



TRIPLE-M MG

In the form of a family tree, overview of the MG produced in the pre-war period, in particular the 1929-1936 Triple-M cars.

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1 INTRODUCTION

Triple-M stands for Midget, Magna and Magnette, the names given to the 4-cylinder (Midget) and 6-cylinder cars (Magna and Magnette). The designation Magna preceded the Magnette range.

The single overhead camshaft Triple-M cars put MG on the automotive map in the 1930s, with their race and record breaking exploits. The model variation may be quite confusing, the company constantly improving its models as a result of its extensive competition program.

An overview of the Triple-M cars can be found in the last section. This is a compilation and interpretation of different, excellent sources which usually do not provide an overview in such a form¹.

¹Knowles, David (2023): MG Century, Quarto Publishing Group; Green, Malcolm (2011): MG Sport Cars 1929-1936, OHC Midgets, Magnas and Magnettes, Design, development and styling, MG Car Club Triple-M Register; Monk, Richard (1994): The MG Collection, the pre-war models, J. H. Haynes.

Eleven different models (C, D, F, J, K, L, M, N, P, Q, R) were produced in seven years, from 1929 to 1936, compared with the T Type, which had ‘only’ five different models in nineteen years (1936 to 1955; before WWII: TA, TB; after WWII: TC, TD, TF).

The model subdivision is not always logical. A number 1 suffix (e.g. J1 or F1) generally indicates a 4-seater body, while the number 2 suffix indicates a 2-seater (e.g. J2 or F2). A number 3 or 4 suffix indicates a racing car (e.g. J4 or K3). When the P Type and N Type came out in 1934, these numbered designations were dropped. So there are 2-seater and 4-seater P Type and N Type. Revised P Type and N Type were later called PB and NB.

2 CAVEATS

Producing synopses is always a challenging job implying a few caveats. First, the tree is subjectively sorted, according to the number of seats and the number of cylinders. Moreover, the racing cars, usually one-seater or two-seater cars, are separately presented. These racing cars were meant to be racing cars by the company. However, much more Triple-M cars were raced during the considered period.

A second caveat concerns the accuracy of the given production dates. Therefore, we do not make any distinction between production versus sale dates. Moreover, depending on the source of information, you may get slightly different dates.

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3 SYNOPSIS

