



SPORTS CAR:
SAY MG AND YOU'LL
BE EQUALLY CLEAR

SIMILAR

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As far as the average sports car MGB. There are other theories, among the TC and finished with the TF or (more finish. Without taking sides here are two

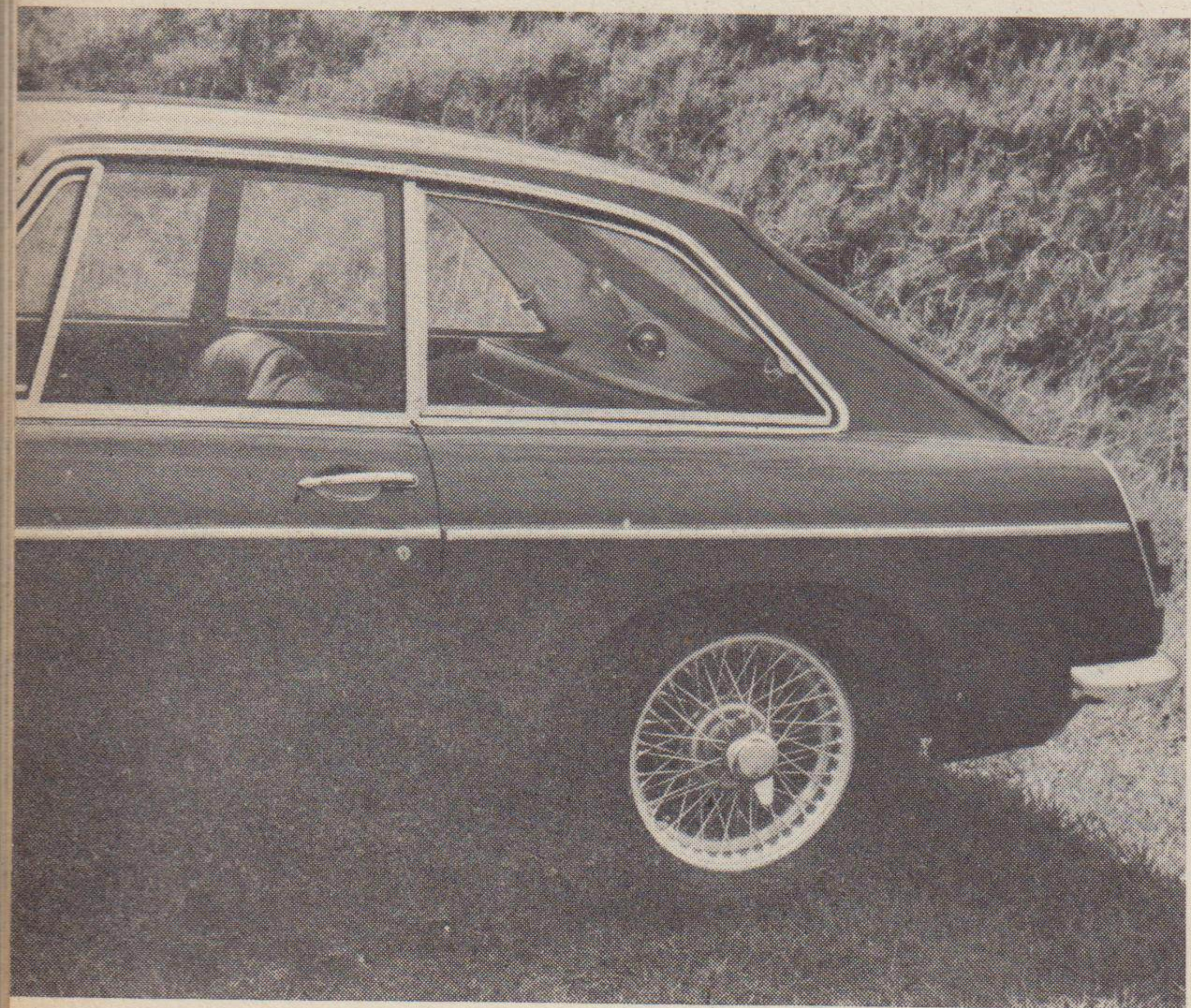
enthusiast is them that it properly) th that undoub

Tees. Mike Kable is an ex-Editor of SCW who tries to relive his old memories with perhaps the most immaculate MG TC in Australia. Watch for him; he may thunder past you in the night with this.

Modern contrast; Brian Foley gets away from his successful Caringbah (Sydney) business with a fully equipped imported MGB GT. He is not worried by allegations from the alleged "real" MG enthusiasts that taped stereo music is not on.

Famous features: spindly wheels, kicked up and flared guards and huge headlamps were the TC's trademarks. The passing of the years saw the grille sloped, sloped and cut, sloped and streamlined, and finally vertical again — but elongated.

Break with tradition: it was almost 20 years after the TC that BMC summoned enough courage to offer a closed version sports car. The final cruel blow to the purists is that this will undoubtedly be the most successful MG ever, ever built.

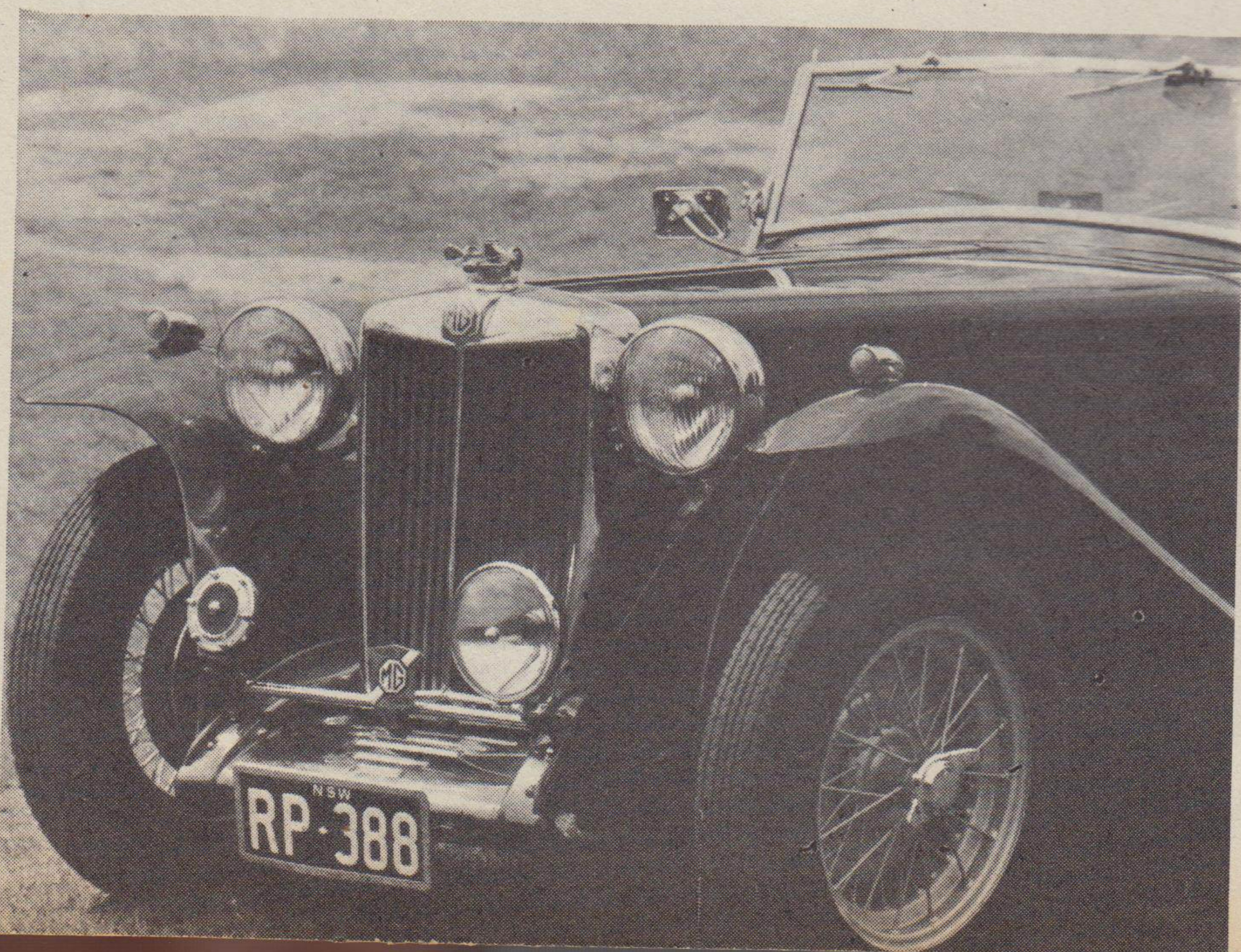




EXTREMES: TC

enthusiast is concerned, MG history began with the TC and finished with the them that it actually began with the TC and ended there, that it began with properly) that it began a long while before and God knows where it will that undoubtedly represent perfectly the extremes in development of the MG.

TO GT



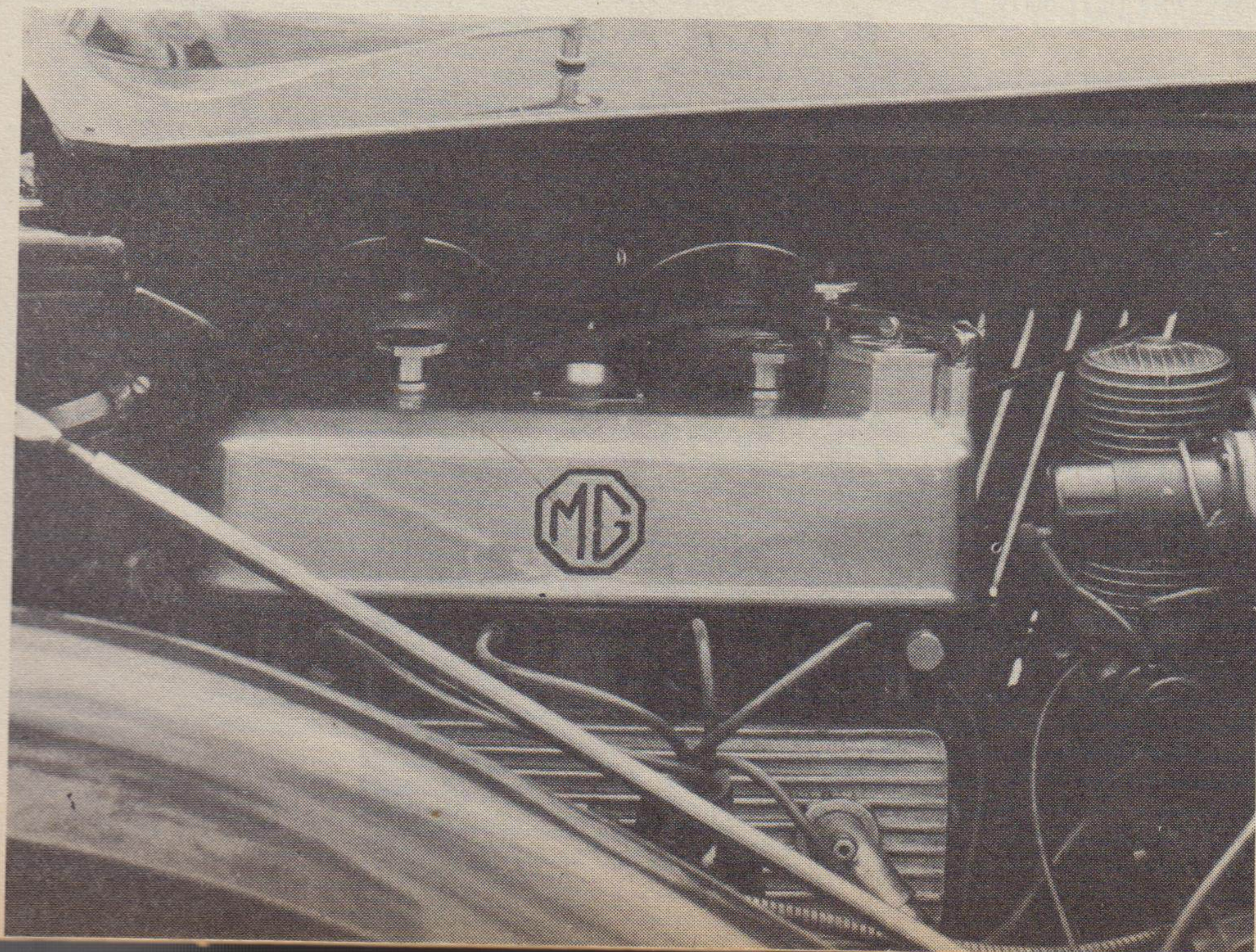
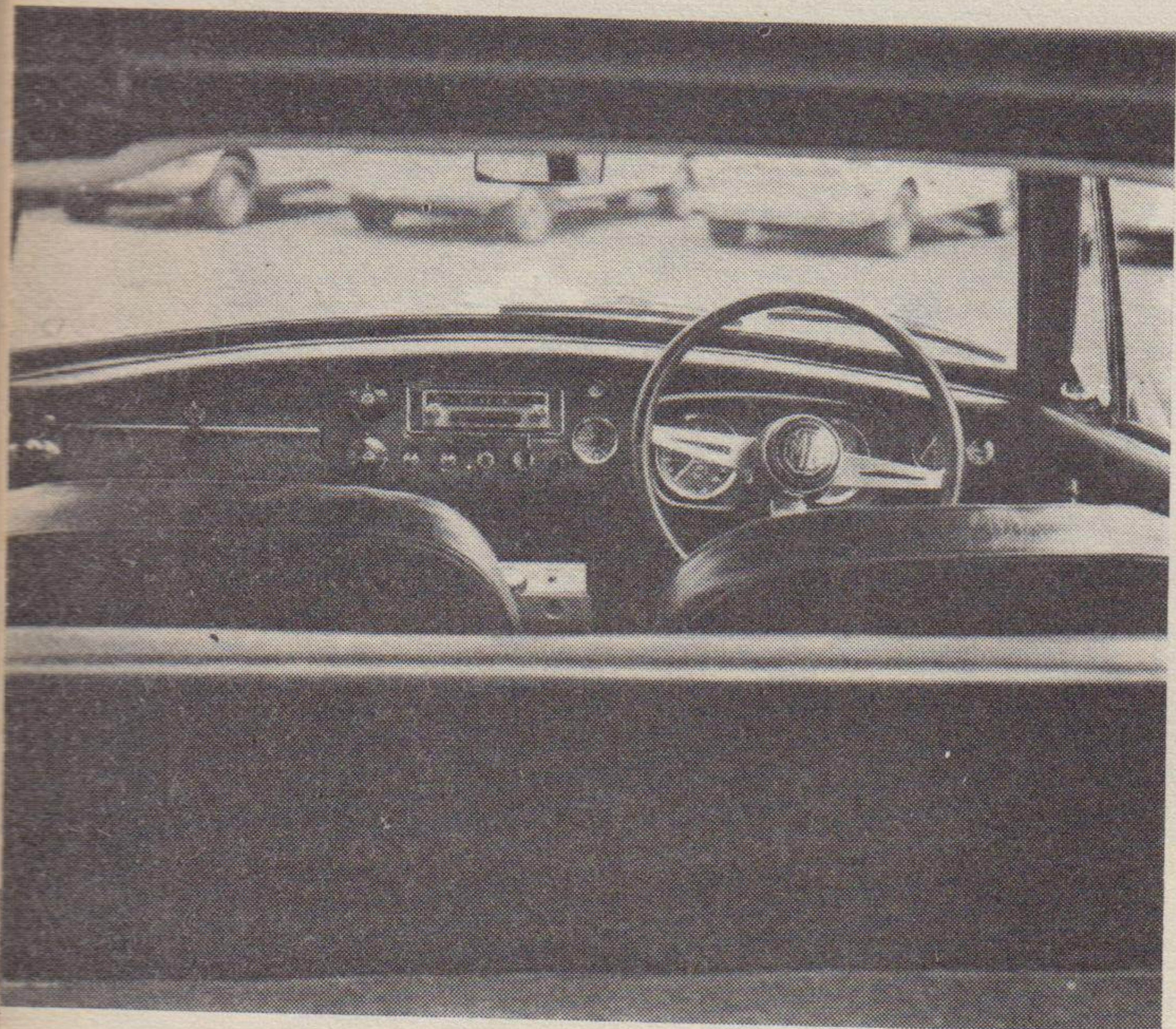
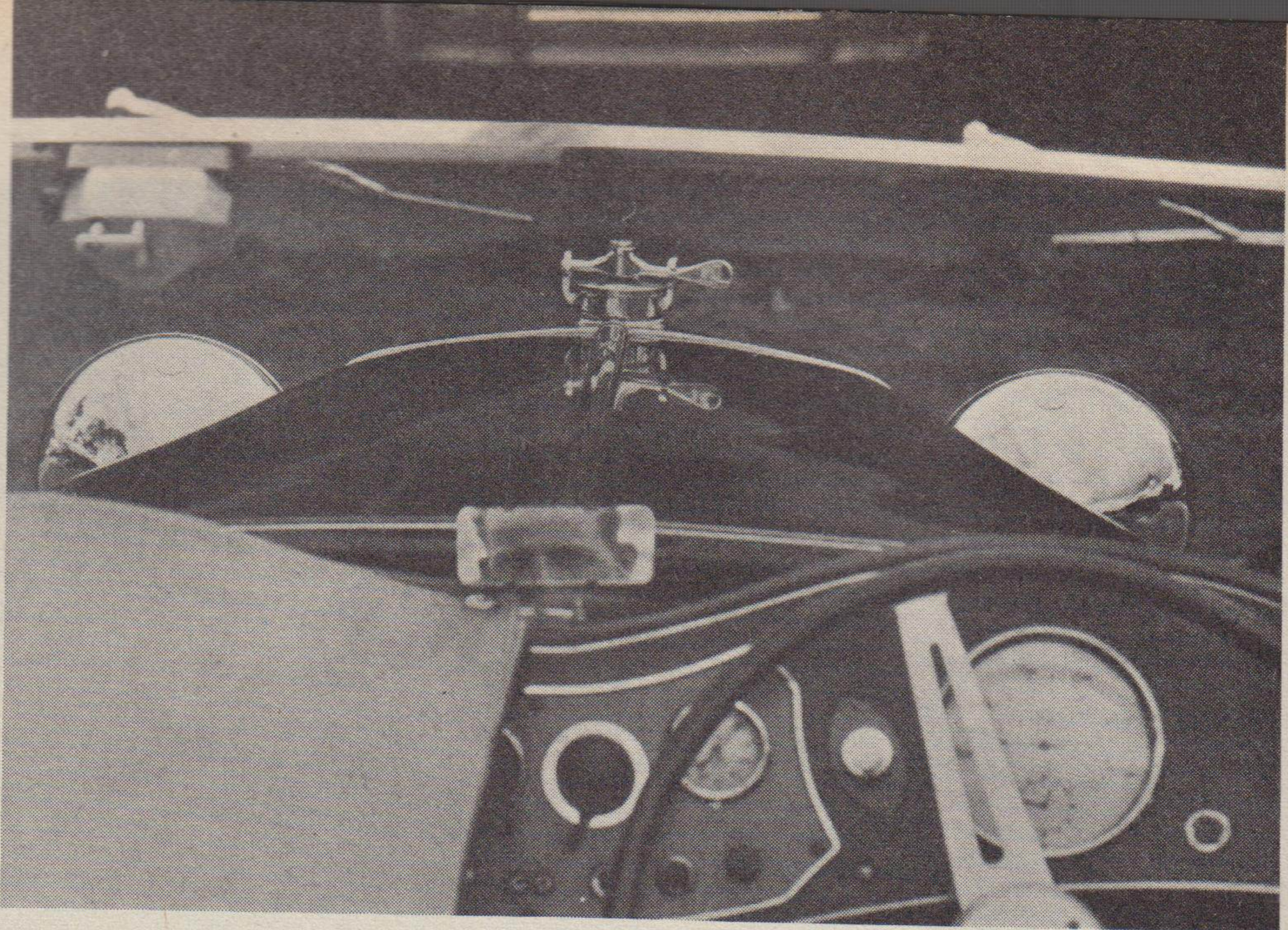
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MG magic: this is the view that held MG enthusiasts together for years. The bonnet line didn't change greatly till the TF series was replaced with the new A series.

Transformation: the only similarity in cockpits is the MG wheel boss and single speed wipers. The wheels of progress . . .



What's in a name? The greatest change in the history of sports cars is in metal under that badge — a GT fast-back.

In engines — a wealth of difference. Kable's car runs a 1500 mill still XPAG series, from the TF. It puts the car up to a timed 100 mph plus by virtue of mild tuning modifications. The GT is worth 108 mph.

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Frank

Esso g
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