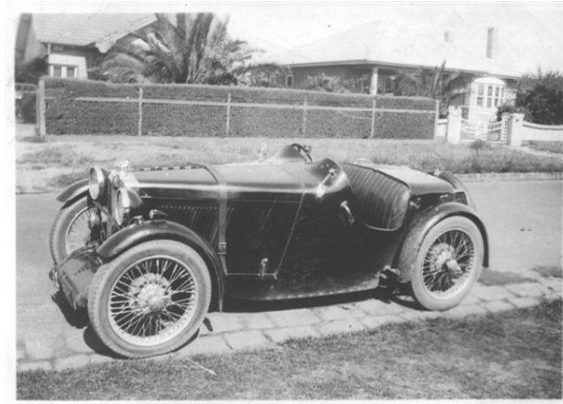


J4211



J4211 with its Aspinall body. Picture provided by Matthew Magilton and taken during the 1930s

Engine # 1517 AJ, probably fitted by John Porter after he rebuilt the engine.

Original Registration in UK: Exported new to Australia.
Reimported into UK in 2013 and re-registered: YVL 248

NZ Registration: 1932 J2 since September 1991.
Originally JA 1932 from May 1982 when first imported from Australia.

MGCC Triple-M Register # 1906

Car's History

Current engine is ex J 2807. Original engine was 2781 AJ, now believed to be in Canada).

1933 car – assembly started 19.10.33. Exported to MG's Australian importer, Lanes Motors in Melbourne., as a “rolling chassis” together with J4212 (ex. Colin Keefer 1935 AGP car until recently owned by Walter Magilton). These cars were sold to Britannia Motors where J4211 /J4212 were both fitted with a door-less, tubular steel framed racing body by Aspinall of Melbourne. Both these J2s formed part of their race team of racing J2s.

J 4211 was raced at Phillip Island by Jim Skinner – Winter race, 1934 finished 4th (#19 in the picture at the start line (picture provided by Tony Sloan), together with the J2s of Clements and Keefer (J2 2212 and J2 4216) won the Teams prize and the three MGs also won the Mountain Trial in 1934.

In 1935 J2 4211 was one of the MGs entered in the Australian GP at Phillip Island. The car ran a bearing after three laps of the 10.6kms circuit.

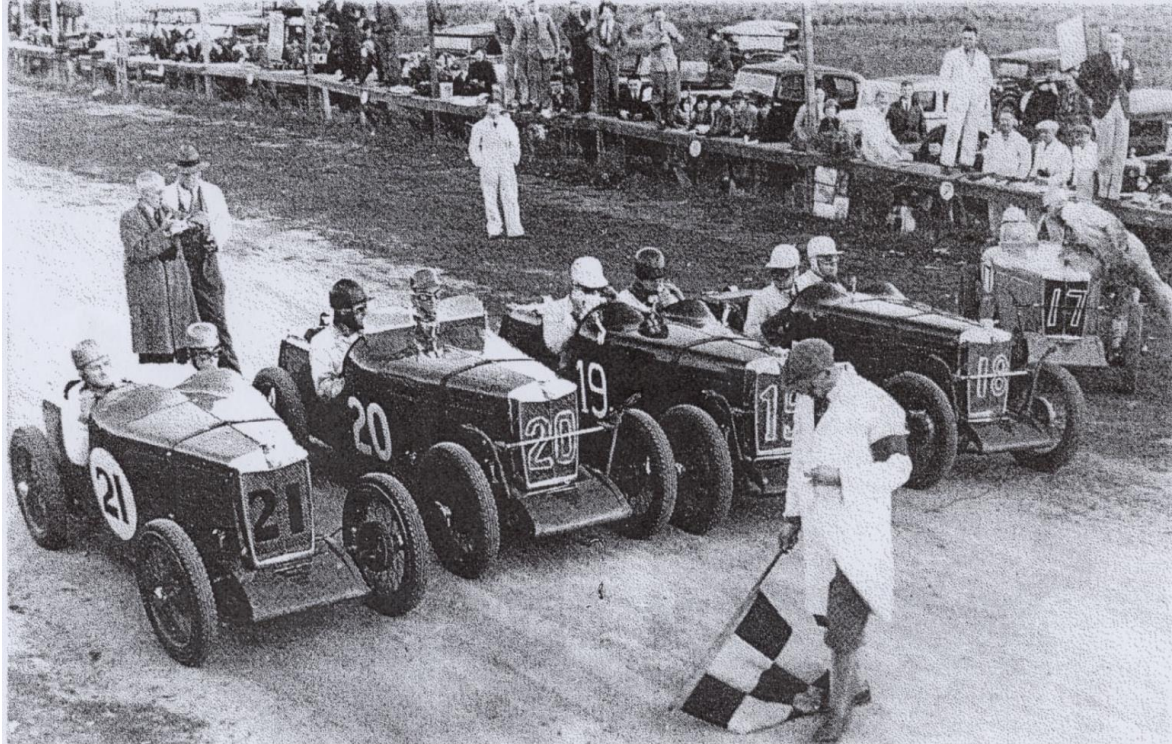


Photo above provided by Tony Sloan, Pre-War Register Australia. J4211 on the start line at Winter Race, Phillip Island, 1934, driven by Jim Skinner. J 4211 is car # 19.

① #11, L0403

112573

John Summers ^{WW1-AFC} ^{W.I. Wang} Commander

Neil Gullifer

② #17, J2

141-532

Arthur Terdich

③ #3 J3

Bill Williamson

④ #20 J2 Ch: 411? or 4112?

161-060

Jack Clements

⑤ #18 J2 Ch: 4212 (Magilton)

57-924

Colin Keefer

Ted Martin

⑥ #2 J3 Ch: 3766

Ken McKeaney?

⑦ #19 J2 Ch: 4113 or 4112?

130-582

Jim Skinner

⑧ #8 L? (Wagna)

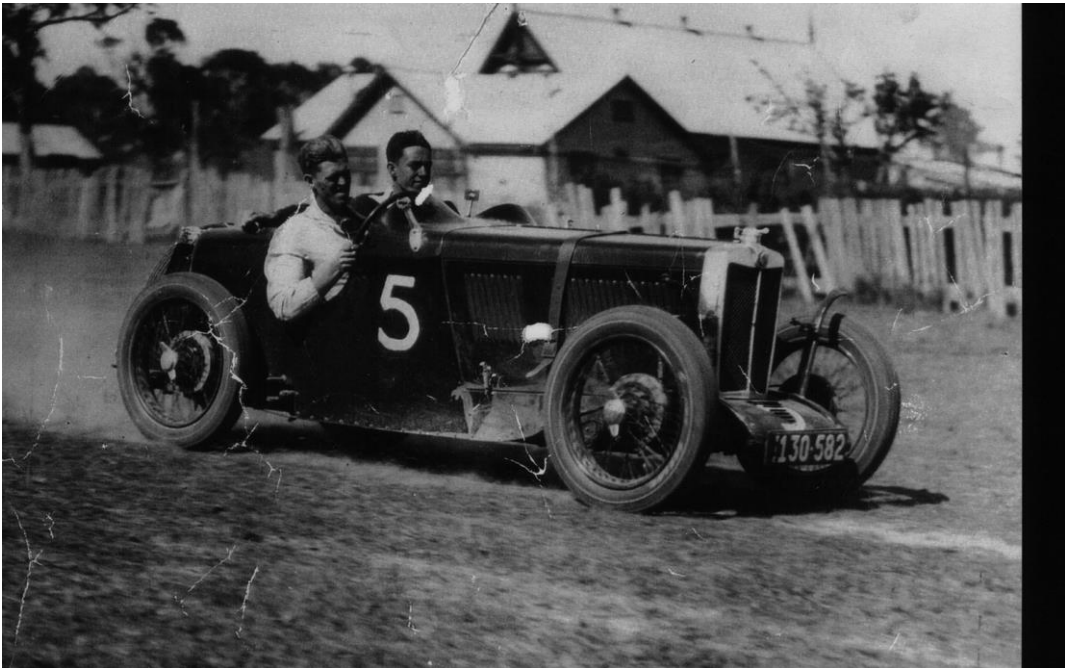
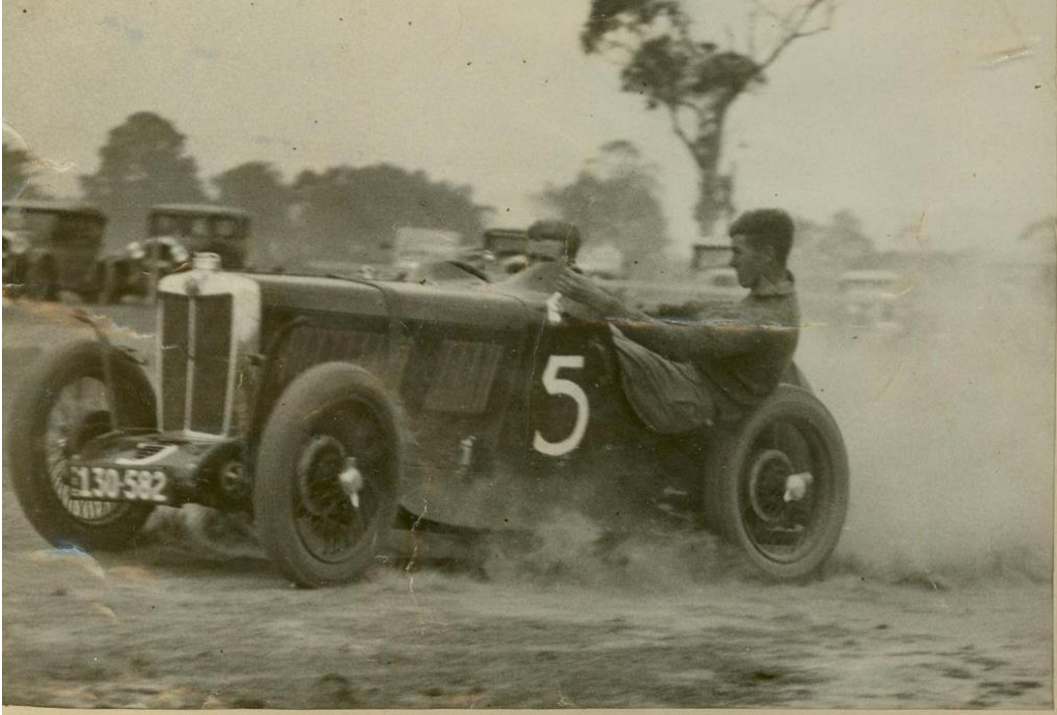
Hope Bartlett



① ② ③ ④ ⑤

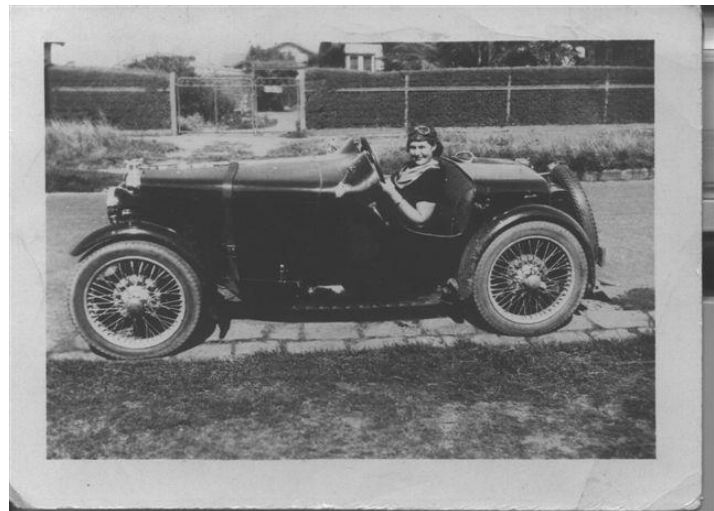
Britannia Motors hired a garage at Cow
Their team was 9 cars (P.W.L. 70).

The picture above of the Britannia Race Team was provided by Matthew Magilton, Pre-War Register, Australia.



Jim Skinner at Nar Nar Goon grass race meeting

Photos below of J4211 in Australia were taken during 1934/35. Photos provided by Matthew Magilton, Pre-War Register, Australia.



Don Marsh owned this car from late 1950s to early 1960s. Hells me *“I found (this car) in Wonthaggi in Gippsland, Victoria under a pine tree on a farm property. I found the young owner (son of a brick layer), and made an offer and it was mine. It came with some paperwork; it was painted red and had had about 5 previous owners. I did not understand the relevance of its ownership history, breed or significance of its past. It is interesting that it had not moved far from Phillip Island, which was an important part of its original pedigree.*

I had it moved to Frankston on the Mornington Peninsular and proceeded to rebuild it on a mighty small 19-year-old apprentice's budget. I restored the body, PBR rebuilt the cable brakes and I had a specialist rebuild the Rudge wheels. I rebuilt the differential, Marles Weller steering, friction shock absorbers and the exhaust system. The J2 ended up BRG in colour with brown artificial leather trim (cheap but awful!).

I went to school with Winston Bolwell who also lived close to us and we both shared an interest in things mechanical., Winston also had acquired a whole, original J2 and was in the process of doing a restoration also, so we exchanged a lot of ideas on how to achieve an end product. I recall it had an original large fuel tank that when full changed the balance of the car so dramatically that it loved to go through corners backwards. Working like a beaver it took me some six months to get it back on the road but I enjoyed every moment of my ownership. It did not have a hood and was in almost original race car format devised by Aspinall, the coach builders.

I found there were limitations in attracting eager young maidens so I upgraded to a TC complete with roof, real leather and a removable steering wheel.

I sold it to a friend who used it in gymkhana events and I understand at one of these events its motor blew up and it was replaced by a Ford 10 motor. This would have been mid-sixties. I am now 75 but can still remember the feelings, smells and characteristics of that great little car.

*I found a couple of photos taken back in **1959** by my then girlfriend, (now wife of 50 +years) and trust you will find them of interest”*



The pictures above show J4211 when owned by Don Marsh in late 1950s/early 1960s.

Previous owners include:

1933/4/5: Britannia Motors/Jim Skinner, Rego # 130 582.

1948: Mervyn Laws, Melbourne. Rego # GX 571

1951: Wally Johnson, Melbourne. Rego # GX 571

Late 1950 – early 1960s : Don Marsh, Frankston, Mornington Peninsula, Vic.

D.H.Seward owned the car by July, 1961 (copy of his insurance policy on file),

Robert Keith-Chandler Williams bought the car 12th June, 1962

Rod McMillan bought the car from Williams for \$180.00 14th February, 1963 (copy of receipt on file).

C.S. Bishop bought the car from McMillan 7th December, 1964. (Copy of ownership transfer on file).

Mid 1960s – John Dalton, Melbourne.

1974: Brian McLennan, Heathmount, Melbourne,

1976: Ron Wilson, Vermont, Melbourne. Ron purchased a dismantled car. The chassis had largely been rebuilt but there was no bodywork. Nor did it have the original engine., although it did have a genuine J2 engine which had been rebuilt in Melbourne by well-known Bugatti/MG engineer, John Porter. John fitted a Gordon Allen (stronger) crankshaft.

1978: Alastair Jones imported the car into NZ and started to restore the car in 1980. The restoration was completed in May, 1985.

Alastair fitted a conventional cycle wing body to the chassis.

20.12.89: Alastair sold the car to Chequered Flag, classic car dealers, in Auckland who, at the time, were asking \$60,000 for the car.

The car was also featured in an advertisement by Turners Car Auctions in February 1997

06.09.91 Purchased by Geoff Gallagher to add to his private car collection in Auckland.

30.04.97: purchased by Nick Wilcox, Campbells Bay, Auckland.

May 2007, purchased by Geoff Broadhead, Coatesville, Albany R.D.3 Auckland.

24.04.13: Sold by Geoff to a 'collector' who immediately exported the car to UK where it was sold at auction in 2017 for £26,000.

The new owner is Mike Jones, Buckingham., UK. (Possibly now relocated to Australia).

When the car was first reg'd in Australia the plate numbers were:

130582 from 10.02.34, owner Britannia Motors/Skinner

221245 from 10.02.36, owner not known

BN 254 from 21.03.40, owner not known

GX 571 from 25.07.45, Owners included: Laws, Johnston, Marsh, Seward, Williams, McMillan, and Bishop.

Later, in the early 1960s the car was owned by John Cockrem, Belgrave, Vic and he sent the following photo taken during his ownership. The photo shows the car with the Aspinall bodywork fitted at that time:



The following pictures and comments are all provided by Matthew Magilton, Pre War Register, Australia:

*“And now I can positively identify this photo. It was taken in **November 1951** and shows Wally Johnston's J2 4211.”*



Email from David Laws:

I have a photo of this car taken at my father's (Mervyn Laws) former flat at Hawthorn, Melbourne, Australia – he owned this car in 1948 – Same registration (Victorian) GX 571 !

I was always told by dad the car was a one of three special bodied (no doors) J-3s brought out to Australia for Phillip Island racing ...

Dad used the car as his daily drive and for other activities, such as hill-climbing at Rob Roy, a well-known climb venue outside Melbourne at Yarra Glen frequented by some famous Australian motor sport drivers such as Bib Stillwell and several others whom dad counted among his friends

Dad sold this car privately (I believe the engine blew up – they had a tendency to break crank shafts and send rods out the side of the block) and up-graded to a brand new TC in 1949 (Victorian Reg OX-937)

Pleasing to see this one actually survived, even if it did go to NZ !

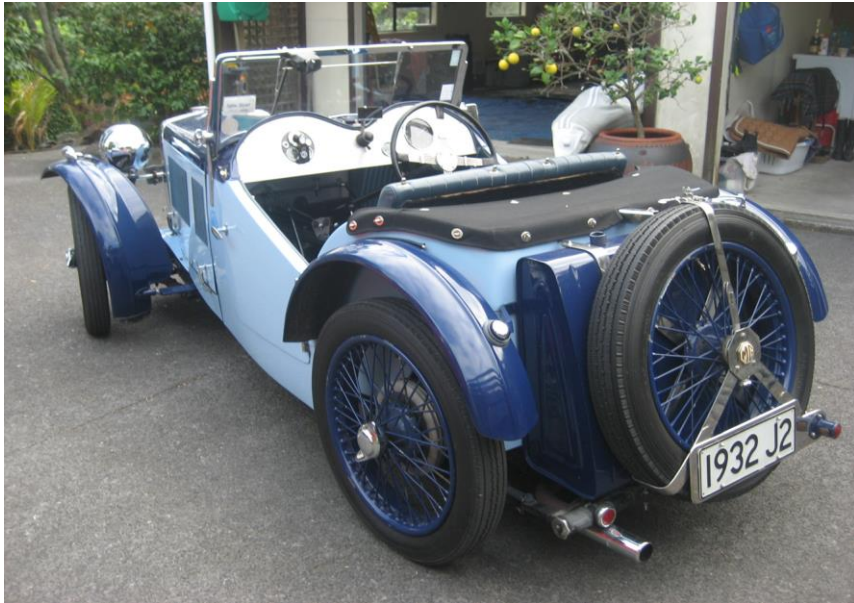
Regards
David Laws

Matthew Magilton also provided these three pictures and told me "Goodness me, the things you find when you go digging! Here are some photos Dad took outside our old home in East Burwood when Brian McLellan came for a visit". (1974-76).



J 4211 photographed in 2010 in New Zealand





Owner's details

Sold by Geoff Broadhead and subsequently exported to UK where it was sold at Brighwell's auction in June 2017 for £26,000. Current owner is Mike Jones, Buckinghamshire.