

M. G.

In 1929 the M.G. Car Company evolved from Morris Garages, Ltd. The move was perhaps overdue. For a half-dozen years Cecil Kimber had been souping-up the standard product of William Morris' automotive empire and selling the result as the M.G. In 1928 Morris introduced his Minor, and Kimber decided to create a sporting M.G. in a minor key too. The M.G. Midget was England's first inexpensive and practical sports car. And it begat a worthy series of successors, most memorably in the supercharged K3 Magnette which was sold ready to race and enjoyed more competition victories than most people care to count.

In March of 1936 the SA was introduced with a pushrod ohv 78½ hp six-cylinder engine, hydraulic brakes (which Kimber distrusted so much he wouldn't allow them on his race cars) and a 123-inch wheelbase (the first time an M.G. chassis stretched more than two digits since the Midget). This new M.G. was obviously aimed at the carriage trade and was priced attractively less than an Alvis or Lagonda. The only problem was that traditional M.G. enthusiasts had always thought small and ignored the car. And an all-new clientele couldn't be persuaded to equate touring luxury with the M.G. image.

"Just 2,745 Type SA's were built, less than 700 of those the Tickford," says Curgie Pratt. "The SA was aimed to compete with, and resembles, a Jaguar. All my cars have



1938 M.G. Type SA Two-Litre Saloon  
Owner: Barry M. Briskman of Scottsdale, Arizona



names. This one is 'Bella Donna,' a lovely lady."

Comments Barry Briskman: "A very rare and handsome car. I have other unusual non-Classic M.G.'s, both pre- and post-war, but this SA really stands out among them. In addition to hydraulic brakes, the car features a wet clutch, four-speed gearbox, sun roof and built-in hydraulic jacking system.

Apparently, the company was proud of this car; the M.G. logo appears eleven times in the interior, fifteen times on the exterior and four times in the engine compartment."

Pride did not overcome practicality, however. Production of the luxury M.G. was not resumed after the war.



1938 M.G. Type SA Two-Litre Tickford Drophead Coupe, Salmons & Sons  
Owner: Curgie Pratt of Phoenix, Arizona

