



1974 MG Midget MkIII

“The Earl of Roadsters”

Manufacturer:

British Motor Corporation

Production:

- **1966 to early 1974**
- **Total Midget production from 1961 to 1979 was 226,001**
- **Of the total production of midgets 100,346 of them were the MkIII totaling 44% of total production**
- **The Predecessor of the Midget was the MG TF**

Technical

Engine:

**1275cc S4 OHV BMC
A-Series**

Performance:

- **65 hp at 5750 rpm**
- **71 lb-ft at 3000 rpm**
- **Top Speed — 96mph**
- **30mpg**

Wheelbase:

8' 8" (80 in)

Length:

11' 5" (137 in)

Width:

4' 7" (55 in)

Height:

4' 1/2" (48.5 in)

Curb weight:

~1,620 lbs

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History of the MkIII

The MG Midget is a small two-seater sports car produced by MG division of the British Motor Corporation from 1961 to 1979. It revived a famous pre-war model name used on earlier models such as the MG M-type, MG D-type, MG J-type and MG T-type.

The first version was essentially a slightly more expensive badge-engineered version of the Austin-Healey Sprite MKII. The Sprite was made at the MG sports car factory at Abingdon and it was inevitable that the success of the design would spawn the MG Midget.. Enthusiasts often now refer to Sprites and MG Midgets collectively as "Spridgets".

In 1966 the MkIII version was introduced with a new 1275 cc engine and many interesting improvements. For Instance the hydraulic system gained a separate master cylinder for the clutch and the hood was now permanently attached to the car (with an improved mechanism making it much easier to use). Exemplifying the simple nature of the Sprite and Midget.

There were also minor facelift changes to the body in 1969, with the sills painted black and a revised recessed black grille. Rubery Owen "Rostyle" wheels were standardized but wire-spoke "knock-off" wheels (as seen on this car) remained an option.

For the U.S. there were several safety additions including a padded fascia (dashboard) with smaller main gauges; a collapsible steering column, scissor-type hood hinges, a third windshield wiper, additional side marker lights, and anti-burst door latches.

Originally designed by Donald Healey and his team, the car may have started life as an Austin-Healey Sprite, but was always manufactured by the MG Car Company at its factory in Abingdon, Berkshire. MG developed and improved the Sprite to the point where they felt it was fit to be known as the first post-war MG Midget.

"Spridgets" became popular cars to use in 'grass roots' motor sport events all over the world, because of their predictable and entertaining handling characteristics and the ready availability of tuning parts, both from the manufacturer BMC and from independent tuning concerns – particularly Alexander Engineering and Speedwell Performance Conversions.

The last version of the Midget was made on December 7, 1979, The last 500 cars were painted black. There was no Austin-Healey Sprite equivalent. A limited number of MG Midgets were titled in 1980, and appear as 1980 models.



“The Earl of Roadsters”

Originally restored by Earl Foulke and his daughter Chrissie we have had the privilege of continuing his work.

Allowing us to continue to share his enthusiasm and enjoyment of automobiles with you today. Thank You