

## Latest News 14/07/18

As entries for the show continue to come in, we will once again have a remarkable variety of marques and models on display covering almost 100 years of motoring history. We have vehicles on display that started their lives on other continents as far afield as Japan, America and South Africa. There are also a number from the Continental Europe including France, Germany and Italy. Not forgetting of course, a wide variety of British marques of motorcycle, cars and commercial/service vehicles. A taster of some of the entries already received include:

### 50 years of the MG

The oldest MG currently entered is a **1953 MG TD sport**. The TD "Midget" was built between 1950 and 1953 and sported a 1250cc engine with an output of 57 bhp at 5,500 rpm. With a claimed top speed of 77mph, a 0-60 time of 18.2 seconds it was not a fast car even by the standards of the day but it was considered to handle very well indeed. Of the almost 30,000 TD's produced all but 1656 were exported, 23,500 of these to America alone.



Production of the "B" continued up to late 1980 and numbers totalled almost 500,000, its demise coincided with the closure of the Abingdon factory in Oxfordshire. A sad day for the British motor industry



We have **MGB's** of course, in both GT and Roadster guise these 1960's and 70's icons are still a regular sight on our roads and at car shows across the country. The first Roadsters leaving the factory in 1962 the GT version being available from 1965. Powered by the 1.8 litre B series engine (early versions had a 1.6 litre) producing 95 bhp it was capable of 0-60 in about 11 seconds.



*Top left. MGB Roadster    Above. MGB GT*

*Left. The not so pretty "rubber bumper" version*



The last MG sports cars to be manufactured in the UK were the MG F and TF models the former built between 1995 and 2002 and the updated TF version continued until 2005 when MG Rover went into administration. The MG TF resumed production under the Nanjing owned MG Motor in 2007. The model, by then heavily outdated, was not a sales success and production ceased for a second and final time in 2011. This mid-engined roadster was powered by a 1.8 litre K series engine, which produced

118 bhp and gave a 0-60 time of 8.5 seconds in standard form. The VVC (variable valve timing) version producing a healthy 142 bhp and 0-60 in 7.0 seconds. The "Hydrogas" suspension of the F provided a surprisingly compliant ride but which could be tuned to provide excellent handling characteristics. Many owners preferred this set up to the much firmer, conventionally sprung TF model. A total of 77,269 MG F's and 39,249 MG TFs were built.