

THE HISTORY OF MG K3002

Make: MG

Model: K3


Engine: MG 1087cc, 6 Cylinder, OHC, Supercharged

Gear box: ENV 75 Preselector

Date of Manufacture: 12 March 1933 (Delivery date)

Chassis number: K3002

Engine number: 23AK



Since its inception at the beginning of 1933 the M.G. Magnette racing model has carried off before it. For road racing it is ideal; for it won the Ulster T.T. at record speed, and its class in the gruelling Italian 1000 Miles Race; on the track also it is supreme, having to its credit the Brooklands lap record for 1100 c.c. cars, and the winning of the B.R.D.C. 500 Miles Race.

The standard coachwork is the Ulster T.T. type, which conforms with the usual road racing regulations, but a streamlined tail may be had for streamlining if desired. Standard finish is British Racing Green, but any one of the M.G. standard finishes may be had if desired.

**THE M.G. MAGNETTE
K.3 RACING MODEL
£795** (ex Works)

STREAMLINED DETACHABLE TAIL . . . £35 EXTRA
PRE-SELECTOR GEARBOX STANDARD

**THE MOST
CONSISTENTLY SUCCESSFUL
BRITISH SPORTS CAR**

. . . The B.R.D.C. 500 Miles Race . . . Team Prize and 1100 c.c. class Mille Miglia **Safety fast!**

Previous Owners

1933 – MG Works
 1934 – Lanes Motors
 1935 – J H Fagan
 1940 – P & R Williams Pty Ltd
 1943 – Len Fowkes
 1947 – Ken Tubman
 1952 – Len Phillips
 1961 – Pip Bucknell
 1970 – Robert Lane
 1980 – Helen Lukey
 1980 – Richard Berryman
 1984 – Adam Berryman

History:

K3002 was the second MGK3 built. It was one of three cars specifically built for MG's first assault on the Italian thousand mile road race called the "Mille Miglia". This car left the production line on 12th March 1933 and was registered JB1474.

In the 1933 Mille Miglia, K3002 was driven by Sir Henry "Tim" Birkin and Bernard Rubin. They were given strict orders to act as the pace setters for the MG Works Team and consequently drove flat out from flag fall. The car broke all existing class course records from Brescia to Siena were it retired with a burnt valve.



Kay Don (18) 1933 Mannin Beg



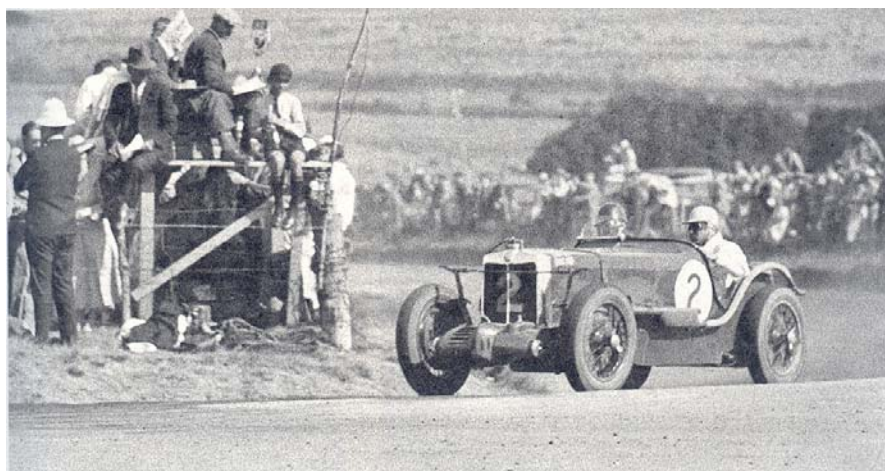
Birkin & Rubin 1933 Mille Miglia

Immediately after the Mille Miglia, K3002 was retained by the MG factory and was used as a show car as well as competing in numerous events including the Manning Beg driven by Kay Don.

The table below details the total number of events K3002 competed in 1933.

Date	Race	Location	Result
8/9 May 1933	Mille Miglia (Birkin / Rubin)	Italy	DNF
27 May 1933	Shelsley Walsh (ER Hall)	Shelsley Walsh, England	1 st 1100cc class
13 July 1933	Mannin Beg (Kay Don)	???	DNF
15 August 1933	Coppa Acerbo Junior (Bernard Rubin)	Prescara	6 th
26 August 1933	Ulster Motor Week: Craigantlet Hill Climb (ER Hall)	England	1 st 1100cc class 1 st 1500cc class
20 th September 1933	Brighton Speed Trials (RR Jackson)	Brighton, England	1 st 1100cc Class 1 st 1500cc Class 2 nd Unlimited sports class

In 1934 K3002 was purchased by Lanes Motors of Melbourne and was imported to Australia. K3002 entered into the 1934 Australian Grand Prix at Phillip Island and was driven by Bill Thompson. Whilst owned by Lanes Motors the car raced in the following events:



Bill Thompson finished 2nd 1934 AGP at Phillip Island

Date	Race	Location	Result
19 March 1934	Australian Grand Prix (Bill Thompson)	Phillip Island	2 nd
1 April 1935	Australian Grand Prix (Bill Thompson)	Phillip Island	2 nd

In 1935, JH Fagan purchased the car and competed in a number of events including the following:

Date	Race	Location	Result
30 March 1936	Tourist Trophy Race	Phillip Island	1st
26 December 1936	Australian Grand Prix	Victor Harbour, South Australia	DNF
26 December 1936	50 Mile Olympia Handicap Race	South Australia	10 th
18 April 1938	Australian Grand Prix	Bathurst, New South Wales	DNF

During the second World War K3002 was sold to MG Dealers P & R Williams Pty Ltd until it was purchased by Len Fowkes in 1943 when a restoration was undertaken. Fowkes competed in the following race:

Date	Race	Location	Result
12 August 1946	???	Strathpine, Queensland	???

In 1946 Ken Tubman purchased the car and competed in the following races:

Date	Race	Location	Result
6 October 1947	Australian Grand Prix	Bathurst, New South Wales	DNF
2 January 1950	Australian Grand Prix	Nuriootpa, South Australia	DNF
1951	Hawkesbury Hill Climb		1 st
1951	Governors Bay Hill climb	Governors Bay, New Zealand	1st
1951	Lady Wigram Trophy	New Zealand	DNF
14 April 1952	Australian Grand Prix	Bathurst, New South Wales	DNF



Ken Tubman 1951 AGP Nuriootpa

In 1952, K3002 was sold to Len Phillips. Whilst being restored, in 1961 the car was sold to Pip Bucknell who completed the restoration. In 1970 the car was purchased by one of its original owners Lanes Motors who were an MG Dealership. The car was once again used as a show car.

On the 24th March 1980, Lanes motors sold the car at auction to Helen Lukey. Helen subsequently swapped K3002 with an ex Len Lukey Cooper Climax owned by Richard Berryman.

The car is now owned by Adam Berryman and regularly competes in historic motor racing events throughout Australia and occasionally overseas.



Adam Berryman 1994 Mille Miglia