Above: Settle in. There's plenty of room for you and a friend in the 1973 Midget, the traditional sports car that is as contemporary as today. A & B Up close, the Midget shows the kind of detailing and careful fitting that's MG tradition. C A close-ratio 4 that's smooth and sure. D The new alloy spoke steering wheel links up to precise rack and pinion steering. E The Midget has a dual hydraulic braking system with 13" inch disc brakes up front. F It's rock, pop, jazz or long-hair with the optional AM solid-state radio. G There's a lot in a Midget package including all-steel monocoque construction. H Mag-style wheels and radial ply tires are standard, the brushed aluminum trim rims optional. I Full instrumentation including tachometer, speedometer, fuel, oil pressure and water temperature gauges. J Bucket seats have adjustable head restraints. Navy interior is standard with Damask Red, Blaze, Harvest Gold, Limeflower, Glacier White and Bronze Yellow; Ochre, a bright yellow, is standard with Black Tulip, Teal Blue and Green Malloward. K Room enough for a weekend of gear in the lockable trunk. L A proven champion, the Midget 1275 c.c. twin-carb engine. M Keeping the cheer in and the chill out is as easy as putting up the durable vinyl top.
The MG Midget is one sports car that’s ‘priced to go’. Its performance profile harks back to the classic Fords that brought sports car motoring to America. Yet of all the previous winners now in national SCCA racing, the Midget is the one with the lowest price tag. That’s a price and performance combination no other sports car can boast. So the advantage of the Midget’s special brand of excitement. Its favorite paths are winding country roads and twisting mountain pikes, but it also has the stamina to keep you out front on the busiest stretch of a speedway. Go with Midget and you’ll be going with the best.
The up-front view—clean and crisp.

Like the first MG Midget in 1928, today's Midget is still the leader in sports car value.