

# Bendigo Sports & Classic Car Club Inc.

## MAY 2023

PO BOX 1172,

Kangaroo Flat,  
3555

Website:

[bsccc.weebly.com](http://bsccc.weebly.com)

This is the official  
monthly newsletter  
of the Bendigo  
Sports & Classic Car  
Club Inc. (Inc. No.  
A0010849),

A club dedicated to  
the enjoyment of  
sport/ classic car  
ownership, the  
maintenance and  
preservation of the  
marques.

The BS&CCC is  
affiliated with  
Motorsport Australia

[Red Plate](#)

[Signatories:](#)

New registrations:

Graeme Jenkins

Renewals:

Graeme Jenkins

Sarah Hickman

Marianne Healey

## Pressoe's Rambles - Graeme Jenkins



Hi to you all.

I hope you all had a fantastic Easter break and enjoyed all that was on offer in this great city of ours.

Apparently, all club events were very well attended, once again which is very pleasing and a big thanks to the organisers.

Gaye and myself ran a last-minute run last Sunday over to a beautiful garden just outside Ballarat. We were joined by a dozen other club members. At the next meeting we will have a rundown of all the club runs for the past month as its late, and I need some sleep.

This coming month we have the Dingfelders taking the Wednesday run and Gaye is leading the Sunday **run which will be a lunch run**, more info. on these runs at the next club meeting.

Those members attending the Bendigo Trots meeting, hopefully your night was a good one and you came away with a win in your pocket and had a few laughs.

**And now for a few Winter car maintenance tips:** replace wiper blades, check all lights. British car owners check for oil leaks and remember oil and wet roads don't mix well and most of all for all cars not doing a lot of kilometre's check the age of your tyres, as old hard tyres don't grip in the wet, just because you have tread it doesn't mean they are safe. If you need help knowing the age of your tyres, come and see me and I will read the manufacturing date for you - *All for FREE.*

Thanks,

Graeme.

## *Drive, Dine, Discover*

### CALENDAR OF BSCCC EVENTS - 2023

Monthly Club Meetings Kangaroo Flat Sports Club Dinner 6PM Meeting 8pm

Wed Runs Leave All Seasons Car Park 11AM

Sun Runs Leave Lake Weeroona 8AM OPTION: Lunch Run 11am

#### **Amendment - NOTE:** May 21 /2023

Gay Jenkins is leading the Sunday *run which for a change, will be a lunch run.*

More info. at the next club meeting.

MEETING	WED RUN	SUN RUN
Feb 14th		
	Feb 15th	
		Feb 19th
Mar 14th		
	Mar 15th	
		Mar 19th
Apr 11th		
	Apr 19th	
		Apr 16th
May 9th		
	May 17th	
		May 21st
June 13th		
	June 21st	
		June 18th
July 11th		
	July 19th	
		July 16th
Aug 8th		
	Aug 16th	
		Aug 20th
Sep 12th		
	Sep 20th	
		Sep 17th
Oct 10th		
	Oct 18th	
		Oct 15th
Nov 14th		
	Nov 15th	
		Nov 19th
Dec 12th		
	Dec 20th	
		Dec 17th

## Non Club Events

**JOIN US AS WE CELEBRATE  
PRE-WAR MOTORING AT THE  
INAUGURAL**

**Pre-WWII Motoring Weekend**  
Incorporating National Motoring Heritage Day

**May 19 -21 2023  
Bendigo**

Based in Bendigo we have a weekend full of driving to suit cars of all Pre WWII eras, makes and models

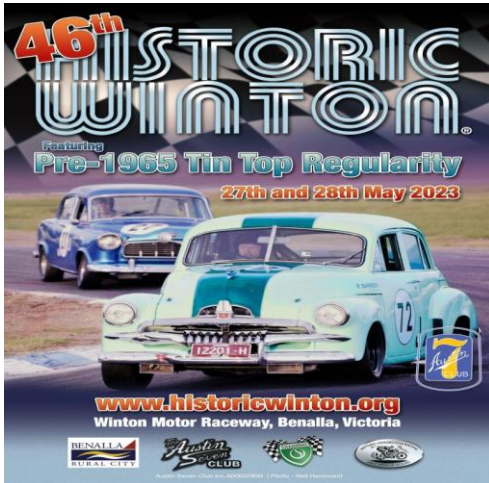
Entries now open, please scan QR Code or visit the website:  
[https://veterancarclub.org.au/?page\\_id=6771](https://veterancarclub.org.au/?page_id=6771)



PROUDLY PRESENTED BY:







*The next Historic Winton is fast approaching and the Austin 7 Club is working hard to bring you another thrilling and enjoyable historic motorsport event. There'll be more car, motorbike and sidecar action, car park displays, marketplace and lots of great food vendors.!*

## 46th Historic Winton Anniversary Display List

120 years - Buick Motor Company, Ford Motor Company, Standard Motor Company , Harley Davidson

110 years - Morris Oxford Bull Nose , Aston Martin.

100 years - Alvis 12/50 , Amilcar CGS, BMW Motorcycles, MG, Triumph (cars).

90 years -Singer Nine, Morris Ten.

75 years - Land Rover, Morris Minor, Porsche 356, Vauxhall Velo , Vauxhall Wyvern, Citroen 2CV.

70 years - FJ Holden, 1st Redex Trial, Sunbeam Alpine, Triumph TR2, Lagonda, MG Midgette.

60 years - Corvette Stingray, EH Holden, Lightburn Zeta, Hillman Imp, Triumph 2000, Vauxhall Viva.

50 years - Leyland P76

Other displays in 2023: Postie Bikes, Cycle Karts, Vintage Speedsters, Vintage Motorbikes.

Anyone wishing to attend with their anniversary vehicle/s should contact the Historic Winton organisers by email at [displays@historicwinton.org](mailto:displays@historicwinton.org).



EVENTS REPORTS

SUNDAY 16/4/2023

Words/ Photos: Brendan O'Donoghue



A bit of a miserable showery start, with twenty hardy participants arriving at Lake Weeroona.

***Someone unintentionally locked their keys in their Holden Commodore - which required having to rearrange the deckchairs!***

***Chris Beale kindly gave them a lift for the run and after took the unnamed persons home to collect a spare key and return to their car at the lake.***

We then headed out to Eddington via Marong to the quirky Eddy's Garage, which is a repurposed ex Shell and Mobil Service Station and Cafe.





It has a fun theme of eclectic memorabilia, which also extends to the exterior. Numerous light meals, mainly a variety of burgers, sandwiches, pies and cakes are available. They have a coffee machine and sell a range of soft drinks and alcohol. The service was cheerful and well timed. Eddington is a place with few amenities, so I expect this is quite a gathering place for locals and passersby.





*c.1990S - Petrol 53.9 cents litre*









Helen Wilson bought an elegant fascinator to wear to the races or some other dress up event and Chris Beale scored a Kodak Instamatic for \$4 from a room dedicated to second hand clothes, books, etc.

**Photo: Helen Wilson**



**Agribusiness - Eddington**

Many thanks to leaders Di and Barry Dole.

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**WEDNESDAY 19/4/2023**

Twenty one vehicles and 40 participants - an excellent roll up!



Phil and Judy Wust conjured up a very interesting scenic drive with trip notes, heading south towards Diamond Hill Road / Nankervis Road / Springs Road/Sedgwick Road/Sutton Grange Road/ Axe Creek Road / Longlea Road, terminating at Fortunes in Mc Ivor Road for an enjoyable lunch.

These are some of the best drives close to Bendigo - the country looking green and lush after Autumn rains. Noted were the many magnificent properties dotted along the drive.





**A vehicle of numerous provenance - MG, Singer, VW Allan Thomas**



**Lunch at Fortunes**



**Bangers and Mash**



**Haloumi Salad**

**Thanks to Phil and Judy Wust for organising a most enjoyable outing.**

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**Damien Harris - about to be recycled - Clunes Sunday 23/4/2-23 - Toyota Crown**

**Photo: Linda Barrow**

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## Bendigo Trots Event. 28/4/2023.

A new event on the club calendar -fourteen members attended the Trots evening at Junortoun on Friday evening.

Photos: Di Dole



Seated in the prime position at the winning post was a real plus, which added to the evening, along with the company and a good card of events - some winners and losers - but no one lost their shirt! The atmosphere, food and service was enjoyed.





## IMPORTANT NOTICE

### Membership Renewal – 2023/2024

**Note:** BS&CCC membership renewal for the 2023/2024 year will only be accepted from April until June 30<sup>th</sup>.

As adopted in the club 'model rules', renewal fees will not be accepted **unless accompanied by the current renewal form**, fully completed in a legible manner.

- **The 2023/2024 membership renewal form is attached below.**
- The relevant membership renewal form plus a cheque or money order payable to *Bendigo Sports & Classic Car Club Inc.* for the annual fee of \$40.00 can be posted to the secretary of the club: Marianne Healey, Treasurer, Bendigo Sports & Classic Car Club, P.O. Box 1172, Kangaroo Flat 3555.
- **Alternately, the membership for NEW MEMBERS is \$65.00. The annual fee can be submitted to the treasurer at the May and June meetings.**

Failure to renew membership by June 30<sup>th</sup> could see your membership terminated.

Please observe the following when paying next year's membership fee:

All members must fill out the 2023/2024 Club Membership Renewal form (*no exceptions*).

All information requested must be completed even though your details may not have changed from the 2021/2022 membership year. (*A separate hard copy file is generated for each individual membership year, and it is this information alone that informs the database*).

All information must be written in a legible manner.

For those of you who have cars on **RED PLATES**, each cars club registration must be included. (*It is not the job of the membership secretary to have to chase these up*).

For those of you who have an email address, please ensure that the address is correct. (*If at any point your address changes, it is up to you to inform the membership secretary of any changes*).

Incomplete forms may not be accepted, so please take the time to fill the forms out as requested observing the above guidelines.



## Club Membership Renewal 2023/2024.

### Member Details:

Surname: \_\_\_\_\_

Given Name/s: \_\_\_\_\_

### Partner Details:

Surname: \_\_\_\_\_

Given Name/s: \_\_\_\_\_

**NOTE: Principal member MUST attach your club membership card to the top right hand corner.**

### Contact Details:

Residential Address: \_\_\_\_\_ Post Code: \_\_\_\_\_

Postal address: \_\_\_\_\_ Post Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Mobile: \_\_\_\_\_ Please tick if you would like your newsletter by email.

**Vehicle Details.** (Please list separately and importantly, supply vehicle registration if vehicle has Club Permit plates.)

Year.	Make.	Model.	Reg. No.	Club Plates

## **Membership Fees.**

**NOTE: Fees will not be accepted unless accompanied by this renewal form fully completed in a LEGIBLE MANNER. Please make chq. / money order payable to: Bendigo Sports & Classic Car Club Inc. Membership fees must be received NO LATER than June 30<sup>th</sup>.**

**Annual Fee: \$40.00**

**Total Paid:** \$ \_\_\_\_\_ : 00    Cash.     Chq.     Money Order.

Office Use Only.

Data Base Updated.     Membership Number Allocated.     Member Number: \_\_\_\_\_

Red Plate Register Entered.     Partner Number: \_\_\_\_\_

Badge Ordered/issued     Newsletter Editor Notified.     Receipt Number: \_\_\_\_\_



## Membership Cards

A reminder: members need four stamps on their cards to renew their membership - stamps from a monthly meeting or run on Wednesday or Sunday.



### BENDIGO SPORTS & CLASSIC CAR CLUB INC.

30th April 2023

Balance Brought forward	\$9,532.21
<b>Add Income</b>	
New Membership	\$0.00
Membership Renewals	\$0.00
AGM	\$0.00
October Rally	\$0.00
Xmas Party	\$0.00
	\$0.00
<b>Total for Month.</b>	<b>\$0.00</b>
<b>Total Income</b>	<b>\$0.00</b>
<b>Minus Expenses</b>	
Newletter Costs	\$0.00
Meeting Room Hire	\$0.00
Postage & Office Supplies	\$0.00
Vic Roads - Trailer Rego	\$62.40
Australia Post - Post Box	\$148.00
	\$0.00
<b>Total Expenses</b>	<b>\$210.40</b>
Bank Balance at month end	\$9,532.21



## Bendigo Sports & Classic Car Club Inc.

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**An Ordinary General meeting of the Club commenced at 2002 April 11<sup>th</sup> 2023**

**Chairperson:** Graeme Jenkins

VP: Chris Beale

**Secretary:** Sarah Hickman

**Treasurer:** Marianne Healey

Graeme welcomed all present to the meeting

**Present:**

As listed in the attendance book.

Members are asked to print their names in attendance book.

**Apologies:**

As listed in the attendance book.

**New members:**

Guests Have numerous cars including Mark I and Mark II Rx8 Sprint

**Previous Minutes:**

Minutes from the last meeting.

Moved: Alan Healey      Seconded: Paul Hansen      Carried

**Financial Report:**

Bank Balance: \$9532.21

Financial report attached.

Moved: Jeff Cleeve      Seconded: Brendan O'Donoghue      Carried

**Correspondence: -**

Nil

**Membership Secretary:**

98 members. 4 on waiting list

**Event Reports:**

April 19<sup>th</sup> -Phil Wust

April 16<sup>th</sup> - Di Dole

May 17<sup>th</sup> –

May 21<sup>st</sup> – Graeme & Gaye Jenkins

20<sup>th</sup> Sept – Damien to do. Will do the missed rally morning route.

Friday 28<sup>th</sup> April Trotting club \$49 pp Names by 20<sup>th</sup> Need to book own tables

Eric Wust entered in the Eddington Sprints. He and Allan Thomas came equal second in their class.

It was a good day. Mark Cruse was also running. Neil Wust ran his Mark III Zephyr.

Roger – Wrapped up Kangaroo Island trip. See report sent out via email.

Les Dingfelder – Panel Van Nationals at Showgrounds on the weekend. Some beautiful vans on display.

### **General Business**

Allan Thomas – Having large numbers on runs is unsafe for the public and participants. Perhaps a map to the destination could be shared. This would allow the slower people to get there at their own pace.

Discussion around how to do this. Still can just ‘follow the leader’.

Discussion regarding Sunday run being held at lunchtime instead. The volunteers organising can nominate the time leaving. Might good for winter

**NEXT MEETING: May 9<sup>th</sup> 2023 @ 2000**

**Closed meeting 2027**

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## **BSCCC COMMITTEE 2022-23**

<b>President</b>	<b>Graeme Jenkins (Gaye)</b>	<b>0435 532 822</b>	<b>gayeandgraeme@gmail.com</b>
<b>Vice President</b>	<b>Chris Beale</b>	<b>0408 312 778</b>	<b>kathy.beale@bigpond.com</b>
<b>Treasurer</b>	<b>Marianne Healey (Alan)</b>	<b>0402 858 295</b>	<b>alanmazzhealey@gmail.com</b>
<b>Secretary/Public Officer</b>	<b>Sarah Hickman</b>	<b>0408 319 250</b>	<b>sarah.hickman37@gmail.com</b>
<b>Newsletter Editor/</b>	<b>Brendan O'Donoghue</b>	<b>0438 395707</b>	<b>bautotravel77@yahoo.com</b>
<b>Webmaster</b>			
<b>Members Secretary</b>	<b>Alan Healey (Marianne)</b>	<b>0417 319 838</b>	<b>alanmazzhealey@gmail.com</b>
<b>Events Coordinator</b>	<b>Diane Dole</b>	<b>0434 785 558</b>	<b>di64@me.com</b>
<b>Permits Advisory Officer</b>	<b>Graeme Jenkins (Gaye)</b>	<b>0435 532 822</b>	<b>gayeandgraeme@gmail.com</b>
<b>Motor Sport Australia Rep.</b>	<b>Geoff Houlden</b>	<b>5446 1168 or 0409 930 48</b>	

## FROM THE EDITOR



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Contributions to your newsletter are always welcome, as I am constantly looking for articles, technical information and photographs, brochures are welcome. I can assist with the scanning / processing / editing. Send to: [bautotravel77@yahoo.com](mailto:bautotravel77@yahoo.com)

or phone 0438 395 707

9 Apr 2023 **Check out this fantastic caravan - the brainchild of a couple of New Zealanders.** It has a starting price of NZ\$429,000 with a range to over NZ \$1,000,000 - Throw in another \$200,000 for a Range Rover tow vehicle and go for it!

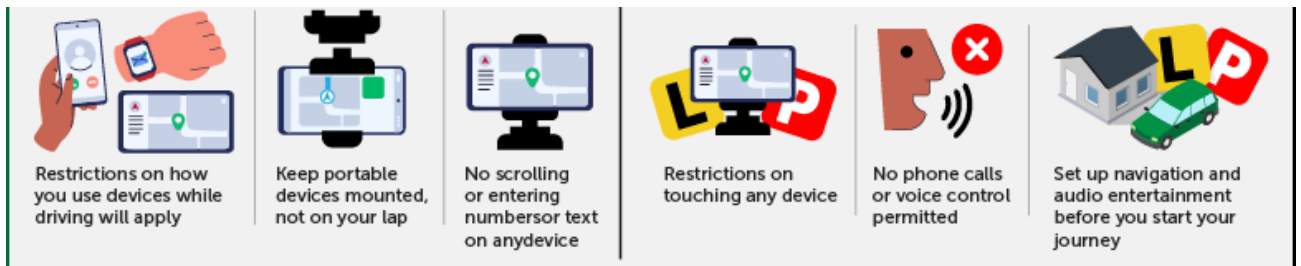
*Reminds me of an oversize USB stick.*

Video: <https://www.1news.co.nz/2023/03/18/usb-shaped-caravan-polarising-kiwi-campers/>



## New distracted driver road rules - The Department of Transport Planning marketing campaign

March 28, 2023



New driver distraction road rules will come into effect in across Victoria from 31 March. And new mobile phone and seatbelt cameras will be shortly introduced. The Department of Transport Planning have launched an education campaign that will inform drivers and motorcyclists of the ins and outs of these new rules. Their marketing campaign will run until the 17 April and will feature on radio, social media channels, Spotify and SnapChat.

## Memory Lane.....



This article is published with the permission of Shannons - with acknowledgement to Shannons, *Retroautos*, GM Media and Joan Klatil-Creamer.

All content is the copyright of Shannons, *Retroautos*, GM Media and Joan Klatil-Creamer.

Thanks to David North who introduced me to Joan. Thanks also to John Kyros at the GM Heritage Centre for researching Joan's drawings.

[Joan Klatil-Creamer retroauto prints](#), [Joan Klatil-Creamer design](#).

### Joan Klatil-Creamer: Car Design Pioneer

### Retroautos By [David Burrell](#) - 29 March 2022 (Edited)

In July 1966 Joan Klatil had graduated with a Fine Arts/Industrial Design degree from the Cleveland Institute of Arts. She was offered a designer job at GM. Just six months later she was promoted into the production styling studio of GM's most prestigious brand: Cadillac. It was a swift rise in a very short time by any measure. Even today, such a career trajectory would identify the individual as a high potential and someone any smart corporation would want to retain.



One of a series of GM publicity photos taken as part of a publicity campaign when Joan was appointed as GM first exterior designer. That's Cadillac design chief Stan Parker at the back.

Parker has a strong link to Australia, having shaped the EH Holden.

Joan recalls the media attention given to her. *“It was the PR people at GM who wanted to publicise the job. Newspapers interviewed me. All I wanted to do was design cars.”*

Back in 1967, Joan’s appointment was even bigger news. It was pioneering. Cleveland Institute’s newsletter described Joan’s new job, in a tone that was so common of the times.

***Accustomed to ‘firsts’, she joined Cadillac Styling Studio of General Motors Corporation in July last year, after being the first woman to receive the institute’s Bachelor of Fine Arts Degree with a major in Industrial Design. While many women have worked on interior design and styling of Detroit’s major product since World War II, not until now has a female designer worked on automotive exteriors.”***

*“I played with cars when I was young. My dad bought me model cars and my mother bought me dolls. The dolls remained untouched. I still have a remote-controlled car my dad got me one time.*

*I also constructed plastic car kits. I guess you could say I was the little girl who liked cars. My parents wanted me to have a university degree. I was good at drawing during high school so I was able to get into the Cleveland Institute. That’s where I really blossomed. “GM took me into their summer intern program in 1965. I designed a small electric powered commuter car with a slide out motor at the rear. It must have impressed them because when I graduated in June 1966, I was hired.”*

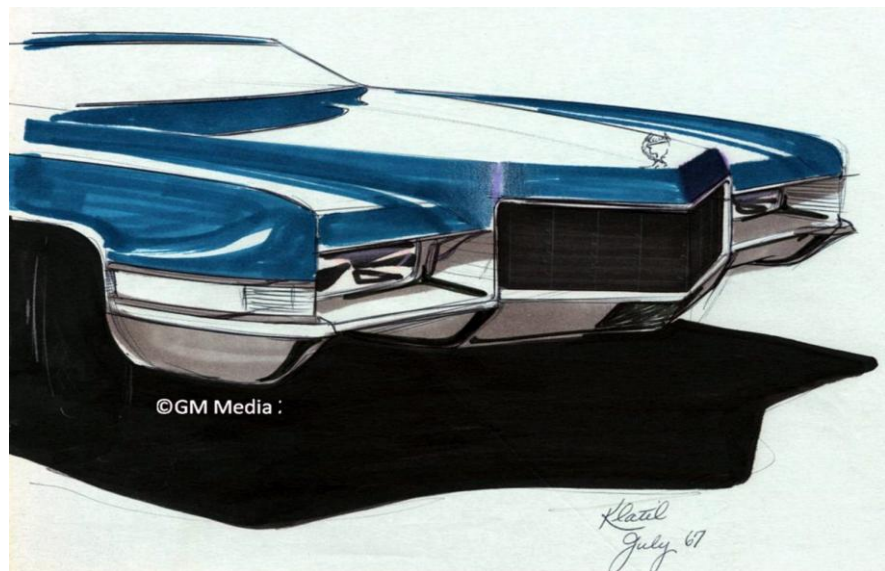
During her internship, Joan became aware of Bill Mitchell, GM’s boss of design, and his profanity. It did not bother her. What she was not aware of at the time, however, was that Mitchell did not want women working in “his” styling studios. Ignoring Mitchell’s opinion, Jordan offered Joan a job and she accepted. *“I wanted to work with the best, which was GM”,* she told me.

Like all new recruits to GM’s styling department, Joan was assigned to the design development studio for the first six months.



**Joan's Concept Model**

Cadillac front ends were always big and bold. Joan's sketches from 1967 follow that design theme.



I asked Joan if there was any reaction from the male designers.

***"I think it was harder for them to get used to me, than for me to get used to them. Some did not like a woman being there, 'invading' their territory, but most were ok".***

One thing Joan did do was sign her designs and sketches as 'Klatil', to remove any bias when her work was being presented.



But, if you thought Mitchell had come to terms with a woman designing "his" cars, then you would be mistaken. One day in early 1968 Mitchell was in the Cadillac studio and launched into a profanity laden criticism of a proposed design. Joan was within hearing distance.

Joan explains what happened next. *“He forgot I was there. As soon as he realised that I was there and had heard what he’d said, he was intensely embarrassed. He went bright red in the face and angrily stormed out of the studio. It did not bother me what he was saying.*

*I was an adult and had heard it all before. I found out later that he ordered Stan Parker to tell me that I was being moved immediately to the Oldsmobile interior design studio, where there were other female designers.”* Stan Parker, who thought Mitchell’s decision was unfair, could not bring himself to tell her of it. Joan explains what happen the next day.

*“Irv Rybicki informed me. Chuck Jordan was then at Opel in Germany and could not intervene in the decision. I reluctantly went to **Oldsmobile.**”*

When speaking with Joan it is clear that Mitchell’s decision still rankles with her. And so it should. It is an example of the guy’s character that, for me, will always detract from his reputation as a designer. She was moved not because of her work, but because of her gender. Behaviour like that these days would most likely see the offending manager dismissed and an abject apology issued.

In the **Oldsmobile** studio Joan designed seats and interior trim, which was not what she’d been trained to do.



*“With my industrial design training I knew how to design for hard metals, for exteriors. Soft interiors were not my thing. I loved to design for reflections.”*

Behind the scenes a number of the senior design managers, including Rybiki, Jordan and North, were looking for ways to return Joan to exterior design. The PR department, realising they could no longer involve her in publicity activities, also started to apply pressure for a return to exterior design.



In late 1968 Joan was quietly transferred to Jerry Hirschberg’s Advanced **Buick** studio, which was working on the boat-tail 1971 Riviera. Hirschberg had graduated three years ahead of Joan from the Cleveland Institute.

To protect her from Mitchell when he’d visit the studio, Hirschberg’s team often placed large wheeled display boards in front of Joan’s work area to ensure she was not in his sight. Such a situation could not last forever, and Joan, more than anyone, knew her automotive design career was at the whim of Mitchell’s day-to-day mood swings. Not wanting to work in that sort of environment she had already begun looking around for a more female-



friendly workplace. In 1969 GE offered her a role. It was GM's loss and GE's gain. Said Joan: ***"GE wanted me on their design team but I really did not want to go. But I thought that if Mitchell gets upset again, then I'd be back to interiors. That was the end of my career with***

***GM."*** After Mitchell retired at the end of 1977, Irv Rybicki, his successor, began to hire women in design roles.

Joan never returned to the automotive industry after leaving GM. She was with **GE** for eight years, designing consumer appliances. After GE she worked at Textron as a product manager and then was the design director at picture frame maker Burnes of Boston. In 1987 Joan opened a design and consultancy for consumer gift, jewellery and stationary arts. Joan is in demand as a judge at classic car events. In late 2021 she was at the Audrain Auto Museum Concours de Elegance, on Rhode Island, with fellow judge, Ed Welburn, GM's retired design vice president. More recently she has judged at the Boca Raton Concours in Florida and the Greenbrier Concours in West Virginia.

The senior leaders at GM design studios are well aware of Joan's unique role in the company's history. While at the 2021 *Eyes on Design* car event in Michigan, Joan was sought out by current GM design boss Mike Simcoe **(an Australian)** and given a personal tour of the design studios.

*"It was great to be back at the Tech Centre and to see so many women designers."*

*"I loved it. I can't tell you how much I wanted it."*



*Retroautos* is written and published with passion and with pride. ***This article and many other interesting auto related articles are published regularly and accessible on the Shannons Club site.***

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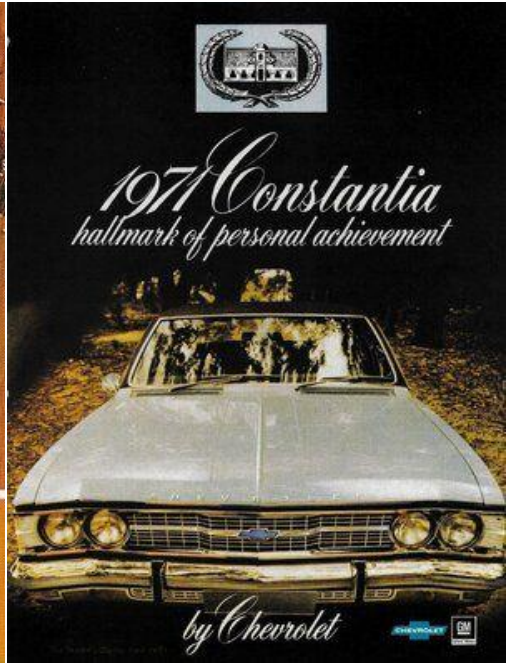
**These Holdens were rebadged as Chevrolets for South Africa - from Pinterest**



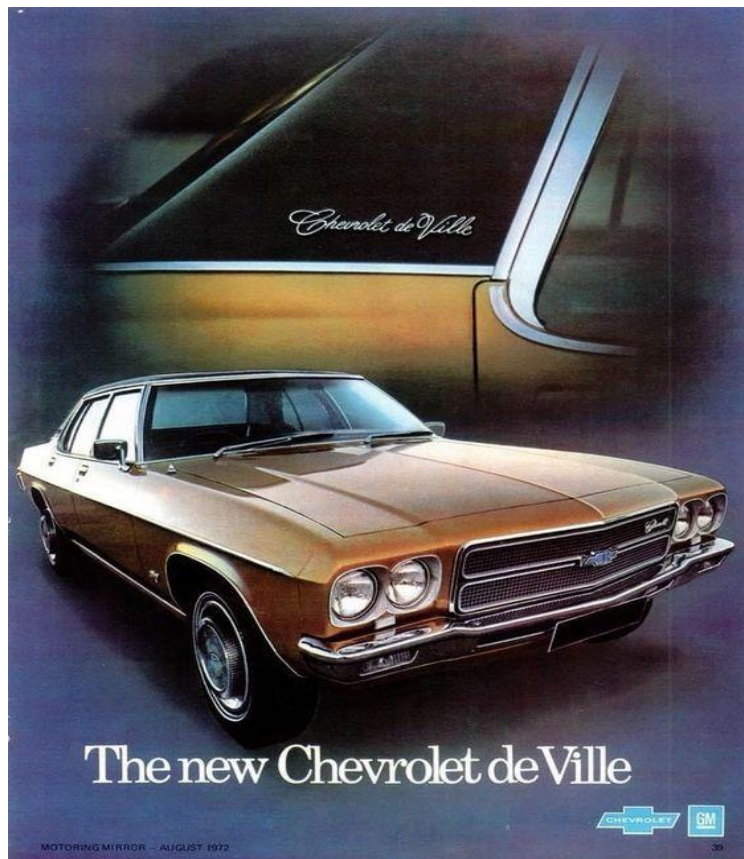
**Chevrolet SS**



CHEVROLET  
KOMMANDO SS



by Chevrolet



The new Chevrolet de Ville



MOTORING MIRROR - AUGUST 1972

39

## Mazda Roadpacer AP

Wankel 13B Rotary, 654cc ,135bhp Jatco 3 spd. auto., 157 km/h

Number Built: N/A



The intelligent and advanced concept of global outsourcing applied to the development of the Mazda Roadpacer AP offered a high-quality small volume mass-produced vehicle with a shortened development time and less cost in terms of investment. Well - that was the theory.

By 1974 Holden had established itself as a major exporter, but one of the lesser known exports was that of HJ Premier bodyshells to Mazda in Japan.

Upon arrival, they were fitted with the 13B Wankel rotary engine. This hybrid became Mazda's top-of-the-line domestic model, known as the "Roadpacer".

Unfortunately the Roadpacer offered poor acceleration, and the fuel consumption was terrible. Contemporary reports suggest 9 mpg (26 L per 100 km). That said, once up to speed the car was able to waft along smoothly in impressive isolation.

Being a top-of-the-line car meant the price would not be a bargain - but at a whopping 3.8 million yen (US\$10,000) in 1975 it was very expensive indeed. In fact, this was about twice the price of a contemporary Mazda Cosmo.

Originally intended as transport for high-ranking Government officials, the car was sold in the wake of the first fuel crisis and was not a commercial success. It was out of production in three years.

We doubt there are any Roadpacers around today, and therefore give it a 3 star rating for collectability. Unfortunately we would always mark it down for practicality, unless you could find one extremely cheap you would be far better off sticking with the real Holden of the era!

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## Misc.....

### 2024 MG Cyberster electric roadster revealed, Australian launch confirmed - The long-awaited MG Cyberster has been revealed, bringing much-needed sporty flavour back to the storied badge

18 APR 2023, 11:23 AM [John\\_LAW](#) "Wheels" (Edited)



#### *Proper sports proportions*

- 231kW RWD & 400kW AWD options
- 0-100km/h under 4 seconds
- Australian launch confirmed

The convertible comes as MG's first all-new sports car since the

mid-engined [MG F](#) that ran from 1995 to 2011.

It's also the first MG sports car designed under Chinese ownership.

Then there are the Cyberster's unmistakable scissor doors, which open up and out like a [Lamborghini Aventador](#) – a rather ostentatious choice, but one sure to grab attention and buyer interest.

The Cyberster is fitted with three digital screens: one for the digital driver's display, another for the infotainment, and a third for the HVAC controls.



Specifications from the Chinese government suggest the Cyberster will be offered in rear- or all-wheel drive configurations. The former is likely to output 231kW, and the latter 400kW. Kerb weights rated between 1850-1985kg are also expected, so 0-100km/h should be dispatched in less than four seconds.

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**\* Craig also specialises in setting up  
SMART TVs and explaining the operation  
of various features.**