

Restoring a 53 MGTD over 39 years

In early 1974 (at aged 25) whilst living in southern Sydney, I purchased a 1953 TD for \$50 from an acquaintance. The TD had been sitting out in the weather for a few years and the wood had deteriorated. The engine was in bits. (He had been offered \$100+ but that person intended to install a V8 engine in it, whilst I indicated I would restore the TD to near original.)



FYI, I had travelled in the TD, with 4 others a few years prior. (Remember those days when there were no seat belts and few restrictions on passenger numbers.)

Having purchased the TD, I started a journeyman's panel beater course at a local Technical College and stripped the body down to fix damaged panels etc. At the time I was living in a 2 bed flat, with my sister, and using the Unit's garage to store and work on the TD.

In mid 1974, I applied for a job in Darwin. On Christmas Eve, along came Cyclone Tracy and in early January 1975, I was offered the job, but would have to work in Sydney for another 6 months before moving to Darwin. This allowed me to continue working on the TD body.

As the restoration of the TD was a hobby, my new employer (Australian Government) paid me an allowance to take the TD, on a trailer, to Darwin, a week's drive way. Just outside Pine Creek, a small town 200km from Darwin, the draw-bar on the trailer snapped and I had to leave the TD and trailer in that town until the next weekend when I was able to tow it to Darwin.

As most of you would be aware, 95% of Darwin's buildings were destroyed by Tracy, I was therefore provided with a room in the singles hostel whilst the TD stayed on the open trailer for the next 18 months. There was nowhere to securely store or work on the TD.

In early 1977, I married the girl I had been going out with, prior to my move to Darwin.

As a newly wedded couple, we were allocated a caravan on a house block on which remained a damaged elevated house which was not habitable (ie no roof, doors or windows and some walls missing). The cars, the TD and trailer were able to be moved under cover of the floorboards.

About a year later we moved into an elevated house which was to be our home for the next 34 years and I was able to move the TD under cover for the first time. I placed all engine parts into a 44 gal drum of diesel, in the hope that this would stop the parts from further corrosion.

With the TD under cover, I was able to recommence working on the TD, but with 2 ½ years in the weather, the body panels had started to rust, all timber had dry rot and the engine was still in parts. New timber was purchased and the body tub frame assembled as best I could, using the old timbers and a few reference books and manuals I had purchased as a guide as there were no other T Type MGs in Darwin to use as a reference.

At this time I also purchased a wiring harness and green trim, had the chassis professionally sandblasted and painted with a bituminous paint and the brakes refurbished.

The 1980s saw the birth of our children, resulting in limited time to work on the TD as family life took priority.

In the late 1980s, I purchased a going Wolseley 4/44 for its engine and rear differential for use in the TD and as a spare diff. After removing these items I took the body to the rubbish tip. In hindsight, I now wish I had keep the 4/44 as a going vehicle.

Nothing further happened to the TD for a number of years, until I joined the main Darwin car club, the Motor Vehicle Enthusiasts Club (MVEC), and I was able to move the TD into an unused Government shed which the car club used to store and work on the trucks it had been given.

Whilst the TD was in the shed, I was able to sandblast and prime most of the metal panels. Due to major rust problems (photo, I had the firewall/battery box and rear inner guards repaired and new rear cross brace and front quarter panels made by a local Kiwi sheet metal worker.

During this time I installed the 4/44 XPAW motor into the TD chassis coupled to the TD gearbox etc and was given, by a local mechanic and fellow MVEC member, a dismantled motor from an MGY to help with the rebuilding of the original XPAG motor. The XPAW motor is similar to the XPAG, but to install it in the TD chassis, the XPAG sump needs to be used and the dipstick blank in the XPAW block drilled out to allow the XPAG dipstick to fit.

Over the years I have purchased numerous parts from Australian, US and UK part suppliers that went missing or were damaged over the years. I also used the MG Enthusiasts website (<http://www.mgcars.org.uk>) and its TD-TF bulletin board to investigate options and the correct fitting of parts. I highly recommend the website and members' webpages. BBS members are from all over the world and it is not unusual to get an answer to a query within the hour, no matter when the query is posted. I particularly liked Dave Braun's website (<http://www.dbraun99.com/mgtd15470/>) on which he has displayed 1000s of photos on the dismantling and restoration of his TD. The website is divided into sections and is easily followed.



In January 1999, MVEC moved from the Government shed to the original 1934 QANTAS Hangar, where the club was able to display its trucks and memorabilia, member's vehicles and antique equipment and the NT Museum's items too large to be displayed in the Museum. The move enabled MVEC to buy and set up equipment (car hoist,

air compressor, small sand blasting cabinets, lathes, drill presses, band saws, English wheel, spreader/shrinker etc) to enable members to restore vehicles. The hangar is open most days for members to work on their projects and for the public to view the historic building and machinery. Some highly travelled motoring enthusiasts have described the Hangar as one of the best motoring club 'club houses' they had visited.



As with all MVEC vehicles, my TD was moved to the Hangar where I was able to work on it on occasional weekends, using the equipment mentioned earlier.

Sometime prior to 2010, I:

- decided to install a Celica 5 speed gearbox matched to the XPAW motor and TD differential.

- See separate article on how I installed the Celica gearbox.

- found the rack and pinion steering was so worn, that it needed replacing. I acquired replacement parts from a BBS member in Canada, but on trying to install them I found they were for a left hand drive TD. I was subsequently able to acquire a Y type rack and pinion and had a local mechanic who specialises in modified vehicles, to lengthen the pinion to suit the TD. (photo)
- started making new door edges on the spreader/shrinker, but in the end purchased the door edges from Hudson Motor Company, an English company, who make complete T type body tubs.
- had the brakes cylinders honed.
- refurbished the rear dampers.
- had the differential refurbished.
- modified the brake/clutch pedal shaft by adding lubrication holes and groves.
- had the wheels sandblasted and powder-coated and balanced. Found one wheel so far out that it was recommended I use it as a spare only. New tyres were purchased and fitted.
- decided to paint the TD cream (old English White) in lieu of Woodlands Green, its original colour as two other TDs now in Darwin were green. Purchased the required Acrylic 2 pack paint



As our children had all moved to the east coast for University and work, in 2011 we decided to move/retire to south east Queensland to be nearer our families and live in a cooler and less humid climate.

As I was still working for the Government, admittedly now the NT Government in lieu of the Australian Government, my conditions of employment transferred across to the NT Government with NT self government. The Government had paid me to take the TD to Darwin and therefore they were required to move my/our chattels (including hobbies, i.e. TD) back to where I was recruited originally (i.e. Sydney). After disposing of surplus mechanical parts the TD was loaded into and tied down in a 20ft container .

Although I thought I had pulled the chassis down hard, the bouncing caused the chassis to come down on items (plastic boxes and doors) stored under the chassis and damage them.

As my wife didn't want me to bring the TD to the Gold Coast, and there isn't room to work on it in our new home, I have hired a 36sq m shed not far away, in which I have set up a workshop and in which I am working on the TD, in between visiting family interstate, going on GCMGCC runs and researching family and NT wartime history.



In the last year, since moving to the GC, I have found a car restorer who specialises in using old trade skills (he does not use large quantities of filler to repair panels), had the carburettors and front shocks refurbished, purchased new front quarter panels, as I found the panels, made in Darwin, were 1cm short between door and firewall.

and others who have rebuilt or worked on T types and know the problems I am encountering.

My intention is to

- install a MGB front sway bar,
- make a wooden steering wheel using the original steel rim ring,
- get the TD completed and on the road. I would like to display it at this years' MG Nationals in Ballina, NSW, which is being organised by the GCMGCC, and
- use the XPAW motor until I can get the XPAG motor back together. I intend to have the XPAG worked to Stage 2 turning, using a high-speed cam shaft and roller lifters, purchased from the US. I will most probably purchase a new crank shaft for the tuned XPAG.

Stuart Duncan
TD 29271



Latest photos of Stuart Duncan's TD



Installing a Toyota Celica 5 speed gearbox in a TD

Over the past 30 plus years I have been rebuilding (on and off) my 1953 TD, I looked into various ways of upgrading the TD to make it more suitable for modern day traffic. I considered the possibility of a 5 speed gearbox or changing the differential ratio to 4.3.

With a fellow member of the Motor Vehicle Enthusiasts Club (MVEC) in Darwin wanting the MG Y gearbox I had for his 1938 Morris 10 Special and he having two Toyota Celica 5 speed gearboxes, I arranged for a swap.

The Celica gearbox I obtained (pictured to right), has a split alloy case which comes as either a T2 (20 output splines) or T3 (22 splines) and is known by Toyota as a T50 transmission.



The following is a comparison of gear ratios:

	1 st	2 nd	3 rd	4 th	5 th
MG TD	3.5	2.07	1.385	1:1	-
Celica	3.58	2.02	1.38	1:1	.86:1

As can be seen, the difference in the main gear ratios is minimal.

Upon making the decision to install the 5 speed gearbox, research showed Dellow Automotive in Sydney made a bell-housing to match the XPAG motor to the Celica gearbox.

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Communications from your Club to You

The committee sometimes wishes to inform you of event programmes updates etc, and to a lesser extent, phone you, but in many instances we find that this not possible due to changes to your personal details which have not been passed back to us. If you have made changes to your email address, phone numbers, home address and most important, added or changed details of MGs in your care, please forward details to our Membership Secretary or President. See page 3 for their details

New Members

We are pleased to welcome the following new members to our Club and hope to see them participating in our events soon

Steve Begley	MGB	1969	Roadster	BENOWA
Peter and Pam Dunn	MGB	1965	Roadster	VARISITY LAKES

The Dellow bell-housing is the same length (115mm) as the MG bell-housing and uses the MG clutch, cross shaft and actuating fork etc. The clutch shaft is in same position in relations to the engine block as the MG one and therefore the MG clutch linkage can be used.

Research also indicated that Gold Coast MG Car Club member Chris Murray of Beaudesert, Qld, had already successfully installed a Celica gearbox in his TD. Chris advised using the Dellow bell-housing/T2 gearbox combination would require the rear gearbox mount to be moved 52mm further back and be 25mm lower.



To fit the Celica gearbox, I altered the 2" (51mm) tubular cross-member by:

- cutting and removing 300mm from the centre,
- welding 80 x 85mm - 3mm plates to each end of cut cross-member, and
- making a new rear gearbox support consisting of a 105 x 160mm - 3mm plates (bolted to above 80 x 85 plates with 4- 5/16" bolts) and a 50 x 50mm - 1.6mm RHS of approx. 290mm long welded between the plates. Gusset 3mm plates were welded between the 80 x 85 plates and the RHS for added strength.

I also shortened the 300mm section cut out of the cross-member by 7mm, and had 80 x 85mm - 3mm plates welded to each end. This enables the centre section to be bolted back into the cross member and the TD's original bell-housing and gearbox to be re-installed by a future owner if they wish to do so.

All plates, with bolt holes, were cut by a local Darwin laser cutting company, therefore ensuring bolt holes in all plates aligned. The tubular cross-member was cut using a tub cutter and welding was done by a MVEC member who is a professional welder.

The following photos show the old and new gearbox support sections as they fit into the cross-member.



New Celica gearbox support and mount Plate welded to end of cross-member



Cut out tubular cross-member with plates fitted between cross-section



Celica gearbox sitting in new support

Also supplied by Dellow were a clutch plate, speed cable, yock, universal and gearbox mount as shown in the photo.

The Celica gearboxes come with gearshift either 15" (385mm) or 19" (485mm) from front of box whereas the MGTD is 24" (600mm). I have the 15" version and will need to bend/extend the gearshift lever to get near where the TD gearshift was located. I had to get a new shorted tailshaft made.



Stuart Duncan
TD 29271

Vale Rod Hiley

It is with much sadness that I must inform our MG Family that Rod Hiley passed away recently

Rod was one of the earliest members of the Gold Coast MG Car Club and will always be remembered for his generosity towards the Club that he served for so long.

Rod was laid to rest at a private funeral on Thursday 20 March 2014 and I would like to offer the Club's condolences to Di and the Hiley family.

Dave Godwin

Brand Impressions - Is this Why Ford Fell Off Its Perch in Australia?

(Influenced by the last Time Machine's article on the Motor Trade)

For the greater part of my working life I have been in marketing and for much of that time I had a close association with the motor industry. I've been a rev-head ever since an uncle took me for a ride in his brand new MGTD over 60 years ago. I still clearly remember it to this day. The roof was down, the sun was shining and I had experienced 'wind in the hair' motoring for the first time. I was hooked for life within the first 5 minutes.

So, at a time when Australia's motor industry is in total meltdown, it's interesting to note how brand perception has played a major role in the public's demand for Holden, Ford and Toyota vehicles.

Among the many things they teach in marketing is the importance of the brand. Brand awareness; brand image; brand impressions; brand trust and brand support amongst other key factors.

While at the time of writing this article, Toyota's Australian future as a manufacturer is still under a cloud, there can be no doubt that the Australian public's perception of brand has played a major role in the demise of the other two U.S. automotive giants.

When Ford announced that it was to cease production of the Falcon in Australia, like so many others I felt a genuine loss. Here was a car that had been a family favourite, had held the lion's share of the taxi market and a huge chunk of the government and corporate fleet market. How could it be that this iconic vehicle in the Australian market could be erased from our psyche? What had happened that the public at large had chosen to walk away from the brand and its uniquely Australian model?

Now, I've never been a Ford fan, or for that matter a Holden fan: They simply weren't my style of vehicle. But I could understand why millions of Aussie families forked out their hard earned to buy these types of vehicles. The great unwashed could never be described as discerning; being part of the crowd was always more important to the average Aussie battler. The more I pondered these questions, the more memories came back to me.

1952 – We were driving between Newcastle and Taree on a dirt section of the Pacific Highway in my dad's 1948 Hillman Minx. We'd been following a Ford Anglia for a while when, as we rounded a bend, the Anglia lost it, flipping a couple of times before coming to rest on its side in front of us. The car was pretty badly damaged and driver was a bit messed up but fortunately he survived.

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No seat belts in those days either. Speed was not a factor; and I recall my dad saying that Anglia's were pretty bad when it came to road holding. My first Ford brand impression! It was bad.

1965 – I was working as a teller in a bank branch not far from the Ford factory at Homebush in Sydney. A regular customer was one of Ford's senior executives. He was pretty charismatic and deposited rather large pay cheques into a pretty fat private account, so I was reasonably impressed. At the time, a fair bit of competition was emerging from Japanese brands. They were offering extended warranties (2 years from memory) when Ford and Holden were only offering 12 months. I quizzed the Ford guy about this. Why couldn't Ford offer the same warranty period as the Japanese?

"We need the income from the sale of spare parts and in any case, our cars are only designed to last for three years. That way people keep buying new models," was his reply. I was staggered. That's not the sort of car I want to own, was my immediate thought. Poor brand impression #2.

Another bank Johnny from the same branch bought a new Falcon wagon for his and his family's use. Within weeks it had more rattles and shakes than anyone thought possible. It was a disaster for both his family and his bank account. Brand impression further down the drain.

My own car at the time was a pretty rough Bug Eye Sprite and I often hitched a lift to work with a mate from down the street. He drove an old Ford Fairlane. It floated along the road like a boat on a rough sea, handled like a tank and had so much play in the steering that driving it in a straight line was near on impossible. That Ford also did little to endear me to the brand.

1971 – I was managing an office employing 20 or so young women. One, a single mum, drove an old bomb that broke down more often than it appeared to run. She was always late for work. She was a good worker but desperately needed a reliable car. I reasoned with her that it would be cheaper to make payments on a new, small car than to keep throwing good money after bad on the old one. Shortly after our discussion, she bought a new Ford Escort. It was an absolute bomb! I felt responsible for talking her into buying a new car and rang the Sales Manager at the dealership she had purchased the car from. His response: "Well, it's the cheapest car in our range. What did she expect? ' - Bad response Mr Ford buddy!

1980 – My dad retired after a lifetime working in the public service. As a present to himself, he bought a new Ford Cortina Ghia Wagon. Top of the line and not cheap. The car suffered from overheating problems from Day 1. After numerous trips backwards and forwards to the Ford dealership from which he had purchased the car, the engine finally blew up, two days after the warranty had expired. Ford refused to acknowledge any responsibility. The NRMA advised him to engage one of their mechanics to attend the local garage where the engine was removed.

and stripped down. Sure enough, a bearing had been installed back to front, so the lubrication holes didn't line up. No oil, no motor! Ford still refused to accept any liability, advising my father in written correspondence to sue them, if his bank account was large enough to fight their corporate lawyers. Bad one again, Ford!

1982 – I was responsible for a fleet in a multi-national pharmaceutical company based in North Sydney. The sales reps, mostly women, all drove Ford Falcons while the divisional manager drove a new Volvo 144. Notwithstanding Scuderia Veloce's extremely high hourly labour costs the servicing costs for each of the Falcons far exceeded those of the Volvo and they were far from reliable vehicles. One 3-month old car even 'failed to proceed' during the morning peak hour in the middle of Sydney Harbour Bridge. In tears, the rep left the car where it had stopped and walked off the bridge. The ensuing traffic jam extended back past St Leonards station. Not happy, Ford!

1994 - I was interviewing a guy in Ipswich who had recently changed his fleet of Falcon taxis to Mitsubishi Magnas. "Until I bought the Magnas, I just took it for granted that all cars needed new diffs every 40 or 50,000 kilometres," he said. At that stage, his first Magna taxi had covered over 200,000 kilometres with nothing more than a new battery and tyres. Reinforced my poor impression of Fords.

2005 – My sister in law bought her first brand new car; a Ford Falcon. Three differentials in the first 6 months (under warranty, but very inconvenient with a small family to transport), numerous problems with door handles, sun visors and switches falling apart and a fairly high oil consumption saw it sold on within 18 months, at a significant loss to someone who really could not afford it.

So this has been my own experience with the Ford brand. It spans more than 60 years and over the years I've relayed these stories at one time or another to probably hundreds of people. On reflection, my response to Ford's imminent departure from Australia's manufacturing scene is well, who's surprised? They simply never got it right. And if other people's association with the Ford brand has been as poor as mine, my family and friends, I can only say good riddance. Others will no doubt remember the brand with great fondness but I'll never buy one of their products.

Thankfully, I can relay that in 16 years of ownership, my MGB has been a joy to own. By comparison with today's new cars, it might be a wee bit agricultural, but it's been great fun to drive.

Charles Dickson

The photos in this magazine have been contributed by Carole Cooke, Darren Cooke, June Haynes, Peter Kerr, Dave Godwin, Stephen Richards (cartoon), Stuart and Lesley Duncan, Jeff Sattler

A Smidge of 'Midge' History

"The Midge" is the mascot that has adorned the MG for many years. It is an eye catcher and head turner whenever it is sighted. But what is the history of this flying mosquito and was it really a production item offered by MG?

Automobile mascots (hood ornaments) became a very popular item in the 1930s. Many marques strove to craft a mascot that would typify their branding of grace and elegance. Jaguar had the "Leaping Leopard", Rolls the "Kneeling Lady", and Auburn the "Flying Goddess". Today, the Midge seems to exemplify this same level of beauty.

However, this has not always been the case. An initial sighting of the Midge was found in an advertisement of the May 1934 issue of "The **MaGazine**" The ad confirms that the Midge was produced by H.J. Randall, Birmingham, England and was designed especially for MG car owners. It was also offered in 2 sizes: large and small.

According to historian Mike Worthington-Williams, "The MG Midge was only found on the 1935 'P' type MGs". However, despite its intended use for only the 'P' type, it did appear in factory literature and was primarily sold as an accessory by University Motors Ltd, London acting as an MG agent."



Copy of the advert from the May 1934 of "The MaGazine"

Late, in the July 1936 issue of "The Sports Car", the previously referenced ad was repeated but instead now included the MG logo and words: "Obtainable from All MG Agents". So this seems to affirm that a privately offered Mascot had been sanctioned and adopted by MG. However, the Midge had a short life. According to Worthington-Williams, the image it projected was found a little undignified and was therefore only formally offered with the 1935 'P' Type. An original 1st issue Midge can be identified with the marking "Reg Applied For". Physical characteristics include chrome plated brass body, the proboscis (beak) is horizontal, and the lettering on the left base is: "MG CAR CO." The later production marking added RD 786849.

Right - Copy of the advert from the July 1936 issue of "The Sports Car",



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Above and Below: Midge identification features



The Midge has proven to be a lasting icon for the MG community. As one unidentified MG owner stated, "while the Midge is elegant in shape and form, I cannot imagine MG allowing such an inelegant, nay ugly, detail as a gnat's proboscis to adorn their fine machinery."

A Midge adorns Peter Kerr's Rebel!

Written by: Doug Pelton 2011 and from
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Competition Call

March saw a somewhat depleted line up of GCMGCC drivers, compared to previous events, for the first round of this year's Super Sprint 'A' series at Morgan Park Warwick. Various reasons for non attendance included serious motor rebuilds, work pressures and conflicting attractions



and one retirement, etc. However we did see the re-emergence of our esteemed and well travelled President David G in the immaculate MGA "Birdcage". The weather and track conditions perfect all weekend.



With motorsport, something out of the ordinary always seems to happen, this time it occurred to Will C. Arriving early Friday afternoon with the thought of

pitching camp and having some practice time on the track after registering, Will drove onto the site where it was noticed petrol leaking from the back of his Fraser Clubman. Many hands on deck found a crack in the seam of the alloy fuel tank three quarter the way up. The leak had never been noticed before as the tank had not been overfilled to the top before. Needless to say Will never made it to the practice session but the tank was temporarily repaired with 2 part liquid steel.



The event ran very smoothly allowing us 5 sessions on Saturday and 3 on Sunday which included 4 laps of the 1500m track each session (great value). David G performed well even though the A was geared for Phillip Island in a few weeks (be careful of those Victorian drivers) but was no match for the twin cam Alfa coupes that had been allocated to our sports car group from the B series.

Results for the 4 laps of the 1.5km track

Will Charlton	Fraser Clubman	3.28.82
Steve Riley	MGBV8 s/c	3.30.93
Mick Simmington	TR7V8	3.39.98
David Godwin	MGA	3.43.599
Sean Moroney	MGF TF	3.46.417
John Moroney	MGF TF	3.46.757
Peter Bennet	Porsche 911	3.48.933
Richard Ings	Cooper S	3.50.9
Keith Ings	Cooper S	4.03.24
Jim Haines	MGB	4.08.016

Come along for the 2nd round of the series to be held on the weekend 3/4th May, and support the team, all welcome, it's great encouragement for the team to see you there .

Safety Fast - Jim Haines



Some of the GCMGCC team - Keith, Mick, Will, Dave, Jim

Phillip Island and Back

President Dave invited me to accompany him on his annual trip with MGA Birdcage to the Phillip Island Classic Festival of Motor Sport 7th-9th March 2014.

Sharing the driving 3 hours on 3 off, short work was made of the trip, stopping near Goulburn to visit Austin Healey friends and view their immaculate and historic Healey 3000 Sebring, once driven by Paddy Hopkirk.

Thursday and Friday were set-up and practice days, greeting friends and gaping at mega value race cars, including a full range of Lolas, Elfins, Chevrons, Matich and Brabhams. Several invited overseas drivers campaigned their Shelys Cobras, McLaren's and older historics such as the Buick Special Old Yeller (6400cc). As Sir Jack Brabham was the VHRR Patron and there for the weekend, there was a fantastic display of some of his cars.

The MGA Birdcage in the Sa Sb Class was going well, even without its usual race gearbox. However, practice came to a halt in the car when there was a loud bang and a sudden loss of fluid. After being towed back to the pits, we were at a loss to see what had gone wrong, until an on-looker said "what's that round hole in the block?"...



suddenly it dawned, as a welch plug had decided to exit the block! No spares of course, and it seemed as if no-one of the other 500 entrants had a plug of the correct size. A phone call to Ian Prior, Vice President of the MG Victorian Club was made... he had a full set, so Dave and I drove to Melbourne to pick them up. Next morning, a friendly owner/mechanic of a race MG Midget replaced the plug, and Dave was all set to go racing and doing regularly.

The weekend went well after that, although Dave discovered that a certain Porsche 911 suddenly decided to stop in the middle of the track as he was about to pass, causing Birdcage to spin into the trackside safety gravel... end of race! The car went remarkably well, although suffering from the use of a standard MGA gearbox.



Quickest lap the Birdcage over the weekend was 2.05 A couple of the Midgets racing were unbelievably fast, achieving lap times of 1.53, even completely outclassing very quick Chevrolet Corvettes and Mustangs.

Homeward bound on Monday morning, stopping at Raymond Terrace, and back on the Gold Coast Tuesday. A great trip, met many friends in the MG, Healey and Triumph groups. Thanks Dave for the opportunity

Gary



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For Sale

:::Tyres. Toyo R888 185/60R 14 82V. I have four for sale. Two are well worn, about 80 - 90%. Two were purchased this year and have had two outings at Morgan Park, and are hardly worn at all, have just had the shine taken off. **\$300 Jeff Sattler**

:::1970 MGB Sports. Leyland white in colour, low mileage, excellent condition throughout. Overdrive on 3rd & 4th gears. Well known in Club circles. Surplus to requirements. Current owner for 5 years but known by him for many years. 50,000 miles on speedo. Black interior, grey carpets, black hood, silver spoke wheels. Car always garaged and used only on Club events. Currently on concessional registration but will come with a roadworthy. **\$18,000.** Contact Graham on **07 5534 5941**



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John Hornabrook 0419 779566

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