

1937 M.G. SA CAR PROFILE.

Four Door Sports Saloon

HISTORY.

The SA model production for 1937 was 966 cars.

The total production from 1935-1939 was 2745 cars with 1945 cars in saloon form.

The total exported cars out of England to Australia was 23 cars. That is 21 complete cars and 2 rolling chassis.

Engine capacity is 2322 cc from an in line 6-cylinder motor

Traditional M.G. badging is prevalent throughout the car in many locations internal and external.

The M.G. SA production is therefore very small in comparison with other pre-war M.G. models produced and moreover the number imported to Australia was very limited.

These cars have been therefore rare and sought-after from their first introduction to the market and even more so in recent times.

BACKGROUND.

I purchased two M.G. SAs some 25 years ago.

The cars were laid up in an enclosed garage when purchased and have been kept in an enclosed garage since my ownership began.

The then owner would not separate the sale. It was both or none.

Even then SAs were rare and exciting cars so I managed to get funding for both with the idea of progressively doing both of the cars up and perhaps then selling one car.

Both cars come to me fully dismantled down to the chassis but with the tub left on.

Back in the day rebuilding two cars seemed very possible and so the work began.

Then family, work pressures, house maintenance, children school expenses , mortgages, living expenses, the list goes on . You get the picture I'm sure.

Work stopped for many years until I was able to renew the passion and the realization quickly set in that I was not going to get both cars completed.

I decided to concentrate on the Australian body SA (only two rolling chassis were delivered to Australia to receive local bodies.)

At age 70 I have now reluctantly decided to sell the English import M.G. SA.

I have a couple of other projects on the go and it is time to move the English SA on so someone who will then be able to enjoy these magnificent cars.

THE CAR FOR SALE

As one of only 21 this car is a very rare and desirable 1937 M.G. SA project car, that was originally fully imported to Australia.

Some work has already been carried out on the car as hereafter detailed.

This is an early car with matching engine, chassis and body numbers which makes the car even more unique.

It has not been tampered with, has not been in an accident, is very straight, very clean throughout and is 99% complete with many spares and some old/new stock parts available.

Engine No. QPHG2125

Chassis/Car No. 1852

Work already carried out:

- The chassis has been partly cleaned and has been found to be straight and with no cracks or damage evident.
- Body panels guards have been bead blasted (not sand blasted -too extreme) , any rust cut out and with new steel inserts welded in (not fillers) , primed coated to seal surface (hence the red primer) and now ready for panel beating as required to fit onto the car.
- The main tub is straight with no distortion, has been cleaned and with no rust outbreaks evident.
- The doors and associated panel skins are in excellent condition

- A complete new timber structural frame for the car has been fabricated inclusive steel channels(for timber frame infills) which have been prepared and primed for install at the A and B pillars.
- Front grille repaired and chrome finished.
- The in-built “Jackall“ car jacking system has been sourced and goes with the sale.
- Engine, gearbox and diff have been examined.
- Engine has not been turned over – not wishing to cause internal damage until old oil etc. is removed. This has been done as it is better to store an old engine with its original oil, grease, greasy mud etc. left undisturbed as it protects to engine. The engine looks fine and should be in the same easy operational condition, after some attention, as are the gearbox and diff.
- The gearbox is operational with only a minor movement in the main shaft
- The diff is operational with only a minor repair to one tooth on the main crown wheel required /or not.
- Interior polished timber trims are in excellent condition with the instrument metal panel to the dashboard only requiring re-chroming.
- The leather trim has been removed (not by myself) and as was not unusual, back in the day, the interior was replaced with the new “better“ vinyl. Fortunately the leather interior trim has been retained which will enable its refitting/renewing.
- I have sourced many old/new stock spare parts such as wheel cylinders, various rubbers, starter switch etc.
- I have also sourced some difficult parts although everything one needs seems to be available on the internet.
- Eg., the engine mounts can be easily obtained from Land Rover parts stocks and the oil filter is the same as a Massey Ferguson Tractor.
- This is just a preliminary list as more work has been done as an automatic result of working up the other car.

Some missing items ;

- Front body apron
- Part slide roof. (although the hard to find lock and lift bar with handle is available as is the cloth section of the roof opening .)
- The rear wheel cover. (the wheel cover may not have ever been part of this model anyway – not sure).

- There exists some rust around the inside wheel arch and back boot tail section which is not unusual for a 75 yr. old car.
- Windscreen wind out chain (although it could be in one of the boxes.)
- Three of the four instruments are missing although I found a full set for my other car on the internet.
- Other missing items are generally found on internet, as I found for the Australian car such as fog light, trumpet horn, door handle, some hinges, toolkit etc.

THE CAR WHEN RESTORED .

These cars are highly sought after, stunning looking cars. They turn heads and drive very conformably on the road as a genuine touring four seater sports saloon.

The interior is plush and the external lines are classic, similar to Bentley, Rolls Royce, Jaguar and many other cars of the era. These cars are becoming increasingly scarce, particularly in project form in the standard of this car.

Once restored people tend to hang onto them and if they come to market as a "back on the road car" (which is one option) or a fully restored car they bring substantial prices.

These cars are a joy to drive for both the MG enthusiast or for the owner that wants a beautiful car to go for a Sunday drive or longer touring holiday.

These cars have a great presence, will increase in desirability for both enthusiast and investor and are a true rare and unique classic.

Sale price; A\$29,500.

Contact; Russel Turner

via email; rturner@gmail.com

or phone; 0419 980 030.