

1953 MG TD

2dr Roadster . 4-cyl. 1250cc/54.4hp 2x1bbl

#1 Concours condition

\$32,000

↘ -21.8%

#2 Excellent condition

\$21,300

↘ -21.7%

#3 Good condition

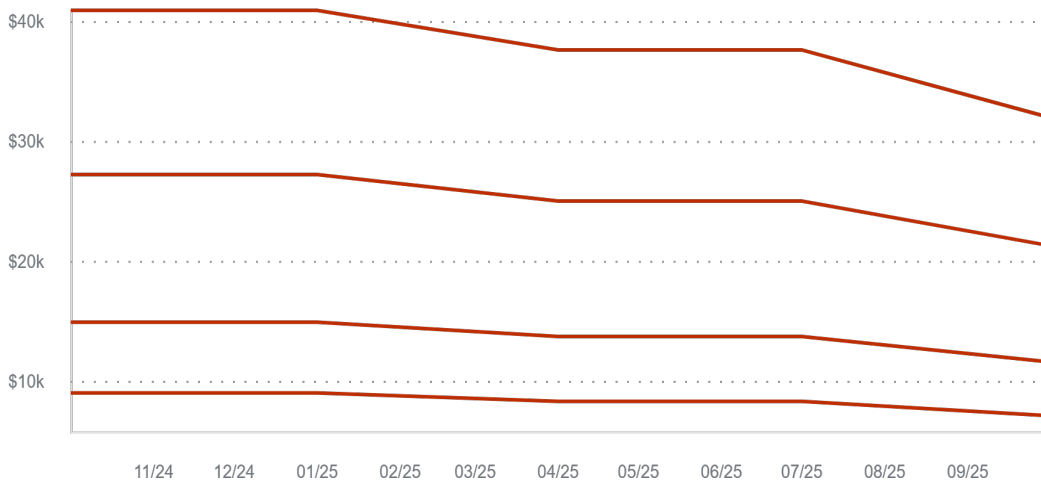
\$11,600*

↘ -22.1%

#4 Fair condition

\$7,100

↘ -21.1%



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

Model description

MG's TC roadster sold well initially and proved American demand for an English sports car, but the car's right-hand-drive configuration and 1930s specifications meant it was ripe for a redesign by 1950. In response, Syd Enever and Alec Hounslow took two weeks in 1949 to strip a four-seat Y-Type Tourer and shorten the chassis five inches. Just like that, the MG TD roadster was born.

The TD also carried a few modifications aimed at the U.S. market. Specifically, left-hand drive was offered, along with rack-and-pinion steering, smaller, 15-inch steel disc wheels (no wire wheels were offered), and larger bumpers. In turn, the car was wider and 200 pounds heavier than the TC. Keeping with its predecessor, the TD's weather protection was minimal.

The MG TD still used the 54-hp, 1,250-cc XPAG inline-four motor to reach a top speed in the mid-70 mph range, which meant the second of MG's T-Series cars was a tad slower than the first. Even so, the TD's modifications conspired with a newly devalued British pound to make the TD an unqualified success and 29,664 were sold in four years - three times the TC production. More than 80% of that figure were imported to the U.S.

In the middle of 1951, the TD received a new engine block and sump, as well as a larger clutch and a new flywheel, and this iteration is now commonly referred to as the TD2. MG also manufactured 1,710 TD Mk IIs, and it was essentially produced for club racers. The Mk II held 5.5 percent more horsepower (and a top speed of 83 mph), thanks to increased compression ratio and bigger valves. Additional friction dampers, badging, a bulge over the carburetors, and chrome grill bars also differentiated the model.

In general, the MG T-Series delivers a pure 1940s / early 1950s British driving experience, and the TD is no exception. Its mechanicals are robust and mostly easy to source, which makes ownership relatively straightforward. The cars were designed for weekly maintenance, however, so it is essential that everything is greased and oiled before putting one on the road.

*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.

Body styles

2dr Roadster

Engine types

4-cyl. 1250cc/54.4hp 2x1bbl

1950-1953 MG TD stats

Highest sale	Lowest sale	Most recent sale	Sales
\$121,000	\$1,120	\$14,465	921

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.