

1979 MG Midget Mk IV

2dr Convertible • 4-cyl. 1493cc/50hp 1bbl

#1 Concours condition

\$22,600

▲ +1.8%

#2 Excellent condition

\$12,200

▲ +1.7%

#3 Good condition

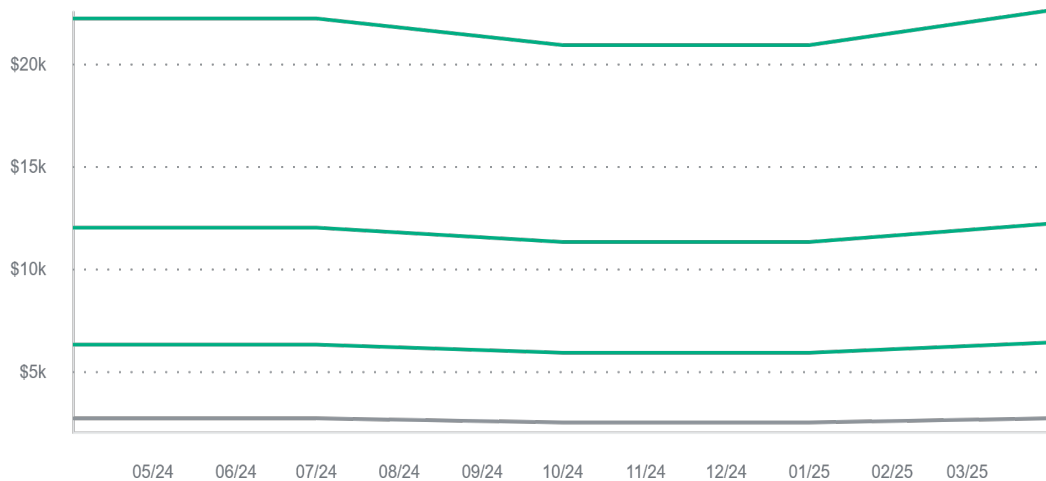
\$6,400*

▲ +1.6%

#4 Fair condition

\$2,700

● 0%



NOTE: The chart displays price changes for the last year.

Value adjustments

-10%
for Tiptronic.

Model description

Faced with falling horsepower due to emissions regulations, British Leyland fitted the final MG Midget Mk IV with the 1493-cc Triumph Spitfire engine in 1975. The car was simultaneously raised to reduce the likelihood of damage during a crash, and the car gained huge rubber safety bumpers at both ends. The bumpers added weight, and performance of the Mk IV is slightly less than earlier versions of the car. U.S. cars were fitted with a single Zenith carburetor and had a top speed around 80 mph.

Even though sticker prices had reached \$4,150 in 1977 (nearly \$1,500 higher than 5 years earlier), sales lingered on until 1979, when the last Midget left the factory. Some cars went unsold that year and were titled as 1980 models. The Mk IV closed the 20-year run for the car.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Good examples of Mk IV Midgets can still be found at the back of garages in better neighborhoods where they were a popular second car for sunny days, but time has not been kind to those living on the streets. Finding bone stock rubber-bumper cars is becoming increasingly difficult as many owners have opted to rebuild their Midgets with chrome bumpers from earlier cars. As always, look out for rust and check the front suspension is stiff, without having tube shocks fitted. The lever shocks are also on the top a-arms and if they've failed, the suspension bushings are worn out too. First gear should be quiet, which is uncommon in most cars now. Prices for the MG Midget are remarkably cheap, and represent one of the most economical ways to get into vintage motoring.

Body styles

2dr Convertible

Engine types

4-cyl. 1493cc/50hp 1bbl

1975-1980 MG Midget stats

Highest sale	Lowest sale	Most recent sale	Sales
\$23,388	\$2,673	\$19,790	75

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.