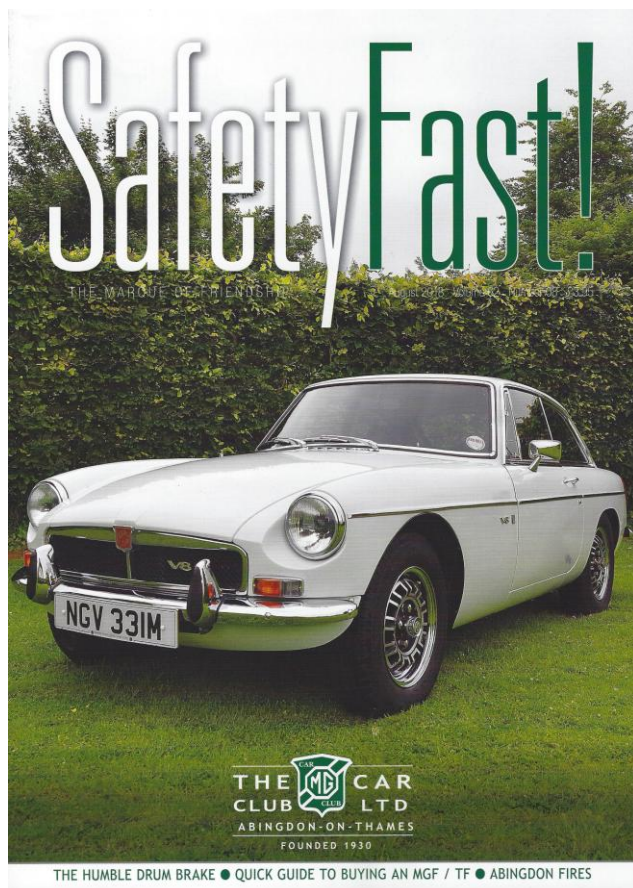


## MGs on the hedge!



This exceptional MGBGT V8 in Glacier White, owned by **Andy Goves**, was featured on the cover of Safety Fast!



### MGBGT

My mother's yellow BGT has been with us since March 2003 and it's basically standard, aside from a lead free flowed head, oil thermostat and leather seat covering in place of the grey deck chair upholstery. Of all the cars, it's perhaps the best all rounder.

### Midgets

My father bought the **red Midget** in 2006 and has embarked on a programme of improving the finish. That now has the same kind of Peter Burgess head as my Morris Traveller, with a similar LCB exhaust, so it will be interesting to see how twin SUs measure up against the MG Metro carb on the Traveller. The **black Midget 1500** (see page 2) is mine and has been since 1984.

**Martin Evans** in Powys has sent in a note saying "I have a long held view that the MGBGT is one of the best looking cars ever made - though I fully accept that aesthetics is a matter of opinion – the cover photo of August 2018 issue of Safety Fast! being a good example. My father pointed out the similarity with my parents' garden and looking at numerous photos of our cars, I can see his point. We sometimes use the garden for insurance photos and it's certainly a more photogenic location than my place! I attach a few photos and you'll see the similarity between the front of Safety Fast! and my parents' garden!"



Martin Evans' father pointed out the similarity of the garden setting in the front cover photo with his parents' garden.

### MGBGT V8

Martin Evan's Factory MGBGT V8 (Bracken 1773) above has an SD1 gearbox, a Holley 390 carburettor, Quaiffe differential, chrome grille and Revolution 5 spoke wheels with 185/70 tyres. He adds "the V8 has been with us since January 1985. Before it was in my name, my father feels it's the best car he's ever owned. He had a new MGBGT V8 in 1974 but this one is faster and better finished.

Over the years he's owned a Lotus Elan Sprint and a Frazer Nash Le Mans Replica but the V8 gets the accolade. Although the Elan was great fun and handled so well as to defy belief, it was more fragile than the V8 and was less easy to own".

### Chrome bumper Midget





## MGs on the hedge!



### Rubber bumper Midget

The black Midget 1500 is mine and has been since 1984 – it was my second car after my first Mini. After I retired it from use, I bought another Mini and from 1986 - 89, I rebuilt and uprated it. It now gives about 110bhp at the flywheel, it has a Spitfire overdrive box, Quaiffe diff and vented bonnet (like the V8), enlarged valance vent and relocated number plate for improved cooling. Suspension mods were carried out and measured in time improvements at the Prescott hillclimb. The standard of trim/finish has been improved.



### Morris Minor Traveller

My Traveller turned up in September 2003 and that has a 1275 Midget engine, Ford 5 speed gearbox, Marina disc brakes and a few other odd and ends. That gave 77bhp, so it's a useful runabout and quite good fun.