MG MIDGET (MK I / MK II)

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1961–1966)

Engine: **948cc / 1098cc BMC A-Series**
Transmission: **4-Speed Smoothcase / Ribcase Manual**

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL ROT TRAPS

SEMI-MONOCOQUE TUB INTEGRITY

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Sills, Castle Rails & Floor**	Outer sills, inner castle rails, and floor pans form the primary structural strength. Tap jacking points; check for rotten seams beneath kick plates.
☐	**Quarter-Elliptic Spring Mounts**	Mk I & early Mk II use 1/4-elliptic rear leaf springs bolted inside rear chassis box sections. Corrosion here allows rear axle to break free.
☐	**A-Posts & Door Hinge Pillars**	Check lower A-pillars behind front wing seams. Door drop or doors catching on rear strikers indicates structural deflection and collapsed A-posts.
☐	**Boot Floor & Spring Tunnels**	Inspect spare wheel well, petrol tank flange, and the internal rear spring mounting tunnels beneath fuel tank straps for road spray rot.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**A-Series Oil Pressure** **Spec: 45–55 Cold | 20+ Hot**	Check dual oil/water gauge. Cold idle: 50 PSI; Hot idle: 20–25 PSI minimum. Check for blue smoke on overrun (worn valve guides or piston rings).
☐	**Ribcase vs Smoothcase Gearbox**	Mk I used weak "smoothcase" gearbox; Mk II gained stronger "ribcase". Check 2nd gear synchro on downshift and listen for noisy laygear bearings.
☐	**Front Lever Arm Dampers**	Front dampers form the upper wishbone. Rock car vigorously; check for fluid leaks, seized pivot bushes, and vertical play in screw trunnions.
☐	**Rear Half-Shaft Splines**	Listen for metallic clicking on pull-away in 1st gear. BMC rear axle half-shafts suffer stripped splines and worn differential crown wheel gears.

Model & Identity Verification: Commission plate on driver's side footwell or firewall. Mk I prefix: GAN1 (948cc side-screens); Mk II prefix: GAN2 / GAN3 (1098cc wind-up windows). Stamped engine number on block boss: 9CG (948cc) or 10CG (1098cc).

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Corroded Sills & Inner Castle Section Replacement	£1,100 – £1,800 (Structural sill kit & welding)	£
Rotted Rear Quarter-Elliptic Spring Box Sections	£650 – £1,100 (Spring box fabrication & mounts)	£
Worn 2nd Synchro / Noisy Smoothcase/Ribcase Box	£450 – £700 (Gearbox overhaul & clutch)	£
Leaking Front Lever Arm Dampers & Worn Trunnions	£280 – £420 (Reconditioned dampers & kingpins)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£