
1939 MG TB

Lot sold	USD 111 426 - 134 884 EUR 95 000 - 115 000 (listed)	Drive	RHD
Year of manufacture	1939	Condition	Used
Country VAT	IT	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Red
Lot number	6	Car type	Other

Description

- The rarest model of the whole MG series T.
- Mille Miglia eligible. Good 1,60 factor. As a prewar, has the plus of positioning early on the starting line.
- Fun to drive and effective in races: complete preparation for regularity.

The model

The MG T series is a range of body-on-frame open two-seater sports cars (with very little weather protection!) that were produced by MG from 1936 to 1955. The series included the MG TA, MG TB, MG TC, MG TD and MG TF models. The last of these models, the TF, was replaced by the MGA. The TA Midget replaced the PB in 1936. It was an evolution of the previous car and was wider in its track and longer in its wheelbase. The previous inline-four engine was replaced by the OHV unit from the Wolseley 10, but with twin SU carburettors, modified camshaft and manifolds. The engine displaced 1292 cc, with a stroke of 102 mm and a bore of 63.5 mm for a power output of 50 hp at 4,500 rpm. The four-speed manual gearbox now had synchromesh on the two top ratios and was connected to the engine by a cork-faced clutch running in oil. Hydraulic brakes were fitted with 230 mm drums. Like the PB, most were two-seat open cars with a steel body on an ash frame. A bench-type seat was fitted with storage space behind. The T-type was capable of reaching almost 130 km/h in standard tune with a 0-60 mph time of 23.1 seconds. When first introduced the model was known as the T Type and only after the advent of the TB did the TA designation come into use. The TA was replaced

by the TB Midget in May 1939. It had a smaller but more modern XPAG engine as fitted to the Morris Ten Series M, but in a more highly tuned state and like the TA with twin SU carburetors. This 1250 cc inline-4 unit featured a slightly less undersquare 66.6 mm bore and 90 mm stroke and had a maximum power output of 54 hp at 5200 rpm. The oil-immersed clutch was also replaced by a dry-plate type and gear ratios revised. The XPAG engine is well known for its tunability. The makers also provided information for several alternative stages of tuning for specific purposes. Available as an open two-seater or more luxurious Tickford drophead coupé, this is the rarest of the T-type cars, as production began just prior to Britain's entry into World War II. On a total of nearly 53.000 model T produced, only 379 TBs were made before the MG factory emptied its buildings and switched to making major aircraft components and modifying tanks. Quite similar to the TB, the evolution of the model had, instead, a huge commercial success, given the period after the Second World War, decidedly more favorable. The TC, launched in 1945, is quite accurately well known as the car that caused the Sport Car craze in America.

The car

The MG TB, chassis no. TB0481 was delivered in 1939 to its first owner: the Kent Police department, registered with the GKL68 plate, which are still preserved. Many were the MGs in service with the Police; there are news of almost a dozen MG TB supplied to the department of Kent. The presumable use for ours was a patrol use. All these cars had a long and intense life, often accumulating large amounts of kilometers traveled, having to serve in the particular period of the war, which granted little expense and little turnover. According to the FIVA, the vehicle was built in 1938, with standard specifications of the TB model and was exported to the United States in the 1960s. In more recent years the car has arrived in Italy where it has been completely revised and has participated intensely in the most important vintage car competitions in the hands of the penultimate owner, a renown racing driver and regularity champion. Among these competitions: three Mille Miglia, Targa Florio, Gran Premio Nuvolari. The car is fully functional and is completely set-up for regularity races, with instrument probes on the wheels. The original engine is tuned and fitted with oversized SU carburetors, the gearbox has the Moss modification, the tank has been treated with Tankerite. The car is fitted with new performance tires and a four-spoke Moto-Lita wooden steering wheel. Regularly registered in Italy, it has the most important certifications. With the car, in the lot, important spare parts, such as the original carburetors and drive shafts. The English roadster par excellence, a very rare pre-war car, very fun to drive and effective in the results in races. It benefits of a good 1.60 Mille Miglia factor and, as a pre-war, has the advantage of placing early on the starting line.

State of the Art

Restored. Perfect conditions. Set-up for regularity competitions.

Litterature

- Graham Robson, MG T-Series, The Complete Story, Crowood, UK 2007
- Paddy Wilmer, Simon Clay, MG T Series In Detail, TA-TF 1935-55, Herridge & Sons, UK 2005
- Andrea Green, M.G.s on Patrol, Magna Press, UK 2011

Certifications and Statements

Fiva, FIA passport for international competitions, ASI, Fiche CSAI.

Documents

Registration and Italian license plates in order and updated.

Eligibility

- Mille Miglia. Eligible. Good 1,60 factor.
- Giro di Sicilia. Eligible.
- Targa Florio. Eligible.
- Goodwood Revival. Eligible.
- Coppa d'Oro delle Dolomiti. Eligible.
- Coppa delle Alpi by 1000 Miglia. Eligible.
- Winter Marathon. Eligible.

- Vernasca Silver Flag. Eligible.
- California Mille: Eligible.
- Nürburgring Classic. Eligible.
- Pebble Beach Concours d'Elegance. Eligible.
- Amelia Island Concours d'Elegance. Eligible.
- Chantilly Arts & Elegance Richard Mille. Eligible.
- Concorso d'eleganza Villa D'Este. Eligible.

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