# ACESSORIES

Certain items on a car that we take for granted nowadays were in fact, extras that you would have to pay extra for, either from the factory or installed by the dealers. The following are some of the items that came under this category.

**Radio**

This was always an extra in Australia. It was to be positioned in the spot where the blanking plate with the chrome MG logo was. The following article, by Tony Cripps details the Australian experience at BMC

BMC radio

**Hard tops**

All Australian-assembled MGBs were of the topless variety (no GTs were assembled at the factory in Australia). There became a desire (in some cases – a need) amongst many owners to have some permanent/semi-permanent hard top covering for their vehicles. We will see that a fairly substantial market was created to satisfy this desire/need.

“Hardtops were initially available from June 1963 and made by Dennis Ferranti Laminations of Bangor, North Wales. In the early 1970's production was continued by the motorcycle sidecar manufacturer Watsonian Squire of Birmingham. The earlier tops are considered to be better made. These were sold as spare parts through Unipart from 1976 onwards. A small number of cars did leave the factory with fitted hardtops almost to the end of production, and according to Anders (Clausager) were without exception exported to Canada. From 1966 hardtops were available only in black, and in 1967 supplied in primer as part number AHA 7151.” Tony Brown

For a detailed look at Australian available hardtops and their origins, Tom Aczel’s article goes into great detail (in particular, the much sought after J&S hardtops).

Australian Hardtop Manufacturers

Very few (if any) of the UK hard tops were supplied here. This was answered by Australian fabricators manufacturing some unique and stylish alternatives. (article coming)

**The two photos show the distinct profile of the 'factory' hard top on this MGC**