

NZ TRIPLE-M REGISTER

MG L Types: (L1, L2)

1933 – 1934.

The L1 was a 4-seater sports car or a closed car with swept wings, built on chassis similar to F2/F3, with 1087cc, crossflow head producing 41bhp

The L2 was similar looking to K2 with swept wings and same wheelbase.

L1 produced from 6th January, 1933 until 9th January, 1934. Chassis Numbers L 0251 – L0736 (total of 486)

L2 produced form 15th March 1933 until 9th November, 1933. Chassis Numbers L2 001 – L2090 (total of =90)

Total L types produced: 576.

L1 production comprised:

4-seater:	258
Saloon:	97
L1 Continental Coupe	<u>100</u>
	455

L2 production comprised:

2-seater:	90
Chassis only:	<u>31*</u>
	121

Note.

*(presumably these 31 cars were all allocated L1 chassis numbers?)

Last Amendments

L 0495; updated

L 0658; additional photos added

L 0662; additional photos added

Last amended: 7th October, 2024

L0288



J 2312 alongside L 0288

Engine # 1273 AF (ex F0992)

Original Registration in UK: AGO 392

NZ Registration: KN 4227

MGCC Triple-M Register # 3362

Car's History:

A 4-seater, red tourer.

Manufactured 20.03.33. and originally fitted with engine # 509AL.

Delivered to Sprosen Ltd., Gt.Portland Street, London 07.04.33.

Elizabeth told me: "NZ history identified so far:

1963:

John M Anderson, 89 Arapuni St., Putaruru purchased the car for £120 from the son of (or nephew) of Jack Lovelock (the runner) who lived in Matamata. John replaced the engine with 1273 AF from an F type (F 0992) then at Tokoroa Camp. F 0992 at that time had a race body and triple carbs (reduced to two by the time John purchased it). The original engine for L 0288 was boxed.

14.03.1990:

Purchased by J.J Butler of Cambridge for \$26,000. Odo reading 63,000 miles at that stage.

02.04.1993:

Purchased by William Davies of Te Puna, Tauranga for \$26,000 together with original engine and gearbox. Bill owned a museum in Tauranga and when he died the car came up for sale. It was purchased by Kevin & Elizabeth 16.04.2004 (but without the original engine).

Subsequently Kevin & Elizabeth have found parts from the original motor and hope to one day rebuild it.

First Owners were:

S.T.Clowes, London, (1933),

A.W.Cobb (1934),

C.W.Hedges (1936),

Mrs Cooper (1937).

Date car imported into NZ not known.



Type at VCC Hillclimb at Chelsea.

Owners:

Kevin & Elizabeth Andrew, Auckland

L0495



L 0495, L Type special, inspired by the L2 Alpine Trial cars.

Engine # 830 AL (originally, then 561 AKD), but see text

Original Registration in UK: MG 2721 (last UK registration)

NZ Registration: MG 2442.

MGCC Triple-M Register # 3132

Car's History:

The only time I have seen this car it was under restoration in Rod Brayshaw's workshop (2009). It was being restored using John Clark's ex.Works Alpine Trials car as the inspiration for the restoration. (Refer MG Enthusiast Magazine, March 2004. The original Alpine Trials car Craig has used as his inspiration is L2056).

Previously owned by Arthur Ainsworth. L 0495 was sold to Craig with some of the original bodywork from Arthur's other L-type (L 0662). This was possibly just the 4-seater petrol tank (according to Peter Croft) which, presumably, would have been used as a template? Before that, the car started out, ex. factory, as a four-seater tourer.



Matthew Magilton (Pre War MG Register of Australia) - forwarded this photo of L 0495. Obviously taken sometime before Craig purchased the car from Arthur Ainsworth.

Original engine remains with the car but is badly frost damaged. A new block has been made in Europe and the complete restoration carried out by Rod Brayshaw. The new engine which is supercharged, using an ex-Toyota MR2 supercharger, will deliver ~120bhp., perhaps more.

The car has a pre-selector gearbox. Other than the supercharger and the diff centre (ex MGA) all other mechanical parts are Triple-M. The specification of this car (provided by Rod Brayshaw) is:

- 1400cc
- phoenix steel crank and conrods
- forged pistons
- N type big valve cylinder head
- supercharger front mounted
- pre select gearbox ENV
- high ratio diff
- Brooklands exhaust
- Alpine size fuel tank

The new bodywork, also built by Rod Brayshaw, is a door-less, J4 style replicating, as mentioned above, how a 'works' L types Alpine team car has been restored in UK.

August 2024



*Rod Brayshaw kindly forwarded me the photo above
and also, the opening photo, both of which show the excellent workmanship*



This photo was taken around 2009, whilst under restoration in Rod Brayshaw's workshop

Previous Owners:

Austin Hadler, Canterbury
Arthur Ainsworth, Canterbury

Owner's details:

Craig Hickson,
Hawkes Bay

LO658



Engine # 891 A 134N (ex N Type)
Original engine for chassis was: 1118 BL

Original Registration in UK. N/A.
(Left factory 19/12/1933 & immediately exported to Australia. Original registration in Victoria may have been 71 713)

NZ Registration: MGL 33

MGCC Triple-M Register # 2479

Car's History:

Denis has researched the history of this car in detail. He says:

“MG LO658 (engine 1118BL) was signed out from Abingdon on 19th December 1933 and exported new to Lanes Motors in Melbourne as a rolling chassis. This was common practice in Victoria at the time as cars could be imported for very low import duties if they were not bodied. LO658 was bodied by Chas Aspinall with one of his steel framed bodies, much sought after by racing drivers of the time. It was delivered to V (Vin1) A Moloney in April 1934.

Vincent Aloysius Moloney was born in 1902 and appears to have stayed around Melbourne except for a few years in the early 1940s when he was in Gippsland (Eastern Victoria). Vincent's early penchant for

speed was shown during the 1920s when he was charged and fined for speeding in Melbourne in 1927 (£5.00), 1928 (£3.00) and 1931 (£7.00). Records show that he was buried at the Springvale Botanical Cemetery 20 Oct 1966 (aged 64), and his death certificate notes that he was a Transport Driver of Murrumbena (East Melbourne).

LO658's body was unusual for Aspinall – at the rear, most of his bodies were square in appearance with either an external rear slab, or an enclosed, fuel tank and without doors. By comparison, LO658 had a bob-tail/sloped rear end with an enclosed fuel tank and doors.

Moloney raced his new car extensively, particularly at Phillip Island. His first race was the June 1934 Winter Hundred but he failed to start after breaking his tail shaft in practice.^{2 3 4}

Moloney had better luck at the next race at Phillip Island in the Oct 1934 ARDC Victorian Centenary Grand Prix where he made the start and was driving well until having to retire on lap 13 with clutch failure.^{5 6 7}

LO658 was given a 40min start to K3002 in the 1935 New Year's Day Centenary 300 at Phillip Island⁸ but Moloney was flagged off on lap 17 with a bent axle as the result of a "breath-taking" skid at Heaven Corner⁹

Moloney entered both the 50 mile Phillip Island Handicap (retiring on the 4th lap, after making an early pit stop with 'plug problems') and the Jubilee Handicap (flagged off during lap 6, 'with big-end gone') at the VSCC King's Jubilee Day in May 1935.¹⁰ LO658 was yet to finish a race but broke through in style coming third in the 1935 Winter 100 at an average speed of 66.1mph.^{11 12} Having broken his luck, Moloney finished the ARDC Racing Drivers Cup in November but couldn't maintain his speed and came in eighth.^{13 14}

Bad luck returned for the VSCC Trophy Race on New Year's Day 1936 with Moloney (who was leading on handicap by lap 20) retiring with 'mechanical failure' on lap 21 of 35.¹⁵

Undeterred, Moloney entered the 200-mile ARDC Australian Tourist Trophy held on March 30 1936, again at Phillip Island (the first race of any importance to be held on the new ARDC circuit) but was unlucky to be flagged off 2 laps from the end of the 60 lap race while running in third place.^{16,17,18,19} This race attracted a record crowd to the Phillip Island circuit.

Moloney's luck turned quickly when he won, after protest, the first road race ever to be held in mainland Victoria, the 1936 Benalla Centenary 100. This was held on Easter Monday 13 April ^{20,21,22,23} at Benalla about 120 miles from Melbourne.

"BENALLA MOTOR ROAD RACE. ('The Argus', Melbourne, Weds 15th April, 1936) reported:

Moloney Placed First

After long deliberation with competitors concerning their number of stoppages at the pits and the drivers that passed them, the committee of the Victorian Sporting Club reached a decision last night on the results of the Benalla centenary 100-mile motor-car road race. The committee had to consider

protests by five competitors, who claimed that the laps had been miscounted and that they covered more than the 40 laps necessary.

After a careful check of lap times and scores had been made the official results were given as follow;
V.A. Moloney (MG Magna), 1hr 47mins 27secs; handicap allowance, 14mins; average speed, 56.85 miles per hour. 1

B. Dentry (Riley Special), 1hr 44mins 13secs; handicap allowance, 10mins; average speed, 57.85 miles per hour 2

L Murphy (MG P), 1hr 53mins 24secs; handicap allowance, 19mins; average speed, 52.70 miles per hour 3

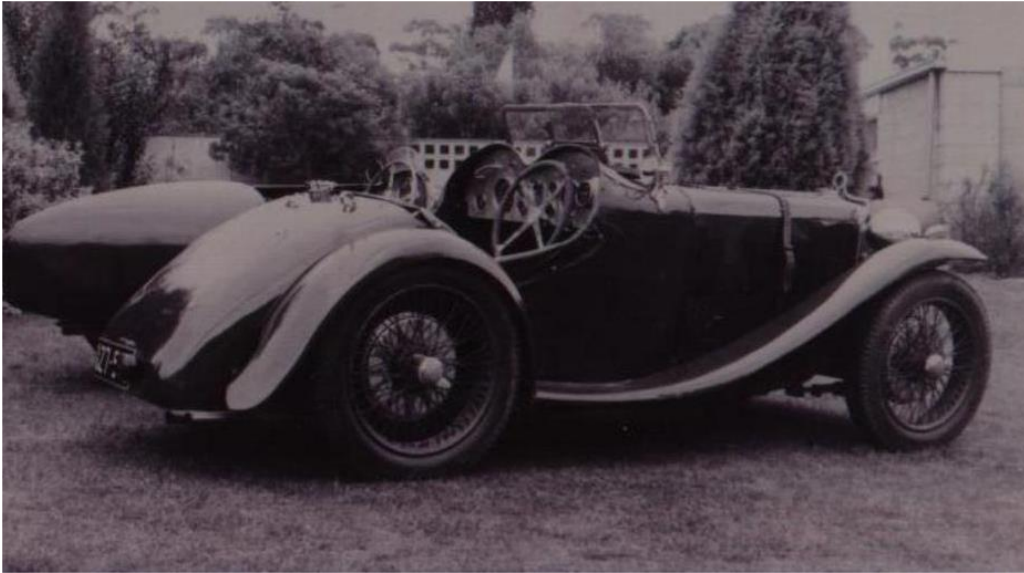
R. Lea-Wright (Terraplane), 1hr 39mins 14secs; handicap allowance, 4mins; average speed, 60.75 miles per hour 4

R. Lea-Wright wins a trophy for competing the race in the fastest time, and J. O'Dea, who was placed fifth, wins a cup for being the driver of the first unplaced light car. The fastest lap time was recorded by J.A. Day who was on scratch. He covered the two and a half miles triangular course in 2mins 19secs, and average speed of 65 miles per hour²⁴.

Moloney continued racing LO658 during the mid-1930s (for example, 'Hell Drivers and Racing'; Olympic Park, May 1936²⁴) but after this period little is known of LO658 until the 1940s when the car turns up in Adelaide. Reg O'Malley (owned LO658 from 1986 to the late 1980s)²⁵ was told (although without any real evidence) that two MG racing cars were housed in the workshops of Kingsway Motors in Adelaide during World War II and that one of these may have been LO658.

After 1936, Moloney does not appear to have had any further association with LO658, but in the early 1950s a Vin A Maloney (in the records there are frequent miss-spellings of Moloney with an 'a') raced an MG TC Special (a central-seated 'monoposto' on chassis # 6080) in four Australian Grands Prix²⁶: 1950 (Nuriootpa, South Australia), 1951 (Narrogin, Western Australia), 1952 (Mount Panorama), and 1953 (Albert Park in Melbourne). Could this be the same Moloney? Interestingly, the TC Special was built by the well-known Head Brothers of Murrumbidgee, where Vincent Moloney lived. In an e-mail conversation, Matthew Magilton (Archive Editor: The Pre-War MG Register of Australia) says that "*I am sure he is the TC driver*".²⁷

The first validated re-appearance of LO658 is in Adelaide in the late 1940s, shown in the photo below (still highly likely with original Aspinall body) together with the Aspinall pointed-tail bodied LO657 in the background.

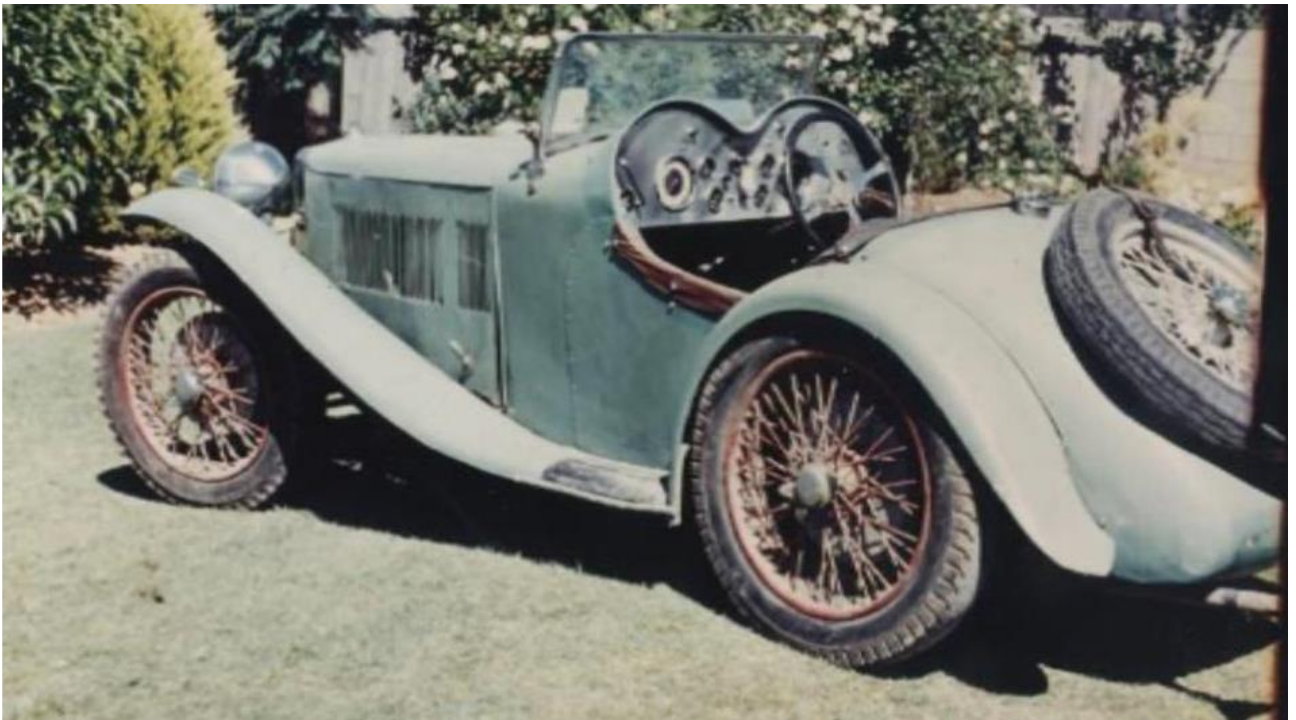


LO658 in Adelaide in the 1940s; it is highly likely that this is the original Aspinall body. Also shown in the background here is LO657, with Aspinall produced pointed tail body (photo from Pre-War Register of Australia archives).

Later, still in Adelaide, car salesman Peter de Mach sells the car to an unknown gentleman who apparently continued to use the car for a short while until the block cracked and the car, without L Type engine was traded back to Peter de Mack. The cracked block L Type engine was transferred (apparently by those who had owned LO658) into a speed boat called the Globe Special. The Globe Special subsequently sank on the Murray River, where she and the L Type engine remain.

In Peter de Mach's hands LO658's racing career continued following the transplant of an extremely modified Jeep engine; bronze head, 15:1 compression and using methanol as fuel. Also, at this time the chassis was shortened, the original body (still the Aspinall body from 1933) modified to fit and the doors welded up. Peter de Mack competed with the Jeep engined LO658 in the Glen Erwin Hill Climb (Dec 1951) and gained second place in the *Racing Cars Unlimited* class with a time of 25.9 seconds.²⁸

All of this happened during the 1950s. In 1960 Bill Potts found LO658 in Piccadilly in the Adelaide Hills along with a pile of other pre-war MG parts, including panels, motors, etc., amongst which was an N-Type engine which powered K3030 for many years. Bill was unable to get the Jeep engine to fire using standard fuel with its high compression and subsequently the Jeep engine was replaced with a TC unit²⁹. The photos below are of LO658 in Bill's back yard (provided by Reg O'Malley ³⁰).





LO658 in Adelaide in the early 1960s –Bill Potts (Photos from Reg O'Malley)

The next saga in LO658's life begins in 1967 when Peter Coombe bought the car, still with TC engine, from Bill Potts. Peter was going ocean yacht racing out of Darwin for 'a while' and he asked 'an associate' to look after the car while he was away. The storey goes that, after eight years had passed without a word from Peter, the gentleman storing the car decided that LO658 was his and proceeded to dismantle the car and sell some of the parts. Reportedly, the rare (for an Aspinall body) bob-tail /sloped rear end was cut off and thrown in a dump and the wire wheels and radiator cap were sold. Next, apparently, Peter returns from his sailing adventures and starts to reclaim his car³¹.

Finally, after two years, LO658 is returned to Peter minus the TC motor and in its place was a Morris Minor engine. This was a curious set up – the Morris Minor motor was bolted to the empty Jeep gearbox which then in sequence was bolted to the L Type gearbox followed by a 20-inch tail shaft. The gearbox remote control had been extensively modified by cutting off the gear lever tower and welding it onto the top of the L Type gearbox cover to bring the gear lever into a position where it could be used ³².

This is how LO658 was when Reg O'Malley bought the car from Peter Coombe in 1986³³. In addition, Reg bought an 80% complete N Type motor (601A134N) from Peter, and, while not sure, thinks that he may have purchased an L Type engine from Sydney as well. This is not the N Type engine currently in the car (891A134N), but the basics of an L Type engine still retained with the car could well be the Sydney L Type engine mentioned by Reg. Reg also managed to get the wheels and radiator cap back

following their sale in the previous ownership dispute, and had the chronometric tachometer/speedometer overhauled in the UK. Reg stripped eight different colours of paint from the car and in this process kept on getting lots of black and white circles on the bonnet sides where racing numbers would have been. He also describes a weld on the right-hand underside of the bonnet top where an air scoop for the Jeep engine had been removed and the bonnet patched – an ‘archaeological dig’ of LO658’s racing history. Reg painted the car red with a white circle for a racing number.



LO658 in Lobethal GP Re-enactment (Reg O'Malley driving)

Reg continued to use the Morris Minor set up and participated competitively with LO658. The photo above is of Reg and LO658 at the re-enactment of the 1939 Lobethal Grand Prix.

By this time LO658 was red, still carrying the remnants of the original Aspinall body (scuttle and possibly the bonnet only), but the doors were welded shut and the rear was extensively modified and was now carrying a slab fuel tank (of sorts!) and a very ‘non-MG’ power train, but it was still active.

While the dates are uncertain, Reg sold LO658 to Ivan Glasby in Sydney in the late 1980s or very early 1990s. The photo below was taken during Ivan’s ownership in Sydney³⁴.



*LO658 in Sydney
in the late 1980s
(Australian Pre-
War MG Register
archive)*

LO658 languished in Sydney until purchased by Georg Leidl in the 1990s when restoration began in earnest. The condition of LO658 at that time is best described by Nick Langford, the then owner of Historic and Vintage Restorations in Melbourne ... "well, Denis, let's say we didn't need a trailer to transport the car from Sydney to Melbourne; it all fitted on a ute¹³⁵".

A 'ute' is a unique type of utility vehicle found in Australia and New Zealand which has the cargo tray in the rear integrated with the passenger body unlike a regular pick up where the cargo tray is separate from the body.

The restoration was undertaken by Historic and Vintage Restorations (HVR) Australia³⁶ who lengthened the chassis and rebuilt the car to full L2 configuration. The work undertaken by HVR included a new alloy body (on an original type wood frame), imported front wings and rear guards manufactured to original specifications in the UK, leather interior and hood all to original specifications, and with a complete rebuild the car was back on the road in 1999 fitted with an N Type engine (891A134N).



*LO658 on the road again in 1999
(Australian Pre-War MG Register
archive)*

Between October 2005 and August 2006, the N Type engine was completely restored by HVR, including crack testing and rebuilding with new pistons and white metal bearings, new clutch, etc., as original, and fitted with an NE Type cam shaft. At this time the wheels were rebuilt and their colour changed from black to red, and the car was fitted with new stub axles. An L Type block (873A97C), head and crankshaft have been retained with the car. Following the engine rebuild, Georg covered approximately 1650 miles and in April 2014 sold the car to Denis and Desna Jury in Auckland.



LO658 April 2014; HVR, Melbourne (Photos above and below); Denis Jury April 2014)

Preparation then began for the export of LO658 from Australia and the importation to New Zealand (via Ports of Tauranga and then to Rod Brayshaw for checking and compliance). First was the process of gaining export license exemption in Australia (the car came under the jurisdiction of the Act for the Protection of Australian Movable Heritage) and importation paperwork for NZ. The Australian exemption took six weeks to materialise (reviewed by the Australian Ministry for Arts and Culture in Canberra) and the NZ customs and border inspection paperwork one day! Next, as LO658 was being imported under the NZ Historic Vehicle exemption rule, application was made to *The Historic Vehicle Authority of NZ* for authentication of the car as an historic vehicle which was provisionally granted in July 2014 and then formalised in October 2014.

With the paperwork underway, shipping agents were engaged, marine insurance put in place, the car thoroughly cleaned and prepared for transport by HVR, and at last LO658 was on the move again.



LO658 (above & below) arriving at Bluefreight Melbourne, and containerised

(Photo; Bluefreight)



*LO658 left Melbourne 22 June 2014 on board the *Cap Cleveland* and arrived in NZ (Tauranga) eight days later on 30 June. After unpacking of the container under customs bond, and checking by the*

Ministry of Primary Industries, the car was trailered (or, to quote an Australian L2 owner, transported on "a Magna Carta") to Rod Brayshaw's workshop in Katikati for checking and compliance. Rod undertook a thorough check of the car, resolved an issue with the seating of the rear brake shoes, fitted a reserve fuel line and valve and then took it through compliance with a 'clean bill of health'.



LO658 at Ports of Tauranga; June 2014 (Photo: Denis Jury)

LO658 was trailered to Auckland in mid-September 2014 and thus continues the remarkable life (including being twice rescued) of a very nice example of what, according to the 1933 L Type sales brochure, was "The car with the racing pedigree".



Home in Auckland; Sept 2014 (Photo: Denis Jury)



LO658 contemplating a new circuit on a foggy NZ morning (Photo; Denis Jury, March 2015)

References:

- 1 Moloney was often referred to as Vin Moloney (&Maloney): in the contemporary press, for example The Argus Melbourne; Terry Walker, *Fast Tracks: Australia's Motor Racing Circuits 1995*, p28; and the GEL Motorsport information page (<http://www.silhouet.com/motorsport/tracks/benalla.html>).
- 2 The Australian Motorist; June 1934, p567-569
- 3 The Car; June 15 1934, p9-12
- 4 The Australian Motorist; July 2 1934, p582
- 5 The Car; October 1934, p5-7
- 6 The Australian Motorist; November 1 1934, p142
- 7 The Car; November 1934, p5-11
- 8 Official Programme: Centenary Three Hundred, 1st Jan 1935, Light Car Club of Australia. Moloney's entry is listed in the programme.
- 9 The Car; January 15 1935, p9-15
- 10 The Car; May 15 1935, p11-14
- 11 The Car; May 15 1935, p3
- 12 The Car; June 15 1935 p9-13
- 13 The Car; October 15 1935, p7
- 14 The Car; November 15 1935, p11-14
- 15 The Car; January 15 1936, p11-14
- 16 The Car; February 15 1936, p16
- 17 The Car; March 16 1936, p14-15
- 18 The Car; April 15 1936, p11-13

- 19 Motor Sport; May 1936, p32
- 20 The Car; March 16 1936, p17
- 21 The Argus Melbourne, Weds 15th April, 1936 (<http://trove.nla.gov.au/ndp/del/article/11027826>)
- 22 The Car; April 15, 1936 p17-18
- 23 Terry Walker, Fast Tracks: Australia's Motor Racing Circuits, p28. Pub Turton & Armstrong, Sydney 1995
- 24 The Argus Melbourne, Wed 6th May 1936 (<http://trove.nla.gov.au/ndp/del/article/11032504>)
- 25 Reg O'Malley (South Australia) owned L0658 from 1986; e-mail conversations with Denis Jury and various photos provided, May 2015
- 26 Official Souvenir Programme 18th Australian GP, 2013: A look back at the 1953 Australian Grand Prix at Albert Park, p17 (<http://www.grandprix.com.au/docs/F1-heritage-year-booklet.pdf>)
- 27 Matthew Magilton, Australian Pre-War Register; e-mail conversation with Denis Jury, February 2016
- 28 Handwritten notes provided by Peter De Mach to Reg O'Malley (copy from Reg O'Malley)
- 29 Reg O'Malley: *ibid*
- 30 Reg O'Malley: *ibid*
- 31 Reg O'Malley: *ibid*
- 32 Reg O'Malley: *ibid*
- 33 Reg O'Malley: *ibid*
- 34 Australian Pre-War MG Register archives
- 35 Nick Langford conversation with Denis Jury at Pre-56 MG meeting, Greymouth Feb 2015
- 36 Extensive review of HVR by 'mylife@speed' (<http://mylifeatspeed.com/walk-quietly-and-carry-a-big-stick-how-historic-and-vintage-restorations-are-done>)

2024 Ten-years on - Update on L 0658 life in NZ.

Denis has provided the following pictorial history of his L Type whilst in his ownership.:









Owner's details

Denis Jury, Auckland



Engine #	979 AL
Original Registration in UK	-
NZ Registration:	AS 2394.
MGCC Triple-M Register #	-

Car's History:

1933, 4-seater originally but converted to 2 seater.

Original engine, transmission and brakes.

Purchased by Arthur in 1976 from Hadley. Other past owners include Silcox and Hadley

These two photos which follow were forwarded to me by John McDonald, who maintains the Archives records for MGCC Canterbury Centre. These photos were probably taken 2012 when Arthur Ainsworth sold both of his L types and John spotted the car in a Montreal Street dealer, Christchurch.



Owner's details:

Previously owned by Arthur Ainsworth, Christchurch, but was for sale in November 2011. Arthur has since passed away.

L2046



Engine # 705 AL

Original Registration in UK -

NZ Registration: -

MGCC Triple-M Register # -

Car's History:

2-str car purchased by Rod Brayshaw's son in 2011. The car had been owned by Michael Ludecke for 30 or more years and during that time *"I never fired it up"* Michael told me!

Lawrie Poolman tells me this car was found buried in a sawdust pit at an abandoned sawmill. Mike Ludecke dug the car out from under the sawdust!

The car is complete and original, but in bits when sold to the Brayshaws.
Matching engine and chassis numbers.



Photos provided by Rod Brayshaw

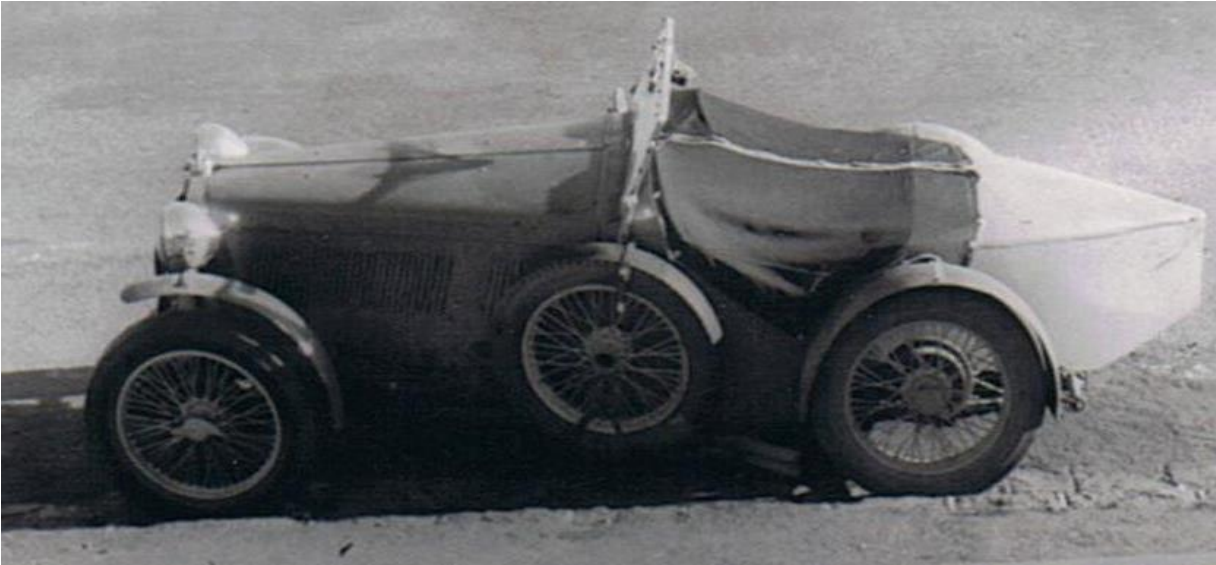
August 2024 Update

The car remains with Rod Brayshaw and his son. As the MG Car Company Triple-M business has recently closed down by Rod, the future of this car is undecided.

Owner's details

Owned by Bob Brayshaw's son
Bay of Plenty

L2058



L 2058 when owned by Gill in late 1950s.

Engine # 506 A 113K. Original Engine was 754 AL 97G

Original Registration in UK -

NZ Registration: 152*** and, later, BG 4582.

MGCC Triple-M Register # 3517

Car's History:

An L2 car, first registered in NZ 03.01.1935. Copy of Registration paper (duplicate) below together with list of previous owners.

Unusually, this car still has the original bonnet number (matches the chassis dumb iron)

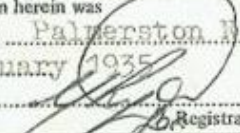
NOTES FOR REGISTERED OWNER

1. This Certificate of Registration is merely evidence of the transactions recorded herein and does not constitute a certificate of legal ownership. It must be produced to a Postmaster who is a Deputy Registrar of Motor Vehicles when notifying the disposal or change of type of the vehicle. No entries are to be made on this certificate or alterations made to the particulars recorded herein by any person other than an authorised officer of the Post Office. If this certificate is lost or becomes dilapidated a replacement is obtainable on application to a Deputy Registrar.
2. "Owner", in relation to a motor vehicle, means the person lawfully entitled to possession thereof, except where—
 - (a) The motor vehicle is subject to a bailment that is for a period not exceeding 28 days; or
 - (b) The motor vehicle is let on hire pursuant to the terms of a rental-service licence—
 in which case "owner" means the person who, but for the bailment or letting on hire, would be lawfully entitled to possession of the motor vehicle; and "owned" and "ownership" have corresponding meanings.
3. Within 7 days of any disposal the registered owner must notify the Deputy Registrar. The notification must

DUPLICATE N^o 712122

TRANSPORT ACT 1962

CERTIFICATE OF REGISTRATION
OF MOTOR VEHICLE

THIS IS TO CERTIFY that the motor vehicle, particulars of which are given herein was registered at Palmerston North on 3 January 1935

 Registrar of Motor Vehicles.

Registration Plate No.

BG 4582

Make

M.G.

Model

-

Year of Manufacture

1935

Engine No.

754 AL 97G

Chassis No.

L2058

Type (see below for changes of type)

Distance Recorder Reading	*Name and address of owner	Post Office Date Stamp and Initials of Recording Officer	
	1 Colin Balfour HENDERSON, P.O. Box 163, Palmerston North.	1 Date of registration 3. 1.35	Please make clear impressions
	2 Independent Motor Sales, LMVD, Wellington.	12. 3.36	
	3 Alexander Forthescue PEARCE, 664 Flight St, Lower Hutt.	3 12. 3.36	
	4 James LAWTON, 36 Riddiford St, Newtown, Wellington.	4 18. 3.37	
	5 Dr. Colin Edward WATSON, Public Hospital, Wellington.	5 10.11.38	
	6 John Alfred DONNELLY, 92 Rolleston St, Thames.	6 19.12.40	
● ● ● ● ● ● ● FOLD INWARDS HERE ● ● ● ● ● ● ●			
	7 Edward Joseph MAHON, 11 Arney Cres, Remuera, Auckland.	7 20. 1.55	
	8 James Martin PATTERSON, 180 Portage Rd, New Lynn, Auckland.	8 18.10.56	
	9 Wallace Malcolm GILL, 9 Ranfurly Rd, Epsom, Auckland.	9 18.10.56	
	10 Antony Christopher WARREN, 121 Mellons Bay Rd, Howick.	10 12. 5.58	
	11 George Antony & James Francis TURNER, 20 Inverary Av, Epsom, Auckland.	11 17. 6.58	
	12 Ian McLean THOMSON, 33 Kenneth Ave, Mt. Albert, Akl.	12 2. 3.59	

*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.

CONTINUATION OF MOTOR VEHICLE CERTIFICATE OF REGISTRATION No. 712122



Registration Plate No. 2 JUL 1982 BG 4582

Distance Recorder Reading	*Name and address of owner	Post Office Date	Stamp and Initials of Recording Officer
	1 Graeme Dewar THOMAS, Bag 98, Wairoa.	1 21. 4.60	2 Please make clear impression
	2 Jon Tindall WARRING, 73 Central Tce, Melburn, Wellington.	2.11.62	
27276	3 David John MCCAULEY, 17 Inkerman St, Auckland 5.	3 29. 5.64	4
30830	4 James Simon TWHIGG, 14 Rockwood Pl, Epsom, Auckland.	2.12.66	
● ● ● ● FOLD INWARDS HERE ● ● ● ●			
	5	5	6
	6		
	7	7	8
	8		
	9	9	10
	10		

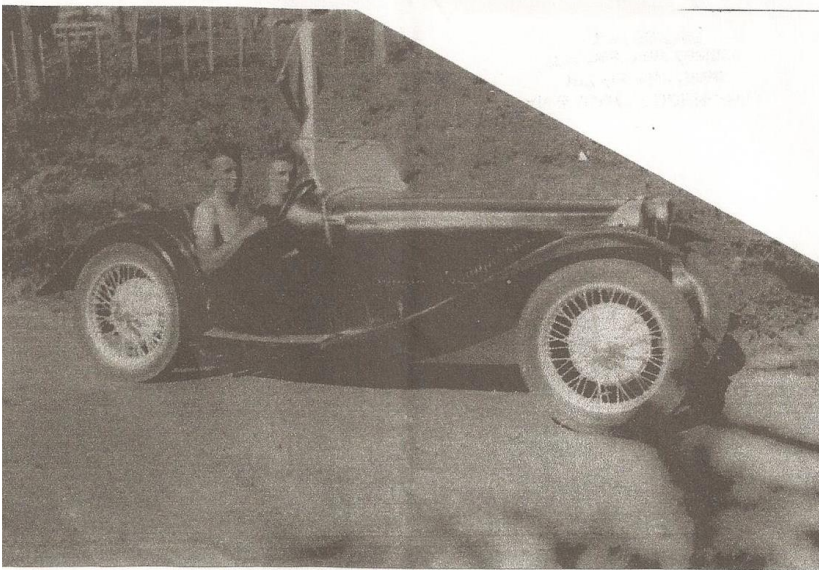
*NOTE FOR RECORDING OFFICER—Enter title Mr, Mrs, or Miss as applicable. Write Christian or first names in full. Print surname last in BLOCK letters. Show full address.



Stamped Chassis No. 2058
Dumb Iron Knuckle

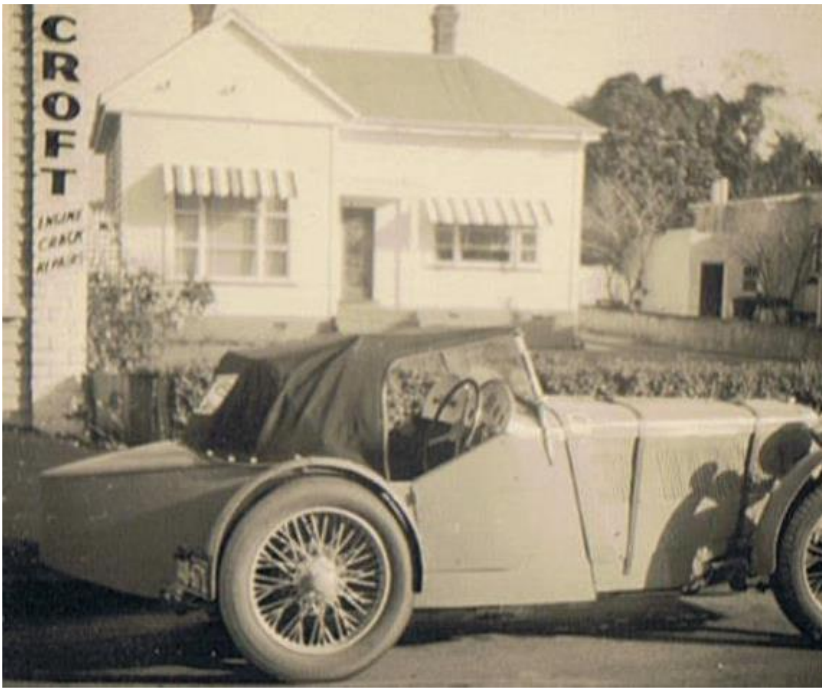


These photos were taken in mid 1930s when the car's registration number was 152.834.



During the 1950s the car was modified, including some chassis modifications, for racing by Malcolm Gill. When owned and raced by Malcolm Gill the engine was looked after by Ralph Watson. Malcolm raced the car at Ardmore in 1956-58.

When acquired by Dewar Thomas, (1960) Dewar rebuilt the rear body of the car using tubular steel framing replacing the 'stuffed' boat tail which Malcolm Gill had fitted. Dewar Thomas tells me: *"I don't know much about the L2 history except it was raced by Malcolm Gill at Ardmore. I bought it with blown-up diff and stuffed boat tail body.....I owned it ...about 1960"*



Left: A picture of the car in the late 1950s (probably between 1956 & 1958) with boat tail, prior to Dewar Thomas rebuilding the rear bodywork..



Great picture of the car during Dewar's ownership – hill-climbing at Titirangi Quarry., sometime between April 1960 –November 1962.



L 2058 outside Dewar's home, ~1960



L0258 racing at Levin during Dewar's ownership

John Twigg acquired the car in 1979 from a family member (S. Twigg). John has secured the original engine fitted to this chassis and it is being rebuilt by Lawrie Poolman. John told me in 08.17: *"I am in the process of ordering a new body tub (alloy and ash frame) from Steve Gilbert UK. Engine has been rebuilt and I am still gathering parts I will need for the full restoration. Needing clocks / dash and componentry and all the under-bonnet components amongst others. I will be pulling it and what I have gathered so far out of storage and start documenting for Steve and making a missing parts list"*.

The car was fitted with an MGA engine when acquired by John who, over the years, has started to totally restore L O258. John told me (3rd April, 2019): *"I just received my L2 Magna body from Steve Gilbert (UK). He has done a fantastic job on the manufacture of it. Now I need to start the restoration properly...."* John also has an N type head and a 'Phoenix' crankshaft for the L type engine and provided these pictures of the engine in Lawrie's workshop:

Subsequently John has told me 22nd November 2023 that *"I have just received my motor and gearbox attached from Laurie yesterday. The next step closer to the restoration"*.

Currently the MGA motor is still fitted.

Despite all the changes the car has experienced, the bonnet is original and, like the chassis, both are stamped L O258.



Previous Owners

The complete list of previous owners for this car – bit easier to read than the registration copies:

- 03.01.35: Colin Balfour Henderson, PO Box 135 Palmerston North
- 12.03.36: Independent Motor Sales LMVD., Wellington
- 12.03.36: Alexander Fortesque Pearce, Flight Street, Lwr. Hutt
- 18.03.37: James Lawton, Newtown, Wellington
- 10.11.38: Dr Colin Edward Watson, Public Hospital, Wellington
- 19.12.40: John Alfred Donnelly, Thames
- 20.01.55: Edward Joseph Mahon, Arney Cres., Remuera
- 18.10.56: James Martin Patterson, Portage Road, New Lynn, Auckland

18.10.56: Wallace Malcolm Gill, Ranfurly Rd., Epsom
12.05.58: Anthony Christopher Watson, Mellons Bay, Howick
17.05.58: George Anthony & James Francis Turner, Epsom
02.03.59: Ian McLean Thompson Mt. albert, Auckland
21.04.60: Graeme Dewer Thomas, Bag 98, Wairoa
02.11.62: Jon Tindall Waring, Central Terrace, Kelburn Wellington
29.05.64: David John McCauley, Inkerman Street, Auckland
02.12.66: James Simon Twigg, Epsom

Owner's details

John Twigg,

Rodney

L2085



Engine #

717 AN
(original engine fitted was AL 965)

Original Registration in UK

AV 5139 (?)

NZ Registration:

1933 MG

MGCC Triple-M Register #

931. (I understand the UK Triple-M Register has detailed history of this car).

Car's History:

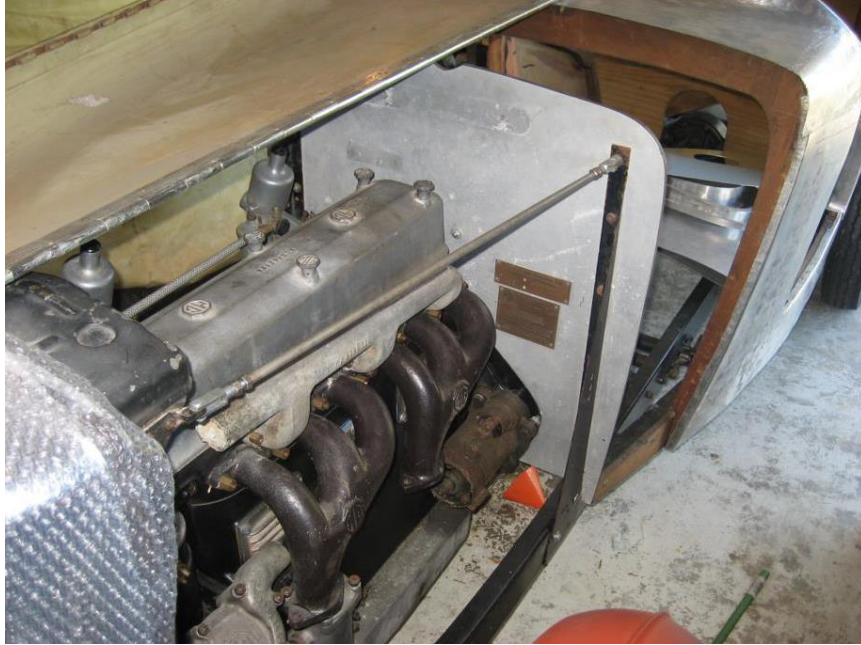
Originally Blue, L2 Magna.

The car is fitted with engine # AN 717 which was originally fitted to Chassis # NA 0466. The original L type engine for this car (1086cc) was replaced early in the car's history after it was destroyed whilst racing.

Previously owned by Ken, Mike's father who had purchased the car from Ferris de Joux in early 1980, as a rolling chassis. Dewar Thomas tells me this is the car he brought back to NZ from the UK and ultimately sold it on to Ferris. Dewar had purchased the car from a Mr. McEwan, in the UK.

Ken passed the car's ownership over to his son, Mike, in the 1990s.

When I last saw the car back in 2010 it was undergoing restoration in a garage at Ken's home in Paraparaumu. The woodwork had been completed and the aluminium bodywork being made. The motor & drive chain rebuilt. It is fitted with an ENV gearbox, cable brakes and the drive chain has been rebuilt.



In 2010, Ken's garage



2019 Comments:

Mike has completed the restoration and, as can be seen from the opening picture above and below





Back on the road again, March 2019 - MGCC Track Day, Pukekohe

Owner's details

Mike Hall,
Auckland.