

The symbolic evolutionaries

IN the 10 short years SPORTS CAR WORLD has covered the field of sporting machinery there have been great changes. The days of the Morgan and the square rigger have become more and more a thing of the past and the time of the GT, the fastback, the two plus two and so on has come. We have tried to reflect these changes through our pages and to do this we have had to overhaul, re-design, re-style and re-organise our magazine many times over to keep a current face and a modern pattern.

And whether we like it or not, the name MG is synonymous with sporting motoring. The MG has evolved from square rigger days to full modern maturity in the form of a well-built GT machine and it has virtually dictated the format of the sports car market the whole time. As far as most people are concerned the square rigger era started and ended with the TC. This is, of course, far from the truth, but Mike Kable's flawless example (top left) is typical of the cars that keep this idea alive. This modern tribute to a great sporting tradition runs a modified engine, has been timed at over 100 mph and still sees daily all-weather use. But it is the TF that is the most-argued square rigger: some say it was the prettiest ever, others claim it was a compromise. This classic example (top right) is the shopping hack of Robyn Crawford, young wife of Terry Crawford, Parramatta Road (Sydney) car salesyard owner. The TF gave way to the MGA and eventually to the most controversial MG ever — the twin cam. This little understood machine got a poor reputation among enthusiasts due mainly to neglectful owners — and not to definable faults in the car. It had a (then) shattering performance of 105 mph-plus and 18 seconds quarter. This beautiful coupe (bottom left) doesn't belong to anyone—yet. We found it sparkling in the rain in the Geoghegan Brothers (Sydney) sports car yard.

There's too much been said about the MGB GT already but it is doubtless the most dramatic change to the marque ever. The MGA coupe stirred very little interest but it was almost certainly a few years premature, for the MGB GT shows early promise of becoming the best selling MG ever. Our green 2 plus 2 is the test rig of Gordon Stewart's sports car centre, Sydney.

PHOTOS BY ROB LUCK



