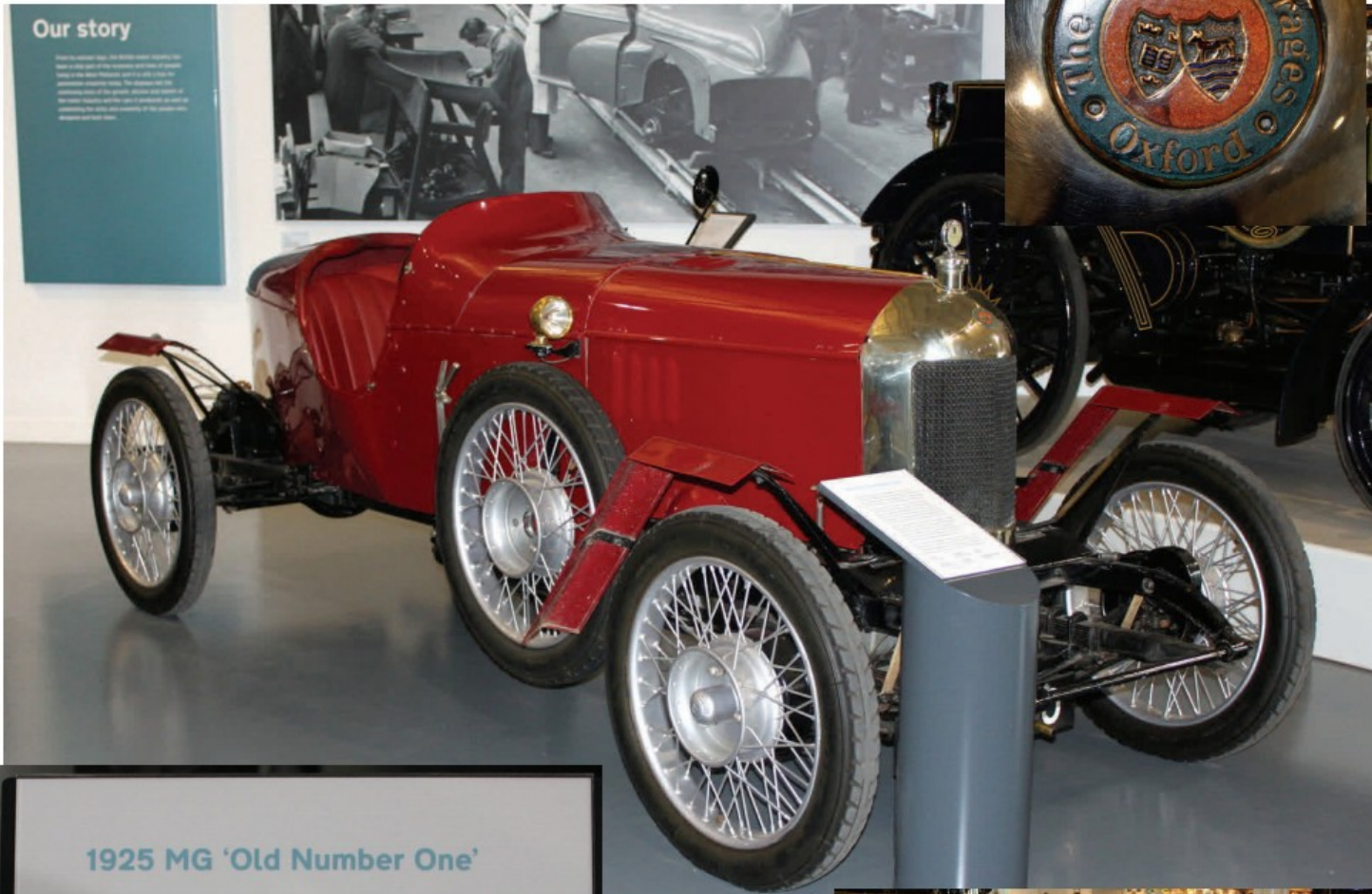


# SEEN AT THE BRITISH MOTOR MUSEUM, Gaydon, UK

By Steve Finch



## Our story

From its inception, the British Motor Corporation has been a part of the motor industry and has played a significant role in the development of the motor industry in the United Kingdom. The Corporation was formed in 1920, and its first car, the Bullnose Morris, was introduced in 1921. The Corporation's success was due to its focus on producing high-quality, reliable cars at a low cost. This approach allowed the Corporation to compete with other major car manufacturers of the time.

## 1925 MG 'Old Number One'

Although traditionally called 'Old Number One', this is not the first 'MG' car. A saloon based on the Bullnose Morris chassis had been advertised under the famous initials early in 1924 and several more 'MG sports Morris' cars followed before the year was out.

The car registered FC 7900 was a one-off special completed in March 1925 for Cecil Kimber. Kimber was manager of Morris Garages in Oxford, the business which lent its initials to MG. He entered it in the Land's End Trial and was awarded a Gold medal. His passenger on that occasion was Wilfred Matthews, who was later described by Kimber as "my first passenger in my first MG".

Early MGs, including this 'Kimber Special', were based on standard chassis with special coachwork, far more elegant than the normal range of Morris bodies. Old Number One had bodywork by Carbodies of Coventry. It used a special overhead valve version of the sidevalve Hotchkiss-type engine normally found in the Bullnose Morris. This engine has been dated to 1921.

MG Old Number One is reputed to have cost £279 to build. Soon after the Trial, Cecil Kimber sold it to Harry Turner of Stockport for £300, thereby making a profit. After it had gone through several ownerships, MG bought it back in 1932 for the princely sum of £15.

Engine: 4cyl, 1496cc	Top speed: 82 mph [132 km/h]	Power: 40 bhp
Coachwork: two-seater sports	Price new: not quoted	Registration mark: FC 7900

Accession number: 1980-158

