THE HISTORY OF MG SPORTS CARS

The Beginning of Morris Garage

![MG Logo](image)
THE HISTORY OF MG SPORTS CARS

• William Morris opened his company, Morris Motors Limited in England in 1912.

• A subsidiary of this company was called Morris Garages.

• This name would eventually be shortened to MG when Morris Garages started manufacturing cars in 1923.

• The first MG had a 4-cylinder, 750-cubic-centimeter engine and could do 82 mph.
THE HISTORY OF MG SPORTS CARS

1924 MG 14-28 Sports
THE HISTORY OF MG SPORTS CARS

• In 1928 the creation of a new company called the MG Car Company was formed, due to the success of the first MG sports car.

• New improvements were first introduced in a prototype car, then later were incorporated into a racing model of the car and finally, the road model.

• The M Type Midgets were the first production line MG to be built and had a fabric body, which later became steel; built between 1928 – 1932 with 3,235 produced.

• The C, D & F Types were introduced in 1931.

• The popular J Type and the famous K Type racer were introduced in 1932, along with the L Type.
THE HISTORY OF MG SPORTS CARS

1931 M Type MIDGET
THE HISTORY OF MG SPORTS CARS

• Both the MG N & P Types were produced by the MG Car company from 1934 to 1936.

• These MG ports cars used an updated version of the overhead camshaft, cross flow engine that was used in the 1928 Morris Minor.

• The first P type version was the PA that used an 847 cc engine that produced 36 bhp at 5,500 rpm.
THE HISTORY OF MG SPORTS CARS

1934 MG PA
THE HISTORY OF MG SPORTS CARS

• The second P Type was the PB and was produced in 1935 along with Q & R Types.

• The popular PB had a bigger 939 cc engine with increased output to 43 bhp.

• Externally the versions are very similar, the main difference being the radiator grille, where the PA has a honeycomb and the PB has vertical slats.
THE HISTORY OF MG SPORTS CARS

1935 MG PB
THE HISTORY OF MG SPORTS CARS

• The MG TA replaced the PB in 1936.

• The TA engine displaced just 1292 cc, but with a power output of 50 hp at 4,500 rpm.

• It was capable of reaching nearly 80 mph in standard tune with a 0–60 mph time of 23.1 seconds.
THE HISTORY OF MG SPORTS CARS

1937 MG TA
THE HISTORY OF MG SPORTS CARS

• MG production was interrupted during World War II as England shifted over to war production.

• After the war production resumed and expanded.

• The MG TC Midget was the first postwar M.G., launched in 1945.

• Exactly 10,000 production versions were produced, from Sept. 1945 (chassis # TC0251) to Nov. 1949 (chassis # TC10252).
THE HISTORY OF MG SPORTS CARS

Jim Yaussy's 1949 MG TC - BCCSWF
THE HISTORY OF MG SPORTS CARS

• In 1949, the TC was replaced by the TD Midget.

• It visually appeared like the previous Midgets, but was very different in mechanical ways.

• An independent suspension with double wishbones and coil springs were placed in the front.

• The vehicle was left-hand drive.

• The engine and transmission were identical to the TC.

• Bumpers were placed on the front and in the rear.
THE HISTORY OF MG SPORTS CARS

• A MG TD Mark II version used a more powerful engine with larger carburetors and higher compression ratio, the vehicle produced 57 horsepower.

• The suspension was modified and the interior received bucket seats.
THE HISTORY OF MG SPORTS CARS
John Shoemaker’s 1952 MG TD - BCCSWF
THE HISTORY OF MG SPORTS CARS

Paul Wharen's 1953 MG TD - BCCSWF
THE HISTORY OF MG SPORTS CARS

• In 1953, the TD was updated and dubbed the TF.

• It was given a 1466 cc engine. Production continued through 1955 when it was replaced by the MGA.
THE HISTORY OF MG SPORTS CARS

Ted Fleet's 55 MG TF – BCCSWF, UK
THE HISTORY OF MG SPORTS CARS

• In 1955 the 1500 MGA, (1489 cc engine) was introduced. It produced 68 hp at first, but was soon upgraded to 72 hp.

• Lockheed hydraulic drum brakes were used on all wheels.

• A coupe version was also produced, bringing the total production of standard MGAs to 58,750.
THE HISTORY OF MG SPORTS CARS

1957 MGA 1500 Coupe
THE HISTORY OF MG SPORTS CARS

1958 MGA 1500 Roadster
THE HISTORY OF MG SPORTS CARS

• A MGA 1500 high-performance Twin-Cam model was added in 1958.

• It used a high compression (9.9:1) DOHC aluminum cylinder head, a version of the B-Series engine, producing 108 hp.
THE HISTORY OF MG SPORTS CARS

1959 MGA 1500 Twin-Cam
THE HISTORY OF MG SPORTS CARS

• In May 1959 the standard cars also received an updated engine to 1588 cc producing 78 bhp and were called MGA 1600.

• Front discs were fitted to the 1600, but drums remained in the rear.
THE HISTORY OF MG SPORTS CARS

1959 MGA 1600 Coupe
THE HISTORY OF MG SPORTS CARS

• In 1961 MGA Mark II was being produced with the engine size increased to 1622 cc.

• An inset grille and Morris Mini tail lamps appearing horizontally below the deck lid were the most obvious visual changes.
THE HISTORY OF MG SPORTS CARS

Lionel Hill’s 1962 MGA MK. II - BCCSWF
THE HISTORY OF MG SPORTS CARS

MG Midget Mk I (1961–1964)

• The first Midget version was essentially a slightly more expensive badge engineered version of the Austin Healey Sprite MKII and retained the quarter-elliptic sprung rear axle from the original Sprite.

• In October 1962 the engine was increased to 1098 cc, raising the output to 56 hp at 5500 rpm and disc brakes replaced the front drums with wire wheels as an option.
THE HISTORY OF MG SPORTS CARS

1963 MG Midget Mk I
THE HISTORY OF MG SPORTS CARS

MG Midget Mk II (1964–1966)

• The main changes were to the doors, which gained wind-up windows, swiveling quarter lights, external handles and separate locks.

• The engine block was strengthened and larger main bearings were fitted, increasing the power to 59 hp
THE HISTORY OF MG SPORTS CARS

MG Midget Mk II 1965
MG Midget Mk III (1966–1974)

• The engine now grew to 1275 cc giving 65 hp.

• US-spec cars received several safety additions: a padded fascia (dashboard) with smaller main gauges; collapsible steering column, scissor-type hood hinges, a third windshield wiper, additional side marker lights, and anti-burst door latches.
THE HISTORY OF MG SPORTS CARS

MG Midget Mk III 1972
THE HISTORY OF MG SPORTS CARS


• To meet US federal regulations, large black plastic bumpers were added to the front and rear and the ride height was increased.

• The last car was made on December 7, 1979, after 73,899 of the last version was completed.
THE HISTORY OF MG SPORTS CARS

MG Midget 1500 1974
The MGB launched in May 1962 to replace the MGA.

- Introduced as a four-cylinder roadster, but a coupe with 2+2 seating was added in 1965.
THE HISTORY OF MG SPORTS CARS

1962 MGB
THE HISTORY OF MG SPORTS CARS

• In late 1967, sufficient changes were introduced for the factory to define a MGB Mark II model.

• Changes in the mark II included synchromesh on all 4 gears with revised ratios, an optional automatic gearbox (except in the US), a new rear axle and an alternator in place of the dynamo with a change to a negative earth system.
THE HISTORY OF MG SPORTS CARS

Bunnie & Larry Gleeson’s 1967 MGB MK II – BCCSWF
THE HISTORY OF MG SPORTS CARS

• In 1972 the Mark III appeared.

• Early in the 1974 model year, US models saw the chrome bumper over-riders replaced with large rubber ones, nicknamed "Sabrinas" after the well-endowed British actress.

• In the second half of 1974 the chrome bumpers were replaced altogether with new black rubber bumpers at the front and rear.

• British Leland, owner of MG cars, gave up the US market in 1980 with a total MGB production from 1962 reaching 399,070 made.
THE HISTORY OF MG SPORTS CARS

Dave & Connie Cartlidge’s 1972 MGB Mk III - BCCSWF
THE HISTORY OF MG SPORTS CARS

John & Darlene Shoemaker’s 1972 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

Ken Oehler & Jan Napolitano’s 1973 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

John & Darlene Shoemaker’s 1975 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

Stephen Ruppert’s 1975 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

Tom & Kiki Brewsaugh’s 1976 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

Christi & Billy Hart’s 1976 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

Bruce Caspar’s 1978 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

Tom Bruno’s 1979 MGB - BCCSWF
THE HISTORY OF MG SPORTS CARS

• The 1967 - 1969 MG C was a 2912 cc, straight inline 6 version of the MGB capable of 120 mph.

• Externally the only differences were a distinctive bonnet bulge to accommodate the relocated radiator and a teardrop for carburetor clearance.

• It was available as a coupé (GT) and roadster.

• An overdrive gearbox or three-speed automatic gearbox were available as options.
THE HISTORY OF MG SPORTS CARS

Drew Hastings’ MGC from Wallaceburg, Ontario, Canada
THE HISTORY OF MG SPORTS CARS

1969 MG C GT
THE HISTORY OF MG SPORTS CARS

• The fixed-roof MGB GT was introduced in October 1965 and continued through 1980, though export to the US ceased in 1974.

• The MGB GT sported a ground-breaking greenhouse designed by Pininfarina and launching the sporty “hatchback” style.

• By combining the sloping rear window with the rear deck lid, the MGB GT offered the utility of a station wagon while retaining the style and shape of a coupe.
THE HISTORY OF MG SPORTS CARS

Jerry & Marji Wilcox’s 1972 MGB GT - BCCSWF
THE HISTORY OF MG SPORTS CARS

• The MG VA, or MG 1.5 Liter as it was originally marketed, was produced by the MG Car company between February 1937 and September 1939.

• It was the smallest of the three sports saloons they produced in the late 1930s.

• The car used a tuned version of the push-rod, overhead valve four-cylinder Morris TPBG type engine.

• The MG version had twin SU’s, a live rear axle and a four-speed manual gearbox with synchromesh on the top three ratios, though on some early cars it was only on the top two speeds.
THE HISTORY OF MG SPORTS CARS

1937 MGB VA
THE HISTORY OF MG SPORTS CARS

• The factory could also supply the car as a Tickford drophead coupé or as a four-seat tourer.

• The saloon was priced at around GBP325, the four-seat tourer GBP280 and the Tickford coupé GBP351.

• 564 tourers and 591 coupés were made. A very few chassis, probably only two, went to external coachbuilders.

• Production stopped with the outbreak of World War II in 1939. After the war, MG launched the Y-Type to fill the small saloon slot.
THE HISTORY OF MG SPORTS CARS

MG VA Tickford
THE HISTORY OF MG SPORTS CARS

• In 1947, the Y Type or YA Saloon with rear seats was introduced.

• The YA saloon’s standard performance was nothing special as the engine was the same as the TC, but it could be tuned in the same way to produce considerably more power.

• Late in 1948, a four-seat open tourer version of the Y-type was introduced as the YT.

• In 1951, an upgraded version of the Y-type saloon was announced as the YB.
THE HISTORY OF MG SPORTS CARS

1950 MG YA Type
THE HISTORY OF MG SPORTS CARS

1949 MG YT Tourer
THE HISTORY OF MG SPORTS CARS

1952 MG YB Type
THE HISTORY OF MG SPORTS CARS

• Another MG Saloon: 1953-1958 Magnette

• Soon after the British Motor Corporation (BMC) was formed in the early 1950s, it released a new type of small sedan -- the Magnette. Its radiator badge said MG, but its design and engineering had other influences.
THE HISTORY OF MG SPORTS CARS

John Shoemaker’s 1958 Magnette - BCCSWF