

Gus Thomas (on the left) in the paint store.

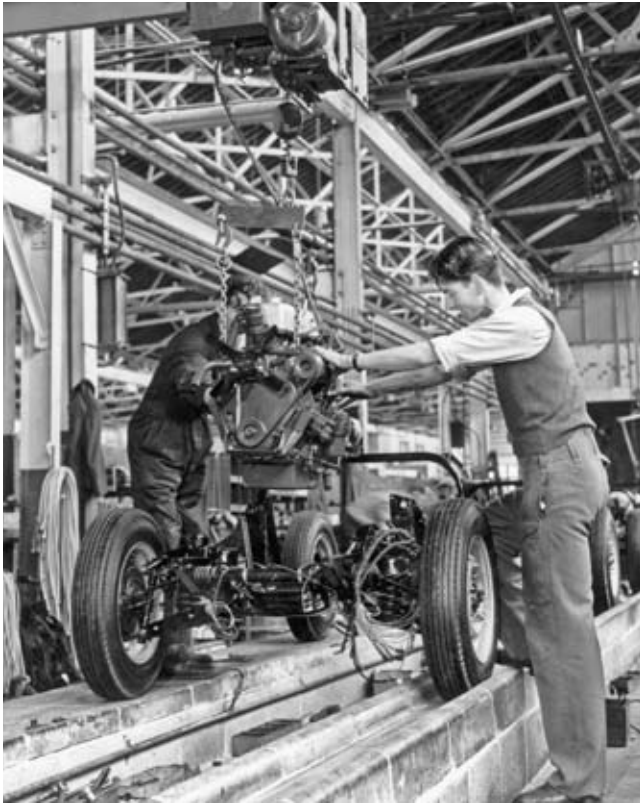
The building, converting, and overhauling of tanks was MG's major war effort contribution, but it was by no means all that the factory was called upon to do, which made the working of double shifts necessary.

These two Mark VI tanks, seen leaving the factory by the Cemetery Road gate, are on their way to be tested by the same department which had evaluated MG Midgets in better times.



Renaissance

The TD was introduced in the same year that Riley came to Abingdon. The front suspension and steering, adapted from the earlier 1¼-litre Y-Type, were a departure for the MG Midget. This picture shows the sub-assemblers building the suspension units ready for assembly into the motor car.



Production line workers installing the engine into the TD chassis.



The man on the left of the picture is Sam Peach. Later on, Sam was to take on the job of Steward of the Social Club.



The Development Department mechanics give the car a push start.

The car was fitted with brakes on its rear wheels only. On the salt flats of Utah that was no problem with miles of braking distance, but on the Abingdon runway there was no such luxury. Filming and braking were carefully co-ordinated – as soon as Jimmy passed the camera it was time to hit the brake. Up and down he drove, each time slowing sufficiently to turn for the return run. However, the cameraman decided to get a different angle and moved further down the runway. As arranged, Jim hit the brake after passing the camera, but it was too late, the end of the runway loomed and beyond it the soft grass perimeter.



The front wheels dug in and the car rolled over; thankfully Jim got out safely. MG hierarchy gathered to witness the shoot saw what had happened and realised Jim was not to blame, but were furious with the cameraman.

The only good to come out of the affair was that the car was returned for repair and the little bits of damage which had occurred in the car's lifetime were also seen to so the car was returned to its pristine condition ... as can be seen in The Motor Industry Heritage Trust Museum at Gaydon today.

Another example of MG at Abingdon being the leader in devising methods of testing to comply with US standards was the installation of a crash test facility. Roy Brocklehurst, who followed Syd Enever as Chief Designer, made innumerable trips to America to untangle the web of often conflicting regulations on the subject. Consequently, a system was constructed consisting of a Jaguar engine, hauling a test car bristling with electronic sensors into collision with a huge concrete block at a precise speed of 30mph. Cameras recorded the front of the car being crushed and the effect it would have on the occupants.





An Austin Healey being prepared in the Competitions Department's workshop, by now housed in Building No 1 in 'B' block. Already in the picture were the Minis that were about to oust the big Healeys as the world's number one rally car.

The workshop full of Minis.



Two Minis, 230 and 87, were part of a team of Minis being prepared for the 1966 Monte Carlo Rally. They were bidding for a hat trick of wins, having been successful in 1964 and '65. In this they were thwarted – despite filling the first three places, the team was disqualified over a dubious lighting infringement.