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## 1945 MG Midget

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Lot sold	<b>USD 20 015 - 26 686</b> GBP 15 000 - 20 000 (listed)	Drive	LHD
Year of manufacture	1945	Condition	Used
Chassis number	TC 0274	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	710		

### Description

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1945 MG Midget TC Roadster

Registration no. LMG 901

Chassis no. TC 0274

The first T-Series Midget - the TA of 1936 - retained the classic lines established by the J2 and its successors. A larger car than the preceding PB, the TA featured a new longer-wheelbase chassis and offered increased passenger room inside more spacious bodywork, thus starting the process that would see the Midget grow in refinement and weight as the years progressed. Three years later the outwardly-similar TB debuted the all-new, 1,250cc, XPAG, overhead-valve engine, a power unit that would form the mainstay of MG production for years to come. Performance was improved over the TA's, for although slightly smaller in capacity, the shorter-stroke XPAG revved higher and was more powerful, its 54bhp being good enough for a top speed approaching 80mph. Announced late in 1945, the TC was based on the TB and possessed comparable performance but featured a widened body and improved suspension. More than any other car it was the MG TC that was responsible for starting the American love affair with the British sports car, many of the 10,000 produced up to the end of 1949 finding customers in the USA.

Offered here is a very early example of the TC Midget; the chassis numbering sequence began with '0251' making this car the 24th produced. First registered in North London in December 1945, 'LMG 901' was purchased by the current vendor in October 1984 and since acquisition has been stored in a

dry garage. It appears that the car has had a replacement engine of the correct XPAG type. The names of previous owners are recorded in the old-style continuation logbook on file. 'LMG 901' appears to have been red in colour until late 1970s.

There are MoT certificates on file dating from 1975, 1996, 2003, and 2012 together with SORN paperwork for the years in between, reflecting the very low mileage covered during the vendor's ownership. Although the MG has not had a 'body off' restoration, it has been the subject of 'rolling restoration' works in 1996, 2003, 2011, and 2019 including Brown & Gammons replacing the hydraulic braking system. Invoices issued by the various specialists involved are on file.

The most recent works were undertaken earlier this year by David Stickley of Village Vehicles, a traditional motor engineer who carried out a general overhaul to ensure that the car is properly operational. This included repairing and resealing the fuel tank, Cleaning the fuel lines and carburettors, replacing the carburettor needles, flushing the cooling and lubrication systems, replacing all four engine mounts, fitting new spark plugs and ignition points, and cleaning and checking the braking system (overhauled in 2011). In addition, a modern cartridge-type oil filter has been fitted. The walnut veneer dashboard was replaced by Brown & Gammons in 2011.

## Bonhams 1793

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