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# *European Event of The Year*

*MGCC Denmark 1973-2023*

*MG 100 years 1923-2023*

*Exhibition at Hindsgavl 5th August 2023*



*MGCC Denmark 50 years 1973-2023*

*MG 100 years 1923-2023*

*European Event of The Year*



## **MG MODEL: MG M-Type Midget**

**YEAR: 1930**

**CHASSIS no. 769**

**ENGINE TYPE:**

**CYL.: 4**  
**Overhead Camshaft**

**CC: 748**

**HP: 28**



### **PRODUCTION DATA:**

The M Type was built from 1928 to 1932. In total 3200 cars were made.

### **HISTORY:**

The car was registered the first time 16<sup>th</sup> march 1930. The car is Oxford made. The car arrived in Denmark in 1983. At that time disassembled and not complete. And in 1999 I bought the car and restored it, to what you see today.

### **ADDITIONAL INFORMATION:**

The wooden part of the cars body is covered with fabric, instead of painted panel.

**OWNER: Jørgen Poulsen / Denmark.**



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**MG MODEL:** M-Type

**YEAR:** 1930

**CHASSIS no.** 2M2818

**ENGINE TYPE:** 4-stroke,  
upright shaft,  
overhead  
camshaft

**CYL.:** 4

**CC:** 847

**HP:** 27



**PRODUCTION DATA:**

Not known. There is a gap of approx. 1000 chassisnumbers in the works chassisfiles. Unfortunately 2M2818 is between..

**HISTORY:**

The only known history is:

Found in 1974 and bought for 50,00 Pound from a scrapyard in England in really bad condition.

Imported to Germany incomplete and in bits and pieces.

Car-body and trim restored by a company which was selling restoration material like fabric, leather and brightwork..

Thereafter 3 years used as a 'demonstrator' in their shop.

Bought by me in January 1980.

I then restored the mechanics and the engine.

Back on the road 1981.

**ADDITIONAL INFORMATION:**

**OWNER:** Volker Tilly / Germany.

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**MG MODEL: MG M-Type Midget 12/12 body**

**YEAR: 1931**

**CHASSIS no. 2642**

**ENGINE TYPE:**

**CYL.: 4**  
**Overhead camshaft.**  
**Downflow carburetor**

**CC: 748**

**HP: 28**



**PRODUCTION DATA:**

The car was made between 1928 and 1931. In total 3200 cars were made. Some of them were made as racing cars for the Brooklands race track.

**HISTORY:**

Registered the first time 21 st of march 1931. The car is Oxford made. The car arrived in Denmark in 1983. At that time disassembled and not complete. And in 1999 I bought the car and restored it, to what you see today.

**ADDITIONAL INFORMATION:**

The wooden part of the cars body is covered with fabric, instead of painted panel.

The exhaust pipe with the fishtail is on the outside of the car, to fit the regulations at Brooklands.

**OWNER: Jørgen Poulsen / Denmark.**



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**MG MODEL:** MG M-Type Midget

**YEAR:** 1932

**CHASSIS no.** 2M3 437

**ENGINE TYPE:** CYL.: 4

**Overhead Camshaft**

**CC:** 847

**HP:** 25



**PRODUCTION DATA:**

Around 3500 MG M's were build from 1929 to 1932.

This metal bodied two-seater is comparatively rare, as only 170 were produced.

**HISTORY:**

The MG was bought in Switzerland in 2017.

**ADDITIONAL INFORMATION:**

4-speed transmission since 2016.

**OWNER:** Christiane Grimm / Switzerland.

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**MG MODEL: MG Midget D**

**YEAR:** 1932

**CHASSIS no.** D 0456

**ENGINE TYPE:**

**CYL.:** 4

**CC:** 847 cc

**HP:** 27 cv

**Four-speed gearbox**



**PRODUCTION DATA:**

Numbers built: 208 Open four-seater

**HISTORY:**

I have owned the car since 2009 and it took 10 years to restore it.

**ADDITIONAL INFORMATION:**

**OWNER:** Vincent Dransart / France.



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## **MG MODEL: MG F1 MAGNA**

**YEAR:** 1932

**CHASSIS no.** F 1013

**ENGINE TYPE:**

**CYL.:** 6 in line

**CC:** 1271

**HP:** 37



## **PRODUCTION DATA:**

1062 cars were built from 1932 - 1933 in 2 seater and 4 seater versions. First car serie built in the new Home from the MG CAR COMPANY in Abingdon.

## **HISTORY:**

Complete original car with very rare color combination.

## **ADDITIONAL INFORMATION:**

The MG with the longest engine bonnet.

**OWNER:** Dani Ingold / Switzerland.

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**MG MODEL: J2 Midget**

**YEAR: 1933**

**CHASSIS no. J2 3732**

**ENGINE TYPE: 2659AJ**

**CYL.: 4 OHC**

**CC: 847**

**HP: 36 PS**



**PRODUCTION DATA:**

The J2 type was built from 1932 to 1934.

The exact date for this car is October 18th 1933.

**HISTORY:**

The first owner in 1933 was Ruth Watson.

Owned by us since 2009.

**ADDITIONAL INFORMATION:**

This car is in unrestored condition (!).

**OWNER: Martin and Tina Kraft / Switzerland.**



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**MG MODEL:**     **MG J2 Midget**

**YEAR:**            **1933**

**CHASSIS no.**     **4252**

**ENGINE TYPE:** **Overhead Cam**

**CYL.:**            **4**

**CC:**              **847**

**HP:**              **36**



**PRODUCTION DATA:**

There are 2081 J2 built from 1932 to 1934.

This J2 was built on October 26 1934 equal to my birth date 26 october 1991.

**HISTORY:**

The car was originally sold in England. After a few years he moved to USA where he spent about 40 years. In 2015 back to England via a trader. Bought by me in 2015 and since then 8 years in the Netherlands.

**ADDITIONAL INFORMATION:**

The English dealer had advertised the J2 in an international magazine. The photo in the advertisement was no bigger than a postage stamp, but it still stood out. Immediately called to England and bought over the phone. 3 days later I went to get him with my father. This was very exciting to give almost all my savings here at the age of 24. The J2 was worse than expected, but many parts were original. The block was broken, the clutch did not work, paint bad, wiring didn't work. After a year of hard work with my friend and father I was able to preserve it and keep as much patina as possible. but reliable. I've been driving my dream car for 7 years now.

**OWNER:**   **Alexandra Fakkeldij / The Netherlands.**

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**MG MODEL:**     **MG J3 Midget**

**YEAR:**           **1933**

**CHASSIS no.**     **J3 3764**

**ENGINE TYPE:**  
                  **OHC, supercharged**

**CYL.:**           **4**

**CC:**             **746**

**HP:**             **45**



**PRODUCTION DATA:**

22 J3's have been built between September 1932 and March 1934.

**HISTORY:**

The car is one of two J3's registered in Germany when new.

The first known owner was Hans Waldemar Schmidt who owned the car from 1933 until 1936, registered in Dresden.

The second known owner was Friedrich Höger who bought the car in 1937, registered in Berlin. Both owners used the car for races and hill climbs without great success.

After 1937 the track of the car got lost until 2012!!! The car was found hanging under the rooftop of an old blacksmith's shop in Nordrhein-Westfalen, Germany. The car was sold to UK and went through two hands before I've got the opportunity to buy it and to finalize the restoration.

Anyway, some work has to be done. The original Powerplus 6A supercharger incl. carburettor – already fully refurbished – and the original Autopulse fuel pump have to be installed.

**ADDITIONAL INFORMATION:**

Today 18 of the 22 J3's ever built are known to have survived.

So the J3 seems to be one of the rarest MG race cars.

**OWNER:**   **Oliver Renzow / Germany**



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**MG MODEL:** K1 Magnette Open 4-seater Tourer

**YEAR:** 1933

**CHASSIS no.** 0317

**ENGINE TYPE:** 19 AK/69

**CYL.:** 6 OHC Engine

**CC:** 1086

**HP:** 46  
Ignition by magneto  
Four speed Pre-selector gearbox



**PRODUCTION DATA:** 97 built 1932-34.

**HISTORY:**

Present Owner since 1975

Bolt-on restoration

**ADDITIONAL INFORMATION:**

The car has participated in many events, e.g. at Nürburgring, and other international rallies. It is a good tourer for longer trips with its spacious boot.

**OWNER:** Teja Fischer / Germany

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**MG MODEL:**     **MG K1 Magnette Tourer**

**YEAR:**            **1933**

**CHASSIS no.**     **K-0311**

**ENGINE TYPE:** **KN**

**CYL.:**            **6 in line, ohc**  
                      **3 carbs.**

**CC:**                **1.271**

**HP:**                **64**



**PRODUCTION DATA:**

97 MG K1 Tourer built 1932-34.

**HISTORY:**

The car was built on August 19 1933, and first reg. on August 30 1933. Originally dispatched form University Motors, London, to the Dutch MG Importer, Molenaar.

First owner: J. de Jonge, Den Haag.

Restored to original condition by the present owner in 2000/2001.

**ADDITIONAL INFORMATION:**

Journeys all over Europe: France, Ireland, Scotland, Austria, Switzerland, England. Milage now 55.500.

What I do like about the MG K-Type is driving and working on that old Lady!

**OWNER:**   **Walter Kallenberg / Germany.**

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**MG MODEL: K3 MAGNETTE**

**YEAR: 1933/34**

**CHASSIS no. K3 030**

**ENGINE TYPE:**

**Cross Flow cyl.- head**

**Marchall 75 Supercharger**

**CYL.: 6 in line OHC**

**CC: 1087**

**HP: 120**

**PRODUCTION DATA:**

K3030 is one of the most intact and original of the 31 MG K3s plus two prototypes built by the MG Factory in 1933/34.



**HISTORY:**

Chassis no. K3 030 is known as the former Prince Bira car. It was produced in 1933/34 and was the last to leave the factory. It was originally commissioned by and painted red for Italian racing driver Pelligrini for his participation in the 1935 Mille Miglia race. However, Mussolini banned the import and sales ceased. In late 1934 or early 1935 it was purchased by Prince Chula Chakrabongse of Siam (White Mouse Racing Team) for his cousin, Prince Birabongse (Bira). Bira ran it six times at Brooklands and Donington in 1935/36. He lapped at Brooklands at 109 miles per hour.

John Snow brought the car to Australia in 1936 and raced it in the 1936 Australian Grand Prix at Victor Harbour. Colin Dunne bought the K3 in 1937 and raced it at Lobethal in 1938/39, AGP at Bathurst in 1938 and at Phillip Island. After the war, K3 was run by Ron Uffindel and John Barraclough; after which it passed to Lex Davison in 1949. The car competed in the 1950 Australian Grand Prix at Nuriootpa and the 1953 Australian Grand Prix at Albert Park - (Andy Brown finished third) and the 1955 Australian Grand Prix at Port Wakefield (Burnett-Read). In 1958 the car was bought by South Australian Tim Bradey and driven by him. His son Peter and grandson Phillip became long-term owners of the car for over 51 years. Philip used it enthusiastically in Australia and overseas.

In 1988, at the invitation of the King of Thailand, Philip took the car to Thailand to celebrate the King's birthday and Prince Bira's achievements. Philip also took the car to the Mille Miglia in 1996 and raced it in Europe.

This famous car is in remarkably original condition and has been owned since 2009 by John and Helen Gillet of Melbourne. The K3 030 has been seen at various sprints and hillclimbs in the UK during 2016. John Gillet even raced the car at the Nürburgring in 2017.

**OWNER: John Gillet / Australia.**



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**MG MODEL:** K3 Magnette Special

**YEAR:** 1935

**CHASSIS no.** KN 0384

**ENGINE TYPE:** N-type

**CYL.:** 6 OHC

**CC:** 1271

**HP:** 100 /130 with  
Supercharger and  
4-speed pre-select  
gearbox.



**PRODUCTION DATA:**

201 KN were built from the middle of 1934 to the end of 1935, original 1271 cc, 56,6 bhp at 5700/min, dry clutch, 4-speed un-synchronized gearbox.

33 MG K3 Magnette were built late 1932 to the end of 1934, 1087 ccm, pre-selector and supercharged

**HISTORY:**

Originally the car was a 4-seater MG KN Saloon. She was changed to MG K3 Magnette in the 60ties and came later to the Netherlands.

Since 2016 she's my own.

**ADDITIONAL INFORMATION:**

She's running very well, also in long distances.

**OWNER:** Peter Lange / Germany.

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**MG MODEL:** PA Midget

**YEAR:** 1934

**CHASSIS no.** 1201

**ENGINE TYPE:**  
OHC, Supercharged

**CYL.:** 4 in line

**CC:** 847 ccm

**HP:** 36 PS (72 PS)



**PRODUCTION DATA:**

Numbers built: 1973. Production period 1934-1936.

**HISTORY:**

The car was picked up in England in 1991, and restored in Luxemburg.  
Conversion to racing version..

Cars with this body shape successfully took part in races in the 1930s.  
Tourist Trophy, Le Mans etc.

**ADDITIONAL INFORMATION:**

Current owner since 1994.

**OWNER:** Susanne Rüsing / Germany.



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**MG MODEL: MG PA**  
**MMM Register Nr. 612**  
**YEAR: 1934**  
**CHASSIS no. 0392**

**FINISHES:** Oxford Blue/Cambridge Blue; Seats cerulean blue leather upholstery.

**ENGINE TYPE:** MG PB overhead camshaft; spiral bevel gear vertical camshaft drive; cast iron block; detachable cross-flow head; coil ignition; 2 SU horizontal carburetors; 3-bearing crankshaft.

**CYL.:** 4 cylinders in-line 60x83mm,

**CC:** 939      **HP:** 43 / 5500

**TRANSMISSION:** rear wheel drive; single dry plate clutch; 4-speed non synchromesh manual gearbox.

**BRAKES:** shaft and cable operated 12in ribbed drum brakes.

**CHASSIS:** straight and parallel channel sections, with tubular cross members; side members underslung at the rear, riveted steel; semi elliptic springs front and rear with shackles and bronze trunnions; Hartford friction dampers front and rear; Bishop cam steering; Rudge-Whitworth wire wheels, on splined hubs with knock-off caps and 19x4 inch tyres.

**PRODUCTION DATA:** 03.03.1934 as a 4-seater in black with green interior.

**HISTORY:** First Owner 24.03.1934 John Steward Robertson.

Registrationnumber AXO 58.

Several engine repairs dokumented in the first year in Abingdon.

That's why the car has a PB engine today.

Unfortunateley, there are no records from here until 1991.

If someone can contribute something to the clarification I would very happy.

1991, the PA in the USA first occupied.

2010 the car was reportet to the North America MMM register as a MG PA two seater, restored.

2016 Febr. I bought the car and made it roadworthy for German MOT.

2016 Sept. New german licens MH PA34 H.

**PRODUCTION: MG PA** between 1934 -1935: 1.396 2-seaters; 498 4-seaters; 28 Airline Coupes; 27 converted to PBs. 521 **MG PB** between 1935-1936; 408 2-seaters; 99 4-seaters; 14 Airline Coupes; 57 Chassis for coachbuilders.



**OWNER: Bruno Wüsthoff / Germany.**



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**MG MODEL:** PA Midget

**YEAR:** 1934

**CHASSIS no.** PA 0181

**ENGINE TYPE:** Overhead  
Camshaft

**CYL.:** 4

**CC:** 847

**HP:** 36



**PRODUCTION DATA:**

1922 was build from January 1934 to July 1935

**HISTORY:**

In March 1934, a new Midget, the P-Type, was introduced. Even though it took many engineering and design cues from its predecessor, the P-Type sported a slightly longer wheelbase, the chassis was a tad sturdier, there was a little more interior space, the level of standard equipment was improved and the bodywork had more flowing lines.

**ADDITIONAL INFORMATION:**

Offered in open two- or four-seat form, the P-Type proved very popular, with 1,396 two-seat sports and 498 four-seat sports finding homes. A svelte 'Airline' fastback coupe model, produced by H W Allingham of London, was soon offered and, at £290, commanded a £70 premium over the two-seater. Records show that 28 were produced. Other fixed-head coupes were offered by Cresta Motors of Worthing and University Motors.

**OWNER:** Bjørn Bertelsen / Denmark.

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**MG MODEL:**     **MG PB Midget**

**YEAR:**            **1935**

**CHASSIS no.**     **2249**

**ENGINE TYPE:**

**OVERHEAD CAMSHAFT**

**CYL.:**            **4**

**CC:**              **950**

**HP:**              **43**



**PRODUCTION DATA:**

There are 525 MG PBs built from 1935-1936.

**HISTORY:**

The MG is imported and restored in Holland, then sold to Germany, stood in a garage for 25 or 30 years, and then we bought it back to Holland.

There is almost no further interesting history known.

**ADDITIONAL INFORMATION:**

We bought the PB in 2005 when it was 70 years old.

After a few years the Crankshaft broke and we had to rebuild the engine.

**OWNER:**   **Dick and Jacqueline Bronkhorst / the Netherlands.**

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**MG MODEL:**     **MG PB Midget**

**YEAR:**           **1935**

**CHASSIS no.**     **PB0450**

**ENGINE TYPE:** **MG OHC**  
                          **No. 831A199**

**CYL.:**           **4**

**CC:**             **939**

**HP:**             **43**



**PRODUCTION DATA:**

The PB was build Oct. 29th 1935.

Sold by Knott Brothers Ltd, Bournemouth, Hampshire, UK.

**HISTORY:**

1st owner: H.B. Hollick, Dorset, GB

1974-1978: Tom Metcalf, OH, USA

1978-2013: Bill Dew, OH, USA

2013-2020: Roy Crowninshield, SC, USA

2021 - : Frank van Geldern, NL.

**ADDITIONAL INFORMATION:**

2017 March 11th Amelia Island Concours d' Elegance 1st price  
English Pre-war Class.

2017 May 6th Pinehurst Concours d' Elegance. Pinehurst Award  
European Classics Pre-war.

2017 November 5th Hilton Head Island Concours d' Elegance. Palmetto Award,  
Class Sports cars English.

**OWNER:**   **Frank van Geldern / The Netherlands.**

**Co-driver:** **Robert Bas / The Netherlands.**



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**MG MODEL:**                      **MG PB**

**YEAR:**                              **1935**

**CHASSIS no.**                      **0399**

**ENGINE TYPE:** an updated version of the Wolseley Motors-designed and made overhead camshaft, crossflow engine,.

**CYL.:**                      **4 Cylinder**

**CC:**                              **939 CC**

**HP:**                                **43 BHP**



**PRODUCTION DATA:**

Manufactured in October 1935. Only 526 MG PB were produced.

**HISTORY:**

The **MG P-type** is a sports car that was produced by MG from 1934 to 1936. This 2-door sports car used an updated version of the Wolseley Motors-designed and made overhead camshaft, crossflow engine, used in the 1928 Morris Minor and previously fitted in the J-type Midget of 1932 to 1934, driving the rear wheels through a four-speed non-synchromesh gearbox. The chassis was a strengthened and slightly longer version of that used in the J-type with suspension by half-elliptic springs all round with rigid front and rear axles. Steering was initially by a Marles Weller and later a Bishop Cam system. The two-seat car had a wheelbase of 87 inches (2210 mm) and a track of 42 in (1,100 mm). Most cars were open two-seaters, but streamlined Airline coupé bodies were also made. The P-type was also available as a four-seater, a car that suffered from a lack of power and poor rear ground clearance.

The **MG PB** produced from 1935 had a bigger 939 cc (57.3 cu in) engine made by enlarging the bore from 57 to 60 mm and this increased the output to 43 bhp (32 kW). Externally the MG PA and MG PB are very similar, the main difference being the radiator grille, where the MG PA has a honeycomb and the MG PB has vertical slats. The other obvious difference is in the design and material of the standard dashboard.

**ADDITIONAL INFORMATION:**

This **MG PB** has a Marshall Supercharger installed, a new SU carburettor, oil feed regulator, front pulley and jockey tensioner, belts and some bracketry to boost performance and allow a smooth drive in the mountains.

**OWNER:**    **Henk & Margo van de Belt / the Netherlands.**

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**MG MODEL:**     **MG L Magna**

**YEAR:**            **1933**

**CHASSIS no.**     **-**

**ENGINE TYPE:** **OHC**

**CYL.:**            **6 in line**

**CC:**              **1086**

**HP:**              **41**



**PRODUCTION DATA:**

The car is fitted with coachbuilt R.E.A.L. bodywork.

**HISTORY:**

This is an original racing car which in its day participated in races at the Brooklands track in England.

At the time, the engine was equipped with a supercharger, which gave the car quite a significant performance.

**ADDITIONAL INFORMATION:**

The MG racer is usually on display at Egeskov Castle, Fyn.

**OWNER:**   **Leif Nowicki / Denmark.**



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**MG MODEL:** L1 Magna Continental Coupe

**YEAR:** 1934

**CHASSIS no.** L 0645

**ENGINE TYPE:** OHC L Type

**CYL.:** 6

**CC:** original 1086  
now increased to 1408

**HP:** original 41 BHP  
now 100 HP at 5000 rpm



**PRODUCTION DATA:**

Only around 100 Continental Coupes were build next to the L1 4-seater and the L2 2-seater.

**HISTORY:**

The price of the Continental Coupe was new £ 350 compared to £ 250 for the open 4 and 2 seaters this next to the less sporty image of the car most probably caused the low sales. As a result of this it was called KIMBERS FOLLY.

The car toured around with several known owners in many different colors throughout England during the decennia.

It was bought by the current owner in 2009 and restored from 2011 to 2017.

It has got a Marchal IZ87 supercharger.

Later a pre-selector gearbox was installed.

**ADDITIONAL INFORMATION:**

Topspeed is never tested but road holding and steering at 120 km/h on the Dutch motorway was good enough.

Do not ask for the brakes !!!

**OWNER:** Paul Leers / the Netherlands.



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**MG MODEL: MG L2 Magna**

**YEAR: 1933**

**CHASSIS no. L 2086**

**ENGINE TYPE: OHC**

**CYL.: 6 cylinder**

**CC: 1087 cc**

**HP: 50**



**PRODUCTION DATA:**

There are 90 L2 made in 1933.

This L2 was built on October 27th 1933.

**HISTORY:**

The car is first sold new in Belgium, then sold to the Netherlands and has been laid up in the 1940's.

The restoration of the L2 started at the end of the 1970's and was completed in 2010.

Now there are still 54 MG L 2 cars registered all over the world.

The car MG L 2 2086 has been in our possession since 2015 and is cherished by the family.

**OWNER: Fakkeldij family / The Netherlands**

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**MG MODEL:** MG Magnette NA

**YEAR:** 1935

**CHASSIS no.** NA 0673

**ENGINE TYPE:** Overhead  
camshaft

**CYL.:** 6

**CC:** 1286 cc

**HP:** 56 B.H.P.  
at 5500 R.P.M.



**PRODUCTION DATA:**

A total of 745 N-types were made (including NB, ND and NE) from April 5th 1934 to April 1st 1936.

Build in different body types: 2 seater, 4 seater, saloon, airline coupe and racing body's

**HISTORY:**

The MG N-type Magnette is a sports car that was produced by MG.

The car was developed from the K-Type and L-Type, but had a new chassis that broke away in design from the simple ladder type used on the earlier cars of the 1930s being wider at the rear than at the front and with the body fitted to outriggers off the main frame.

**ADDITIONAL INFORMATION:**

The chassis and the complete drive-line was rebuilt in the last two years and in addition to that an extra S.U. carb was fitted on the engine.

Also a bit better interior was installed to match the body a bit better.

**OWNERS:** Familie Bronkhorst / The Netherlands.

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**MG MODEL:** NA Magnette

**YEAR:** 1934

**CHASSIS no.** NA 0386

**ENGINE no:** 638 AN

**CYL.:** 6

**CC:** 1286

**HP:** 50 kW / 68 HP



**PRODUCTION DATA:**

Original registration No : BNF 4

**HISTORY:**

The MG has had a recent restoration which took over 5 years.

First registration: 20.06.1935

Last registration in UK was 30.09.1960

It first was a demonstrator for Cockshoots LTD.

The car was bought from Barry Walker in November 1982 by Lionel Philips.

Restored from November 1982 to 18 April 1984 by Lenn Bull of Monza Classic Cars.

Engine and gearbox again restored in 2019 by MG workshop (Thijs de Groot).

It is not its original engine block, it was replaced when first restored by Lenn Bull.

New Interior with bucket seats by Kuijpers Interior in 2021.

New Dash with additional instruments.

**OWNER:** Yves ROMMES & Sonja (April 2023) / Luxembourg.



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**MG MODEL:** SA Tickford

**YEAR:** 1937

**CHASSIS No:** SA1385

**CYL:** 6

**CC:** 2322

**HP:** 78@4200 rpm.



**PRODUCTION DATA:**

Original engine QPHG1642.

Altered to QPHG2123 in 19.05.41 from SA1846.

Original engine used during the war for other purposes.

**HISTORY:**

Engine change made by the MG factory.

**ADDITIONAL INFORMATIONS:**

Restoration has taken place in Herning and Hull in 15 years.

**OWNER:** Jørgen Hansen / Denmark.

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**MG MODEL:** MG VA Saloon

**YEAR:** 1937

**CHASSIS no.** VA0444S

**ENGINE TYPE/NO.:** TPBG 0703

**CYL.:** 4

**CC:** 1548

**HP:** 55 at/4400 rpm



**PRODUCTION DATA:**

2400 built 1937-1939

**HISTORY:**

Built from 1937 till WW2 in 1939.

Has 2 Sistermodels: VA Open Tourer and VA Tickford Drophead Coupe.

Imported from UK in December 2005 by current owner, and sold to me by Barry Woolford, Oxfordshire, who has had the body totally rebuilt by Mike Allison, UK from 1995 to 2005.

Previous known owners Barry Norris, William Mason, both UK.

The Engine is renovated by present Owner by MN Motorservice, Varde, DK, in 2012. The Upholstry and Seats are original from 1937. The Carpets are new from 2005 installed by previous Owner Barry Woolford.

**ADDITIONAL INFORMATION:**

This Model stopped with WW2, and was followed after the war by the MGY-type.

**OWNER:** Børge Nielsen-Boe / Denmark.

*MGCC Denmark 50 years 1973-2023*

*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** VA Tourer

**YEAR:** 1939

**CHASSIS no.** VA2294

**ENGINE TYPE:**

The original OHV Pushrod engine  
no.TPBG2554 is still in the MG.

**CYL.:** 4

**CC:** 1548

**HP:** 54



**PRODUCTION DATA:**

2407 VA built. in total 1936 - 1939

- of which 591 are VA four-seater Tourer

**HISTORY:**

The MG VA Tourer was first registered in England on March 25, 1939 with the number FLR993. It was imported in Switzerland on October 15, 1982.

From October 15, 1982 to September 4, 1985 the car was restored by my previous owner, Fredi Keller, and I bought from him in February 28, 2011.

The car has been in my possession ever since. The original color of the car before the restoration was all green.

**ADDITIONAL INFORMATION:**

I drive the MG VA regularly and have already driven more than 15.000 km with only one breakdown: The cylinder head gasket burned out once in Schwarzwald. The car drives very well and is quiet - an ideal car for travelling.

**OWNER:** Thomas Künzli / Schweiz.



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*European Event of The Year*



**MG MODEL:** TA Midget

**YEAR:** 1937

**CHASSIS no.** 1756

**ENGINE TYPE:** MPJG

**CYL.:** 4

**CC:** 1292

**HP:** 50



**PRODUCTION DATA:**

3003 cars was build  
from 1936 to 1939

**HISTORY:**

Launched in 1936 the TA Midget was the first of the T-series cars, a model line that would span five generations, survive a World War and make America fall in love with the sports car. The MG TA was launched in 1936, as the replacement for the much-admired PB.

**ADDITIONAL INFORMATION:**

**OWNER:** Bjørn Bertelsen / Denmark.

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*European Event of The Year*



## **MG MODEL: MG TA MIDGET**

**YEAR: 1938**

**CHASSIS no. 2580**

**ENGINE TYPE: MPJG**

**CYL.: 4 OHV**

**CC: 1292**

**HP: 50**



### **PRODUCTION DATA:**

The MG TA was built from 1936 to 1939. 3200 cars were made

### **HISTORY:**

This car started in Schweiz 31th December 1938. It arrived in Denmark in 1964. I bought it in 1973 disassembled. In 1978 it was ready for driving again. It hasn't been restored since then. In 1984 it was used for our vacations in both Sweden and Germany.

### **ADDITIONAL INFORMATIONS:**

The TA is fitted with wet clutch, fitted with cork.

**OWNER: Jørgen Poulsen / Denmark.**

*MGCC Denmark 50 years 1973-2023*

*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL: MG TA TICKFORD**

**YEAR: 1938**

**CHASSIS no. TA2 947**

**ENGINE TYPE: XPAG**

**CYL.: 4**

**CC: 1292**

**HP: 54**



**PRODUCTION DATA:**

260 build.

**HISTORY:**

The MG TA Tickford is one of only 260 coupes originally designed and manufactured by Salmons and Sons, Ltd. in England. Unlike most other pre-war MGs, this car has windows that can be raised, and the three-position soft top can be adjusted for different driving conditions.

An interior of walnut wood, supple gray leather and fine Wilton carpet.

**ADDITIONAL INFORMATION:**

There are probably no more than 100 specimens in the world.

In Switzerland there are still 2 copies.

**OWNER: Irene + Tony Traber / Switzerland.**



*MGCC Denmark 50 years 1973-2023*

*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL: TC MIDGET**

**YEAR: 1947**

**CHASSIS no. TC 3087**

**ENGINE TYPE: XPAG**

**CYL.: 4**

**CC: 1250**

**HP: 54**



**PRODUCTION DATA:**

Left the Abingdon factory 30/6/1947.

Black/Green interior

Reg. No. SMG532

**HISTORY:**

The car was bought at 6 Ravenswood, Glenhurst Ave. Highgate Road, London NW 5 on 23/2/1965 for the sum of £60,- by a Danish architect, who took it to Denmark February 1966.

Bought by the present owner October 1975.

Restored from 1976 to 1982.

**ADDITIONAL INFORMATION:**

**OWNER: Asbjørn Pinholt / Denmark.**

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** MG TC SC

**YEAR:** 1947

**CHASSIS no.** 3762

**ENGINE TYPE:** XPAG  
Supercharged

**CYL.:** 4

**CC:** 1250

**HP:** 70



**PRODUCTION DATA:**  
The TC is built in October 1947.

### **HISTORY:**

Car was exported to US. Got aftermarked bumper and rear traffic-lights.

Early history unknown. Registration in Hollywood/California.

Last known registration in 1958. Stored heavy worn over 3 decades.

Brought in the late 90th to Germany.

Current owner bought it in 1993 and restored it. Back on the road in 1996 in new color scheme Ivory/Apple green (Original Scheme: Red/Red).

### **ADDITIONAL INFORMATIONS:**

Some conversions over the following years: 5-speed gearbox, VW-steering, Trailer coupling, supercharger (was already fitted in the US, but unfortunately missed when sold to current owner)...

Journeys around Europe: Great Britain, France, Netherland, Croatia, Switzerland, Austria, Denmark, Italy and of course some in Germany...

**OWNER:** Kathrin & Lothar Zissel / Germany.

*MGCC Denmark 50 years 1973-2023*

*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:**     **MG TC Midget**

**YEAR:**           **1947**

**CHASSIS no.**     **TC 2720**

**ENGINE TYPE:** **XPAG**

**CYL.:**           **4**

**CC:**             **1250**

**HP:**             **54**



**PRODUCTION DATA:**

10.000 TC was built 1945-49.

**HISTORY:**

14.05.1947. first registration in England.

In Germany since 1995.

Present owner the last 10 years.

**ADDITIONAL INFORMATION:**

**OWNER:**   **Niels Spohrmann / Germany.**



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**MG MODEL:** MG YA

**YEAR:** 1948

**CHASSIS NO.** Y1314

**ENGINE TYP:** XPAG/SC/X11039

**CYLYNDER:** 4

**CC:** 1250

**HP:** 46



**PRODUCTION DATA:**

In total 6.158 MG YA Saloon have been built between April 1947 and December 1951. Furthermore 877 open YT Tourers have been built on the YA chassis in this time. Nearly all cars where RHD, only few where built, from approx. March 1950, in LHD execution.

The MG YA was followed by the MG YB with 1301 built until July 53. No YT Tourers were built on the YB chassis. This totals the MG YA, YT and YB production to 8336 cars.

**HISTORIE:**

The car is an export model (with an oil bath air filter) and has been built around March 1948. It was sold new by W.B. Crawford in Dublin and registered ZH 9093 on the 8<sup>th</sup> of October 1948 in Dublin. The original colour of the car was black with beige seats and trim.

**ADDITIONAL INFORMATION:**

In 1975 the car was laid up on blocks, where it stayed until 1990, when the car was sold to England. After a complete restoration, where the cars colour changed from black to red, Y 1314 was registered YFO 640 on 24 of July 1996 in Dorset and in 1999 the car came to Denmark. Since then it has been in the same ownership.

**OWNER:** Sonja & Frank Neumann / Denmark.

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*European Event of The Year*



**MG MODEL:**     **MGY (A)**  
                      **Shires Green**

**YEAR:**           **1950**

**CHASSIS no.**     **Y5660**

**ENGINE TYPE:** **XPAG – 1250**

**CYL.:**           **4**

**CC:**             **1250**

**HP:**             **46 DIN /**  
                      **64 DIN**  
                      **SUPERCHARGED**



**PRODUCTION DATA:**

“One and a Quarter Litre” sports saloon

Prototype developed in 1939.

Production started in 1947.

The new car would feature an independent front suspension layout designed by Alec Issigonis (later to become famous for designing the Mini, in 1959) and Jack Daniels (an MG draughtsman). Independent front suspension was very much the latest technology at the time and the Y Type became the first Nuffield product, and one of the first British production cars, with this feature.

When production ceased in 1953, a total of 8,336 Y Types had been produced – 6,151 Y models, 1,301 YBs and 884 Y Tourers.

**HISTORY:**

The car was imported to Denmark in 1991. The present owner bought the car in 2009 for a complete restoration (bolts and nuts).

In 2015 the first tour was to Sweden. Hereafter the owner has done many exciting tours to France – England – Belgium – and all the way through south Europe to Turkey and all the way to Iran and back again in 2018.

**ADDITIONAL INFORMATION:**

The car has been fitted with a MOSS Supercharger and a Ford T9 gearbox.

**OWNER: Palle Møldrup / Denmark.**

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*European Event of The Year*



**MG MODEL:**     **MG YB Saloon 'Sarah'**

**YEAR:**           **1952**

**CHASSIS no.**     **-**

**ENGINE TYPE:** **XPAG**

**CYL.:**           **4**  
                      **single carb.**

**CC:**             **1250**

**HP:**             **46 @4800 rpm**



**PRODUCTION DATA:**

The Y-Type was designed in 1939, but MG started to build the Y's after the war in 1947. In 1951 a next version of the Y was built and was called YB. There were only 1301 cars built from this type.

**HISTORY:**

The car is called "Sarah" and was imported in the Netherlands in 1978. The first owner was a British doctor.

**ADDITIONAL INFORMATIONS:**

The YB has 15" wheels.

**OWNER:** **Vivian Vleeshouwers / Netherlands.**



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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** MG TD/C Midget MKII

**YEAR:** 1952

**CHASSIS no.** 20361

**ENGINE TYPE:** XPAG TF 34813

**CYL.:** 4

**CC:** 1250

**HP:** 64



**PRODUCTION DATA:**

First registration 30/6/1952 California USA

Only 1710 TD/C MkII were build from 1951 till September 1952.

**HISTORY:**

A complete register of the car is available as long as the owners (3) and the restorations (2) - registers + pictures.

**ADDITIONAL INFORMATION:**

The car has been nominated as "Historic Cars" no. 0606 (BEHVA).

**OWNER:** John Bossuyt / Belgium.

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*European Event of The Year*



**MG MODEL:**     **MG TD Midget MK II**

**YEAR:**             **1952**

**CHASSIS no.:**     **TD/C14651**

**ENGINE TYPE:** XPAG/TD2/14601  
                    (original engine no.)

**CYL.:**             **4**

**CC:**               **1250**

**HP:**               **57**



**PRODUCTION DATA:**

TD/C/14651 EXLNA

Body type: 22381 - body no. 14012/83742

The car was built on 23th of March 1952.

This Mark II is one of 1.710 built.

**HISTORY:**

First registration in US (California) on the 31th of December 1952.

The car came to Denmark in 1994.

**ADDITIONAL INFORMATION:**

The "C" in the chassis no. stands for "Competition".

**OWNER:**   **Troels Nielsen / Denmark.**

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*European Event of The Year*



**MG MODEL:** MG TD Midget

**YEAR:** 1953

**CHASSIS no.** 21671  
(win 22038)

**ENGINE TYPE:** XPAG TD2

**CYL.:** 4

**CC:** 1250

**HP:** 54

**PRODUCTION DATA:**

4. nov. 1952 EXLNA



**HISTORY:**

First registration 31.12.1953.

Imported from Oregon, USA 2013.

Total restored from 2013-2016.

Danish registration plates 30.05.2016.

**ADDITIONAL INFORMATION:**

**OWNER:** Mikael Krogh / Denmark.



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*European Event of The Year*



**MG MODEL: TD Midget MkII**

**YEAR: 1953**

**CHASSIS no. XPAG TD3  
23663**

**ENGINE TYPE: XPAG-TD3  
no. 23663**

**CYL.: 4**

**CC: 1250**

**HP: 58**



**PRODUCTION DATA:**

MG TD SERIES MIDGET numbers built:

TD 28.643

TD MkII: 1.022

**HISTORY:**

The MG TD was re-exported from Oregon, USA, to Denmark 03.02.2004.

**ADDITIONAL INFORMATION:**

I - the present owner - bought the car from Mr. Dall, Skive, Denmark at 11.03.2010.

**OWNER: Vagn Guldhammer / Denmark.**

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*European Event of The Year*



## **MG MODEL: MG ARNOLT TD**

**YEAR: 1953**

**CHASSIS no. 23486**

**ENGINE TYPE: X PAG**

**CYL.: 4**

**CC: 1250**

**HP: 55**



## **PRODUCTION DATA:**

Chassis: MG TD, Body: Nuccio Bertone/Italy

## **HISTORY:**

First registreted in Germany in 1999 and in our ownership since then.

The coupé was built by Nuccio Bertone, a body-construction company in Italy, and was presented at the Turiner Motor Show in 1953, where it attracted the attention of the U.S. industrialist Wacki Arnolt.

He spontaneously ordered 100 of them. However, production was terminated after only 65 had been built into MG-TD chassis. The vehicle was too small and too expensive for the American market.

Mention of this vehicle was again made at the TEN AUTOMOBILES exhibition at the Museum of Modern Art in New York.

**OWNER: Teja Fischer / Germany**

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** MG TD Midget

**YEAR:** 1953

**CHASSIS no. :** 29158

**ENGINE TYPE:** XPAG - TD2

**CYL.:** 4

**CC:** 1250

**HP:** 54

**PRODUCTION DATA:**

January 1953



**HISTORY:**

Exported to USA

Exported from USA to Denmark, 1992.

Restored from 1992 to 1997 by Niels Christian Hvillum.

New painted 1996. Priced on Silverstone 1999, best restored MGTD.

The car have visited Switzerland 1998, England 1999, Norway 2009, Sweden 2011, Scotland 2013 and again Sweden 2022.

**ADDITIONAL INFORMATION:**

The car has a Ford 5-speed Gearbox fitted with Conversion kit.

**OWNER:** Susanne Hvillum Andersen / Denmark.



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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** TF Midget

**YEAR:** 1954

**CHASSIS/CAR no.**  
HDE23/4451

**ENGINE TYPE:** XPAG/TF

**CYL.:** 4

**CC:** 1250

**HP:** 57



**PRODUCTION DATA:**

6200 MG TF Midget 1250 cc. were build from late 1953 to Sept. 1954.

**HISTORY:**

MG TF was the last of the traditionally-shaped MG sportscars with classic lines to be introduced with MG J2 in 1932.

**ADDITIONAL INFORMATION:**

This MG TF was build in Apr. 1954.

A danish man who lived in England bought the TF, and in 1962 he and the TF moved back to Denmark.

The TF has belonged to my wife og me ever since Apr. 1997 until to day.

Restored from 1997 until 2005, but only in the winther – every summer the TF has been on the Road.

**OWNER:** Anne-Marie and Henning Buurgaard / Denmark.

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*European Event of The Year*



**MG MODEL: MG TF 1500**

**YEAR: 1955**

**CHASSIS no. HDC16-10037**

**ENGINE TYPE: XPEG**

**CYL.: 4**

**CC: 1500**

**HP: 63**



**PRODUCTION DATA:**

The car was built in 1955.

**HISTORY:**

I bought the car in 1988 and have owned it since.

The car was delivered as a right-hand drive in England. It was driven there in its first years of existence. A Danish man named Jens Broe was working in England in the 1970s. He bought the car during his stay and brought it back to Denmark when he returned to his home country.

**ADDITIONAL INFORMATION:**

The car was first delivered in red and has since been changed to green.

**OWNER: Jørgen Balle / Denmark.**

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** MG Magnette ZA

**YEAR:** 1954

**CHASSIS no.:** KAJ 1701

**ENGINE TYPE:** B series engine  
pushrod operated  
overhead valves

**CYL.:** 4

**CC:** 1800  
(originally 1489 cc)

**HP:** 95

**PRODUCTION:** 12754



### **HISTORY:**

Launched in 1953, the ZA Magnette styled by Gerald Palmer was upgraded as the ZB in 1956 which was in production until 1958.

The Farina Magnette Mk3 and Mk4 were produced from 1959 to 1968.

The MG Magnette was a milestone in Abingdon, it was the first mono-construction MG, it also was one of the fastest saloons in his class.

### **ADDITIONAL INFORMATION:**

I have owned the car since January 1979 and it has been part of the family ever since. I use the car for everything: Trips, travels, club races and MG sports on the track. Over the years it has undergone an evolution with several different colours, engines, gearboxes and undercarriage.

**OWNER:** Carsten Wiwel / Denmark.



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**MG MODEL:** MG Magnette ZA - Ms Adler

**YEAR:** 1956

**CHASSIS no.** ZA 14138

**ENGINE TYPE:** BMC-B

**ENGINE No.:** 13348

**CYL.:** 4

**CC:** 1489

**HP:** 60



**PRODUCTION DATA:**

March 1956.

**HISTORY:**

First registration March 31st 1956 in Edinburgh, since then always situated in Scotland until 2012, bought by a gentleman in Sheffield, who restored the car and fitted the HI-GEAR conversion.

I bought the car in October 2016 and drove to Germany with no problems that couldn't be cleared roadside!

Since then we made long trips with the car in Europe and the British Isles, three times the Goodwood Revival, last September a 2800 km trip through Britain.

In 2018 Ms Adler ((the ZA's name) was chosen for "Best in show competition" at Goodwood, she is always admired as there are not many of the early Zeds, either on the continent nor in Great Britain left.

With the big boot the car is perfect for longer holiday trips, three adults and sometimes two dogs need some space.

**ADDITIONAL INFORMATION:**

Highlights are always the Magnette Days in central Europe, the Magnette community is like a big family, it's a must-event every last weekend in June!

**OWNER:** Conny and Dietrich Krahn / Germany.

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**MG MODEL: MG MAGNETTE ZB VARITONE**

**YEAR: 1957**

**CHASSIS no. KA PA 33/22976**  
**(KA PA = color - 33 =LHD)**

**ENGINE TYPE: BMC B**

**CYL.: 4**

**CC: 1622**

**HP: 80**



**PRODUCTION DATA:**

326 LHD VARITONE were built in 1957 for the European market and 454 for USA. Production stopped in 1958, although 29 were built in early 1959. Total production number was 36.600 1953-58, of which 200 came to Denmark. About 20 of them still exists.

**HISTORY:** This LHD car is built in May 1957, and was sold by dealer Arne Fog, Copenhagen, in June 1957. The MAGNETTE has had several owners, i.a. in Southern Jutland and in the Aarhus region.

The present owner bought it in Hovedgaard, in November 1981 as a project, and it was running again in November 1985. Still most of the interior had to be refurbished. We have had many good experiences with the car and have made trips every summer to MG meetings here and around Europe. One of the big ones was that we were hired to take part in the movie that Nordisk Film made about Dirch Passer in 2010.

**ADDITIONAL INFORMATIONS:** The color combination ivory over black and the seats are the same as from new.

**OWNER: Jørn Rasmussen / Denmark.**

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*European Event of The Year*



**MG MODEL: MG MAGNETTE ZB**

**YEAR: 1958**

**CHASSIS no. 30622**

**ENGINE TYPE: B**

**CYL.: 4**

**CC: 1500**

**HP: 60**



**DH-954-DC**

**PRODUCTION DATA:**

Numbers built: 23846

**HISTORY:**

The car was sold new in Bordoux, France, but there was an error, it is a RHD driven on the right, and the first owner refused delivery. The car remained in the garage, and when it closed, it was sold at auction. I am the third owner. In 2015, we went from France to Shanghai with the MG for the Hamburg-Shanghai Tour.

45 days and 14.000 km.

**ADDITIONAL INFORMATION:**

His name is: "La grosse" (The Big).

**OWNER: Vincent Dransart / France.**



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*European Event of The Year*



**MG MODEL:**     **Magnette ZB-saloon**

**YEAR:**           **1958**

**CHASSIS no.**     **KAL41/33909**

**ENGINE TYPE:** **BMC B type**

**CYL.**             **4**

**CC:**             **1500**

**HP:**             **64**



#### **PRODUCTION DATA:**

The Magnette ZB was produced in 18,254 examples, both the normal (small rear window) and Varitone (wraparound rear window). Production ran from late 1956 to late 1958.

#### **HISTORY:**

MG started production of the Z series Magnette in 1953, with the ZA, which was superseded by the ZB in 1956. So, the Z series is also celebrating its 70th anniversary.

KAL41/33909 was produced between 29th August and 2nd September 1958 and shipped to the USA, with white wall tyres on September 3rd, 1958.

I have been in contact with the cars last American owner, Ray. Luckily Ray, who lives in California and is in his late 90's didn't do the dirty and chop the car, installing a V8, as was his intention.

The date of import to Denmark is unknown, but the car has previously been owned by Poul Dalkov.

This car has been the subject of a nuts-and-bolts restoration from 2019 to 2023.

#### **ADDITIONAL INFORMATION:**

During the restoration, several changes have been made to the car. Seatbelts for the front seats and a brake servo. Furthermore an 1800 engine matched to a Ford T9 5 speed gearbox have been installed. The wheels are also different, being from a triumph TR6. The colour has been changed from the original Steel Blue to Midnight Blue (RAL 5022).

**OWNER:**   **Jonathan Madden / Denmark.**

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*European Event of The Year*



**MG MODEL: MAGNETTE MK III**

**YEAR: 1960**

**CHASSIS no. GHS1L7605**

**ENGINE TYPE: BMC-B**

**CYL.: 4**

**CC: 1489**

**HP: 67**



**PRODUCTION DATA:**

The new Pinin Farina-designed midsize BMC saloon line MG Magnette Mark III was announced 2 February 1959 - nearly identical to the Riley version 4/68. 16,676 Mark IIIs were built.

It was updated in 1961 as the Mark IV with a larger 1622 cc engine and slightly less sharply pointed tailfins. This model continued till May 1968 when production had ceased. 14,320 Mark IVs were built.

**HISTORY:**

This Magnette was imported to Denmark and registered in Odense on March 3rd 1960. The next time in Kerteminde on October 16th 1961 and at the latest on March 31st 2020 to the current owner.

**ADDITIONAL INFORMATION:**

Only very few FARINA-MAGNETTE have survived - in Denmark as well as abroad.

**OWNER: Ingelise & Erling Hesel / Denmark.**



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*European Event of The Year*



**MG MODEL: MGA**

**YEAR: 1956**

**CHASSIS no. HDA33/11261**

**ENGINE TYPE: BMC type**

**CYL.: 4**

**CC: 1500**

**HP: 68**



**PRODUCTION DATA:**

Date of build: 5 - 9 January 1956.

Date of despatch: 11 January 1956.

**HISTORY:**

The car was sent to Copenhagen Motor Show in Forum 1956.

The car was the first MGA delivered to Denmark.

I drove the car at the first MG meeting when the club was founded.

The meeting took place at Himmelbjerget in 1973.

The car has been registered in my name since 1971.

**ADDITIONAL INFORMATION:**

I bought the car in the year of 1970 and drove it daily until 1979.

I sold it in the year of 1980 to a man in Middelfart whose plan was to restore the car. Unfortunately, he never got to finish the project before he passed away. In the year of 2021, I bought back the car from his wife. I have since finished the car.

I restored the car in its original color combination as it was delivered in 1956.

**OWNER: Jørgen Balle / Denmark.**



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*European Event of The Year*



**MG MODEL: MGA Roadster**

**YEAR: 1957**

**CHASSIS no. 36741**

**ENGINE TYPE:**

**CYL.: 4**

**CC: (1498) 1798**

**HP: 94**



**PRODUCTION DATA:**

The MGA was build from 1955 to 1962.

This one is build 07-11-1957.

**HISTORY:**

It is an original dutch car. Driven since 1957 in the Netherlands.

The original color is old english white with red interior.

The car restauration started in 1995 and finished in 2004.

**ADDITIONAL INFORMATION:**

The color of the car is silver metalic.

The car is now fitted with an 1800 MGB engine with a 5 speed gear box.

**OWNER: Jeroen van Lange / the Netherlands.**

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** MGA Roadster

**YEAR:** 1959

**CHASSIS** no. 61898

**ENGINE TYPE:** B series

**CYL.:** 4

**CC:** 1500

**HP:** 72



**PRODUCTION DATA:**

MGA Roadster 1500 was built with the 1489 cc engine from 1955 to 1960 (replaced by the 1589 cc engine).

In total more than 100.000 MGAs were produced.

**HISTORY:**

The car was bought by Carsten Møller from Lyon Auto, Copenhagen, in 1972. He drove it as his everyday car, transporting himself and family members to job, school and leisure activities. Being a teacher, Carsten and the green sports car was a well known sight in the community.

**Additional information:**

When Carsten passed away in 2012, his wife inherited the car, and handed it over to their daughter Sine. She had the car restored and is today using the car as a summer activity with friends and family.

**OWNER / DRIVER:** Dorte Fjeldsted / Sine Møller - Denmark.

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*European Event of The Year*



**MG MODEL: MGA ROADSTER**

**YEAR: 1959**

**CHASSIS no.: HDK4364318**

**ENGINE TYPE: 15GB**

**CYL.: 4**

**CC: 1489**

**HP: 68**



**PRODUCTION DATA:**

A total of 58.750 MGA 1500s was produced from May 1955 to May 1959. 52.478 were the Roadster type.

In the year 1959, 6.149 MGA 1500 Roadsters were exported to the North American market. This car was one of them.

**HISTORY:**

Exported to the US state of Pennsylvania in year 1959. Unknown number of owners, but last Pennsylvanian owner was Mr. Steven T. Laich.

Imported to Denmark year 2008. Danish owners: Jan Bloch Jensen 2008 – 2010 and Kaare Schultz Pedersen from 2010 -

**ADDITIONAL INFORMATION:**

Frame lifted and restored in the years 1985 - 1987

The original 15GD engine replaced with an overhauled older 15GB type.

Was originally fitted with bolt-on disc wheels.

**OWNER: Kaare Schultz Pedersen / Denmark.**



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**MG MODEL: MGA 1600**

**YEAR: 1960**

**CHASSIS no. -**

**ENGINE TYPE: BMC-A**

**CYL.: 4**

**CC: 1600**

**HP: 78**



**PRODUCTION DATA:**

Almost 17.000 MG A were produced in 1960.

**HISTORY:**

This car is in my family for over 30 years now – history before is unknown.

**ADDITIONAL INFORMATION:**

**OWNER: Britta Appolt / Germany**

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**MG MODEL: MGA**

**YEAR: 1960**

**CHASSIS no. GHN L96 473**

**ENGINE TYPE:**

**CYL.: 4**

**CC: 1586**

**HP: 78**



**PRODUCTION DATA: 1.10.1960**

**HISTORY:**

**ADDITIONAL INFORMATION:**

Since 1996 I'm driving this MGA car, also my wife and now our kids.  
There are a lot of road stories to be told.

**OWNER: Rolf Rauch / Switzerland.**

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**MG MODEL:** MGA MK II

**YEAR:** 1962

**CHASSIS no.** G HNL 2 / 107220

**ENGINE TYPE:** BMC B-type

**CYL.:** 4

**CC:** 1622

**HP:** 90



**PRODUCTION DATA:**

8,198 Mark II roadsters and 521 coupés MGA MK II were built from October 1960 to October 1962

**HISTORY:**

The MGA MK II is the successor of the MGA 1600. The engine size was increased again to 1622 cc by increasing the bore from 75.4 mm (2.97 in) to 76.2 mm (3.00 in) for the 1961 Mark II MGA. The cylinder head was also revised with larger valves and re-engineered combustion chambers. Horsepower increased to 90 bhp. It also had a higher ratio 4:1 rear axle, which made for more relaxed high-speed driving. An inset grille and Morris Mini tail lamps appearing horizontally below the deck lid were the most obvious visual changes.

**ADDITIONAL INFORMATION:**

The engine is slightly modified with a sharper cam and high lift rockers increasing the power to app. 100 bhp

**OWNER:** Svend Åge Jørgensen / Denmark.



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**MG MODEL: MGA 1600 mk II**

**YEAR: 1962**

**CHASSIS no. GHNL2108391**

**ENGINE TYPE: BMC B**

**CYL.: 4**

**CC: 1622**

**HP: 92**



**PRODUCTION DATA:**

MGA 1600 mk II were produced in the years 1961 – 1962. In total 8.719 were made. This particular car was produced in May 1962, thus one of the latest made. In total more than 100.000 MGA's were sold.

**HISTORY:**

This car was sold to and shipped to Canada in 1962. The car was born in the color Glasier Blue, but at some point in the history of the car it was resprayed Old English White and fitted with black interior. In 1995 it had a complete nuts and bolts restoration at a workshop in British Columbia, Canada. In 2002 it was bought by a guy in Aalborg, Denmark. After driving a few kilometers he sold it on to a MGCC member near Vejle, who had it for nearly 10 years. Still the car was not used very much. From Vejle the car was sold to Odense, where I found and bought the car in May 2021. So I'm the 4. Danish owner of the car.

When I bought the car it had run in average 465 km pr. year since year 2002

**ADDITIONAL INFORMATION:**

The wirewheels are also a later addition. The car was born with ordinary steel rims. The wire wheels are fitted on adapters, which gives the car a bit "wider" look.

During the first week of my ownership, I drove the car more than it had done pr. Year since it came to Denmark – and I still put quite a lot of mileage in the car. It is a great car to drive.

**OWNER: Ole Aaen / Denmark.**

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**MG MODEL: MGA Coupé**

**YEAR: 1957**

**CHASSIS no. 35231  
3952**

**ENGINE TYPE: BMC-B**

**CYL.: 4**

**CC: 1800**

**HP: 95**



**PRODUCTION DATA:**

Code no. HMR 33, which means: H=MGA, M=Coupé, R=Old English White, 3= Left-hand drive for export (not North America), 3=Cellulose paint.

58,750 MGA 1500s were built, of which 6,272 were MGA Coupés.

4,104 MGA Coupés were built in 1957, of which 198 LHD left-hand drive cars were exported to countries outside North America.

**HISTORY:**

Registered first time 27.08.1957 in Denmark. History unknown 1957 to 1985.

A previous owner thoroughly restored the car in 1985.

It was sandblasted and got 4 new wings.

The colour in 1985 was black with a white roof, now all changed to red.

The car changed owners in 1993, 2003, 2009 until I bought it in 2012.

**ADDITIONAL INFORMATION:**

Minor changes were made to the car - compared to its original condition.

Front lights/flashers, side flashers, and the interior was renewed.

The original 1500 engine was replaced before 1985 with an 1800 cc no. 18S-GB-U-H 2440.

**OWNER: Torben Glargaard / Denmark.**

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*European Event of The Year*



**MG MODEL:** MGA Twin Cam

**YEAR:** 1959

**CHASSIS no.** YD3 1770

**ENGINE TYPE:** BMC B-type  
based with a DOHC  
aluminium cylinderhead

**CYL.:** 4

**CC:** 1588

**HP:** 108



**PRODUCTION DATA:**

2011 were built (1788 roadster and 323 Coupe) from October 1958 to April 1960

**HISTORY:**

A high-performance MGA Twin-Cam model was added for 1958. It used a high-compression (9.9:1 later 8.3:1) DOHC aluminum cylinder head version of the B-Series engine producing 108 hp. Due to detonation problems, a 100 hp low-compression version was introduced later.

Four-wheel disc brakes by Dunlop were fitted, along with Dunlop peg drive knock-off steel wheels similar to wheels used on racing Jaguars, unique to the Twin-Cam and "DeLuxe" MGA.

Aside from the wheels, the only outside identifier was a "Twin-Cam" logo near the vent aside the bonnet. A careful look at the rear wheel vents would also reveal another feature unique to Twin-Cam and DeLuxe: those four-wheel Dunlop disc brakes mentioned above.

The model was intended for enthusiastic owners caring for the car and using it for sporting events and racing.

**ADDITIONAL INFORMATION:**

YD3 1770 has an upgraded engine enabling it to run with high-compression 9.9:1 pistons. The engine loves 100 octane fuel and is in pain running nice on lower octane and is disgusted having 95 octane in the tank!

YD3 1770 is equipped 5,5" wider wheels option for racing.

YD3 1770 has over the last 25 years been travelling around Europe with the same owner and is also being used for auto tests on track.

It is very reliable, and the engine has now app. 70.000 on the clock since being rebuild 20 years ago – and burns no oil (only dripping)!

**OWNER:** Gert Jørgensen / Denmark.



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**MG MODEL: AUSTIN HEALEY SPRITE MK1**

**YEAR: 1959**

**CHASSIS no. AN511811**

**ENGINE TYPE: BMC A-type**

**CYL.: 4**

**CC: (948) 1098**

**HP: (43) 56**



**PRODUCTION DATA:**

The first 'FROGEYE' Sprite MK1 with ch. no. 501 went into production in March and was presented to the public in May 1958. The last Sprite MK1 with ch.no. 50116 left the Abingdon factory in December 1960 = a total of 49.615 units.

**HISTORY:**

This Sprite was built in February 1959. The car was exported to California as new, and was re-exported to Denmark in very second-hand condition.

We bought it in September 2007, the car was tested on August 23rd 2018 and got its number plates September 27th 2018.

**ADDITIONAL INFORMATION:**

The car has been separated into atoms. Each and every part was inspected, worn and defective parts were repaired or replaced. A very worn 948 cc engine has been replaced with a 1098 cc in much better condition.

It all takes time when your husband is a perfectionist...

**OWNER: Jonna Koch / Denmark.**

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*European Event of The Year*



**MG MODEL: AUSTIN HEALEY SPRITE MK2**

**YEAR: 1962**

**CHASSIS no. HAN6-13590**

**ENGINE TYPE: BMC A-type**

**CYL.: 4**

**CC: 948 (\*1275)**

**HP: 47 (\*65)**



**PRODUCTION DATA:**

24.630 SPRITE MK2 948 cc-models were build from February 1st 1961 to October 1962.

**HISTORY:**

The SPRITE MK2 is the successor of the wellknown FROGEYE SPRITE - MK1.

The car is a sister-model of the MG MIDGET MK 1, which was build parallel at the MG factory in Abingdon, UK.

From new exported to California, USA, where is was registreted in April 1962.

Re-exported to Denmark in 1993, restored 1997-2000 and driven by the present owner ever since...

**ADDITIONAL INFORMATION:**

A newer "MARINA" \*1275 cc A-engine with a ribbed gearbox is fitted. The original 948 cc engine with accessories, a smooth gearbox and an original W&P SEBRING GT fiberglass-"nose" are in stock - ready to fit.

**OWNER: Jørgen Lind / Denmark.**

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**MG MODEL:**     **MG Midget MK 1 1/2**

**YEAR:**             **1963**

**CHASSIS NO.**     **GAN 223275**

**ENGINE TYP:**     **10 CG**

**CYLYNDER:**     **4**

**CC:**                 **1098**

**HP:**                 **56**



**PRODUCTION DATA:**

In total 9601 MG Midget MK 1 ½ have been built between October 62 and March 64. 6628 cars have been LHD and 2973 RHD.

**HISTORY:**

The car has been built in August 1963 and been registered in England at the 27<sup>th</sup> of September 1963 and is one of 2494 built for the home market in England. It has its original iris blue paint with blue seats and trim.

**ADDITIONAL INFORMATION:**

Not very much of the history of this car is known. It has been totally restored in England in 2007/8 and came to Denmark in the end 2008. Since then it has been in the same ownership.

**OWNER:** **Sonja Neumann / Denmark.**



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**MG MODEL:** MG Midget Mk2

**YEAR:** 1964

**CHASSIS no.** GAN3L29975

**ENGINE TYPE:** BMC A-type

**CYL.:** 4

**CC:** 1098

**HP:** 59



**PRODUCTION DATA:**

26.601 MG Midget Mk2 1098 cc were build from March 1964 to October 1966.

**HISTORY:**

The MG Midget Mk2 was first registered in Denmark on November 10th 1964. We owned the MG since 1999.

**ADDITIONAL INFORMATION:**

The MG Midget Mk2 1964 was restored between 2000-2004.

The MG Midget Mk2 got a new windscreen frame, winding side windows and front quarter lights, outside door handles and lockable doors.

**OWNER:** Mogens and Karin Jensen / Denmark.

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**MG MODEL:** Midget MK 3

**YEAR:** 1967

**CHASSIS no.** GAN 4L 55627

**ENGINE TYPE:** BMC A-type

**CYL.:** 4

**CC:** 1275

**HP:** 65



**PRODUCTION DATA:**

8.330 Midget MK3 were build in the year 1967.

**HISTORY:**

The car was imported in Switzerland from new. My husband Beat bought and restored the Midget completely 1989-1990 - as a gift for me!

**ADDITIONAL INFORMATION:**

The engine is a throttled Mini-Cooper S power unit (original)  
First model with scissor hood, therefore larger interior cut-out.

**OWNER:** Katharina Duerig / Switzerland

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**MG MODEL: MIDGET MkIII**

**YEAR: 1969**

**CHASSIS no. -**

**ENGINE TYPE: A-series**

**CYL.: 4**

**CC: 1275**

**HP: 65**



**PRODUCTION DATA:**

103.700 Midget MkIII GAN4 & GAN5 were build 1966-1974.

**HISTORY:**

Exported to USA as new. Imported to Denmark in 2010.

**ADDITIONAL INFORMATION:**

**OWNER: Bjarne Berner / Denmark.**



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**MG MODEL: MG MIDGET mk III**

**YEAR: 1970**

**CHASSIS no. 92396**

**ENGINE TYPE: BMC A-Type**

**CYL.: 4**

**CC: 1275**

**HP: 65 DIN 6000 o/m**



**PRODUCTION DATA:**

29.544 MG MIDGET MkIII built  
1969-1971.

**HISTORY:**

The car came from new to Denmark and was registered first time October 1st 1971.

The car had a huge renovation in the end of the former millennium in order to bring it back to originality.

I bought the car in 2001, and have mainly worked with restoration of engine, transmission and suspension.

**ADDITIONAL INFORMATION:**

The car is kept as original as possible, with matching engine and transmission.

**OWNER: Palle Møldrup / Denmark.**

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**MG MODEL:**     **MG MIDGET MK 3 ROUND WHEEL ARCH [RWA]**

**YEAR:**             **AUGUST 1972**

**CHASSIS no.**        **GAN5-123529G**

**ENGINE TYPE:** **BMC A-type**

**CYL.:**             **4**

**CC:**                **1293**

**HP:**                **81**



**PRODUCTION DATA:**

48.287 MIDGET MK3 RWA were built between October 1971 and September 1974.

**HISTORY:**

The MIDGET MK3 (and near identical SPRITE MK4) had been developed from the MIDGET MK2 (and near identical SPRITE MK3) which in turn had been developed from the MIDGET MK1 (and near identical SPRITE MK2) which had its origins in the well known FROGEYE SPRITE MK1

The car was originally produced in Glacier White with wire wheels and supplied to Lookers of Bradford, Yorkshire and the original owner lived in Essex. In 2007, Midland Classic Restorations carried out a full restoration, based on a BMH Heritage shell, including the following upgrades:

uprated engine including head, cam and manifolds

uprated suspension

Minilite style wheels

Displayed at MG Spares Day and Race Retro in 2008.

Purchased by current owner in 2008 and widely driven in European MG club events.

**ADDITIONAL INFORMATION:**

Lightly developed by the current owner including a custom stainless steel exhaust manifold and system and replacement of the twin carburettors by a SU HIF44 carburetor

**OWNER:** **Doug Plumb / England.**

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*European Event of The Year*



**MG MODEL:**     **MG MIDGET/ARKLEY SS**

**YEAR:**            **1974**

**CHASSIS no.**     **-**

**ENGINE TYPE:** **Triumph**

**CYL.:**            **4**

**CC:**              **1493**

**HP:**              **100**



**PRODUCTION DATA:**

MG MIDGET MkIV Rubber Bumper 1974-1979: 17847 RHD 54442 LHD.

**HISTORY:**

Started life as a RHD rubber bumper Midget in UK. Imported to Denmark as a very rusty project in 1989. Totally restored and converted to LHD Arkley SS by present owner (with approval from British Leyland Homologation Department) and since 1991 used for Rally, Hill Climb, Track, Track Days and travel/holiday/everyday car.

**ADDITIONAL INFORMATION:**

The Arkley SS is designed in 1970 by John Britten Garages workshops at Arkley, London. The retro "bug-eyed" design was inspired by a mixture of the Morgan and the original Austin-Healey Sprite.

The main purpose was recycling old rusty or damaged 'SPRIDGETS' by use of fibre glass front and rear ends fitted to the donor car. Transformation did not affect the main structure.

Since 1971, around 1000 kits have been sold, but the surviving number today is unknown.

**OWNER:** **Bjarne Berner / Denmark.**



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**MG MODEL:** MGB Roadster

**YEAR:** 1963

**CHASSIS no.** G-HN3-L/6753

**ENGINE TYPE:** BMC-B

**18G-U-H/6948**

**CYL.:** 4

**CC:** 1800

**HP:** 95



**PRODUCTION DATA:**

Built February 4th-5th 1963.

**HISTORY:**

Despatched February 6th 1963 for USA.

**ADDITIONAL INFORMATION:**

Equipment: Wire Wheels. Pack-away hood. Red tonneau cover. Ashtray.

**OWNER:** Erik Thastrup / Denmark.

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**MG MODEL:** MG B

**YEAR:** 1965

**CHASSIS no.** GHN3L69124

**ENGINE TYPE:** B-type

**CYL.:** 4

**CC:** 1800

**HP:** 95



**PRODUCTION DATA:** Appr. 500.000 from 1962 to 1980 incl. GT's

**HISTORY:** Exported to Sweden from new, but came to Denmark 1989.

The previous owner stripped the car in the 1995, but didn't do much due to children and house renovation.

The present owner bought the car in 2011 as a project and it was in a very bad shape with a lot of rot.

I rebuild the body, got it blasted and painted everywhere by a professional painter, rebuild engine and gearbox and did the interior.

It was back on the road in 2014.

**ADDITIONAL INFORMATION:**

Converted to negative earth, seats with headrest from a later MGB, Motalita steering wheel, 15" chrome wirewheels, lowered frontsprings and 3/4" swaybar for better handling.

**OWNER:** Karsten Pedersen / Denmark.

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European Event of The Year*



**MG MODEL:** MGB Roadster

**YEAR:** 1969

**CHASSIS no.** G-HN4-L/164808-G

**ENGINE TYPE:** BMC B-Series

**CYL.:** 4

**CC:** 1798

**HP:** 98



**PRODUCTION DATA:**

A total of 399.070 MGB Roadsters were built by December 1980.

**HISTORY:**

The MGB is a two-door sports car manufactured and marketed from 1962 until 1980 by the British Motor Corporation (BMC), later the *Austin-Morris* division of British Leyland, as a four-cylinder, soft-top sports car.

This car was produced from December 19th-23rd, 1968 and exported to Switzerland on January 17th, 1969.

Today, the MGB is mostly in its original condition with matching numbers.

**ADDITIONAL INFORMATION:**

Delivered in Snowberry White, the car is now presented in British Racing Green.

**OWNERS:** Ingo Golz and Barbara Seyffarth Golz / Switzerland



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*European Event of The Year*



**MG MODEL:** MGB

**YEAR:** 1970

**CHASSIS no:** G-HN5/209578-G

**ENGINE TYPE:** BMC B series

**CYL.:** 4, o.h.v.,  
5 bearing crank

**CC:** originally 1798 cc,  
bored out to 1822 cc

**HP:** 95 bhp @ 5400 rpm  
(tested 2021)



**PRODUCTION DATA:**

386.961 MGB roadsters were produced from 1962 to 1980. In addition 125.282 MGB GTs were produced from 1965-1980, giving a total production run of 512.243.

78% were exported, mainly to North America (67%) and ca. 5% to Europe.  
(ref: Original MGB; Anders Ditlev Clausager; 1994).

**HISTORY:**

Exported from new to Denmark May 4th 1970. Original colour Flame Red (as it is now). 4 owners (?).

Restored 2002 (John Barton, Vejle). Chrome work from 1969 model year, plus walnut dashboard.

**ADDITIONAL INFORMATION:**

Upgraded 2020/21 with electronic ignition, 12 volt battery, inertia reel belts and high performance starter motor. Car is used daily on dry days as second car. Not a trailer queen!

**OWNER:** Nick Starkey / Denmark from 2020.  
Other car: 1970 MGB GT, owned since 1979.

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*European Event of The Year*



**MG MODEL: MGB**

**YEAR: 1976**

**CHASSIS no.**

**ENGINE TYPE: BMC-A**

**CYL.: 4**

**CC: 1800**

**HP: 90**



**PRODUCTION DATA:**

25.860 MGB Tourer 'Rubberbumpers' were build in 1976.

**HISTORY:** I bought the car in 1994 from a former Citroën dealer, that needed to expand his shop, warehouse and workshop. And therefore he had a lack of space for his "toy cars". The truth could be that the old cars for sale (Ford A, MG, VW) could bring in a little coin for the building....Who knows...?

I have used the MGB for everything: MG Club Championship rallies, holiday trips, exhibition trips, picnic trips and just driving out in the blue...

In the fall of 2014, it then gets a makeover, the former cognac interior, with brown seats, mats and door trim was now replaced with black interior with a green piping on the seats, like the color of the car.

The color is the original from 1976...

**ADDITIONAL INFORMATION:**

The Rostyle disc wheels were originally chrome-plated with a black cross, but in 1996 they were glass-blown and given the original Volvo Amazon rim color...

**OWNER: Christian Christiansen / Denmark.**

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL: MGB Roadster Limited Edition**

**YEAR: Date of construction:**  
**17. October – 3. November 1980.**  
**Dispatched on 28. November 1980.**

**CHASSIS no. GVADJ1AG522826**

**ENGINE TYPE:**

**18V-847-F-H 39210**

**CYL.: 4**

**CC: 1798 cm<sup>3</sup>**

**HP: 95 /5490 rpm**



**PRODUCTION DATA:**

The last 1000 MGB's were produced and completed in October 1980. They were designated to the "Limited Edition" series.

A total of 420 Roadsters and 580 GTs were made.

I think my car is the 200 th last MGB ever built.

**HISTORY:**

Mr. and Mrs. Tony, St.John Hart / Hart Racing Services bought the car for their son as a present for finishing his exams.

However he never finished and therefore didn't get the car.

The car was first road registered in 2002 in England. In the following years a few british owners bought the car, hoping for rising prices. They probably should have rather bought an 911... It was sold in 2011 at Bonhams.

I bought the car in 2018 in Germany. The Odometer showed 3.200 miles.

**ADDITIONAL INFORMATION:**

Colour Bronze Metallic, Cast-alloy wheels, Overdrive, RHD, Trim Orange and Brown, Hood Black.

**OWNER: Andreas Laake / Germany.**



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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** MGB

**YEAR:** 1969

**CHASSIS no.** GHN4L 160145

**ENGINE TYPE:** Rover V8

**CYL.:** 8

**CC:** 4.0

**HP:** Enough 😊



**PRODUCTION DATA:**

Build as a normal 4 cyl. MGB.

**HISTORY:**

Built in 1969 and delivered as new through DOMI and registered for the first time in the spring of 1970 in Hjørring, DK.

In 1986 I bought the car as a project, partly dismantled with 67.000 km on the clock and not been on the road since 1977.

During 1986 the car was restored and converted to V8. With help from DOMI, the Danish importer of MG, the car was approved with constructive changes required for converting to V8 as the first in Denmark.

In spring 1987 MS49526 was ready for new life as MGB V8.

The car has since continuously been improved, particularly in the first years with upgrades to suspension and brakes. In 2010 it was time for a major job with paint, and the engine was rebuilt, and electronic engine management was installed. Most recently, the gearbox has been upgraded to a 6 speed.

**ADDITIONAL INFORMATION:**

Since 1987 the car has been frequent used in sporting events, circuit race, hill climb and gymkhana. Car is also used as summer car going for vacation in south of Europa.

**OWNER:** Søren Martin Sørensen / Denmark.

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*European Event of The Year*



**MG MODEL: MGB GT**

**YEAR: 1966**

**CHASSIS no. GHD 3L 92818**

**ENGINE TYPE: BMC-B**

**Serie No. 18GG-RWE-H23185**

**CYL.: 4**

**CC: 1800**

**HP: 96**



**PRODUCTION DATA:**

125.282 MGB GT's were build between 1965-1980.

**HISTORY:**

In 1966 there were made 1477 LHD for other markets (which included Denmark). This one drove off the line in may 1966 and delivered to Denmark and registred on 18. april 1967. Owned by me since september 2020.

**ADDITIONAL INFORMATION:**

The GT was completely rebuild i 2007 and got a 5 speed Ford gearbox. It has driven km. 100.000 in 16 years. We use our GT as a daily driver most of the year and for holiday trips in Denmark and Germany.

**OWNER: Michael Amorsen / Denmark.**

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*European Event of The Year*



**MG MODEL: MGB GT**

**YEAR: 1967**

**CHASSIS no. GHD3L86091**

**ENGINE TYPE: BMC-B**

**CYL.: 4**

**CC: 1798**

**HP: 95**



**PRODUCTION DATA:**

**HISTORY:**

Sold new in Sweden. Imported to Norway 1995.

**ADDITIONAL INFORMATION:**

**OWNER: O.Thygesen / Norway.**



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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL:** MGB GT Special Cross Flow

**YEAR:** 1967

**CHASSIS no.** GHD3L120103

**ENGINE TYPE:** BMC-B

**CYL.:** 4

**CC:** 1950

**HP:** 167



**PRODUCTION DATA:**

11.396 BGT's were built in 1967.

**HISTORY:**

Sold to the USA as new, imported in the Netherlands around 2000, purchased February 2016 in Germany and restored to a high standard by the current owner 2016-2020.

**ADDITIONAL INFORMATION:**

The car lightly developed and improved, engine bored to 1950 cc, crossflow cylinder head, 2 double 45 Weber carbs, 15" Dunlop centerlock wheels.

**OWNER:** Kim Stage / Denmark.

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL: MGB GT**

**YEAR: 1974**

**CHASSIS no. GHD5  
344858 G**

**ENGINE TYPE: 18V  
780PH4001**

**CYL.: 4**

**CC: 1800**

**HP: 95**



**PRODUCTION DATA:**

The car was built 11.11.1974.

Price in England GBP 2.370

**HISTORY:**

2 owners from new. The car was first sold to a dane i Brussels 1974.

Sold to the current owner in 1979. Restored 1987/88.

The car has run a total of 120,000 km from new.

**ADDITIONAL INFORMATION:**

Colour: Damask red. Trim: Black.

The GT has a sunroof and overdrive.

**OWNER: Finn Fjerring / Denmark.**

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL: MGB GT Limited Edition**

**YEAR: 1980**

**CHASSIS no. GV-  
GEJ1AG522022**

**ENGINE TYPE: BMC B-Series  
(18V847H)**

**CYL.: 4**

**CC: 1798**

**HP: 95**



**PRODUCTION DATA:**

MGB: 515.471 (1962-80)

MGB GT: 128.212 (1965-80)

MGB GT LE: 520 (Oktober 1980)

**HISTORY:**

The last 1000 MGBs were produced and completed in October 1980 and designated the Limited Edition. The LEs were fitted with front chin spoilers and the distinctive Stag-type alloy wheels.

**ADDITIONAL INFORMATION:**

This vehicle was delivered to its first owner in Manchester on 1.10.1981.

The steel sliding roof was ordered by the first owner.

In 2010, the MG was brought to Germany.

Since 2020 it has been rebuilt by the present owner.

2023 is the first year back on street.

Total milage since 1980: 50.000 mls.

**OWNER: Petra & Lars Seifen / Germany.**



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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL: MGC Roadster**

**YEAR: 1969**

**CHASSIS no. GCN6278**

**ENGINE TYPE: BMC**

**CYL.: 6**

**CC: 2912**

**HP: 145 / 158**



**PRODUCTION DATA:**

4542 built 1967-69.

**HISTORY:**

The MGC belonged to Jørgen Strecker - one of the Strecker-fashion-brothers - from new. Current owner since January 17th 1981.

**ADDITIONAL INFORMATION:**

**OWNER: Lars Bonnevie / Denmark.**

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*MG 100 years 1923-2023*

*European Event of The Year*



**MG MODEL: MGC GT**

**YEAR: 1968**

**CHASSIS no. G-CD1 4524-G**

**ENGINE TYPE: BMC**

**CYL.: 6**

**CC: 2912**

**HP: 145**



**PRODUCTION DATA:**

Officially launched in October 1967, a total of 9002 MGCs were built between 1967 and 1969. Of this number a total of 4458 were GTs, of which 2129 were RHD. Not well appreciated in its time by the market, the MGC, still being a powerful great tourer, is much more looked for today. It is guessed that approx. 70% of the MGC's built do still exist today worldwide.

Coming from the BMC C Series engine (as used in the Austin Healey 3000) the six cylinder straight was extensively redesigned for the MGC, the major differences being the 7 main bearings, details in the cylinder head and the lay out of the pistons. In fact a light metal version of this engine was designed, built and successfully used in the MGC race cars. Unfortunately it never came into series production.

**HISTORY:**

This specific car was built November 1st - 4th 1968.

**ADDITIONAL INFORMATION:**

Since 35 years, this car has been in one-hand ownership. Being used in daily long distance between 1988 and 1992, the car has never been fully restored with the full intention of retaining as much of its factory originality as possible.

**OWNER: Dr. Marion Wahler-Lück / Germany.**

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**MG MODEL:** MGC GT

**YEAR:** 1969

**CHASSIS no.** GCD107942G

**ENGINE TYPE:** BMC

**CYL.:** 6 cylinder in-line  
pushrod ohv

**CC:** 2912

**HP:** 145



**PRODUCTION DATA:**

2329 in 1969 - total 4458 November 1966 - August 1969.

**HISTORY:**

Export to USA 1969 - to Denmark 2005.  
Restored till 2019.

**ADDITIONAL INFORMATION:**

**OWNER:** Finn Stepping / Denmark.



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**MG MODEL: MGB GT V8**

**YEAR: 1974**

**CHASSIS no. GD2D11815G**

**ENGINE TYPE: Rover V8**

**CYL.: 8**

**CC: 3528**

**HP: 137**



**PRODUCTION DATA:**

2,591 pcs.

Of which 1,839 with chrome bumper.

**HISTORY:**

Imported to DK in 1987.

Current owner has had it since 1996.

**ADDITIONAL INFORMATION:**

**OWNER: Finn Elsøe Gravesen / Danmark.**

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**MG MODEL: MGB GT V8**

**YEAR: 1975**

**CHASSIS no. GD2D1 2252 G**

**ENGINE TYPE:**

**CYL.: V8**

**CC: 3500**

**HP: 137**



**PRODUCTION DATA:**

2591 V8 GTs were built 1973-76 all RHD, of which the last 1/3 were 'Rubber-bumpers'. This car was built February 5th to 7th 1975.

**HISTORY:**

First registered 01-09-75, reg.no. LAY909P.

A young dane living in the UK, brought it to Denmark.

2. owner in Denmark 1990, reg.no. NM55000 - still the same.

The current owner from September 2020.

**ADDITIONAL INFORMATION:**

V8 engine renovated 1994. The original colour, bracken, was changed to blue.

Extras: Sunroof.

The original V8 steel rim/cast alloy center roadwheels and original fabric covered seats are in stock.

**OWNER: Steffen Sørensen / Denmark.**

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**MG MODEL: 1300 MkII**

**YEAR: 1969**

**CHASSIS no. -**

**ENGINE TYPE: BMC-A**

**CYL.: 4**

**CC: 1275**

**HP: 73**



**PRODUCTION DATA:**

BMC produced the ADO16 range from 1962 to 1968 and BL from 1968 to 1974 as Austin: 1963-1974, MG: 1962-1971, Morris: 1962-1971, Riley: 1965-1969, Vanden Plas: 1964-1974, Wolseley: 1965-1973.- all in various versions.

The MG was the sporty version with a 1098 cc engine, double carburettor, a traditional MG radiator grill and wooden dashboard. From June 1967, the MG could be supplied with a 1275cc engine. The Mk II version of the MG had a more powerful engine and synchronized gearbox. The car was now only sold in a two-door version.

Production ended in the autumn of 1971, after 157,409 examples.

**HISTORY:**

**ADDITIONAL INFORMATION:**

**OWNER: John Pedersen / Denmark**



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**MG MODEL:**     **MG METRO 6R4 Clubman**

**YEAR:**            **1985**

**CHASSIS no.**

**ENGINE TYPE:** **Austin Rover  
V64V**

**CYL.:**            **V6**

**CC:**              **3.0L**

**HP:**              **250 HP @ 7000 rpm**



**PRODUCTION DATA:**

This car was constructed in 1985 at Longbridge as one of 200 road legal homologation versions of the 410bhp Group B rally machines

**HISTORY:**

The engine was mounted back to front in the car, with the forward end of the engine facing the hatchback and the gearbox attached conventionally behind it and, therefore, in the middle of the vehicle. The four-wheel-drive was permanently engaged, and drove separate propshafts to the front and rear differentials. The rear differential was mounted on the side of the engine sump with one driveshaft running through the sump to the nearside rear wheel. Much of the outer bodywork was made of GRP, with the only exception being the roof panels (which were aluminium), the steel doors and the remaining panels from the original Metro shell

**ADDITIONAL INFORMATION:**

A cramped noisy exhilarating experience, these cars represent the pinnacle of motorsport design focus, at 1000 kg and 0-100 mph in 12 seconds.

Performance levels inevitably led to the legendary Group B cars being banned from major rallying after several fatalities in competition.

**OWNER: Malcolm Leggate / UK.**

This car belongs to Malcolm Leggate, the father of ex-racing driver Fiona Leggate who piloted an MG ZS in the 2006 British Touring Car Championship.

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*European Event of The Year*



**MG MODEL:** Metro 1,3 L

**YEAR:** 1988

**CHASSIS no.**  
SAXXFWNM2BD711355

**ENGINE TYPE:** BMC A+ type

**CYL.:** 4

**CC:** 1275

**HP:** 73



**PRODUCTION DATA:**

1982-1990: 120.197 built in the Longbridge Works near Birmingham, UK.

**HISTORY:**

The Metro was sold in Kolding, Southern Jutland, Denmark, in October 1988. Since then the car has had numerous owners in Jutland and Zealand, Denmark. Current owner bought the Metro in August 2018.

**ADDITIONAL INFORMATION:**

Now it is one of only 4 MG Metros registered in Denmark.

**OWNER:** Carsten Thorgaard / Denmark.

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*European Event of The Year*



**MG MODEL:**     **MG Maestro EFi 2.0**

**YEAR:**           **1987**

**CHASSIS no.**  
**SAXXCTWU8AM401757**

**ENGINE TYPE:** **O series**

**CYL.:**         **4**

**CC.:**          **1994**

**HP:**          **115**



**PRODUCTIONDATA:**

Produced 1984 to 1991 (32249 made). There are about 30cars registered in UK, (2022), in Denmark even fewer.

**HISTORY:**

The MG Maestro EFi and later badged 2.0i was the car the MG Maestro should have been when the model was launched in 1983. As it was it was not announced until October 1984, but at a stroke took the car from a trailing also ran into a position of class leader and one which turned the establishment on its head. The leader at the time was the iconic Golf GTi and in all dynamic aspects the 2 litre electronically injected, digital ignition O series engine was in front

**ADDITIONAL INFORMATION:**

The car was restored in August 2020.

**OWNER:**   **Johny Ellgaard / Denmark.**



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**MG MODEL:** Montego Turbo

**YEAR:** 1986

**CHASSIS no.** -

**ENGINE TYPE:** O-engine

**CYL.:** 4

**CC:** 2000

**HP:** 200+



**PRODUCTION DATA:**

The 2.0 liter O engine from British Leyland, has been completely disassembled, and has been provided with reinforced steel connecting rods from Arrow Precision, forged pistons from Wossner, ported aluminum cylinder head with steel valve seats, and sodium cooled exhaust valves, high performance ignition cables from Magnechor, iridium spark plugs, larger turbo Garrett GT2860RS, stainless pipe for front mounted intercooler from an Iveco Daily, MSD BLASTER 3 ignition coil, reinforced fuel pump.

All cooling hoses have been replaced with blue Samco, reinforced clutch and flywheel from a Rover 620ti.

Every gasket, o-ring, etc. has all been replaced with new ones. All belts are new, oil filter, water pump etc, are new.

The car runs with 0.7 bar boost pressure.

The engine has had a lot of parts polished and metallized/powder coated.

Complete newly renovated Janspeed 2" sports exhaust system.

Everything in the suspension front and rear has either been renovated or changed to new.

At the front the original shocks are uprated, and the rears are new from Monroe + Jenvey lowering kit 35mm, polyflex bushes throughout.

The front brakes have been changed to some 280mm sports discs from a Golf II Rallye. With a specially made adapter kit, they have been adapted so that they fit the car.

**HISTORY:**

The car has a full history.

**ADDITIONAL INFORMATION:**

The car is the only registered original turbo model in Denmark.

**OWNER:** Brian Borg / Denmark.

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*European Event of The Year*



**MG MODEL:** MGBRV8 GT - MG V 856.

**YEAR:** 1976/2002

**CHASSIS no.** GD2D1-2373G

**ENGINE TYPE:** Rover

**CYL.:** V8

**CC:** 3,950

**HP:** 209-218



**PRODUCTION DATA:**

1,983 MGRV8s were built from 1992-1995, all were roadsters, and most were exported to Japan. The previous production of MG V8s in GT form ran from 1973-1976, when MG produced 2,591.

**HISTORY:** The story of MG V 856 begins in 1995 as MG RV8 production was near its end. It was the dream of David Bloomfield, the then Managing Director of BMH, to have an MGRV8 GT. He commissioned one himself, and an MGRV8 and a 1975 rubber bumper MGB GT V8 was bought and stripped. The running gear and all components to build the car were obtained from Rover Group Cowley where the MG V8 production facility was located. A new GT shell was painted, and BMH engineers fitted the running gear and parts to the shell. Mr. Bloomfield left BMH before the build was complete, and the project ground to a halt. New management arrived and wanted to focus on manufacturing, which meant the unfinished RV8 GT project was sold to MGB Hive, a BMH-approved dealer in Wisbech, Cambs where it was destined to be used as a race car. During the delivery of an MGB bodyshell Nigel from MGB Hive mentioned the RV8 GT project to a former Rover engineer, who managed to buy the project in 1999. He completed the build over the next couple of years and the car was registered on 9 October 2002. It was kept by its first UK owner until June 2010, when he sold it to a German MG enthusiast. In 2020 having covered a total of only 7500 miles, the car was repatriated to the UK, and I purchased the car in February 2021. Power assisted steering was fitted as well as a 'Tornado' engine management chip. In addition, the car now has Bosch injectors and Denso Iridium spark plugs resulting in an estimated 10-15% (209-218PS) improvement in engine power and fuel economy. The car now has LED headlights.

I consider myself lucky to be the owner of the car and appreciate the many man hours that have been spent on making the car become the reality it is today. My thanks to all those who made it happen. This car is the only 'GT' version of the MGRV8 originating at the Rover MG factory.

**OWNER:** Roger Moran / UK.



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**MG MODEL: MR RV8**

**YEAR: 1995**

**CHASSIS no.  
SARRAWBMBMG001855**

**ENGINE TYPE: Rover V8**

**CYL.:8**

**CC: 3946**

**HP: 190**



**PRODUCTION DATA:**

RV8 Production Period -- first prod'n car (0251) completed 31st March 1993; final car (2233) 22nd November 1995.

**HISTORY:**

The MGRV8 was conceived in 1988, following the successful reintroduction of the new MGB bodies back into production by British Motor Heritage. The MG RV8 is a heavily revised MGB powered by a 3.9 litre Rover V8 engine delivering 185bhp, delivered to the rear wheels via a 5 speed Rover gearbox.

External body panels were revised to provide the car with a distinctive departure to the MGB although the clear original MGB proportions can still be clearly seen. The new body panels accommodated the axles wider track, and wider wheels and tyres. In addition, the front lamps are distinctive with Porsche 911 headlamps and at the rear were specially commissioned rear lamps.

The MG RV8 was an expensive car priced as it was at £26,500 when introduced. However, the price was partly to regulate demand as the body supply was comfortable at 15 per week and could peak at 18, so it could never be a volume produced car. It was a means to put MG back on the map and it did this extremely well setting the ground for the MGF.

**ADDITIONAL INFORMATION:**

Date of build was the 6th of July 1995, car was delivered to Japan. Reimported to UK in 2010, Sold to Germany in 2010. I have retrofitted power steering, electric windows and electrically adjustable exterior mirrors.

**OWNER:**

Mario Rämmele /Germany.



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**MG MODEL: ZR 160**

**YEAR: 2004**

**CHASSIS no.**  
**SARRFLNMR4D726113**

**ENGINE TYPE: Rover**  
**K-series**

**CYL.: 4**

**CC: 1800**

**HP: 160**



**PRODUCTION DATA:**  
About 83,000 ZR's were built.

**HISTORY:**

The MG ZR is an MG branded "hot hatch" version of the Rover 25 supermini class car, produced by MG Rover at their Longbridge plant in Birmingham from 2001 to 2005

**OWNER: Jesper Sørensen / Denmark.**

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*European Event of The Year*



**MG MODEL: MG ZS 180**

**YEAR: 2005**

**CHASSIS no.**

**SARRTLLLT5D656077**

**ENGINE TYPE: Rover V6**

**CYL.: 6**

**CC: 2497**

**HP: 177**



**PRODUCTION DATA:**

27.540 in total (all engine types)

**HISTORY:**

Bought by current owner from new

**ADDITIONAL INFORMATION:**

**OWNER: Finn Elsøe Gravesen / Danmark.**

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*European Event of The Year*



**MG MODEL:** ZT-T Station Wagon (Estate)

**YEAR:** 2004

**CHASSIS no.** -

**ENGINE TYPE:** 2,5

**CYL.:** V 6

**CC:** 2500

**HP:** 190



**PRODUCTION DATA:**

2004: 6.844. 2002-2005: 27.149 in total.

**HISTORY:**

Registered in Denmark from new.

**ADDITIONAL INFORMATION:**

The MG ZT-T is the estate version of the ZT, which was produced by MG Rover from 2002 to 2005. Styling was based on the Rover 75, with various modifications - far more than a sporty Rover!

**OWNER:** Bjarne Berner / Denmark.



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*European Event of The Year*



**MG MODEL: SVR**

**YEAR: 2005**

**CHASSIS no. SA9SVGC  
CW5M130613**

**ENGINE TYPE: Alloy  
32 valve**

**CYL.: V 8**

**CC: 5,0 L**

**HP: 385**



**PRODUCTION DATA: 84**

**MG SV 4,6 L V8 320 HP**

**MG SVR 5,0 L V8 385 HP reinforced brakes and rear spoiler.**

### **HISTORY:**

After 5 years of unhappy marriage with BMW, MG Rover wanted to build a High Performance car and all sails were set. Collaboration with Italian Quale Mangusta, was the base for MGX80, but did not succeed, but was the beginning to the MG SV.

The cars were manufactured in Modena Italy and Longbridge UK.

### **ADDITIONAL INFORMATION:**

This car is no. 13 out of 23 LHD and ordered by MG/Rover Germany.  
Imported from Sweden in 2013.

**OWNER: Niels Jørgensen / Denmark.**

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*European Event of The Year*



**MG MODEL: MGF 1,8i VVC**

**YEAR: 1998**

**CHASSIS no.  
SARRDWBTNWD029682**

**ENGINE TYPE: 1,8i VVC**

**CYL.: 4**

**CC: 1796**

**HP: 145**



**PRODUCTION DATA:**

77.212 MGF were produced in the period 1995 - 2001, the vast majority with right hand steering and with 120HP engine.

**HISTORY:**

This MGF 1,8i VVC is a mid-engined 2-seater build in the BMW period.  
The car is equipped with the original hydro-gas suspension  
From new exported to Germany. Re-exported to Denmark July 2009.  
Current owner since August 3rd 2022.

**ADDITIONAL INFORMATION:**

Performance: 0-100 km/t 7,0 sec., top speed 209 km/ph  
Daily consumption: 13,7 km/l

**OWNER: Klaus Bentzen / Denmark.**

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*European Event of The Year*



**MG MODEL:     MGTF 160**

**YEAR:           2004**

**CHASSIS no.  
SARRDLBPN5D634069**

**ENGINE TYPE: 18K4K**

**CYL.:          4**

**CC:            1.796**

**HP:            160**



**PRODUCTION DATA:**

39,249 MGTFs were built from  
2002 until 2005.

**HISTORY:**

MG Rover manufactured the MG F from 2000 onwards, heavily updating it to become the MGTF in 2002. MG Rover ceased production in 2005, resulting in the end of production of the MGTF model. The remnants of the MG Rover business were sold to Nanjing Automobile.

**ADDITIONAL INFORMATION:**

The MG TF was imported from Germany to Denmark in 2011 - tax was DKK 99,345.

The current owner from 2018.

**OWNER:   Arne Rasmussen / Denmark.**



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*European Event of The Year*



**MG MODEL: EHS, Hybrid**

**YEAR: 2021**

**CHASSIS no.**

**ENGINE TYPE: EL og benzin**

**CYL.: 4**

**CC: 1.5T GDI**

**HP: -**



**PRODUCTION DATA:**

**HISTORY:**

**ADDITIONAL INFORMATION:**

**OWNER: Lars Thousig / Denmark.**