Deputy Registrar.

DATE STAMP


NOTE.—This certificate must be produced to the Deputy Registrar when applying for a transfer or cancellation of the registration or when a vehicle is relicensed at an office other than that holding the records 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**

MOTOR REGISTRATION PLATES.—Every motor vehicle must have affixed thereto the set of registration plates which has been assigned to it. Registration plates must not be transferred from the vehicle to which they are assigned to another vehicle. **Penalty for every such infringement: £50.**

CHANGE OF OWNERSHIP.—Any change of ownership of a motor vehicle must be notified by the vendor to a Deputy Registrar within seven days after the change of ownership has taken place. The notification must be given on a special form which may be obtained at the Deputy Registrar's Office. **Penalty for failure £10** for each day motor vehicle is used while such failure continues.

DESTRUCTION OF VEHICLE.—When a motor vehicle is destroyed, the Deputy Registrar concerned must be notified of the fact. The notification must be given on a special form which may be obtained at the Deputy Registrar's office. The notification must be accompanied by the certificate of registration and by the registration plates: **Penalty for failure: £50** for every offence.

CANCELLATION OF REGISTRATION.—The registration of the vehicle described above will be cancelled automatically if it remains unlicensed for two consecutive licensing years. **A re-registration fee must be paid before a licence may subsequently be obtained therefor.**

M.R.—3 150,000/10/56—70250 J SEE OVER

Date of Transfer	Transferee	Address	Officer, Recording, Transfer
5 - 1-40	Dexter Motors	Auckland.	
4 -12-40	C.J. McLean		
20-12-40	W Pratney		
24- 3-43	R. Currey		Date stamp.
26-10-44	W.G. Tappenden.		
15-11-45	W.D. Woodroffe.		
5 - 7-45	R. Sawyers.		Date stamp.
28- 9-45	K.M. Griffiths.		
12- 3-46	G.M. Bertram.		
3 - 8-47	D.E. Purse.		Date stamp.
14-11-47	L. M. Noble.		
30- 8-49	J.E. McArthur.		
16-10-51	M.J. Jones		Date stamp.
10- 3-53	P.J.O'Dowd		
9 -12-53	B.N. Littlewood.		
9 -10-54	Waikato Auto House		Date stamp.
19-10-54	Ph. Neal.		
16-11-51	R. Conway		
2 - 2-56	M.B. Robinson.		Date stamp.
9 - 3-56	T. Veitch.		
27- 8-58	David Neil PHILLPOTTS	47 Hillcrest Ave. Northcote.	
1 MAY 1959	John Medway	STEDMAN 33 Harrison Ave Belmont.	
26-2-60	WILLIAM HARRY Elson	159 Blochhouse Bay Rd. Wondale	
22. 6. 60	Glyn, Roland William & Lillian Joyce	EAST, Cleaver Rd Green Bay	
9. 4. 65	Norman Henry Rogers	244 Richard Rd Henderson	
26/5/66	Jill Doreen Paton	C/- Civil Post office Pohutukawa Rd Whenuapai Village.	

Owner's details:

Peter Digby,

Auckland

NO PHOTO

Engine # not known

Original Registration in UK: not known

NZ Registration: not known

MGCC Triple-M Register # -

Car's History

Russell Ward owned the bare chassis from PA 1503 together with wings, bonnet and an M Type engine. He recently sold the chassis and parts discussed below to Peter Lawn.

Peter tells me: "I have a bare chassis PA 1503 in my possession again after 35 years. It was in the deal when I sold O817 to Denis Jury in 1975. He needed the space so recently took it back with wings, bonnet and tank. (Denis tells me the price was three bottles of decent Otago pinot!). It is having the extra holes filled and a major crack repaired at the moment and then I shall store it away whilst I contemplate its fate. I have quite a few pieces as well as an M type engine (with new cam box and sump etc) gearbox and axles etc etc and it would all cobble together as a fine special (e.g., with a puffed AA M type head or get J2 head from UK.). Or one could collect up some of the huge pool of PA parts that are around and reconstitute the whole car. I would have to say, parts are a lot easier to get now than they were in 1968 - 75 period when I was seriously rebuilding a PA."

Denis told me "It looks like it has had a VERY hard life, with a number of non-MG type modifications carried out with "backyard blacksmith" like skill and precision! But it is all repairable, and has the all-important number on the dumb iron in original and un-tampered form".

Peter tells me "I am adding excess parts from the other two cars (PAs) to make up a kit to start another car". Peter Lawn, 05.05.17

01.08.24. This car advertised as a project on 'Trade Me':

Description

This is a start of a project to build a pre-war PA MG using an original chassis, front and rear axles, set of 12" brakes, gear box, steering box, springs, and hand brake system and shock absorbers.

Included is a PA windscreen frame, grill shell, radiator, headlamps, park lamps, and an assortment of other parts, including a reconditioned generator and a reconditioned starter motor and four 16" wheels.

The engine is dismantled, # 545A. It has a damaged block that could be repaired.

Replacement blocks are available in England.

Build a body to period design or use the "special body" included that was constructed and used without doors for a PA Chassis some time ago, that includes bonnet, fuel tank, 4 cycle guards and mounting brackets. Minus scuttle top panel.

Included is one PA original front guard, two running boards, and an original PA fuel tank.



Copied from 'Trade Me' advertisement as are the following photos:



The engine # 545A/135P.

(Registrar's note: this engine is from an earlier PA chassis, probably from one of the first 50 PAs produced)

Owner's details

Peter Lawn sold the chassis and parts as described above to Peter Digby, Auckland, September, 2024.

PA 1521 (or ? PA 1561)



Photo taken by Andrew 1975, just after the car had been restored

Engine #	1784 AP
Original Registration in UK:	DPA 972
NZ Registration:	WT 9730
MGCC Triple-M Register #	-

Car's History:

John Hancock told me "I have found another PA which doesn't appear on your list. It belongs to Andrew Hatfield. The car is green, cycle guards, came from the UK about 15 years ago when Andrew moved here. He was a Member of the Club from 1998 – 2004. He phoned out of the blue and came around yesterday to get me to do a repair on his stub axle. He will bring it round to show me once he gets a WOF I will get you more details chassis number etc."

We now know:

Body # 918/167, Body type B251.

The car was owned by Ted Morgan, South Wales. It was used as a quarry run-about then stored at the quarry for ~15 years. Originally bought by Ted for hill climbing but he switched to motor-cycle racing. The car had a competition history before Ted purchased it. Those days it was fitted with an Arnott supercharger, optional low ratio diff & 11" hydraulic brakes.

Andrew's father worked at the quarry so Andrew knew the car well and was always keenly interested in it. As a result, when Ted decided to get rid of the car, which at that stage, was rusting away, he gave it to Andrew (who was still a school boy then) on the condition that rebuilt it.

The car has been back on the road since 05.2011.

Owners Details:

Andrew Hatfield

Waikato

PA 1611

NO PHOTO

Engine # **Original engine for this chassis was 1875 AP**

Original Registration in UK -

NZ Registration: -

MGCC Triple-M Register # **2944**

Car's History:

Chassis plus non matching engine from another P Type. No bodywork.

Lawrie purchased the car mid 1960s from Carl Shields "for the price of a leather jacket".

Earlier owners not known.

The Chassis currently leaning against the walls of Lawrie's workshop together with an F type chassis frame. Lawrie may rebuild the P chassis as a Q Type replica – he has original N Type front and rear axles – or simply rebuild it as a PA.

Owner's details

Lawrie Poolman

Northland

PA 1728

NO PHOTO

Engine # 1990 AP

Original Registration in UK -

NZ Registration: SJ 6842

MGCC Triple-M Register # 3182

Car's History:

1934 2-seater.

The car (last I heard) was in pieces with the chassis hanging from the wall in Peter's garage. Peter purchased the car from Don McLeod in the 1990s. Previously owned by Barry Way.

August 2024 update.

The car/parts have been sold by Peter Lawn to Peter Digby, Auckland for restoration. The bodywork with this chassis is a 4-seater.

Owner's details

P Digby, Auckland



Engine # 2016 AP

Original Registration in UK -

NZ Registration: LL 500

MGCC Triple-M Register # 2945

Car's History:

This car was imported into NZ by Gordon Wheeler (Christchurch) after WW2. The car was restored in Palmerston North in 1970 and then had various owners from then until 1978, when it was purchased by Peter Croft. The car was subsequently restored by Peter and Auto Restorations in Christchurch, (1983/4), Peter then taking the restored car to UK in 1984 for the 50th Jubilee of VSCC and Tour of Britain including Brooklands and Silverstone. Vince purchased the car in 1987.

The recent pictures above and below were both taken at a Triple-M meeting at Greg Martin's home, 26th November, 2017. The picture in London was taken in 1984.





Owner's details

Vince Gabelich sold the car after 33/34 yrs. ownership to Hugh McNally, in May, 2021. Hugh also owns an MG TA & TC.

(Exported) PA 1810



PA 1810 parked in London before being exported to NZ c.1937/8.

(Photo kindly supplied by James Cowie).

This ex. NZ PA is now in USA where it is being restored to the same state as it left the factory, i.e. as an Airline Coupe.

The following article was written by Graham Cowie, the second owner of the car – Lord Garvagh was the first owner.

By Airline to Vienna

Author: G.B.A. Cowie (father of MGCC Auckland Club member James Cowie of Taupo)

"In 1934 I was the proud possessor of an MG M Sportsman's Coupe, well-termed the Mini Cooper of the 1930s. When we went to England in 1936, this was sold and at the Morris Works in Oxford we took delivery of a Morris 8 four door saloon. We toured Scotland in this, survived a winter in Edinburgh, and eventually returned safely to London.

One day, driving along Great Portland Street, that motorists' mecca where Bentleys, Aston Martins, Rileys and Bugattis reached eagerly to the footpath from every shop front, I saw the prettiest little coupe. It was an MG PA Airline coupe, one owner – Lord Avery or some such name – delivered in 1935. It was not long before I decided that our Morris 8 was rather dangerous on the congested bypasses, due to its low top speed and poor acceleration, and in no time the MG became ours for £35 plus the Morris.

We were not the only people who thought the MG was attractive, for after window shopping in Bond Street, it was not uncommon to come out and find the Coupe surrounded by admirers, although the street was littered with Rolls Royces.

It was not long before we found the Coupe also lacked power, for it was much heavier than the open two seater. The solution was a rebore and an Arnott Supercharger was fitted at the Works and blowing at 7lbs. That really put some life into the beast. But there were two problems - oil for the supercharger was supplied from the pressurised tank under the dash, and it had the regrettable habit of dripping oil all over one's best trousers. More spectacular events were to follow. After a fast run, pressure built up in the oil tank and after a stop at traffic lights oil continued to be fed to the supercharger. As we accelerated away a vast cloud of smoke would issue and engulf all neighbouring cars. It was not uncommon to look back after 100 yards and see these vehicles either still stationary or slowly emerging from the smoke screen, and this in the middle of London. Strangely enough this performance was not repeated in Cologne, Vienna or Paris which was probably just as well.

Soon we decided to go to Vienna for some Post Graduate work, forgetting it was the middle of winter. But first I had to undergo a driving test, my visitor's licence having expired. I picked up my AA Tester at Fanum House, and went for a tour of Westminster, an area I had been driving for months, so it was no problem.

Our preparations for Vienna were confined to purchasing some chains, a windscreen demister, a foot muff, and for some reason the dashboard was burdened with a Tapley Gradient Meter. We had an uneventful trip through Belgium to Cologne where we arrived at night. A city of uniforms and activity and purpose, so different from lackadaisical England.

Bamboozled by the traffic we took refuge in the Dom Hotel, far beyond our means, but we luxuriated under huge bolsters for the night. We drove in wintry conditions down the Rhine, past Frankfurt, Stuttgart, Augsburg, Munich on great autobahns which stopped abruptly at the Austrian border. At each hotel we were greeted with the Hitler salute, and in Augsburg had a special suite said to have been occupied by Hitler recently; this was a great honour. After one fast run, strange metallic noises issued from the region of the supercharger. Inspection showed a lack of oil. A thoughtful German stopped and led us to his home where his young daughter, who knew English, soon had us supplied with fresh oil. The southern Germans were very like us.

The roads were virtually deserted except for huge lorries and some military vehicles. At that time, in part of Austria one drove on the left, and in other parts on the right. At the changeover point were signs for a kilometre or more saying "Rechts fahren" or "Links fahren" as the case might be. We had thick snow now and enjoyed coping with this and trying out our

chains, not to mention the foot muff and the windscreen demister.

We reached Salsberg on Christmas Eve and enjoyed a delightful evening with the host of our guest house and his family round the Christmas tree.

In Vienna we got caught in some tram lines and hit a tramcar gently. Besides Schonbrun, the Hofberg and the Opera, we visited a Heuriger for a new wine festival. We reached our Pension at a late hour with some difficulty, but fortunately the breathalyser had not been invented then.

It was rather annoying to be passed on the rough hilly roads by small Steyrs whose independent suspension let them drive at some speed over roads which reduced us to a crawl. The flat four saloon must have been the inspiration for the Issigonis Morris Minor which did not arrive until about ten years later. This Type 550/1000 cc was designed Dr. Porsche. I had met Cecil Kimber at Brooklands one day and a friend asked him why all MGs did not have ISP, like the R Type. Cecil Kimber replied that this complication was quite unnecessary. He should have taken one of his cars to Austria.

Vienna was full of people keeping warm in the many coffee houses, talking politics. One day we set off for Budapest, but after 15 miles were completely bogged in deep snow, and were rescued by a pleasant Austrian who let us join his children's party, which was in progress.

In Vienna we saw one large Graf un Stift and one Phantom, but most of the cars were quite mundane.

Soon we moved to Switzerland via the 6000ft Arlberg Pass, passing through walls of snow; what magnificent scenery.

Back in Paris we had one anxious moment in the Champs Elysee. We came from a shop to find the MG surrounded by Gendarmes. They could not understand my English, and their french was nothing like the french I had been taught at school. Eventually it turned out they only wanted to know how fast it would go. They departed quite satisfied after viewing the Compresseur.

Now it was time to return to New Zealand. We went by Imperial Airways, and the MG by boat for £20. I had always looked forward to fast trips over the 2000 foot Rimutaka Range at speed, but to my disappointment third proved too high and second too low.

By this time many fumes were entering the cockpit from the oil breather, and there was barely room for the now necessary bassinet. So the MG departed to a new owner in Hawera, driven by Les Jones of Star fame, and was replaced by a Morris 12 saloon, and so the wheel

turned full circle.

The fact that we had no mechanical trouble from this car, so often cruised at 70+ mph, says much for its overstressed 850 cc engine.

But where it is now? Perhaps some reader may know its subsequent history''

.....

This article is a reprint from Beaded Wheels, issue #119, August/September 1979.

Car's Ownership:

Now in the USA.



Engine #

2099 AP

Original Registration in UK : First registered 4183 MG in UK in July 1935

NZ Registration: 4183 MG (as per original UK registration number), from 2011.
Previously registered in NZ as: 1934 MG and, before that, FT 1934

MGCC Triple-M Register #

-

Car's History

1935 black, 2-seater with green upholstery when it left the factory 11.02.35. It was sold new by University Motors (London) in July 1935. Michael told me: "I got all the cars history from MGCC UK, which indicated that the car is actually a 1935 model, not 1934 as the registration document (and personalised plate!) say. According to MGCC it left the factory on 11/2/35 and was sold new by University Motors in London in July 1935. Its original number plate was MG4183, and I got those original plates with the car. I have managed to get this as a personalised plate, so for the first time since 1939 it will have its original number and the very same plates it left the showroom with."

The car was imported in to NZ by Colburne Wright of Hastings. Date imported not known but it was in NZ by 04.10.39 according to previous owner, Russell Ward.

Russell Ward acquired the car 31.12.1999. Russell told me "I tracked the car all over the area in the late 1960s after seeing a picture of it in an early MGCC event and getting its

rego number. I found its owner in 1969, alas just as it had been sold. It went through the hands of several bods quite quickly. When Jim Sawyers in Timaru (later Hastings) bought in in 1974 I mentioned that I would be keen on it when he finished with it. Didn't think for one moment that I was going to have to wait 30 years though! Having spent most of its life with Colburne Wright and Jim Sawyers, made it quite a low mileage, pampered car.....it has the bonnet of car O975 ” Russell Ward, 08/09.

Photos of the car when owned by Russell Ward.



Russell sold the car to Michael Wood in 2011. Russell's advert for the car at the time read:
“She has had very few owners since being imported to NZ by Colburne Wright in 1938 which means that she is in very original unrestored condition. Full history is known and there is a letter to Wright from Cecil Kimber (green ink and all) advising him of the UK owners since being sold UK plates still with it. Engine (original number) was rebuilt by Auto Restorations by the owner before me. Gearbox and diff rebuilt recently. Clutch takes a bit of getting used to. Brakes quite adequate. Full weather equipment. Painted in black as original. Upholstery should be green leather but was replaced by beige plastic cow. Eminently reliable and drivable”.

Russell also passed on to Michael an original letter from Cecil Kimber to Colburne-Wright, the original owner of this car – see copy overleaf (sorry the green signature has not been

reproduced by the scanner!).

TELEPHONE:
ABINGDON
251 (4 LINES)



VISCOUNT NUFFIELD
CHAIRMAN

W. M. W. THOMAS
VICE-CHAIRMAN

**THE CAR
COMPANY LTD**
ABINGDON-ON-THAMES
PROPRIETORS MORRIS MOTORS LTD

TELEGRAMS:
EMGEE
ABINGDON



CECIL KIMBER, M.I.A.E.
MANAGING DIRECTOR

YOUR REF.
OUR REF. CK/HW.

Colbourne Wright Esq.,
506, Lyndon Road West,
Hastings, New Zealand.

March
21st.
1941.

Dear Mr. Wright,

Many thanks indeed for your letter of February 5th last which, incidentally, shows how well the mails are operating in spite of these troublous times.

I was interested to hear that you have purchased a two-seater Midget, and as far as the registration letters are concerned, these were a block of Metropolitan registration numbers which University Motors Ltd. took over to apply to all the cars which they sold.

I have had the history of this little car looked up, and find the previous owners were:

1935	July.	Miss Sanders.
1939	January.	Mr. Atkins.
1939	July.	Mr. C.S. Lindgren, Baker Street, London W.

*my
letter for
8/3/42*

As regards the various technical matters about which you write, I think the best way of dealing with these is to send you a Manual of this car.

In the ordinary way a charge is made, but I shall be very glad if you will accept it with our compliments.

This will tell you how to deal with the dynamo troubles which you mention.

There is no harm at all in going up to 5,000 revs. on this engine. In fact, far less wear takes place by driving it fast than driving it slowly.

Cont'd.

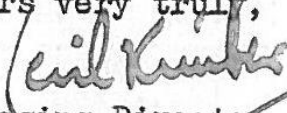
Any spares you require we shall be pleased to supply through Messrs. Dominion Motors Ltd., Auckland, though owing to the war we are finding it difficult to supply a lot of parts which would have been stocked in more normal times.

I am attaching a list of the parts which we can at the moment supply.

The breakage of the dip-stick is a very extraordinary occurrence, and without having the parts to examine, it is difficult to make any useful comment, beyond saying that the material must have had a flaw in it, which was aggravated when the markings on the dip-stick were stamped on.

Finally, I am pleased to say that up to the present your hopes that our Works have escaped any spots of bother are fulfilled, and as you can imagine, our slogan 'Safety Fast' is being put into very good effect in other directions.

Yours very truly,


Managing Director.

Enc.

List & Leaflet.

Manual under separate cover.

Michael Wood sold the car to Jamie Taylor, Napier, October, 2019. Copy of the details Michael listed when advertising the car follow – there duplication in what is documented above.

Michael's Trade Me advertisement, September, 2019

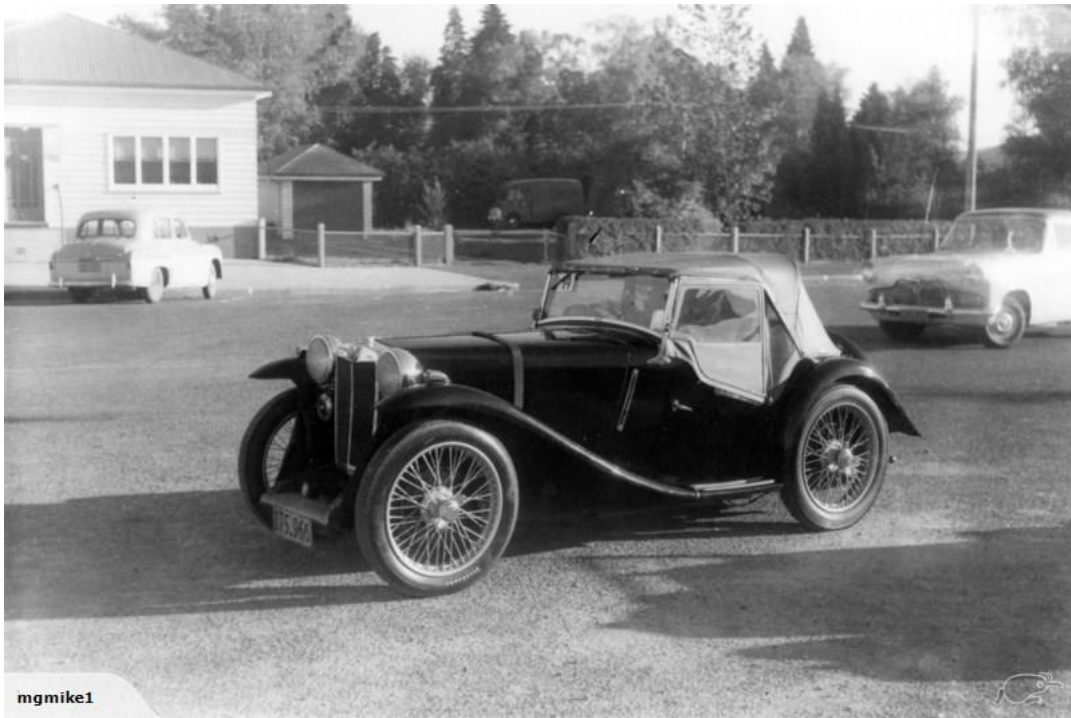
This PA was built in February 1935 and was a demonstrator car for London MG dealer University Motors. It still bears its original issue number plates. It was sold to its first owner in July 1935.

It came to New Zealand in 1939 and was owned for 30 years by Colbourne Wright, a well-known motoring enthusiast. It has had seven owners since then, one of whom had the car for a further 30 years.

90% of the woodwork is original, and it has matching numbers engine, gearbox, and rear axle. The colour scheme of black bodywork with apple green interior trim is the original scheme to the car. It has the "deluxe" dash with additional instruments and a Blumels style period steering wheel.

It received a rebuild in the early 1970's and a major freshen up in 2015. Since 2011 it has had a repaint, replacement dashboard, interior retrim in leather, new carpets, new wiring loom, new wheels and new Blockley tyres, new shock absorbers, new kingpins, overhauled carburettors, original water pump installed, some rechroming of fittings, new aeroscreens, and numerous other detail items.

The engine was rebuilt in the 1970's and still has good oil pressure and compression and uses



no oil or water. The gearbox and rear axle were rebuilt in the 2000's. It has the original cable brakes. The rear shocks have had a friction damper conversion replacing the original and now unobtainable hydraulic shocks.

It is in superb condition and drives extremely well.

The car has a comprehensive history from new, including original document of sale, factory despatch and maintenance sheets, MG Car Co parts invoices, an original signed letter from MG founder Cecil Kimber to an early owner, and significant later history.

This car is somewhat unique amongst pre-war MG's due to its originality and history. It has been on the road almost continuously through its life and has a strong and interesting





mgmike1



mgmike1

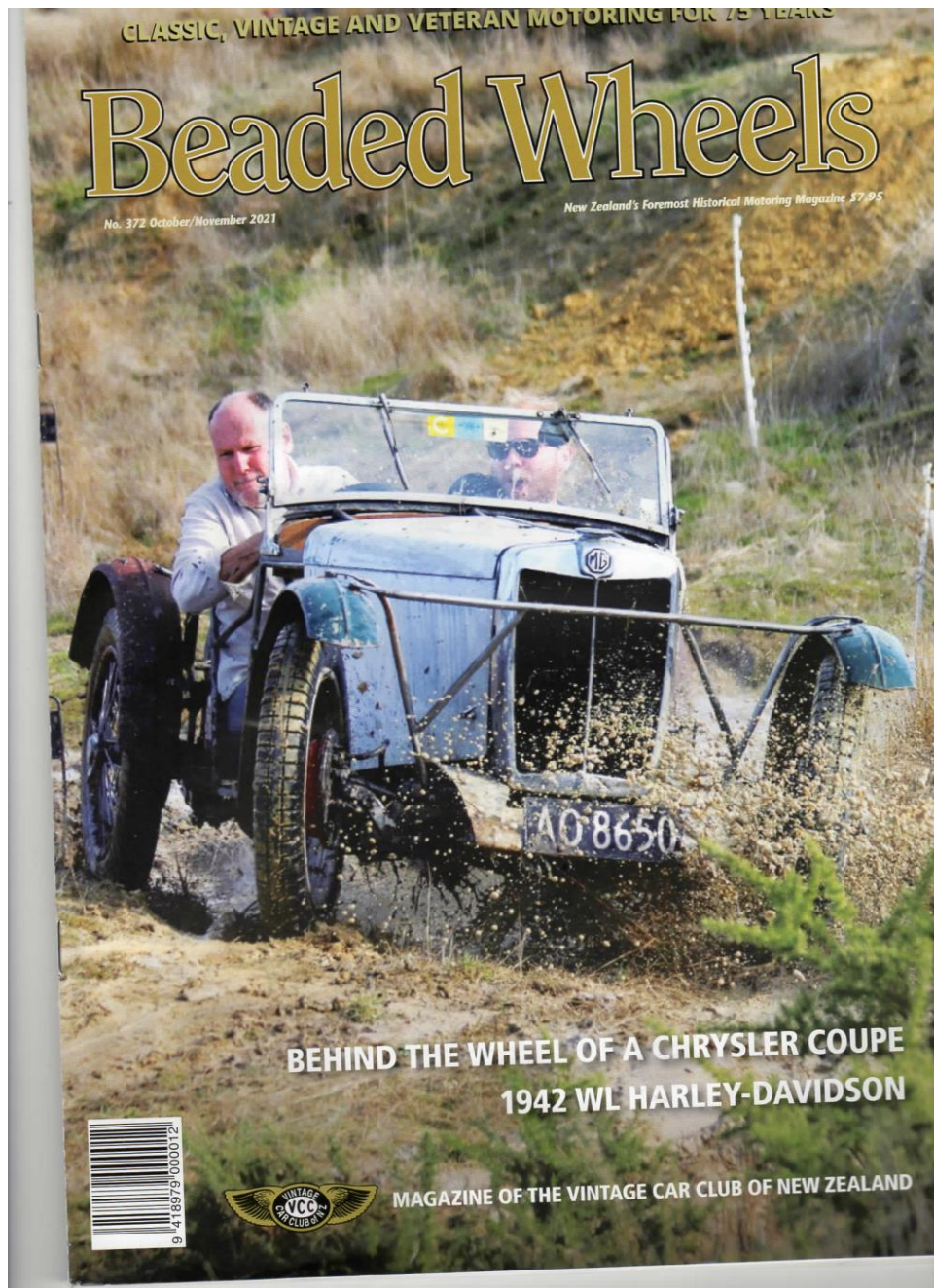


mgmike1

Current Owner

Jamie Taylor, Napier

PA 1840



George Kear in PA 1840

From the front cover of 'Beaded Wheels', # 372, October/November 2021

Engine #

Original Registration in UK

JB 2506 , 6th March, 1935

-

NZ Registration

MGCC Triple-M Register #

-

Car's History

George Kear, Owner, tells me: "I had 2 PA.s but sold one back to England recently. Chassis P412 went back with a friend and I have kept P1840. It is a complete car but needs total restoration.

The "car on the cover (of 'Beaded Wheels') is a bit of creation from the 1950 and not much MG left".

I have been picking up parts for a J2 for the past 10 years. I saw this particular car placed in a friend of our families garage some 35 years ago when I was collecting Austin 7 parts. I was told it was a J2 at the time as that's what the owner had told him. It got covered in other projects and berried. About 2 years ago I got a call to say I could buy it as the owner was close to passing. A deal was done and after 2 days of clearing out the garage I retrieved it.

Once home I soon discovered it was a bit of a mess. It was originally a PA that was involved in an accident in the 50's. They cut off the damaged front part of the chassis and welded in a Morris 10 front section. It still as the PA rear chassis. At some point in the 60s a Ford 10 engine and box was added.

As this was the case, I decided you would never get it back on the road so built a special out of it in lockdown. The PA's body was still good enough for patterns so I saved this and made a steel frame to match keeping the lines.

I do have another complete PA to restore and have enough bits collected over the years to

build a J2 as well. This chassis is J 2035 which I have no history on.

I hope this helps.

George''

Mike Long, PA Registrar in UK tells me: "There is more information on PA 1840, but it is incomplete and no MMM Register number has been assigned. According to the record, the car was originally registered in the UK on 6 March 1935 with the number JB 5206, which is recorded as current. The last known owner was Neil Harries, location unknown. There are some photos showing the car with a boat tail at Hoveton Car Show in 2013. These are available to view on the Register website. The UK Registrars also copied me a letter the had from an early UK owner (1966-68) which follows.

"I'll simply write here what I know about 1935 MG PA JB 5206.

I bought the car as a rolling chassis from a local notable by the name of Percy Trett in 1966. Trett was a well-known naturalist and garage owner who wrote articles on nature for the Eastern Daily Press. He had trained as a glider pilot during the Second World War although I think the war finished before he was called on. After the war, amongst other things he built a submarine to study the sea-life in North Norfolk - he was that kind of character (bless him). I assume that Trett had obtained the car as a trade in or through Trade contacts. I first saw the car as a chassis still fitted with front wings and body but ex everything else. It was deteriorating outside in a compound belonging to Trett. I was a little surprised then to find after negotiating a price (Trett was kind to me, then at my 17 years old) that the rest of the car was present in boxes under the workbenches of his garage (the garage still exists today as 'Tretts' Garage in Great Yarmouth). With the help of my cousin the car was towed to my home behind a Standard van, me steering and braking (no licence of course) - all the other bits were in the back of the van. I initially assembled the car to see what was missing if anything. Only the friction dampers were absent and were probably tucked somewhere Trett forgot to look. The car needed a complete rebuild due to general wear and tear and neglect. It was still in its original factory colour scheme then which was the plum red colour on upper surfaces and wings and the orangey-red shade on the side panels, rear body and I think, the slab tank. The car had the spare wheel carrier and spare wheel and also had the central lube system mounted at the base of the firewall on either side. I learned that those lube systems were quite rare at the time because they would block or leak and mechanics scrapped them in favour of local nipples. I got the car running and it was the first car I ever drove (albeit on my uncle's land as a sort of trials car (very carefully since I valued it greatly then)) but could not afford the full rebuild that it needed. At that time spares for 1930's low-volume cars were extremely difficult to source. I did a fair amount of work on it including new white-metal big-ends which could be done in Norwich at that time for a modest sum, and cleaned it up as much as possible (since work cost me

little). After a couple of years I reluctantly realised that I would have to sell the car since I wanted to buy two-wheeled transport. It was sold (mid-summer 1968) to a man who worked at the Lowestoft Town Hall who already had an MG (1936 PB I believe). His car was in beautiful condition which was rare at the time. Many small MGs of that period were running wrecks with Ford 10hp motors fitted but this car was something else entirely – jet black paint highly polished with what he described as 'Airline' doors (they swooped deeper into the scuttle structure, presumably to increase legroom for entry and exit) and a Shorrocks type blower mounted visibly at the front and a great copper induction pipe into the engine bay. I remember most clearly the thick ice encasing this blower when the owner turned up on a hot June-July day to view my car.

I often wondered what became of the car after that since it seemed to have simply disappeared off the face of the earth. It occurs to me that the man that I sold the car to may have been responsible for the subsequent conversion to Q-Type approximation – a conversion that I must say I could not have brought myself to do. I really would have liked to have kept the car but finances disallowed it at that time. I renewed my interest when my son said that basic details of registered cars were available at the government 'Reg Check' site and it was there, to my surprise, that I found the car still existed albeit declared 'SORN'. In passing I note that an early owner was 'R Carter'. If that was a Norfolk address he may have been R G Carter who was a local builder or of the same family and would probably have been able to afford a car of that type for a son.

Although my ownership was relatively brief I do at least take comfort in believing that the car exists to day because of my involvement. It is likely that it would have been scrapped or broken for spares within the Trade otherwise.

I hope this note helps fill in some gaps in the car's history.

Regards

Mike Tate

Previous Owners:

In UK:

R G Carter, Norfolk (?)

Percy Trett, Great Yarmouth

Mike Tate, purchased the car in 1966 -1968

Neil Harries UK – last known owner in UK

In NZ:

George Kear says: "I purchased these 3 vehicles (2 x PAs & 1 x J2) from an older club member. Brought a 20ft container which had all 3 in plus bits for an F2" George Kear.

Footnote: The J2 (J2035) is still in NZ, the other PA (P 0412) has been exported back to UK

NO PHOTO

Engine # 1587 A/135P

Original Registration in UK -

NZ Registration: BJ 6745

MGCC Triple-M Register # -

Car's History

1934 2-seater PA, built 03/1936. Originally black bodywork and red trim.
Original owner was from Shropshire. (No further details).

This car came to light recently when advertised on Trade Me. Originally fitted with engine # 2300AP the motor was replaced with 1587A 135P.

The car is owned by Jeremy Allsop, who tells me: *"had the PA ten years now and still not got it running. Lack of storage forces sale otherwise I would keep her"*.

Previous Owners' details.

Other than above photo of registration document, no other previous owners known:
15.03.57: Harold Earl Murray, 28 Awatea Rd., Parnell, Auckland

Current Owner:

Jeremy Allsop, Auckland

NO PHOTO

Engine #: 1587 A/135P (??)

Original Registration in UK: -

NZ Registration: -

MGCC Triple-M Register # -

Car's History

This car has been owned for nearly 20 years. It was imported into NZ when the owner returned from overseas.

Currently undergoing restoration.

The car was originally supplied by Mumfords of Plymouth (UK). Car history documented in UK by Triple-M Register. Copy to follow.

Owner:

*Colin Smithson,
South Island*

PA 2229

NO PHOTO

Engine #	2501 AP
Original Registration in UK	04.04.1936
NZ Registration:	WS 8492
MGCC Triple-M Register #	1714

Car's History

First registered 04.04.36. Body # 2657.

The car, a 2-seater, has unmodified bodywork, a modified engine (high compression, lightened flywheel, 1 1/8" SU carbs.) standard transmission and drilled brake drums.

Ted told me "despite being rebuilt twice, this is still a very, very original car such as to make liars of some experts. It is 26 to last PA made and is all PA, no hint of PB, but there are several newer than it in existence. It has never had a coach builder's plate. PA 0466 was the same., which means the body was most probably built buy Park Ward who didn't want anyone to know they had stooped to building MG bodies!" The car was purchased for the first time by Ted Loversidge in 1955. Ted subsequently repurchased the car on two occasions.

"I didn't get the ownership papers for PA 2224 when I bought it back for the last time as it didn't have a warrant and a hole in the block where #3 cylinder should have been, so I couldn't get one. No warrant. no papers, (silly rules dept)"

The car was rolled at Birdlings Flat VCC race meeting in January, 1955. Subsequently Ted raced the car at Nelson CC New Year Beach races at Tahunanui in Dec. December 1956 and Jan 1957.

Previous Owners:

1. John Henderson, Laurel Cottage, Shotts, Nr Glasgow, 04.04.36
2. Benjamin Risley, a NZ Presbyterian minister, who was training in the UK. He purchased the car from Bambers Ltd., Manchester, for his wife who didn't want it 1938-39.
3. Arnold Anderson, RNZVR. who was sent off to England before the start of WW2 by NZ Navy. 1939_-1950. Presumably he brought the car back to NZ with him after the War.
4. John Moulton, who sold the car to go back to the UK to the MG Car Club Anniversary in 1953
5. ?
6. ?
7. Barclay Llewellyn Styche, 1955
8. Ted Loversidge 1955-58
9. Victor Wolfe, 1958 -1960
11. Ted Loversidge 1960 – 1961
12. ?
13. Ted Loversidge from 1963.
14. Wayne Marsh from 2022(?)

Owner's details

Wayne Marsh, Tarras.

PB 0259



*PB 0259 (green car) with PB 0759 which is on owned by Don McLeod.
The McLeod family owned both cars at one time.*

Engine # 508 APB

Original Registration in UK: First reg'd in Worcestershire as AAB 551.

NZ Registration: PB 1936. First reg'd in NZ at Piopio in 1960: 399 398

MGCC Triple-M Register # -

Car's History

Wayne Marsh forwarded me the following from the son of the car's original UK owner:

“My father was Guy W Gibbs and (he) purchased the PB in December 1935. The photo (which follows overleaf) shows the car on a trip to Germany and what appears to be a dented rear wing. As you will see from the bill of sale the chassis number has been transposed (as Bob Clare confirms) and the engine number confirms this. I would be interested to hear what you know about the more recent history of the car and to see a photo of the components. My father sold the car in January 1938 in part exchange for an Aston Martin – I attach a copy

of that document as well”.

Also following is a copy of the original purchase document for PA 0259 and copy of the trade-in deal – the PB the PB (£105), plus £52/9s/6d cash for the Aston Martin.
(Thanks to Wayne Marsh).

INVOICE

CLIENTS CARS STORED & DRIVEN AT OWNERS RISK.

19069

Cecil Kay
LIMITED.

Automobile Engineers & Agents.

10 & 12, BRISTOL ST., BIRMINGHAM, 5.

PHONE MIDLAND 4041 (13 LINES)
EXTENSIONS TO ALL DEPARTMENTS
PHONE MIDLAND 3011 (7 LINES)

January 21st. 1938.

G. W. Gibbs, Esq.,
73, Evesham Street,
REDDITCH.

WORKS & STORES:
LOWER ESSEX ST.
BIRMINGHAM

SERVICE DEPOT:
35 ESSEX ST.
BIRMINGHAM

GRAMS:
KAYMOCAR
BIRMINGHAM

USED CAR DEPT.
35 ESSEX ST.
BIRMINGHAM

To 1 used ASTON/MARTIN XJ 9869,
as inspected.

Tax.

Less ALLOWANCE on "MG"

155	-	-			
2	9	6			
157	9	6			
105	-	-			
			£	52	9 6

Phone—MID. 4041 (13 lines)
Grams KAYMOCAR

Cecil Kay 14906
LIMITED.

AUTOMOBILE ENGINEERS & AGENTS.
10 & 12 BRISTOL STREET, BIRMINGHAM 5.

Received of *G. W. Gibbs Esq.*
the sum of *Five hundred and thirty*
three shillings *and* sixpence
FOR CECIL KAY LTD.

£ 52 : 9 : 6

TWO PENCE

M. H. Gibbs
 Sunset
 Beckenham Road
 Redditch

MONTHLY ACCOUNT FROM

PITTS (REDDITCH) LTD.

The Motor House,
 REDDITCH.

DIRECTORS:
 G. YORKE LIPPEL,
 D. W. CHAMPELNEY.

MANAGING DIRECTOR:
 C. C. CHAMPELNEY & SONS.

Dec 14th 1935

To Account Rendered OVERDUE.				
To Account Now Due				
Dec.	14	To. M.G. Midget 2 seater duty & tax.	222	2 5
		By allowance for Morris M.P. 2 seater, W.P. 8083	94	-
			£ 128	2 5

The Motor House, No. D 757
 REDDITCH, Dec 14, 1935

Received of M. H. Gibbs the sum of one hundred and seven pounds, shillings and pence.

Amount 103 - -
 Allowance - -
 Discount - -
 Net Amt. £ 103 - -

For Pitts (Redditch) Ltd. and Banks

171
 Gibbs.
 ad Redditch
 19 35

To
 M.G. "Midget" 2 Seater
 Type P.B.
 Finished Red.
 Chassis No P.B. 10529 H42531
 Engine No 508. A. P.B.
 to Works specification
 Delivery charge ex Works
 Road fund licence to Dec 31st

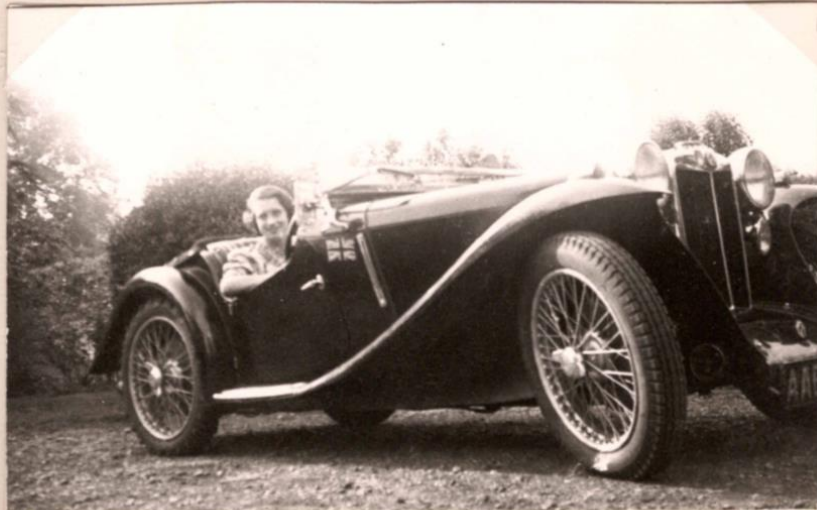
£ 220 0 0
 1 10 0
 12 5
 222 2 5

August. 1937
Returning



The block Hall
Ypres.

On our way into Germany.



"Sunset" with Dude at the Wheel.
of the P.B.

The car was imported into NZ in July, 1960.

Owner's details

Wayne Marsh, Otago

PB 0423

NO PHOTO

Engine # **687 APB**

Original Registration in UK: **-**

NZ Registration: **DPC 837**

MGCC Triple-M Register # **719**

Car's History

4-seater car. No other details.

Owner's details

*Ross & Shirley Brunton ,
Canterbury*

PB 0431



Parts of the PB imported into NZ

Engine # **699 APB**

Original Registration in UK: **MG 8896**

NZ Registration: -

MGCC Triple-M Register # **3055**

Car's History:

1935 car purchased by Derrick from his father (Roy Smith) in 2008, and imported into NZ from South Africa in 2011. Roy had owned the car since 1972. This car is in bits and needs restoration / assembly.

Derrick tells me "Car # PB 0431 (matching brass plate and chassis number stamping) – I assume this makes it a 1935 model? Engine # 699APB as per brass plate.

It is literally in bits and pieces, is missing a few pieces as well and needs a complete restoration. purchased the car from my dad, Roy Smith in 2008.

He purchased it from Roy Rhigini in 1972.

We are not sure how long Roy Rhigini owned it but I know he purchased it from William (Bill) Rist, who had it stored under his house on the corner of Sydenham & Cowie Roads. Durban, SA for many, many years.

It is registered with UK Triple-M Register (still under my Dad's name though) and its Register # is

3055. They let us know that it was originally registered in the UK with registration/number plate MQ 8896.

Owner's details

Derrick Smith,

Bay of Plenty

PB 0465 (Car exported

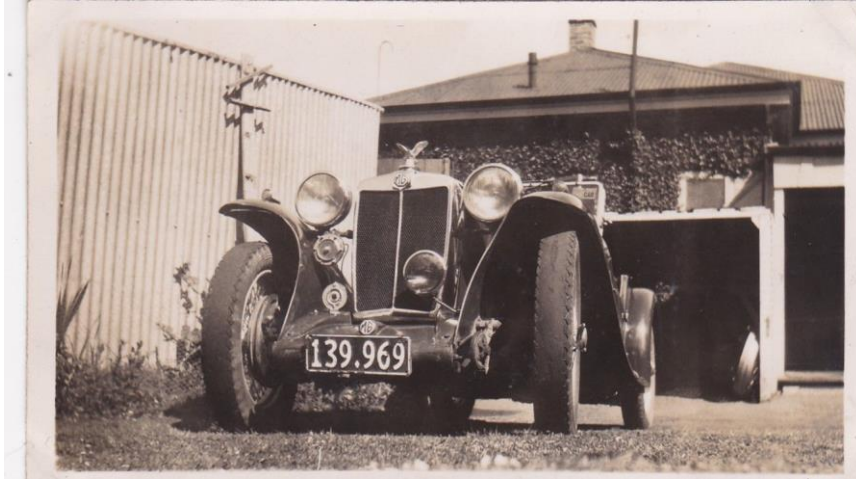


Photo above taken sometime around 1941-1945

Engine # 1099 AP

Original Registration in UK -

NZ Registration: -

MGCC Triple-M Register # 489

Car's History

Engine ex PA.

The car was owned by Richard Goord of Claremont House, Ram Paddock Road, Amberley R.D.2 for 40 years before he exported the car via Barry Walker (UK).

Car no longer in NZ.

June 2019 Update

Les Cook sent me the following information from an exchange of emails with Richard Goord

about this car:

My unanswered email to Richard Goord

This search began in 2009 when I found an old photo I had taken in 1969. Ted Loversidge considered the car to be that of Richard Goord, being PB 0465. I attempted over a few years to locate Richard until I found his name attached to a holiday facility North of Christchurch. I sent an email to Richard Goord but had a return, not known. I called a land line and left a message, still with no reply. Recently I tried again to find that the land line gave a mobile phone number that gave success and I was in contact with an informative email reply. This concerns the PB register and possibly the PA register.

This was my first email to Richard Goord,

"Richard, I am emailing from Christchurch in respect to an MG PB 1936 sport car that was owned by Richard Goord at least around 1973. I have an MG PA to restore and as far back as 1969 I had an interest in obtaining a P type MG. I did eventually buy an MG TD that I owned for 25 years and around 2009 I was living near Ted Loversidge on Hackthorne Rd. My desire to own a P was rekindled by the photo of the P type I had taken and was told Ted had several early MG cars. I approached Ted about the photo and he told me the car you had been exported to the USA? and had been owned by Richard Goord.

As part of being P type owner I have a link to a MG P type register in the UK and on receiving the latest records of the known cars, an MG PB owned by Richard Goord is listed. I have tried to call with no reply so I feel it is best to email and I attach my photo.

From a long memory I think the car was Red, can Richard confirm the car was his or not.

The photo was taken at the Lady Wigram race or Ruapuna pre 1970.

I just wish to supply this photo to the MG P type register to add to the minimal information regarding the PB and at least be correct in referring to it as the car Richard owned.

Kind Regards

Les Cook"

The good thing is I was able to purchase a MG PA from Ted to restore in 2009.

This was Richards Goord's reply.

"My P-Type was a PB 4-seater. (like Guy Gibson's car in the film the Dam Busters)

When I bought mine it was in the UK in 1965 it was a PB and cream with Red interior. It had 2" carbs and an ENV gearbox. Mike Allison checked the car and we could not figure out why it has a blue painted engine (used on pre-war racing MG's), oversized carbs and an ENV gearbox fitted into a 4-seat body. Who would race a 4-seater?

I undertook a chassis off rebuild, returned the carbs to standard but retained the ENV gearbox. The car was painted BRG. It was my only transport when I attended the Royal Agricultural College. Whilst at College I had an accident and bent the chassis. However, I had a friend with a bare P-Type chassis. This had been that of a Liverpool police force ex-PA. I stripped rebuilt it in two days onto the replacement chassis.

Technically because the chassis number was now that of a PA the car then became a PA-4 seater – albeit with a PB engine and radiator grill. I sold it whilst at college. and subsequently repurchased it a couple of years later after the owner had experienced a gearbox failure. I subsequently rebuilt it yet again putting in a standard P-Type gearbox and this time had it painted two tone in Oxford and Cambridge blue which suited it well. I did own the car for over 40 years. Barry Walker did sell the car on my behalf and I believe it was exported to the USA or Canada.

I would have to look out old photos to establish the registration number and it is doubtful that I still have a record of the triple M number. I think that my triple M number was much earlier than the one that you mentioned.

Meantime, I still have an MG TF 1500 in NZ which I have owned since 1967. This car is at Claremont. This too has had a chassis off rebuild under my ownership. It is red with tan interior.

Cheers Richard "

Further searching I have done.

I did some google searching trying to locate the 4 seater PB and found a car using a PB 0465 chassis with a Lemans Replica body in the UK so I sent this to Richard with a request about the original chassis of PB 0465.

"Richard

You said the car was changed to a PA chassis that the number is not recorded. The register shows it as a PB 0465 so I did a search for MG PB 0465 and found a 1935 PB Le Mans replica/Special refuted to be on a PB chassis 0465 now in the UK. I attach a few photos of it. Before I contact the now owner can you tell me what happened to the PB 0465 chassis, I presumed it was disposed of. The Triple M Register records the engine as 1099AP that is consistent with PA engine numbers.

Regards

Les"

Richards Goord's Reply

"Lovely looking car. Interesting. No, my old chassis was acquired by somebody who said that they could straighten it and they intended to use it as the basis of a rebuild. I guess the lovely car that you have forwarded photos of is the result of that "rebuild". I am delighted that it was so beautifully recycled – In a similar way, in fact, to the PA chassis that I acquired. Another vehicle reborn! "

From this information the details of PB 0465 can be updated:

P-Type was a PB 4-seater. (like Guy Gibson's car in the film the Dam Busters)

Purchased by Richard Goord in the UK in 1965 and sold .

Colour Cream with Red interior.

None original components and other history.

2" carbs and an ENV gearbox. Mike Allison checked the car and we could not figure out why

it has a blue painted engine (used on pre-war racing MG's), oversized carbs and an ENV gearbox fitted into a 4-seat body. Who would race a 4-seater?

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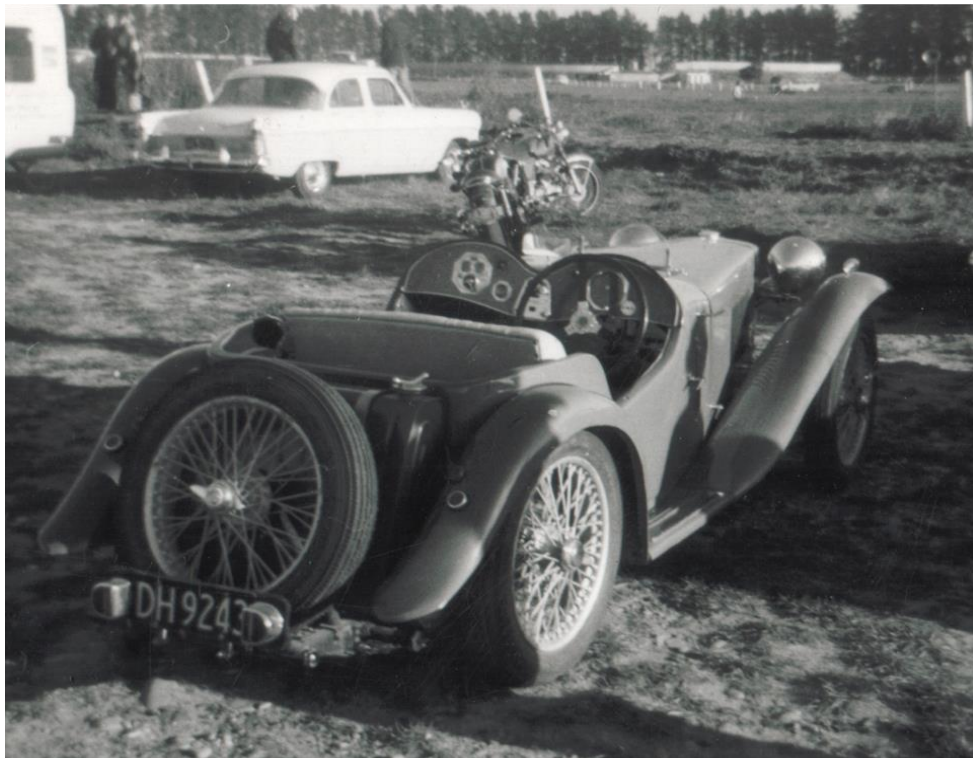
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Given the original Chassis has been resurrected other original parts could still be about The original engine and Gearbox in the PA chassis somewhere in the USA or Canada with the 4 seater convertible body. These could still be recognised within the Triple M register but the detailed history is not connecting the significance

Regards

Les Cook



The last picture Les has of the car

Owner's details

Believed now in USA or Canada.

PB 0639

No Photo

Engine #	862 APB
Original Registration in UK	-
NZ Registration:	WS 8492 (?)
MGCC Triple-M Register #	3274

Car's History:

The car was sold by Lawrie Poolman to Rod Bronlund some years ago.

We have little information about this car – Mrs Brodlund declined to support the Register when contacted back in 2009, but subsequently Rod has indicated he is prepared to consider contributing.

Owner' details

Rod Bronlund

Northland



Engine #	905 APB
Original Registration in UK	-
NZ Registration:	IM 1935
MGCC Triple-M Register #:	2947

Car's History:

Manufactured 07.01.36.

Body type: B251.

Barry purchased this car from Brian Whetton in 1971.

This car spent some of its earlier life at Woodbourne and Ohakea air bases.

Owner's details:

Barry Way, Wairarapa

PB 0729



Photo provided by Barry, but a few years ago now!

Engine # 955 APB

Original Registration in UK -

NZ Registration: 1936 MG

MGCC Triple-M Register # 1192

Car's History:

1936 car, last registered in 2009.

Purchased by Barry from Chris Southern in 1968

Originally black, red interior.

Owner's details:

Barry Way, Wairarapa

PB 0759



*PB0759 photographed in 2008 at MGCC event, with Owner Don
and former Owner Renton Murray looking on.
(Renton is still a member of MGCC)*

Engine #	984 APB
Original Registration in UK	06.04.36 in UK.
NZ Registration:	BR 8839
	First reg'd in NZ 09/1938, (see certificate of reg'n).
MGCC Triple-M Register #	3377

Car's History:

*This car was purchased by Don's father in 1964 and the car has been in the family ever since.
Don acquired the car 19.06.74*

A very original PB. Not restored and no modifications to bodywork, engine (except

aftermarket water pump added), brakes or transmission.

The first owner was Lt.(RN) Bennet who purchased the car 06.04.36 from University Motors in London. Bennett's address is recorded as "HMS Viceroy". Originally the car was black, with red upholstery.

16th April 1949 the car was listed in the NZ Beach Racing Championship, South Brighton when it was driven by D.W. Wild. See photo below which shows Des Wild, suddenly airborne in his MG PB, after covering 16 of the 30 lap feature race. Des was thrown out, and went on to finish the race in 6th place. (Photo courtesy The Press).



Racing at Wigram, 1949.



The car today

Other owners include Renton Murray (seen in photo attached on next page, over-looking the car at an MGCC event ~2007



Don has researched the story of this car and this follows: "It was at the end of WWII that my late father, Derrick first gained an interest in classic cars, MGs in particular. Serving as a Fleet Air Arm pilot in the RAF in England in 1944, he was impressed by the young officers turning up at airfields all geared up and in their sports cars. Returning to New Zealand and once having completed his academic studies, he joined a law practice in Hamilton, built a house, started collecting cars, and got married. There was a 3 ½ litre short chassis Bentley, Tickford Daimler, 'spinner nose' Studebaker, Cord 810, Bristol 401, Singer Le Mans, and the first of the MGs (my car) bought in 1964. My mother had a soft spot for the MGs and this may be why they were the last to remain in the collection. My car also has a slight lean which along with the big grin and bright eyes, brings on a personality of its own that invited being looked after. Didn't stop eviction from her garage though at a time when I needed storage, or was it because of the slight gearbox oil leak on the pristine garage floor? The red PB was in original condition, but in need of much TLC and some parts particularly electrical parts. In search of the needed parts, a fairly complete PA was found from a young student by the name of Renton Murray in Auckland. The condition of sale was that the spare car was to be sold with another complete PB. So there became 3 MGs in the collection. The two PBs turned out to be one of the first from 1935 (green PBO259) and one of the last from 1936 (red PBO759). Cars were bought and sold from the collection, and raising a young family of two boys, did not slow progress. The only time a call was made by my mother was when she realized there was more garaging space than house space, so a car port was converted in to a games room and the Daimler and Bristol were sold. The interest in cars was nurtured and both sons quickly became avid enthusiasts. Something must have happened when my late father approached 50, he was no longer so keen to drive or maintain the old cars, and in 1974 gave each of his sons one of PBs. I have a photograph of me in the car in 1964, already looking like I owned it! My brother sold his green PB in 1977 after an engine water leak seized one of the pistons. This car is now owned by Wayne Marsh in Dunedin, and is completing restoration. Most of the PA parts car was sold to Rod Brayshaw. The red PB remained in the family throughout is still in my ownership, and has been improved and maintained with great care and attention over the last 46 years. The aim has been to keep the car mechanically excellent, in running condition, and as original and authentic as possible. After a broken crankshaft at the 2009 Whangarei Pre-56 rally, a complete new bottom end was the last big job done. The job took 9 months to complete including the late call to buy a new block, and all ready in time for the 2010 Art Deco parade in Napier, where I was joined by my daughter. I'm pleased to say that all of the original parts taken off the car during its life including the block have been kept. All records have also been kept since the mid-70s' so as you might imagine, the file is getting quite large!

Registering the car on the New Zealand and UK MMM registers has been an interesting task.

The red PB, originally black, was first registered in Christchurch in 1938 and had spent most of its life in the South Island before finding its way to Hamilton. Although the ownership papers record the car as new in 1938, was found to have been bought new by the first owner from University Motors in London in 1936. The first NZ owner was from Christchurch, and he is believed to have sold it to go to the war. Some other interesting history has come to light, one discovered by Peter Croft that the car was recorded at the NZ Beach Racing Champs South Brighton on 16th April 1949 which lists D W Wild driving an MG 939cc.

Distance travelled is believed to be around 100,000 miles, with the experience being shared with as many people interested as possible. The car has been kept roadworthy for the large part of its life. Appropriately living in Art Deco Napier, most recently I joined a tourism media 'famil' with the car and took a German tourism journalist for a run-in convoy to the city. One of the photographs made it in to an Indian tourism journal to be seen by a great many. The relationships and friendships developed round the car over the years have no doubt been the highlight of ownership. Parts and service suppliers and support have been from Terry and Barry Bone, Rod Brayshaw and Peter Lawn, Barry Walker, Mike Dowley of Sports and Vintage Motors, Peter Green, WRC Developments, Motor Machinists, Gordon Vogtherr, Garth Bagnall, and earlier on from the Hamilton businesses Lisignoli Engine Rebuilders, Holmes and Ryan, and Truscotts Ltd.

Truscotts was an interesting business based in Hamilton, in the heart of the Waikato dairy country region. The business was a pioneer in stainless steel milk tanker production, and they also carried out some automotive motor body building. The slatted grill on my car was made by Truscotts, of course in stainless steel.

The car has been to five Pre 56 rallies, the first in 1981 when I was still a university student. The car made it to the last event and then blew a big end bearing on the Manfeild race circuit. With kind help and support from Peter Lawn in his own time, the engine was rebuilt in line with the strictly limited resources of a student. The following rally was in Hastings in 1985, and both these two rallies fondly remembered as attended by the late Denny Hulme. Other priorities intervened for a period, with the next rally attended with my son being Nelson in 2003, followed by Hastings in 2005, and Whangarei in 2009 (the big break – crankshaft). Driving to each rally, the car never let us down and (although) often you often wondered how it was going to make it?

Originally printed in The Canterbury MaG, Oct/Nov 2010:

“Post war motor racing in Canterbury had a flavour rich in variety, with various venues and avenues for the sport being exploited to make up for the post war years. Amongst the most popular was beach racing, the sand being an ideal venue provided the programme fitted in with the tide table.

On 12 April 1949 the beach at South Brighton was the venue for the Dominion Beach Racing Championship, held under the auspices of the Canterbury Car Club. It was a simple course of two straights with a turn at each end, with a length of a mile and a half. Entrants for the main race included such well-known names as Hec Green (Wolseley), CAC Ransley (Riley), HR Logan (Logan Special) and M Proctor (Riley). MG entrants included HD Christie, RB Shand, HJ McLean, DG Owen (no relation to our MQCC member Geoff Owen) and DW Wild. It's Des Wild that earns my admiration, but more of him anon.

According to the Press of the day, a big crowd watched thrilling racing, with the meeting being a race against time as the tide was coming in, and one race was abandoned. "All drivers gave magnificent displays of driving. The bends were very slippery and the sand heavy, but the coolness and control shown over such a course of 30 laps, left little to be desired. The seeming recklessness of M Proctor in turning the bends thrilled the crowd. Often two or three cars tried to corner together and only superb judgement prevented accidents."

The feature race saw a spirited duel between Green and Ransley, both being equally quick on the straights but Ransley with a heavier car, losing ground on the bends. Back to Des Wild. Des was a well-known local competitor, and drove a variety of machinery in those post war years. An RA Fiat at Wigram in 1951, Allard J2 at Mairahau in 1952, Allard-Ford at Wigram in 1952, and an Alta at Wigram and Mairahau in 1953.

Further research showed he entered the 1949 1st NZ Championship Road Race at Wigram on 26 February 1949, (commonly known as the first Lady Wigram Trophy meeting) and completed 41 laps to record a finish in 9th place. He is also recorded as driving a black MG PB, which suggests it may well be the same car he used for this beach race. (Don, the pictures above clearly show the registration number is the same – the PB raced at the Beach Races and at Wigram is the same car. Geoff).

He was a purveyor of used cars, and I recall seeing his stock parked on the grass in front of a big 2 storey house occupied in later years by Not Just Bears in Victoria Street. He was also the promoter for the Aranui Speedway in Christchurch from 1954 to 1957. This day saw him mounted in an MG PB, and in the feature race he had the misfortune to be thrown from this vehicle when it rolled. In a somewhat heroic move, he reinserted himself and continued the race, to finish a credible 6th. Quite a result in itself, until we learn he managed this with a fractured wrist and a broken rib.

Sensing there may be more to this story, it seemed prudent to make a call to Geoff Owen. Unsurprisingly Geoff did recall both the race and the airborne PB, perhaps on account of his actual attendance. Young Geoff was a 15 year old schoolboy, and had biked down to watch the racing with his mates. Wondering aloud as to the fate of the car, Geoff quickly responded that he believed it had survived, and was owned by Don McLeod in Napier, having been in his

family since 1964. Better still was the news the car is in a good state of repair, and running well’:

Don was unaware his car had been barrel rolled in the past. The rollover picture shows the car minus the mudguards. From his research Don’s car turns out to have originally been black, and was first registered in Christchurch in 1938, spending most of its life in the South Island before finding its way to Hamilton. Although the ownership papers record the car as new in 1938, it was found to have been bought new by the first owner from University Motors in London in 1936. The first NZ owner was Colin George Hamilton of 124 Salisbury Street, Christchurch from 18th Sept 1938 until 19th July 1939 and he is believed to have sold it to go to the war. Des Wild owned it from 15.2.49 to 9.5.49, which fits nicely between the 1949 Wigram race on 28 Feb 1949 and the Beach Racing Championship race of 16.4.49. His address was recorded as 32 Harvey Terrace, Christchurch. Distance travelled is believed to be around 100,000 miles, and the car has been kept roadworthy for the large part of its life.

Previous Owners:

13.09.38: Colin George Hamilton of Salisbury St., Christchurch,
19.07.39: Dewar & McKenzie Ltd, dealers, Timaru.
13.08.40: Clark & Son, Dowling St, Dunedin
08.11.40: Ernest Henry Hodge, Queen St., Dunedin.
18.11.40: Archibald's Garage (dealer) Christchurch
08.12.40: George Watson Bartram, Hereford St., Christchurch,
27.11.41: Ngaire May Bevins, Uplands Rd., Dunedin,
06.12.48: Ernest Arthur Kennard, Wrights Road, Christchurch,
15.02.49: Desmond William Wild, Harvey Terrace, Christchurch,
09.05.49: Lenard Collett, Livingstone St., Timaru
20.02.53: Elliot John Sangster, Otipua St. Timaru,
12.01.54: Peter William Watson, Rathmore St., Timaru.
30.12.60: Sockburn Car Sales, (dealer) , Christchurch
03.01.61: Malcolm Scott Scandrett, Queens Ave., Christchurch,
30.06.61: Stanley Ross Williams, Squire St., Christchurch.
30.06.61: Lloyds Car Corner, (dealer), Manchester St., Christchurch,
30.06.61, Malcolm Peter Jackson, Worcester St., Christchurch,
25.08.61: Lloyd's Car Corner (dealer) Christchurch,
21.09.61: John Simmons, Christchurch,
15.03.63: Eric Victor Rogers, Bains Ave., Hamilton,
05.03.64: Derrick Davison McLeod, Wellington St., Hamilton,
19.06.74: Donald Davison McLeod, Wellington St., Hamilton

Owner's details

Don McLeod.

P Types, Miscellaneous

PA 0252.

Originally the car was sold by Sprosens Ltd of Gt Portland Street, London and delivered to C.E.Brittan of Wentworth Villas Plymouth UK 26.02.34. It was first registered 06.02.34. Engine # (probably) 730 AP. Body # 117/25. NZ Registration MGPA 34.

The second P Type off the production line, and possibly the first used on the road, but sadly this car has now been exported from NZ.

Brian McGilligan of Christchurch owned this car and sold it in 2000 to Denis O'Neil of Levin. Brian told me: *"I purchased pretty much a wreck but with a competition history from the early days at Wigram. In those days it was fitted with a racing body. Brian, with considerable assistance from Bob Scott restored it to original design and was subsequently used by Brian in many club rallies"*.

Information provided by Brian McGilligan, Villa 6, 10 Alpine View Lane, Christchurch (03 383 2113).

An interesting car being only the second P type produced. I read somewhere that the first four P Types were used as Factory demonstrators – this car must have been one of them.

PB 0675

Owned by (the Late) Harry Walker (Howick). Imported into NZ in 1963 then exported back to UK in 1989. Used extensively whilst in NZ in VCC events (Per George Eagle).

