

MG J2 – 4404

Build commenced on **4 December 1933** and engine 2981AJ issued.

Delivered on **15 December 1933** to University Motors, London. The works despatch card indicates the car had a body colour of green, red upholstery, green wheels, gearbox number 2499, dynamo number B42006, engine number 2981AJ, starter number 90239 and body number 587/2131.

Sold on **20 December 1933** by Central Motor Institute, Finchley Road NW3 to Miss Maud Jenkins, 11 Oakhill Park NW3 and registered AXE 105. The 1933 Hampstead Directory lists 11 Oakhill Park as St Hilda's Domestic Science and Finishing School and 10, 11, 12 & 13 Oakhill Park as St Margaret's School. St Margaret's School is still in existence but advises all its early records were lost in a fire.

Owned from an unknown date by Alex Alexander, an RAF pilot understood to have been killed flying Meteors in the Korean War. He fitted an alloy "clipped wing" Spitfire mascot which the car retained for some years.

Owned from an unknown date in **1956** by Dennis Kirkhan, 33 Charles Close, Wroxham, Norfolk NR 12 8TU. Mr Kirkhan bought the car for 115 pounds from a friend who ran a garage on the outskirts of Norwich.

From **14 July 1960** owned by Denis Norton, 12 Limacre Avenue, Spowston, Norwich who paid 125 pounds for it. The registration number is AXE 105 the car is red in colour with red leather seats, is still fitted with flowing guards and has engine number 2981 AJ 8 which a Ford engine. The Spitfire mascot is still attached. Last known address for Mr Norton and Mrs Maureen Norton is 179 Wroxham Road, Spowston, Norwich, Norfolk NR7 8AG

From **4 December 1961** owned by Barry Hobart, 14 City View Road, Boundary Road, Norwich, Norfolk.

From **26 September 1967** owned by Brian Fletcher, 9 Sidney Road, Old Costessy, Norwich Nor 51X.

From **1 April 1968** owned by Michael Bowen, Doughty's Hospital, Golden Dog Lane, Norwich 80K. By this time the car was painted a light eggshell blue colour. Mr Bowen's last known address is 43 Rosemary Road, Spowston, Norwich, Norfolk NR7 8ER. The Spitfire mascot has gone by this stage.

From **14 April 1969** owned by Ian Berrisford, 2 Caistor Lane, Poringland, Norwich Nor 42W.

From **6 June 1970** owned by Mike Hennessy, 1 Winchester Close, Kingston Hill, Kingston, Surrey. When purchased the car was Maroon in colour and had unoriginal headlights. Mr

Hennessy painted the car British racing green, fitted cycle front guards and fitted green interior trim. Mr Hennessy's last known address is 34B Broga Circuit, Hong Kong.

From **9 October 1970** owned by William Bonney, 1 Lunchford Lane, Farnborough, Hants. A Paul G Beck is also mentioned in MMM Register records as owning the car in 1971 but is not recorded on the title document. Mr Bonney paid 85 pounds for the car and fitted an original engine, gearbox and differential etc as well as mechanical brakes. The engine was purchased for 7 pounds and Mr Bonney arranged for it to be rebuilt by Vospers, ship builders in Portsmouth. From 7 March 1978 Mr Bonney's address was 3 Loddon Bridge Road, Woodley, Reading, Berkshire. Mr Bonney sold the car to a Mr Jay for 2,300 pounds in 1979.

Subsequently owned by Brian Ash, The Forge, Narborough, King's Lynn, Norfolk and then Park Cottage, Narborough, King's Lynn, Norfolk. Mr Ash rebuilt the rear axle, brakes, steering and cylinder head.

Purchased on **7 October 1981** for 4,500 pounds by Cliff Trefry, 30 Princess Avenue, Rodd Point 2046, Australia. For customs purposes the purchase price was said to be 2,500 pounds. The engine number at this time was 35747A.

Imported to Sydney, Australia on **29 November 1981**. Loaded unpacked on "Olive Ace" which sailed from Southampton 19 October, 1981. Gross weight given as 500kg.

Purchased on 5 September 1984 by John Murn for \$9,000. Competed in January 1985 all-historic race meeting at Amaroo Park in regularity and in several subsequent Amaroo Park January meetings. Car was in poor condition and a new body was built by Sydney Vintage Restorations over a period of approximately ten years through the 1990s. The restoration was advanced by John Murn and completed with extensive work by Bob Winley around 2002 – 2006. This was quite well documented in a series of articles with photos in Australian Classic Car magazine.