

Un'autentica MG



An inexpensive "kit" allows you to transform an old Triumph into an MGTF.

All the old MGs are carefully guarded collectors pieces.

Many in circulation are invariably in poor conditions for the considerable distance they have travelled. And because it is a rare thing, even a difficult to buy one. MG "TD" and "TF", produced in Europe and more specific in Great Britain. On issue no. 11, no. 1977, GENTE MOTO presented the Brazilian MP of the MG "TD" this service is instead dedicated to the interesting and individual production of the MG "T" produced by the company R.M.B. motors (Mill Street, Barwell, Leicester, Great Britain).

It is appropriate to suggest R.M.B. has already built several copies of the MG replica named Gentry Sports as a kit, while he has built so much as a dozen complete. We need to this keep in mind that in Great Britain there are numerous

"TF", ultima tradizionale Midget

At the end of 1953 it was presented to Auto Show- London MG Two "TF" spider seats, latest model to follow in the footsteps of the sporty bodywork of the "Midget ". Initially the MG "TF" was equi-paggiata with a motor 4-cylinder in 1250 c.c. line (bore and stroke 66.5x90 mm) which developed 57 HP at 5500 rpm; the "TF" with this displacement were a total of 6200, a good part of which exported to the United States. Subsequently and up to the first ones months of 1955 the MG "TF" was produced with an engine of 1466 c.c. (bore gio and stroke 72x90 mm) which developed 63 HP at 5000 rpm. The units of this type was a total of 3400. In both cases the engine it had overhead valves controlled by rods and rocker arms, with shaft a cams in the crankcase. The clutch was dry single plate and the gearbox it was 4-speed; the brakes were drum brakes (the front ones had the born double-wraparound) and the independent front suspensions used had coil springs, while the rigid rear axle was equipped with semi-elliptical crossbows. The MG "TF" was imported into a number of specimens also in Italy, where they are now collected by enthusiasts; a specimen in perfect condition can now cost around 7 million lire; there the same figure, with some inevitable variations more or less, must budget to buy a MG "TF" in Great Britain and to import it then in Italy. For the original MG "TF" there are still spare parts exchange with some English specialists. Therefore, the benefit fold of this car, since even in the event of a breakdown you have the certainty of being able to repair it and not leave it unused.

passionate about "doing it yourself", have a garage or a box where to build an auto like the replica of the R.M.B. Motors.

Not to mention that condition of the kit offers in Great Britain, gains significant benefits such as keeping the plates and the to circulate the car used as for the construction of the it is sufficient to report all competent authorities to change rozzeria, without any tax charge. If, on the other hand, you wish keep the registration as a new car, with the related laudo of the Inspectorate.

Barwell (Great Bretas R.M.B. Motors produces a better replicas of the MG. This company provides above assembly "kits", as, much appreciated by the English, can have a garage where to perform building in their free time. The replica is in aluminium, wood and plastic. Alloy rims adopted instead of the spoked ones using the original MG "TF". Engines of various cylinders are available.

British rationing is sufficient to pay a fee equal to 10 per cent of the value of the kit. Two alternatives, these, certainly cheaper than the VAT (corresponding to our VAT) and the special Purchase Tax that are imposed on a new factory car.

The pieces that make up the replica kit illustrated in our service cost around 1,100,000 lire in the price list, to which the VAT amount must be added. The kit was designed to be easily mounted on the frame of the Triumph "Herald" or "Vitesse" built in the 60s and now available on the second-hand market in Great Britain at figures ranging from 250,000 to 400,000 lire each. To complete everything you need, you must also buy a grille of the MG "Magnette" sedan (type ZA and ZB) produced from 1953 to 1958, the fuel tank of a Triumph "Spitfire" or Morris "Oxford", the water radiator of the Triumph "Vitesse" (if you have a Triumph "Herald" chassis and the radiator of the Triumph "GT 6 "it will work "having the Triumph" Vitesse "chassis as a basis). Finally, it is necessary to find the wiper assembly of an Austin Healey "Sprite" Mk 1. All these additional pieces cost around 250,000 lire in Great Britain. Logically the complete car, already mounted by R.M.B. Motors gives a greater guarantee of success and avoids any boredom of assembly and sourcing of accessory parts. In this case, however, it is necessary to add the cost of labour, which considerably increases the price of this valuable replica of the unforgettable MG "TF". For the moment there is no representative of the British company R.M.B. in Italy.



Barwell (Great Britain). The dashboard of the replica is made of wood with instrumentation, which however is complete.

The Barwell folding canopy (Great Britain) and the so-called "side panels" with the R.M.B doors are a copy of the original ones. This also applies to the transparent plastic that act as windows.

The two bucket seats in the R.M.B. replica are very comfortable but for the connoisseur's eye are too fashionable, compared to those mounted on the old MG "TF".



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