



Sad news for questing Midget & Sprite Club – No. 44 is no more

Gone, but not forgotten

With regards to the ex-works MG Midget YRX 747 (*C&S*, February), I purchased this in 1971-72 from someone in Northern Ireland who used it for rallying. Unfortunately by this time it had shed its steel panels and nose, tail and doors were in glass-fibre. The original works hardtop was fitted, though, complete with the 1963 Monte Carlo rally sticker on the rear window and the spotlight on the roof. The

engine was a Lotus twin-cam, back-axle Ford, and the front hubs had been modified to take Ford wheels.

When I bought it I fitted a 1098cc engine and gearbox and used it on the road. Unfortunately the quarter elliptic springs could not carry the weight of the Ford axle, and started to part company with the chassis! So, after various parts were sold, the rest was scrapped – but there was not much left of the original car by the time I bought it. I still have a registration book, but not the original.

The only answer is to build a replica from a period shell...

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