

MG Model Guide

Your car-by-car tour through 81 years of MG production, from 1924 to 2005. Now with guide prices

Please note: the following range of values assume a car with a new MoT. The lower price reflects a car that will need work in the coming year to maintain its condition, the higher price is for a car that requires minimal work other than routine maintenance. In both cases the prices reflect those of a private sale – dealer prices would obviously be higher to cover the warranties and service that the dealers provide. Cars in need of restoration and concours cars fall outside of this guide. In all cases we would recommend that you seek an independent assessment before purchase.



14/28

Produced 1924-27; **Value** £30,000-40,000
Based on 14/28 Morris Oxford. Four cylinder, side-valve, 1802cc engine. Single SU carburettor; 1924-25; single Solex, 1926-27. Three speed gearbox. Rear-wheel brakes, 1924; four-wheel brakes, 1925; bolt-on wire wheels and four-wheel brakes with servo, 1926-27. Three-quarter elliptic springs. 'Bullnose' radiator; 1924-26; flat radiator; 1927. Various two-seater, four-seater, and saloon bodies. Approximately 440 built.



D-type Midget

Produced 1931-32; **Value** £22,000-26,000
Touring development of M-type, with four-seater open or 'salonette' body, 847cc, four cylinder, ohc engine (27bhp at 4500rpm). Three-speed gearbox (four-speed option later). Half-elliptic springs. Centre-lock wire wheels. Approximately 250 built.



F-type Magna

Produced 1931-32; **Value** £18,000-24,000
Engine developed from M-type, with two extra cylinders. 1271cc, six cylinder, ohc engine (37.2bhp at 4100rpm). Four-speed gearbox. Centre-lock wire wheels. Two seater (F2) and four-seater tourer and salonette (both F1 and F3). F1, 8in. brakes; F2 and F3, 12in. Approximately 1250 built.



Old Number One

Produced 1925; **Value** £N/A
The first MG built specifically for competition, based on a Morris Cowley chassis and pictured here with Cecil Kimber at the wheel. Tuned 1548cc engine and three speed gearbox. Restored by MG in the 1930s. One built.



J-type Midget

Produced 1932-34; **Value** £10,000-16,000
Further development of M-type. 847cc, four cylinder, ohc. 36bhp at 5500rpm (J1 and J2), 746cc supercharged (J3 and J4). J1, four-seater; J2, two-seater; J3, supercharged; J4, supercharged racing model (72.3bhp at 6000rpm). Four-speed gearbox. Centre-lock wire wheels. Some had swept wings instead of cycle-type. Approximate numbers built: J1/J2, 5500; J3/J4, 30.



14/40 Mark IV

Produced 1927-29; **Value** £35,000-40,000
Developed version of flat radiator 14/28. With similar specification, but half-elliptic springs and sturdier construction. Improved handling, braking, and performance. 35bhp at 4000rpm. Approximately 700 built.



K-type Magnette

Produced 1932-34; **Value** £20,000-30,000
Development of F-type. Six cylinder, ohc engine in 1087cc, 1271cc and 1286cc capacities. Early models three SU carburettors, later two. Long-chassis four-seater saloons and tourers; short-chassis two seaters. Four-speed manual or pre-selector gearbox. Centre-lock wire wheels, swept wings. Approximately 200 built.



18/80 Mark I/II

Produced 1928-32; **Value** £40,000-65,000
Entirely MG-designed chassis. 2468cc, six cylinder, ohc engine. Twin SU carburettors. Half-elliptic springs. Centre-lock wire wheels. Mark I, three-speed gearbox; Mark II, four-speed gearbox, sturdier chassis improved brakes. Various two-seater, four-seater and saloon bodies. Approximately 750 built.



K3 Magnette

Produced 1933-34; **Value** £180,000-240,000
Racing version of K-type (winner of 1933 Ulster TT). 1087cc six cylinder, ohc engine, supercharged, 120bhp at 6500rpm. Four-speed pre-selector gearbox. Half-elliptic springs. Centre-lock wire wheels. Two seater racing body; flat tail with slab tank (1933) or pointed tail (1934). 31 built.



M-type Midget

Produced 1929-32; **Value** £15,000-22,000
First production MG Midget, based on contemporary Morris Minor: 847cc, ohc, four cylinder engine. Single SU carburettor (20bhp at 4000rpm). Half-elliptic springs. Bolt-on wire wheels. Three-speed gearbox (four-speed optional extra). Open two-seater and closed coupé bodies. Early types panelled in fabric-covered plywood, later models in metal. Approximately 3200 built.



L-type Magna

Produced 1933-34; **Value** £30,000-40,000
Development of F-type. 1087cc, six cylinder, ohc engine. Two SU carburettors, 41bhp at 5500rpm. Four speed manual gearbox. Half-elliptic springs. Wire wheels, swept wings. Open two-seater and four-seaters, also four-seater salonette and two-seater coupé. Approximately 575 built.



18/100 Mark III 'Tigriss'

Produced 1930-31; **Value** £N/A
Racing model, developed from 18/80 Mark II. Similar basic specification, but with dry sump lubrication, twin-plug cylinder head, close ratio gearbox, cockpit-adjusted brakes and many other minor refinements. Four-seater open racing body. Five built.



N-type Magnette

Produced 1934-36; **Value** £26,000-36,000
Development of K and L-types. 1286cc, six cylinder, ohc engine. Twin SU carbs (56bhp at 5500rpm). Four-speed manual. Open two-seater and four-seater; also Airline Coupé and Allingham bodied two/four seater; NA had rear hinged doors and plain radiator; NB (1935 on), front hinged doors and vertically slotted radiator; NE was special racing two-seater. Approximate numbers built: NA/NB, 750; NE, 7.



C-type 'Montlhéry' Midget

Produced 1931-32; **Value** £130,000-150,000
Competition model, developed from M-type. 746cc, four cylinder, ohc engine. Single SU carburettor (44bhp at 6400rpm) or supercharged (52.4bhp at 6500rpm). Four speed gearbox. Half-elliptic springs. Centre-lock wire wheels. Two-seater racing body with cowlled radiator. Number built: 43.

Model Guide



P-type Midget

Produced 1934-36; **Value** £14,000-24,000
Development of J-type, with three bearing crankshaft, sturdier chassis, better brakes. PA (1934), 847cc, four cylinder ohc engine (36bhp at 5500rpm), twin SU carburettors, four-speed gearbox. PB (1935 on), 939cc engine (43bhp at 5500rpm); slatted instead of plain radiator: 2500 built.



Q-type Midget

Produced 1934; **Value** £N/A
Racing model, with blown version of P-type engine in chassis and body similar to K3. 746cc four cylinder; ohc engine, supercharged (113bhp at 7200rpm). Four-speed pre-selector gearbox. Set 750cc Brooklands track record at 122.4mph. Eight built.



R-type Midget

Produced 1935; **Value** £135,000-160,000
Single-seater racing model. Engine similar to Q-type, but chassis entirely new with four wheel independent suspension. 746cc, supercharged four cylinder; ohc engine (110bhp at 6500rpm). Four-speed pre-selector gearbox. Won 750cc class in 1935 French Grand Prix. Number built: 10.



SA-type 2-litre

Produced 1936-39; **Value** £18,000-26,000
Long-wheelbase (10ft 3in) luxury sports-tourer: 2288cc (later 2322cc) six cylinder; pushrod ohv engine (78.5bhp at 4200rpm). Twin SU carburettors, four-speed gearbox (early models) non-synchromesh; later; synchromesh on third and top. Semi-elliptic springs, hydraulic brakes, wire wheels. Saloon, four-seater tourer and convertible bodies (as VVA and VA). 2745 built.



TA/TB Midget

Produced 1936-39; **Value** £11,000-16,000
Development of PB-type, larger with 1292cc pushrod ohv four cylinder engine (50bhp at 4000rpm). Twin SU carbs, four speed 'box. Hydraulic brakes, half-elliptic springs, TB introduced May 1939: 1250cc, larger carburettors, 54bhp at 5200rpm, synchromesh on 2nd, 3rd, and top gears. Two-seater sports, Tickford DHC and one fixed-head 'Airline Coupé' bodies. 3400 built.



VA-type 1.5 litre

Produced 1937-39; **Value** £18,000-26,000
Similar to SA but with 9ft wheelbase and 1548cc, four cylinder, pushrod ohv engine (55bhp at 4400rpm). Twin SU carburettors, four-speed gearbox with synchromesh on 2nd, 3rd, and top gears. Saloon, tourer and convertible bodies. 2400 built.



WA-type 2.6-litre

Produced 1938-39; **Value** £18,000-26,000
Similar to SA, but wider body and 2561cc, six cylinder; ohv engine (100bhp at 4400rpm). Four-speed gearbox, with synchromesh on 2nd, 3rd, and top gears. Saloon, convertible and tourer bodies. Approximately 370 built.



TC-type Midget

Produced 1945-49; **Value** £10,000-16,000
First post-war MG, almost identical to TB, but body four inches wider, different instrumentation and shackles instead of sliding trunnions for front and rear springs. 1250cc, four cylinder; ohv engine (54.4bhp at 5200rpm). Twin SU carburettors. Two-seater sports body only. Approximately 10,000 built.



Y-type 1 1/4-litre

Produced 1947-53; **Value** £3500-6500 (YT: £10-15,000)
Four seater saloon design with single-carburettor version of XPAG TC engine (46bhp at 4800rpm), IFS, rack-and-pinion steering bolt-on disc wheels. YT four-seater open tourer (1948-50) had twin carburettors (54.4bhp at 5200rpm). YB saloon (1951-53) as YA but with anti-roll bar, smaller wheels, deeper wings. 8336 built.



TD-type

Produced 1949-53; **Value** £9500-14,000
New two-seater sports design, with independent front suspension and rack-and-pinion steering as on Y-type. 1250cc four-cylinder; ohv engine (as in TC), 54.4bhp at 5200rpm. Bolt-on-disc wheels (pierced on later cars). TD MkII available (1950 on) with increased power (57bhp at 5500rpm) and optional centre-lock wire wheels. Approximately 30,000 built.



TF-type Midget

Produced 1953-55; **Value** £12,000-18,000
Development of TD MkII with raked radiator grille, lowered bonnet line and faired headlamps. 1250cc, four cylinder; ohv engine (57bhp at 5500rpm), separate seats, central instrument panel. TF 1500 (July 1954 on) had XPEG engine of 1466cc (63bhp at 5500rpm). Approx. 9600 built.



ZA/ZB Magnette

Produced 1953-58; **Value** £3500-6000
Chassis-less saloon design, based on Wolseley 4/44, with independent front suspension, rack-and-pinion steering and BMC B-series engine; 1489cc, four cylinder; ohv (60bhp at 4600rpm) twin SU carbs; ZB (1956 on) had increased power (68.4bhp at 5250rpm); Vartone version had larger rear window. Approx. 36,600 built.



MGA

Produced 1955-62; **Value** £4000-14,000
Aerodynamic sports two-seater; with two-carburettor B-series engine, independent front suspension and rack-and-pinion steering. Up to May 1959: 1489cc, four cylinder; ohv engine 68bhp (later 72bhp) at 5500rpm. MGA 1600, May 1959-April 1961: 1588cc and Lockheed disc front brakes, 80bhp at 5600rpm. MGA 1600 Mark II, April 1961-June 1962: 1622cc, 93bhp at 5500rpm. Bolt on disc or centre-lock wire wheels; open roadster or fixed-head coupé bodies. Approximately 101,000 built.



MGA Twin Cam

Produced 1958-60; **Value** £10,000-18,000
As MGA, but with 1588cc, double ohc engine (108bhp at 6700rpm), Dunlop disc brakes all round and centre-lock disc wheels. Open roadster and coupé bodies. Some later chassis fitted with 1622cc pushrod engine, known as MGA 1600 MkII De-luxe. Approximately 2000 built.



MkIII/IV Magnette

Produced 1959-64; **Value** £2500-5000
Unit-construction saloon, with two-carburettor; 1489cc, four cylinder; ohv engine (66.5bhp at 5200rpm). Four speed gearbox, independent front suspension, cam-and-lever steering, and drum brakes (MkIII). Mk IV introduced, October 1961, with 1622cc engine (68bhp at 5000rpm), wider track, longer wheelbase and anti-roll bars front and rear.

Model Guide



Midget Mk1-III

Produced 1961-74; **Value** £2000-6000
Unit-construction sports two-seater; developed from Austin-Healey Sprite. 948cc, twin-carburettor; four-cylinder; ohv engine (46.4bhp at 5500rpm), four speed gearbox, rack-and-pinion steering, independent front suspension, drum brakes, quarter-elliptic rear springs, bolt-on disc wheels, detachable sliding side-screens. 1098cc and disc brakes from October 1962. MkII of 1964 with more power and winding windows. MkIII of 1966 gets 1275cc engine and better hood. Approximately 152,158 built.



Midget 1500

Produced 1974-79; **Value** £2500-4000
The order came down from above that Triumph's 1500cc engine would be easier to make compliant with US emissions regulations than the A-series, and that MG were to make it fit in their Midget. Top speed went up a fraction, but the torque-happy Triumph unit was not a willing rewer and it changed the character of the car. Large and heavy black plastic bumpers and raised ride height also had an effect. Was a good seller though, notching up a very creditable 73,889 sales.



MG 1100 Mk1

Produced 1961-67; **Value** £1000-3000
Unit construction saloon, with transverse-mounted, twin carburettor; 1098cc, four cylinder; ohv engine (as on later Midgets), 55bhp at 5500rpm. Engine in unit with four speed gearbox and final drive to front wheels. Disc front brakes, all-independent suspension with Hydrolastic springing. Four-door; four-seater body, with two-door version for US market.



MGB (rubber bumper)

Produced 1974-80; **Value** £4000-7000
North American regulations requested a raised ride height (1.5in) and massive black polyurethane-covered bumpers required to withstand 5mph impacts with no damage. The increase in ride height and the mounting of these bumpers saw numerous major body modifications. Later B-series engines in North America were reduced to a single Zenith Stromberg carb, emission equipment and a catalyst. These engines barely broke through the 60bhp barrier. 128,653 built.



MGB Mk1-III

Produced 1962-74; **Value** £6500-10,000
Unit-construction sports two-seater; with 1798cc, twin-carburettor; four-cylinder; ohv engine (98bhp at 5400rpm). Four speed gearbox (overdrive available), rack-and-pinion steering, independent front suspension, disc front brakes, bolt-on disc or centre-lock wire wheels.



MGB GT (rubber bumper)

Produced 1974-80; **Value** £2500-5000
Mirroring the changes that afflicted the roadster; but with the extra body weight road holding was seriously affected. There was considerable increase in body roll and earlier occurrence of rear end breakaway. 27,045 built.



MGB GT

Produced 1965-74; **Value** £3000-6000
The fastback style roof could be described as the influence on the modern hatchback. Raised windscreen height and side windows matched to new roof to make this a true all year, all weather MG 2+2. Carried over all the major mechanical parts from the roadster.



MG Metro

Produced 1982-90; **Value** £1000-2000
The modifications done to the basic Metro to turn it into an MG Metro were considerable, and much greater than for many previous MG saloons. With 72bhp it was a sporty vehicle which was popular with the buying public.



MGC

Produced 1967-1969; **Value** £5000-12,000
Development of MGB, with 2912-cc, six cylinder engine (145bhp at 5250rpm); torsion bar front suspension in place of coil; Girling brakes with servo in place of Lockheed; all-synchro four-speed gearbox or Borg-Warner automatic transmission; 15-inch wheels (wire or disc) in place of 14-inch; Roadster or GT body.



MG Metro Turbo

Produced 1982-90; **Value** £1000-2500
If the MG Metro was a significantly modified version of the base Metro, the MG Metro turbo was simply light years apart. Featuring a Garrett T3 turbo blowing between four and seven psi (depending on revs), the engine developed a very healthy quoted 93bhp. In reality this was often closer to 100bhp. At the time of launch this was a seriously quick car with superb handling and brakes.



MG 1100/1300

Produced 1967-71; **Value** £1500-3000
The original MG 1100 gained the option of the 1275cc engine in 1967, prior to the MkII versions appearing in 1968. The MG 1100 engine gave 55bhp with twin SUs and the optional 1275 engine had a single SU with 59bhp. The 1100 engine continued for a short time before the MG 1300 took over; initially with 65bhp, then later 70bhp with a very sporty (for the day) MG 1300 MkII.



MG Maestro

Produced 1983-91; **Value** £600-1500
The early MG Maestro was fitted with a 1600cc engine derived from the Austin Maxi. In mid-1984 the original R-series engine was replaced by the more familiar S-series engine and incorporated many modifications to improve the model. Quite why this engine was introduced is a mystery since just six months later the 2-litre O-series injection was introduced in the MG Maestro EF.



MGB GTV8

Produced 1973-76; **Value** £6000-10,000
MG's second try at a big engine MGB which had more success than the first as the main ingredient, the 3.5-litre Rover V8 engine, was so right for the car. Weight was very little different to the B-series, and since the engine bay was created to accept a V-engine, the V8 fitted with few modifications. The 1975 body and bumper modifications were carried over in the V8. 2591 built.



MG Montego

Produced 1984-91; **Value** £600-1500
It does have some fame in being a pioneer, with the Maestro, in introducing the famous talking digital dashboard to general sale. In retrospect this and the multiple sensors all over the car was far more advanced than any other car at the time, and for some time to come.

Model Guide



MG Montego Turbo

Produced 1985-91; **Value** £1000-2000
When introduced, this was the fastest production four door saloon in the world. Quite some achievement, it also pre-dated the ubiquitous Cosworth as a performance turbo saloon.



MG Metro 6R4

Produced 1984; **Value** £25,000-35,000
The 6R4 used a naturally aspirated three-litre, four valve per cylinder V6 design. Producing well in excess of 400bhp in 'International Specification', the cars remain technically advanced and extremely fast, with the ability to accelerate to 60mph from standstill in 2.5 seconds. 200 built.



MG Maestro Turbo

Produced 1989-91; **Value** £1000-2000
Tickfords completed final development of this model, and they were responsible for the exclusive five piece body kit and its fitting to all production cars. Built between January and December 1989 and due to being a slow seller some cars were not sold until 1991. With a top speed of 130mph and 0-60mph in under seven seconds this was at the time the fastest production MG. 505 built.



MG RV8

Produced 1993-95; **Value** £13,000-16,000
In this incarnation of the MGB the rubber bumper spec body was taken and modified to accept a complete new set of outer panels. The engine was a 3.9-litre Range Rover injection unit with 185bhp. A five speed gearbox, derived from the SD1 saloons, was used along with a new Salisbury axle. Very significant modifications were done to the suspension and brakes. The interior was sumptuous in magnolia leather and burr elm. 2000 were made.



MGF

Produced 1995-02; **Value** £4000-8000
The MGF was the first MG to have a mid transverse mounted engine, which makes the handling superb. There are two engine types available, the 1.8i K-series 1796cc 16v and the 1.8i VVC (Variable Valve Control). The power figures are 120ps and 145ps respectively which give a 0-60 time of 8.5 (1.8i) and 7.0 (VVC) seconds.



MGF 75th LE

Produced 1999; **Value** £6000-9000
Released in 1999 to mark 75 years of the MG marque. The MGF 75th came in both 1.8i and VVC form. There was a choice of two colours, Mulberry Red or Black, with contrasting hood colour. Unique bodyside badging, and an individually-numbered identification plate. 2000 made.



MG ZR

Produced 2001-03; **Value** £3000-5000
MG's return to the performance saloon market was led by the MG ZR, derived from the Rover 25 but with firmer and lower suspension, uprated brakes and steering, increased power outputs and aerodynamic package. ZR 105 with 103Ps 1.4 engine, ZR 120 with 117Ps 1.8 engine and ZR 160 with 160Ps. Diesel and Stepspeed variants were also available.



MG ZS

Produced 2001-03; **Value** £3000-6000
Range topping MG ZS 180 with the 2.5 litre KV6 engine was a superb driver's car. The MG ZS 120 provided a unique blend of performance and economy, while the 2.0 litre 17Ps turbo diesel ZS, delivered 50mpg and a 0-60 time of 9.5 seconds. Stepspeed available as an option.



MG ZT

Produced 2001-05; **Value** £5000-12,000
Initial developments centred around the 2.5V6 engine versions, with power outputs of 160Ps and 190Ps. The need for economy and fleet sales led to tax-beating 1.8 turbocharged and diesel versions. 2004 saw the introduction of new styling.



MG ZT-T

Produced 2001-05; **Value** £5000-12,000
The development of an Estate or Tourer version of the MG ZT was an outstanding car that sacrificed nothing in the performance stakes. Model variants remained as the saloon range. Facelifted in 2004 in line with the rest of the MG range.



MG TF

Produced 2002-05; **Value** £9000-14,000
Successor to MGF saw replacement of Hydragas suspension with coil springs and multi-link rear axle. Steering was sharpened, the body gained 20% increase in torsional stiffness. The revised frontal elevation and aerodynamic package included an integrated lip spoiler on the bootlid. TF 115 1.6 litre entry-level model, mainstream TF 135 1.8 litre, the TF 120 Stepspeed 1.8 litre and the range-topping TF 160 VVC.



MG ZR (revised)

Produced 2004-05; **Value** £5000-10,000
All MG designs underwent a restyling initiated by Peter Stevens. This hardened the soft face of the ZR. Cabin interior was restyled and the pedal box re-positioned, a significant improvement. By February 2005, over 75,000 MG ZRs had been sold.



MG ZS (revised)

Produced 2004-05; **Value** £6000-11,000
Undoubtedly the MG ZS benefited greatly from the Peter Stevens facelift, particularly when fitted with the optional bodykit with the vented front wings. A heavily revised interior with new dashboard treatment too.



MG ZT 260

Produced 2003-05; **Value** £10,000-20,000
Powered by the 4.6 litre V8 Ford Mustang engine, the MG ZT and ZT-T 260 had a top speed of 155mph and a 0-60mph time of 6.2 seconds. Complete re-engineering of the ZT to rear wheel drive was totally successful. A small number of cars, including the Press examples, were completed before the range facelift.



MG SV/SVR

Produced 2003 on; **Value** £45,000-59,500
The handbuilt, carbon-fibre bodied MG SV and SV-R took MG into supercar territory. The 175mph SV-R was being delivered to customers at the time of the MG Sport & Racing administration. To September 2005, just 72 MG SVs had been built to a roadgoing condition.



MG TF (2005)

Produced 2005; **Value** £12,000-15,000
A new hood (with glass window), switchgear and finishes. Most fundamental change was a more compliant suspension. At the time of the MG Rover administration in April 2005, 631 cars had been produced to the new specification. Some uncompleted cars may have been built up following the NAC acquisition of MGR assets.