



John Thornley (Last MG Factory General Manager, Abingdon, UK)

John Thornley started the MG Car Club and then went to work for the company where he was Service Manager, General Manager and finally a Director of the company.

In a conversation with Dick Knudson in 1990 Thornley talks about his book "Maintaining the Breed" and his days at MG.

Jean Kimber Cook (Daughter of Cecil Kimber, Creator of the MG)

Jean Kimber Cook remembers her father and her childhood, growing up in Abingdon, watching her father develop the MG Car Company. She shares these memories from her unique perspective.



Mike Allison (MG Author, Founder of Triple-M Register & Factory Employee, UK)

Well known author of "The Magic of the Marque," Mike Allison talks about MGs, his role in starting up the Triple-M Register in England and his years working at the MG company in Abingdon.

Jim Simpson (MG Factory Employee, Abingdon, UK)

An MG factory worker for 40 years tells what it was like to be part of the MG "Family" in Abingdon. He was foreman of the "Goods Inwards" department and also the Chief Fire Marshall for the works. He was there when the line closed in 1980. He was interviewed at his Abingdon home after the dedication ceremony for the new MG Car Club headquarters, Kimber House, in July of 1990.



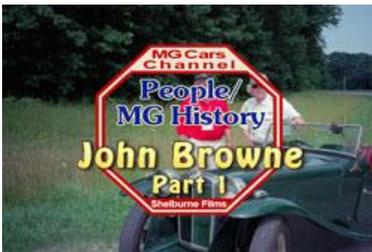
John Browne (MG Factory Works Mechanic, Abingdon, UK)



John Browne worked for Cecil Kimber as a mechanic in the very early days of MG, from 1924 to 1928. John was on hand to help build "Old Number One" in a "lock-up in the mews," referring to the small workshop in the mews on Alfred Lane, one of several locations used by Kimber in Oxford before any purpose-built factories.

John tells of his two years going to night school and working on MGs in the evening to fulfill his "improvership," a higher form of apprenticeship. Then he recalls his years working for pay and remembers Cecil Kimber and "old Billy Morris."

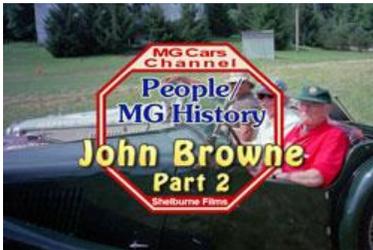
This interview was recorded in 1997. John's memories form an "original source" for MG fans and historians.



"The Improvership" (Part 1 – 14:31)

John recalls when he first started working at MG, for no pay, while attending night school to become a full mechanic. He served his "improvership" working on MGs at night at the "lock-up in the Mews on Alfred Lane," where he worked for Cecil Cousins along with Jack Lowndes.

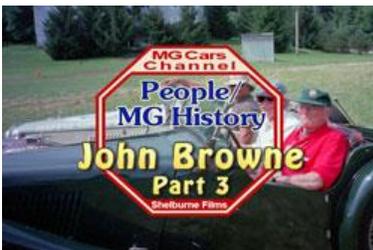
John tells how Kimber came up with some of his original car ideas and how Kimber's first sports car design was a Raworth bodied 2-seater on a Cowley chassis and came before "Old Number One." By the end of his improvership demand for MGs had grown to the point that Kimber secured a "bay" for car production at the Osburton Radiator Company.



"Working for Pay" (Part 2 - 12:24)

Browne continues his story about working for pay at the Osburton Road location. He recalls some of the modifications that were made to the Morris Oxford chassis to make them MGs. He discusses salaries of the employees, the working conditions and the enthusiasm.

Soon demand was such that a purpose-built factory was obtained on Edmond Road. Then he remembers that Morris bought Wolseley and they began experimenting with the overhead cam engine to replace the old side valve engines. He recounts some of the changes made that led to the M-type. Finally he talks about the big move to the Pavlova Glove factory in Abingdon at which point he took his leave from MG.



"Old Number One & the First Badged MG" (Part 3 – 7:50)

When was the first "badged" MG built? This question has perplexed MG historians forever. While he cannot answer it, John Browne, does shed some light on exactly why it is such an elusive date.

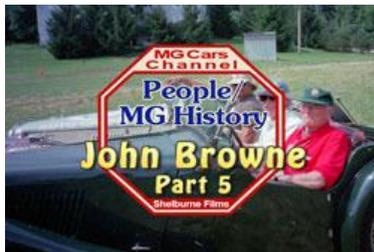
Browne begins by discussing "Old Number One" which he helped build in "a lock-up in the mews" and discusses some of

the modifications that went into the car. It was built for Kimber to do the Lands End Trial of 1925 for which he won a gold medal.



"Remembering Cecil Kimber" (Part 4 - 4:01)

This is a short remembrance of Cecil Kimber and the close relationship Browne had with the "boss" because of their mutual interest in motorcycles. He also recalls Kimber's daughter, Jean Kimber Cook, and how she felt about her father's legacy in the later years.



"Remembering Sir William Morris" (Part 5 – 10:47)

John recalls Sir William Morris. Besides a bit of little-known early history of England's greatest car builder, Browne gives us a bit of insight into the character of the man. He tells of Morris' background, coming from a poor neighborhood and getting his start as a bicycle mechanic. He recounts "Lord Nuffield's" rise as a bicycle magnate in the college town of Oxford and his gradual evolution into a car producer. We glimpse the down-home character of the man that rose to knighthood when we hear of his interactions with the "old school chums" whom he now employed as laborers in the MG works.

Dick Knudson (MG Historian & Co-founder the New England MG-T Register, USA)

Knudson truly was a scholar of all things MG. He spent several years in England researching the history of MG. In this 6-minute uncut interview he talks about the early days of racing in America and the role MGs played in the beginnings of sports car road racing in America and about the Watkins Glen mystique.



Jerry Goguen (Founder of the Westminster MG Museum & Abingdon Spares, USA)

Jerry Goguen was an important figure in the history of MGs in America. He started Abingdon Spares, the largest single supplier of MG parts in the US, in Walpole, Massachusetts and he owned and operated the Westminster MG Car Museum in Vermont. His collection of MGs numbered over 38. He tells us what attracted him to MGs. He says they were music to his ears!