

MG Sports Cars: A Long and Colorful History

1924 Cecil Kimber, a sales manager for Morris Garages, begins putting sports bodies on standard Morris chassis.

1930 Edsel Ford, son of Henry Ford, brings an M-Type Midget to the U.S.



1929 M-Type Midget

1950 The TD sells 23,000 (out of 30,000 made) to America.

Mid-50's The TF, a restyled TD, becomes the most popular imported sports car in America.



1958 MGA coupe

1962 Over half a million MGB's are sold in the U.S. from 1962 to 1980 — 70 percent of production.

1975 In financial trouble, MG's owner, British Leyland, is nationalized.

1980 Original MG factory closes. The MG brand disappears from showrooms in the U.S.



XPower SV

2001 The XPower SV is developed with the U.S. market in mind.



MG X-Power SV

1985 MG EX-E design study makes its debut.

1994-2000 BMW buys Rover Group, then sells what remains to British investors.

MG RVS

MGF

MG TF

M-Type Midget

J Midget

MG TA

MG TB

MG TC

MG TD

MG TF

MGA

MGB

MGC

MG Midget

MGB GT VS

MGB GT

MGB GT VS

MGB GT

MGB GT VS

MGB GT

MGB GT VS

MGB GT

MGB GT VS

1925 The first MG racecar, later known as "Old No. 1," wins the Lands End Trial.



1935 MG quits racing to focus on road cars.

1945 The TC is a hit, with 20 percent of the production run sold in the U.S. The car is especially popular with G.I.'s returning from Europe.

1955-62 The all-new MGA goes on sale in the U.S. Eventually 90 percent of the more than 100,000 made will be sold here.

Late 50's Prototype MGA's compete in the Sebring 12-hour race in Florida.



1973 MG Midget

1965 A coupe version, the MGB GT, is introduced.

1973-76 MGB GT is made with a V8 engine.

1974 As a result of new laws, rubber bumpers are put on cars bound for the U.S.



1995 MGF

1995 The new MGF and MG-badge sedans begin production at Rover factory in Longbridge, England.

2004 MG owners celebrate 80th anniversary with rallies.

2005 MG Rover fails and is sold to Nanjing Automobile of China.