

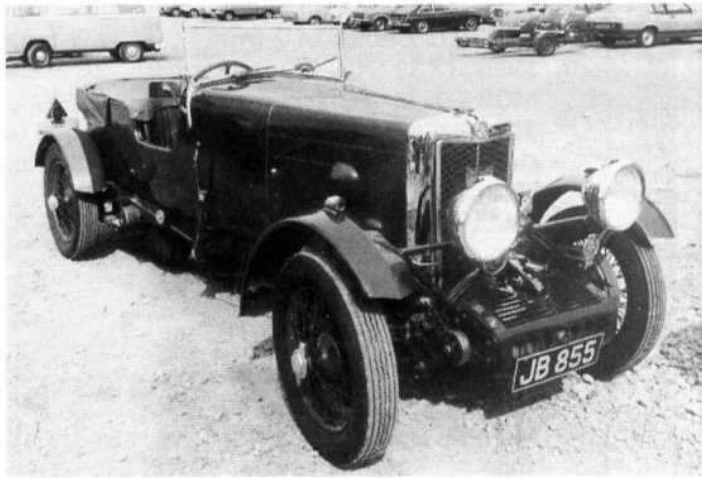
50 years of MG...

In the Autumn of 1929 MG had established themselves so well as an individual marque that they outgrew the purpose-built factory at Edmund Road, Cowley where the Morris "Specials" evolved.

Space was taken in a vacant part of the Pavlova Leather Company's factory at Abingdon-on-Thames and the next ten years would find Abingdon and MG as synonymous as Rolls-Royce and Derby. An announcement from BL Cars during the celebration of Fifty Years of MG Production at Abingdon suggests that this link will soon be broken. So our photographic record may well show the last great gathering of the MG marque whilst still occupying its spiritual home.



Above, Old Number One was not the first MG but arguably the first out and out sporting MG built in 1925.



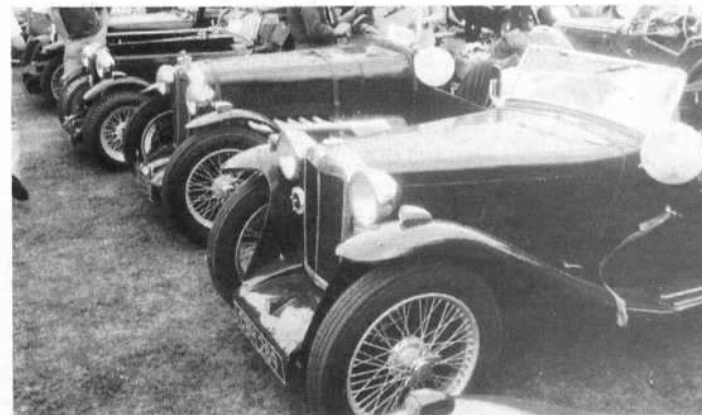
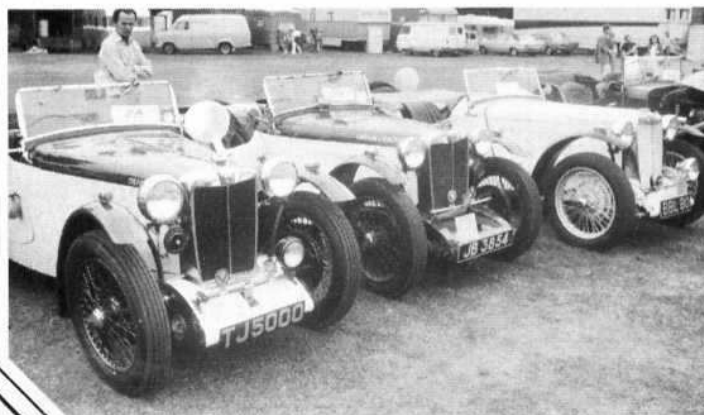
Above, the 2468cc six cylinder 18/80 model was a fine vintage tourer.



Above, the famous little C-type or Montlhery Midget dominated the 750cc class at race meetings.



Above, someone tries the sunroof on this handsome late 30s SA model, while the TA behind sports a novel hood! Right, a drophead coupe version of the 2½ litre SA. Below right, part of the huge selection of cars gathered at the meeting for the crowd of MG worshippers. Bottom left, two PA's and one TA version of the well known Cream Cracker competition cars.





Above, the post-war YA saloon was popular and offered I.F.S.



Above, a traffic jam of MGAs.



Above, ZA Magnette with ZB Varitone behind.



Left, a stop-gap model maybe, but to many the TF is still the tops. Above right, two famous record breakers take it easy for a change — in front, EX 135, with EX 179 behind. Right, not entirely an MG benefit, for the handsome post-war R.M. Series Riley 1½ and 2½ litre cars were assembled at Abingdon from 1949.



Left, in 1957 Austin-Healey found a home at Abingdon — so they were invited to the party as well. Above, Brussels coachbuilder Jacques Coune built a small number of these modified MGBs in 1964 — it was known as the Berlinette 1800. Right, fascinating mini-MG might-have-been, ADO 34.



Left, another prototype EX 234 might have replaced the Midget. Below, from little acorns . . . Bill Morris' bicycle makes a fitting tailpiece.

