

MG TB MIDGET BW 626 SA- FURTHER INFORMATION



Remarkably this car was originally registered on the 3rd Sept 1939 (the day war broke out), and the current owner bought it in Feb 2005 from a local dealer. The previous owner had bought it in 2001 from a gentleman in London who had owned the car since 1957 and who had carried out a number of "updates." When contacted this owner (still at the same address as in 1957) confirmed that the car was painted green when he bought it but the log book said it had originally been blue. He had started to restore the car but had only a small lock up garage and ended up selling it.

The next owner completed the restoration but had decided to move to Spain and perhaps finished the car in a hurry and as cheaply as he could, so when our Club member bought the car in 2005 it was in a good sound condition but had a lot of incorrect items fitted. The majority of the incorrect items have now been replaced



with the correct ones, where possible using rebuilt originals, there are still a few items left to do but it is nearly there. The clutch has just been replaced and when the car is put back together, the incorrect aluminium transmission tunnel will be changed for the correct rubber one. A correct starter switch will also be installed.

Originally late TAs and the TBs had a central lubrication system for the suspension, this system used heavy oil but many owners used grease instead which blocked the pipes and resulted in the system being removed and replaced with grease nipples directly on the suspension parts. The owner has managed to obtain details of the parts involved as well as a few original parts, and has manufactured a reproduction of the central lubrication system which he intends to fit to the car.

The car also has the correct tool kit with all original tools except the jack (ebay being searched) and the correct copper wheel hammer (this is different to the post war TC

& later cars). As there were so few TBs manufactured, this is a “hens teeth” item (made of “unobtainium”?). A specialist dealer had only ever seen 2 such hammers in 35 years. Details of the hammer have been obtained and a larger copper hammer purchased. The owner intends to machine this hammer to the dimensions of the original hammer.



Future planned works include stripping the paint and respraying the car, although this would mean an unwelcome spell off the road.

With the present owners whilst based in the UK the car has been to a number of events there plus the MG European Event of the Year in France and in Germany, and to the Le Mans Classic. The car is now based and registered in France, from where the car has been to the Le Mans Classic, the Rally des Remparts (through the Club) twice, and the MG European Event of the Year in Aviemore, Scotland (photo on main webpage). It will be going to the same event this year when it is held in the Netherlands in June..