

Classified Advertisements

FOR SALE

FOR SALE

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Number 4



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Cover Photo

Chris Hunt and Andy Morgan competed in the Adelaide Rally see their story on page20

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NOTE TO ALL CONTRIBUTORS, AND ANYONE ELSE WISHING TO CONTACT THE FOLLOWING COMMITTEE MEMBERS BY EMAIL ARE ADVISED OF THE NEW EMAIL ADDRESSES FOR 5 OF THESE COMMITTEE MEMBERS

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**PLEASE NOTE
THE CLOSING
DATE FOR THE
JUNE ISSUE
WILL BE
10TH OF
MAY**

MAGAZINE CONTRIBUTIONS

Submissions for the magazine

Close on the

10th day of each month

For inclusion in the next issue.

Photos should include owner of the photos name and address as well as details of subject/s.

Articles can be forwarded to

- **Laurie Houghton - Editor**
18 Farman Avenue
Hendon SA 5014
by E-mail to
editor@mgccsa.org.au

Ph: 8356 9953, leave messages

Note to Contributors

Articles, etc submitted by e-mail must be as an "attachment" Word document, Arial 10, Justified, NOT formatted or tabbed, photos should also be "attached", not reduced in file size ie; low res. Please avoid sending pdf files.

Classified Advertisements

can be submitted as for articles or phoned through if they are short. Classifieds are free for members. Non-members fee is **\$20.00 per ad per issue.**

Adverts are normally only valid for one issue

It's your responsibility to notify the editor if you wish to repeat your ad in subsequent issues. Note. Cars for sale must have rego. number or engine number

2021 Calendar Dates. Confirmed. As at 3/3/21

Note: Items Bold /Red are amendments

May.

- 2nd Peter Hall 6 hour at Mallala.
- 2nd Victor Harbor British Classics Tour.
- 6th T and Pre War Register Meeting.
- 11th Monthly Meeting at Clubrooms.
- 15th Historic Registrations at Clubrooms from 10 Am
- 20th A and Magnette Register Meeting.
- 23rd SA Motorkhana Round 2. Mallala Skidpan.
- 30th Brekky Run to Commodore Reserve at Pt Elliot.
- 30th MGF & Moderns Run to Cudlee Creek**

June.

- 3rd T and Pre War Register Meeting.
- 8th Monthly Meeting at Clubrooms.
- 13th MSCA Vic sprint. The Bend International Circuit.
- 19th Historic Registrations at Clubrooms from 10 Am
- 20th Multi Club Hillclimb Round 2. Collingrove.
- 17th Mid Week Lunch Run
- 27th MSCA Supersprint Round 2 at Mallala.
- 27th Brekky Run to Davenport Square, Macclesfield.

July.

- 1st T and Pre War Register meeting.
- 11th SA Motorkhana Round 3 at Mallala skidpan.
- 13th Monthly meeting at Clubrooms.
- 15th A and Magnette Register Meeting.
- 15th Mid Week Lunch Run
- 17th Historic Registration at Clubrooms from 1000hrs.
- 18th Multi Club Hillclimb Round 3 at Collingrove.
- 25th Brekky Run to Bungala Park at Normanville.

Further Monthly meetings - July 13th, August 10th, September 14th, October 12th, November 9th December 14th , Covid 19 and restrictions will still apply with **90 attendees.**

MGA / MAGNETTE NEWS

From..Sandra Cardnell

GA/MAGNETTE REGISTER MEETING 18 MARCH 2021 AT THE MGCC CLUBROOMS.

Firstly I have to amend the details of Don Finlay's MGA (see last report). It is Iris Blue, not Irish Blue. It must be time for me to get that hearing test I keep getting phone calls about. Sorry Don. Of course if I had given it any thought to the matter any paint colour with Irish in it should have been green.

We had 12 members present and apologies from John van Velzen, Trev and Sandy Dicker, Karen and Murray Stephenson, Geoff Short, De Denny, Denise Micklem and Geoff Goode. Six MGA's, Ken Burke's Magnette, an Audi, a Ford and the Algate's new Jaguar (SUV I think).

Mick Mitolo drove his recently acquired red MGA to the meeting and it was given the once over in the back verandah. Mick bought the car from Wayne Carter, although Wayne is listed on the vehicle register list as P Carter.

We had a sausage sizzle before our meeting. I have to thank Velli Algate for helping me cook the snags and onions. I think we did an OK job. Alan was manning the bar so he could not cook. Good thing really, as cooking a barbie is not Alan's forte.

The lunch run to Angas Plains Winery is set for the 11th April, meeting at 10.30 at the Crafers Interchange. I will write an article for the next magazine. Maybe I will get on to it a bit quicker than this one – just 4 days before the Editor's deadline. I keep promising myself I will get onto it the day after an event, but so far that's a negative response.

Members who attended were – Arthur Ruediger, Ken Burke, Graham Evans,

Ian Denny, Allan Semmler, Nick Micklem, Mick Mitolo, Velli and Gary Algate and Alan and myself. I have attached a couple of photos of Mick's car, one of Mick and Don and one of the back verandah barbeque group.

Sandra Cardnell, MGA/Magnette Register Secretary.



CLUB EVENTS



MGCC Clubrooms

Monthly General Meetings

Held at 8.00 pm on the second Tuesday of each month at the Clubrooms. All those who are interested in MGs are welcome.

"Noggin' & Natter"

Every Friday night at the Clubrooms. Time: 7.30 pm ~ 10.00 pm. All welcome for a chat and a drink. Licensed premises.

Tea and coffee available.

Register Meetings

"T" Reg. First Thursday of each month. Time: 7.00 for 7.30 pm.start. Venues as advertised in Register Report. Everyone welcome - even if you don't own a Register vehicle.

MGF Reg. Bi-monthly Second Thursday of the month at the clubrooms 7.30pm

MGA/Magnette Reg Bi-monthly on the third Thursday of the month, starts Jan in odd numbered months, 7.00 pm for 7.30

Know Your MG Meetings

Third Tuesday of each month. Time: 7.00 for 7.30 pm. Start. Venues as advertised. Everyone welcome.

Breakfast Runs

Now Meet at Veale Gardens, CBD South Tce. For 9.00am starts. BYO everything for breakfast. See Calendar for dates etc;

Mid Week Lunch Runs

Second Thursday in the month.

See the calendar

Motorsport Events

See Motorsport Report.

Editorial

From ..Laurie Houghton
Editor

Back to 36 pages for this issue, with a couple of good event articles, I attended the T register meeting at Port Adelaide, a great meeting about how the Clipper Ship was purchased and transported to Adelaide, John Bray is involved with this project, Well done!!!

My spies tell me both the MG retailers are selling the new models like they are going out of fashion, with Dick Manning giving them a bit tick.

We don't know what is happening but we are having an influx of new members, maybe something about not being able to travel overseas, who knows.

And don't forget, please support our sponsors whenever possible and be sure to let them know you are an MG Car Club member



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PRESIDENTS REPORT

From Tim Edmonds



Hi All
I hope you are all well. Life is getting back to covid normal with the club-rooms at 75% capacity at that means we can now have 90 members and friends at a meeting, no more advising us that you are coming, but still cleaning all surfaces after use.

In 2023 it is our turn to organise the MG National Meeting, with this we need a small committee to run the event if you would like to help send me an email, at this time the event will be cantered in Mt Gambier. The committee will need someone to look after social, registra-

tion, competition, concours, observation runs and the money.

The details for the 2022 National Meeting in Lake Macquarie are in this magazine.

Short and sweet this month next month a bit longer I need to do less work

NEW MEMBERS

The MG Car Club of South Australia extend a warm welcome to the following new members who joined in the March period
We look forward to meeting you at club meetings and events.

Samuel Lacey	MGB	Neil Sparks	MGTC
Henry Aust		James Robertson	MGFTF
Peter Spry	MGA	Dylan Burzacott	MGB
Stephen Cooper	MGB	Ashley Hayes	MGB
Stuart McColl & Paula Hansen	MGB	Kerry Neil & Janice Shackley	MGB
Michael & Cath Kelly	MGB		

Covid -19 Notice

The 'Covid QR Code' is now displayed at the club-rooms, however members are still asked to sign the Club attendance book for club records, as this is used for calculating the Annual Awards.



Sample only

Sunday - Speed Event

Those with the need for speed will be able to test themselves and their cars on our recently extended and improved hillclimb at the Club's Ringwood Park complex, an easy 40 minute drive north of the Lake.

Monday - Motorkhana

The motorkhana will take place right alongside Lake Macquarie at Rathmines, a 20 minute drive from Club Macquarie. This is where the famous Catalina Flying Boats were stationed during the 2nd World War, and the area is steeped in history. Competitors can be assured of interesting motorkhana tests to challenge their driving and navigational skills.

Sunday and Monday - Touring Events

Lake Macquarie will be the backdrop for the Observation Event and Kimber Run. Participants will enjoy the scenic landscape and interesting roads, and maybe a few testing questions to sort the field.

Saturday and Monday - Social Events

The Theme Night and Presentation Dinner will be held at Club Macquarie. As 2022 marks the 60th anniversary of the launch of the MGB, we will be going "Back to the Sixties" for our Theme Night. Ladies, start searching for your old mini-skirts and knee-high boots, and men, dig out those flared trousers and paisley shirts (if you're game!) for a fun time celebrating the "good old days".

Tuesday – Farewell Breakfast

The farewell breakfast will be held right on Lake Macquarie at the Belmont 16 Foot Sailing Club. The venue overlooks the sailing boats moored on Belmont Bay, a scenic 20 minute drive along the Lake's edge from Club Macquarie. The Delegates' Meeting will follow at the same venue.

A Special Note about Accommodation

MGs by the Lake will coincide with the Australian Deaf Games being held in Newcastle and Lake Macquarie, which will create additional demand for accommodation in the area. The NatMeet website provides a list of hotels, motels and apartments that are convenient to most of the event venues, and we strongly encourage you to make reservations as early as possible to ensure you secure your preferred accommodation. There are 36 rooms at "Macquarie 4 Star", part of the Club Macquarie complex, and these are expected to be in high demand.

To ensure you are kept up to date, please go to our NatMeet 2022 website, click on the "Express Interest" button and provide your contact details so you will be added to our email list to receive further bulletins and updates.

Contacts for more information:

Website - natmeet2022.mgcarclub.com.au/

Chair - Bruce Fraser – chair.mgnatmeet2022@gmail.com

Secretary - Fran Hodgson - mgnatmeet2022@gmail.com



Sandra Cardnell is our local Nat Meet co-ordinator, if you are considering entering this event contact Sandra on 0419 169 540 for more details

2022 MG National Meeting

Bulletin 1



Greetings to MG enthusiasts around Australia and further afield!

With the 2020 and 2021 National Meetings having been cancelled due to Covid-19, we are thinking positively that 2022 will be a better year for us all and we are well advanced with planning for the 2022 National Meeting.

**You are invited to join MG Car Club Newcastle for
"MGs by the Lake"
15th to 19th April 2022!**

The event will be based around Lake Macquarie over the 2022 Easter Weekend. We look forward to welcoming you and your MG to this beautiful part of Australia. Lake Macquarie is the largest coastal salt water lake in Australia and is renowned for its beautiful scenery and variety of water sports. It is a city in its own right, just 25 minutes' drive from the centre of Newcastle.

Lake Macquarie City Council has come on board as a major sponsor and we are grateful to them for their support.

All the traditional activities and events!

All social events will be held at Club Macquarie in Argenton. A variety of accommodation is available close to the main venues, including 36 rooms on-site at the club's own motel.

Friday - Registration & Noggin n Natter

Club Macquarie is just 5 minutes' drive from the Lake, and is the venue for Registration and all the evening social events. There is ample space for Registration, Scrutineering and the Noggin n Natter including the Rocker Cover Racing.

Saturday -The Concours

The Concours will be held in beautiful Speers Point Park, right on the shore of Lake Macquarie, with a large paved area available on the off-chance of inclement weather. Speers Point Park features many shade trees, picnic facilities and one of the best children's playgrounds you'll ever see. Food and drinks will be available during the event, or there are many cafes and restaurants in Warners Bay - a 5 minute drive around the Lake.

We are planning an optional scenic cruise on the Lake for those who aren't directly involved in the Concours and want to see more of this lovely area.



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MGC NEWS

MGC conversations with Richard Mixture, May 2021

Cleaner air

Hello again, it's Richard here. That nice young Register Co-ordinator had a phone call the other day from gentleman James McCrickard. He said that Repco are having a sale at the moment and MGC air filters are on special. It was a Silverline filter, AF70SL. I'd never heard of it. Anyway, after that young fella had high tailed it down to Repco he had a few more details. It's an air filter for a Fiat 850 Coupe.

The Mann filter that I wrote about earlier this year in February is 6mm larger in outside diameter, 5mm smaller in inside diameter and 3mm less in height. So how will the Silverline filter fit the North American air filter housing? That young fella purchased two filters to see how they would fit. When he came to pay, he was pleasantly surprised as they were clearing all stock, the bill, \$2.00. That's right one dollar each. He didn't even have change in his pocket to pay the bill, so he had to break up a \$5 note!

The American MGC air filter supplied by Kirks Auto is cone shaped where the Mann filter has parallel sides just like the Silverline filter from Repco and the UK filter GFE 1010. The Mann filter has a lip, top and bottom, that helps seal the filter in the housing and I was concerned that the Silverline which does not have a lip and is 3mm lower in height may not seal tightly in the housing. This appeared to be the case. After speaking with gentleman Jim, he has used this filter in the past, but he also uses the sealing ring that was originally used to seal the filter with the base plate attached to the carby. Moss lists a sealing ring but says it's out of stock.

So, what to do? A sealing ring can easily be made up from a rubber sheet or a rubber washer may be commercially available. So again, what to do? Buy the whole stock that was left. If you want a couple of air filters just ask that nice young Register Co-ordinator, even if he puts the price by 100% it's still cheap!

If you want a Fiat 850 Coupe air filter Repco have them, RAF70, for \$18 and a Ryco, A134, filter is a similar price.

Now on to another matter and a cry for help. Dennis from Queensland sent this lovely picture of his MGC overdrive unit. He writes:

"The potential problem exists for all BMC family cars that use the Laycock LH overdrive, so especially Bs and Cs. In the attached photo, you can see a hole indicated in the flange of the overdrive valve unit. I had never noticed its existence previously. This is an oil gallery running at full overdrive oil pressure, i.e. 400psi, and it is 3mm from the outside of the gearbox. There is no corresponding hole in the opposite flange of the gearbox, so it is just blanked off and sealed by 3mm width of gasket. I surmise that when hot, mine was leaking past the gasket to the extent that it would pump the gearbox empty in 8 hours or so of highway driving. It was impossible to identify the source of the leak by observation as there was oil blown all over the place. It has been annoying me for years, but only ever showed up when travelling interstate, e.g. for NatMeets.

On my overdrive, that hole is now sealed by a grubscrew, carefully drilled,

MGF + Mod. MGF 25th Year Run - Adelaide to Cudlee Creek Tavern: Stage 1 – Adelaide to Lobethal

TL/R	Turn Left or Right
BL/R	Bear Left or Right
Cont.	Continue on Same Road
R3	Leave Roundabout at 3rd Exit (or as numbered)

<u>km</u>		Note
		Veale Gardens Rear Carpark
0.0	TR	Exit Veale Gardens to South Terrace
0.7	(RJ) TR	Glen Osmond Road
1.6	(XR) TL	Greenhill Road
5.7	R2	Greenhill Road (R54) To Summertown, Uraidla & Carey Gully
18.8	(RJ) TL	Deviation Road
23.0	(XR) TR	Adelaide Lobethal Road (R53)
28.0	<i>On Left</i>	<i>Toilets – Lenswood Centennial Park Gas Centre on right.</i>
33.2	(TJ) TL	Main Street
33.3	TL	Bierhaus Carpark
		Regroup at Lobethal – for Photo Op. on GP Circuit
33.2	<i>Walk</i>	<i>Toilets – Adelaide Hills Business & Tourist Centre</i>

MGF & Modern MG'S 25th Anniversary Run

Well yes 25 years have gone by since the MGF was released , and actually it was last year but of course it was 2020.

A run has now been organised through the hills to Cudlee Creek Tavern where a photo session will take place before we enjoy lunch .
Being a special anniversary we ask as many MGF owners who can make the date please join us

.Details are as follows :

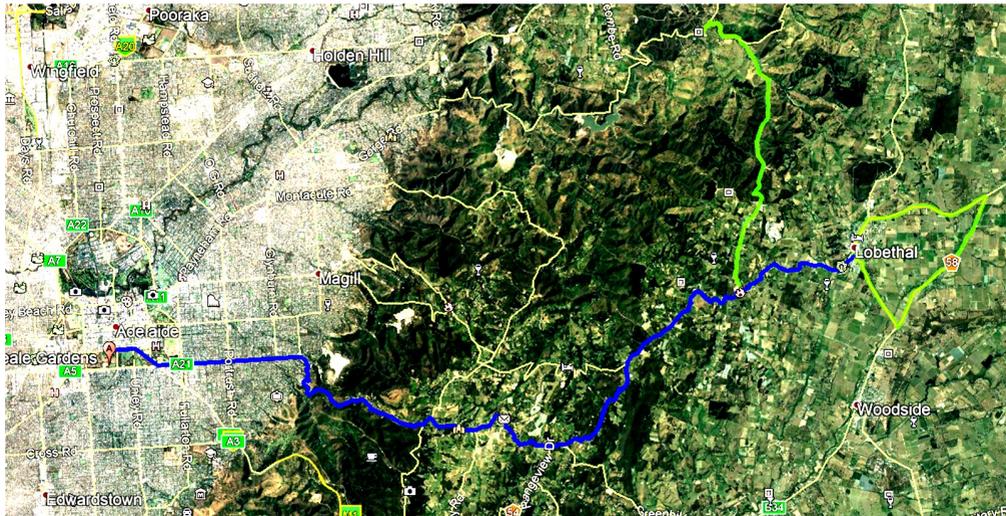
Date Sunday May 30th

Start at Veal gardens rear car park 10.30 am for a 11.00 am departure .
Run will be approx. 90 min ending at the Cudlee creek Tavern for photos and lunch

Please confirm your attendance with Haydn Reynolds and please indicate numbers staying on for lunch .
Contact hreynolds@internode.on.net

Look forward to seeing many attend , refer to roads maps for reference .

Regards *Neil Williams*



tapped and Loctited into place. While the gearbox is out, I am not taking any more chances on it. As stated, I will publish my findings after I am able to prove the theory. If I am wrong and the oil leak continues, I am going to be mightily pissed off” annoyed. “In the meantime, I have not heard of anyone else with the problem, so it is not urgent. Still, I’d bet that others have had the problem over the years, but not necessarily travelled far or fast enough for it

to become evident or for the owner to be aware of the source of the leak (or they just sold the car).”

Has anyone experience a similar problem before? If so, can you please give our nice young Register Co-ordinator a call, his number is on page 2.

Remember ladies and gentlemen keep ‘em tuned,

Rich

MGC			
North American inlet manifold air filters			
	Outside Dia	Inside Dia	Height
Mann #C1833	176mm	120mm	60mm
Kirks Auto Cone Shaped	174.6mm 158.8mm	120.7mm 108.0mm	60.3mm
Repco #RAP70	NA	NA	NA
Ryco #A134	175mm	127mm	57mm
Silverline #AF70SL	170mm	125mm	57mm



The orange Mann air filter, left, is 3mm higher than the black Silverline filter



MGC overdrive unit with offending hole circled or is that oveled? See below right.

BREAKFAST RUN NEWS

From..Steve Spong & John Roach, Photos by David McNabb

Breakfast Run to Goolwa Beach Don Walker's Place 28th March 2021

Attendees:

Don Walker.	MGTC(Host)
Peter & Bronwyn Micklem.	MGTD
Peter Shipline.	METF
Nigel Barkham.	METF
John Davies.	METF
Geoff Goode	MGA
Bryan & Wendy Turner.	MGB
Ken & Heather Burke.	MGB
Graham & Linda Byass.	MGB
Norm & Pam Hellings.	MGB
Terry Cook.	MGB
Olaf & Ryan Wegner.	MGB
Steve Spong & Barb Harrington.	MGB GT
John Roach	MGF
Hayden & Jeanette Reynolds.	METF/TF
Trevor Praitte.	MG 3
David McNabb & Kerry Hugo.	MG GS
Chris & Annette Kinney .	Dodge Phoenix
Graham Loader & Herman Gold.	Mustang
Jeanette Walsingham-Meath.	Mazda MX2

It was again time for our annual trip to Goolwa Beach, to Don Walker's place, and to see what project he has on the go at the moment.

This time it was his son's 1966 Ford Falcon XP Coupe that had been stripped and was being prepared for a paint job and trim. We look forward to seeing the finished car.

Chris and Annette Kinney made a welcome return to the Breakfast Runners, making a grand arrival in their, rather large, 1963 V8 Dodge Phoenix.

There was a strong turn out of "Ts", with local members Peter Shipline and Nigel Barkham joining us, plus John Davies on a rare weekend away from motor sport. Hence if Jeanette and David McNabb had turned up in their TF and TD respectively, the "Ts" would have equalled the "Bs". As it was the "Bs" won the day!

So, once again our thanks to Don for his hospitality, ably assisted by Jeanette.



For example, at different meetings, **Bob Bazzica** led a team who straightened out a TD, and **Reg O'Malley** did the same with a Mini. Both cars had rolled, fortunately without injury to the drivers.

When competition was over for the day, the "Timing Box" became the centre of the action. Sometimes barbecues were part of the activities, but things that were never omitted were drinks, discussion and exaggerated stories about the day's competition. Lanac Park track required maintenance. Before some working bees, we would phone service stations and arrange the collection of several 44 gallon drums full of discarded "sump oil", which we would load on to a trailer and spray onto the track with a petrol driven pump. Needless to say we got quite grubby doing that task, but once the oil soaked into the track, it did reduce dust and increase grip a little. We occasionally hired a grader to groom the track, making it smoother for the next few meetings.

To watch snippets of video of a TC Special at Lanac Park, type J0tAKn9Ri4U (That is not a zero) into a YouTube or Google search. Further details about Lanac Park are available in "Marque of Respect" by Barry Bahnisch (see club library).





braking for "The Hairpin", which is very tight. With toe on the brake, and heel pumping the throttle, the driver double-declutches back to first gear. (*The Hairpin was where big pot-holes formed, requiring lots of filling during working bees. Because of our limited expertise in mixing weak cement mixtures, the*

hairpin was a bumpy patchwork of hard concrete slabs, soft sandy mixtures and everything in between.) The driver steers to follow a line which avoids the biggest pot-holes. Out of The Hairpin the car is on to solid clay where the sprayed-on-oil has worked best. Here the track heads slightly uphill and has a polished, hard, black surface making tyre squeal quite common. Traction is very good, and the car picks up speed well, as 2nd and then 3rd gears are engaged. This is the main start-finish straight, and about half way along is the point where the run started. Just before crossing the start-line, the track once again becomes a semi-loose sandy surface, similar to the back straight, and the car loses the feeling of having good positive traction. Although not getting into top gear, a higher speed is reached than on the standing lap, and hence more braking is needed approaching The Sweeper for the second time. Then, after a second run through The Esses, Back Straight, Hairpin and on to the Main Straight, the car crosses Curly's timing tube again, and the run is complete. What fun! Sideways around corners and bouncing from crag to crag. A good run was a real buzz! Comparing sprint venues, no other circuit equalled Lanac Park for the sheer adrenalin "fix". We did have some mishaps at Lanac, but these brought out the best in Club spirit.

on the track near the top of the banking due to the slope and pebbles! It was important not to drive beyond the top of the banking. That is where the ground levelled out suddenly, and there was a two-strand wire fence, only about a metre back from the track edge. Andrew Wellington, driving a Mini, once found the limit of traction and put his car through that fence. Luckily he missed the posts, so damage was not too bad.) At the exit of The Sweeper there is another challenge. The banking drops away as the corner tightens up and becomes sandier. Using very little brake, the driver washes off speed by throwing the car sideways as he changes back to 2nd gear. It is difficult to be consistent with the exit from The Sweeper due to its complexity. At the exit there is a large gentle hollow which can also affect the car's behaviour, and then a short sandy straight leads gently downhill to "The Esses". They consist of a tight left, followed by a tight right. This section is very rough because the surface is a limestone outcrop which has worn unevenly, so the car bounces over the rough surface. However, due to the harder surface, grip is better, as the tyres bite into the hollows. Exiting The Esses, on to the "Back Straight", the track becomes smoother, as it heads gently downhill, but grip is reduced again as it has a "stabilised sand" surface, allowing the car to drift slightly. 3rd gear is engaged, for a short time before



Goode to see our sole MGA rep attending

VALE



Our old mate Stan Shephard seen here with Don Offler (both now deceased) has sadly taken his last great journey and left this mortal world.

Stan as you may know was in aged care for the last few months with failing health and near blind, however he kept in constant contact with the Prewar Register through the magazine articles which he cherished.

Stan's funeral service was at Ivan Butler Funerals , OG Road Klemzig on Monday 12 April at 12.00pm.

The family had asked for us to be there representing the MG car club, I spoke on behalf of you all.

We will miss him and the famous trademark brown MG jacket, his trademark in later years.

John Bray, Register Coordinator (Boss)

LANAC PARK

by Bob Schapel



LANAC PARK was our own MG Car Club sprint track, built by our members in 1959. It was near Mount Compass, on land belonging to a foundation member named Geoff O'Halloran Giles. The surface was dirt which we occasionally sprayed with hundreds of gallons of used engine oil in an attempt to reduce the dust and improve traction. In reality the track had about five different types of dirt surface. A sprint meeting there was not just a competition, but a real social experience.

A run consisted of a standing start lap, followed by a flying lap, with one car on the track at a time. **Ian Curwen Walker** organised electric timing using a pressure tube across the track. **Tony Hick** (**Lindsay's** father and **Alexander's** grandfather) usually set up a loud-speaker system so announcements and commentary could be broadcast. Current members including Auld, Bazzica, Buckley, Chapman, Curwen-walker, Driver, Edmonds, O'Malley, Pearson, Schapel, Waters and Willington, will tell you stories about Lanac if you ask. It was a dusty, dirty place, but despite that, it was very popular, with many keen competitors from our club and other invited clubs. We had good fields of cars, although during the 1980s numbers dwindled as members shifted their preferences. Dust and stone chips

became more unpopular, while clean, shiny cars became the goal. By 1987 we no-longer used the track and it was handed over to the Southern Districts Car Club who used it for about another twenty years.

It is a long time since my last laps of Lanac, but I will describe a run in a TC special, as accurately as my memory allows.....

The driver follows the marshal's signals to line up with front wheels just short of Curly's timing tube. There is no rush to start because timing doesn't begin until that tube is run over. To avoid excessive wheel-spin, power is fed in gently, but once into 2nd gear, the throttle is wide open. Then into 3rd not long before the first corner, named "The Sweeper", which runs behind a thicket of trees. Minimal braking is used approaching it the first time, because of the standing start. It is a heavily banked corner, and the banking increases as the corner progresses. The banking is also steeper on the outside of the corner, so the fastest way round is up near the top. The Sweeper surface is original clay, but small ironstone pebbles are constantly emerging, and are strewn across the surface. These reduce traction considerably! *(Note: When inspecting the corner on foot, it was very difficult to stand*

Continued overleaf

I hope for those that attended on the night and for those that read my magazine articles on brakes that they get some inspiration to take a small amount of time to do a very simple visual inspection of their Classic's braking system to check that it's safe to use. I want all of you to drive your MGs frequently and to

drive them with confidence in their safety and reliability.

Many thanks to John Roach for assisting me with the demonstration, to Alan Cardnell who bravely volunteered his MGB and to Bev Waters who volunteered to open the clubrooms, the bar and for taking photos for me.



ADELAIDE RALLY IN A MG ZST

From..Dick Manning

We have all heard of the new Chinese MG but I guess not too many members have had the opportunity to sit or test drive the new MG range. NEW SPOT MOTORS loaned me a new MG ZST for a week to take part in the Adelaide Rally as a road official driving the OA car.

The car has as many features as the above vehicles (too many to list) I would like to thank Lee Treacher and New Spot Motors for the opportunity to drive the MG for the week.

Dick Manning



Sample image only

The quality and build and performance was nothing short of amazing. When I first sat in the ZST it felt like any high end European car.

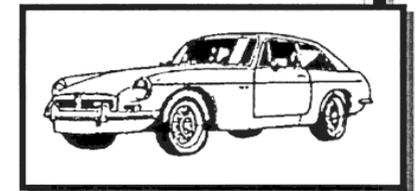
As a professional chauffeur for 25 years I have driven Mercedes Benz, BMW ,Chrysler, Ford and Holden with that experience I feel somewhat qualified to form an opinion of the MG ZST.

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Prewar & T Register Report

From..John Bray



A brush with history on the Dock at Port Adelaide, Shed 13.

8 April 2021

The register folk were hosted by Peter Christopher, member of the board of directors of The City of Adelaide Clipper Ship at Dock 2, Shed 13 dockside at Port Adelaide where the very historic ship has been moored to be restored and to become the focal point of the redevelopment of the precinct. The Clipper Ship, City of Adelaide is a unique vessel in Australian and world wide maritime history, one of two surviving sailing ships (square riggers like T Types) to have carried emigrants from the British Isles to Australia, approx. 250,000 Australians are descendants of passengers who emigrated out 1864-1887.

The movie that was taken of the extraction of the ship from Scotland to Adelaide was presented by Peter Christopher who articulated the enormity of the task which had taken a considerable amount of time and cost to get it to Adelaide.

Our thanks to the City of Adelaide Clipper Ship Board for their generosity in hosting the Register group on the night.

Members I believe were impressed with the display.

Attendance. Fifty one covid free patrons signed in, 25 T Register cars were in the main parked inside shed 13, a few remained outside in case of a fast get-away home.

It was unfortunate that the over zealous security on the dock saw the gate prematurely locked just after 6.30pm leaving a contingent of cars unable to get in. Frantic phone calls to Mozza enabled the gates to be opened with the help of our locksmith Robin Gibbs after BOTR was unable to get the key into the bloody padlock!

Apologies. Ken Burke, Simon Ewart, Jim Bowering, Ken Fisher & Terry Wright.

Condolences. It was with great sadness to learn that Garry Chapman lost his wife recently, which was sudden and totally unexpected. Our thoughts are with you Garry and it was reassuring that you were in attendance, hopefully for many times yet.

Our great stalwart Stan Shepherd passed away peacefully on the 3 April at his Care Home, Trowbridge House where he has been for some time, aged 86 years. Our thoughts are with his immediate family who have expressed



Photographs from the MGB Run are courtesy of; Ivar & Carolyn Spanovskis, on the club's website. Mike Greenwood, in this magazine article.

The MGB-Register - Technical Evening was held at the clubrooms on the 30th of March with nearly 30 club members in attendance.

The topic was an MGB Brake System Inspection. This was a practical demonstration following up on my previous magazine articles about MGB brakes and brake fluids. This was my first attempt at conducting a Technical Evening and I was a bit nervous going into it, knowing that some club members have been maintaining their MGs for decades and already know plenty about this subject matter. It's encouraging to

know that even these "old hands" are eager to hear a different opinion and possibly even hear some new ideas.

To avoid the banging of heads under an MGB's wheel arch when trying to get so many people to view the brake component being described, I used some technology to assist me. I connected my mechanic's Borescope to a computer tablet to display the otherwise hidden brake component underneath the car. I'd like to think that this solution helped to a degree but maybe using the club's big screen and projector would be better for a future event.

Continued overleaf

MGB REGISTER REPORT

From..Nick Philips

The MGB-Register - Southern Fleurieu Run on Sunday the 21st of March was considered to be a great success from all of the feedback that I've received, no doubt the perfect weather was the biggest part of this.

We had an amazing turn-out of 52 people in 28 MGBs and one MGC for the 130km convoy run.

Emily and I arrived at Normanville half an hour before the scheduled time and there was already about a dozen MGBs in the Normanville Beach carpark. Someone told me that they arrived an hour and a half early and they still weren't the first ones there. It's brilliant to hear that there was so much enthusiasm for the event.

The assembly point carpark is very large but it was completely dominated by MGBs and despite the organised chaos while everyone headed for the exit, other motorists were inconvenienced briefly but none of them seemed to complain. Maybe they enjoyed seeing all of the MGBs "en masse", as did many other members of the public that day.

Our first stop was just a few minutes after heading off, at the Myponga Reservoir look-out carpark. Again, MGBs completely overwhelmed the carpark, and those others already in it. We just managed to get everyone reversed into position with my MGB almost out on the road. We stayed for less time to take photographs than it took to get all of the cars in place.

See photos

Thanks to everyone driving at the posted speed limits (well almost as fast

as the speed limit), we were able to arrive at The Winehouse restaurant in Langhorne Creek in time for our booking. The restaurant allowed us to drive around the building and park on the lawn, and again, there were so many of us that I thought that I'd be on the end of the row, parked in amongst the grapevines but there was just enough room on the lawn for all of us. The restaurant manager said that they frequently park car clubs on the lawn but they'd never had so many cars before.

Many people commented on how much they enjoyed their meal, and after lunch everyone departed back home at their leisure. I was only disappointed that I didn't get the opportunity to personally speak to everyone during lunch.

I'd like to thank everyone who attended for arriving on time, for following my route instructions and for managing to park side-by-side for photos and somehow being able to judge the exact amount of space so that all MGBs could fit in the available space at the Myponga Reservoir look-out and also on the lawn at the restaurant.

Afterwards, one person sent me an email saying "The B ran sweeter each mile (blew out some cobwebs); and met some new like-minded friends". This comment sums up what the event was trying to achieve; for fellow MGB owners to congregate and to get their Classic cars out of the garage and put some decent miles on them.

It's therapeutic for both MGBs and their owners.



their gratitude for the friendship and support that we gave Stan in his final months as he regarded the T Register as his closest friends. For those of us who attended his funeral it was a fitting tribute to Stan who lead an exemplary life and who was a loyal and enthusiastic member of not only our car club but many others as well. A vale to Stan will be published in the magazine.

Catering manager. A big thankyou to my caterer from West lakes , Artfur who again swung a great deal to get freshly wrapped Subs for our event. He's good at this game I can tell you.

Faces in the crowd. Peter and Diane Lancaster (Y Saloon) got to meet a few more of us after seeing the faces on my mail out , Raymond Finch brought his friend John B who helps on the Jag resto's , (neither signed the book) ,Michael Griffin, Dick Manning (TC's) , our editor Laurie Houghton good to see him there, Doc's Whyatt & Dallwitz and the boys from the deep south, Walker & Shipline. Doc Whyatt's claim that he had his yacht

moored next to the Clipper Ship was of course entirely fiction, but you never can tell with those retired medico's. John Tamke in his RV8 , unable to park inside was more than welcome, great to see him back after a bout of illness that has sidelined him from a few meetings this year.

Grant Carr was looking for advice on his TF, he came to the meeting with a list of questions , well organised really, I got him onto Peter Auld for advice, immediately a crowd formed and away they went. Peter you would have to say has done it all with TF, you know it will be right if you get to ask him.

The sign-in book. I have to say that it is more than annoying that some members refrain from signing into the meeting register book. Please , you are old enough to understand that it is an important function of running the register and it forms a basis of contact for members making enquiries especially for contact numbers and email addresses.

Continued overleaf

MG Car Club of South Australia

Besides with Covid-19 , we are obliged to record attendances at all meetings. Those who don't sign in are negligent and make things difficult, it is only a few, the majority are compliant. If I follow up, do not expect conciliation from me in this instance.

If you do not sign in, and I cannot find your name on the raffle envelope, then I have to assumed with disappointment that you did not pay the \$8 fee.

MG Pre-War and Tyme Event 2021 Canberra. This is gaining momentum for the visit in October 1-3. A number are driving their T Types across, more to come on this.

May Register meeting. This is scheduled for 6 May at the Stepney Garage of Peter Cundy 1934 NA & super-charger, otherwise known to some as the "Vicar". George Street Stepney, opposite the Alma Hotel on Magill Road. There will be parking opposite the garage to supplement parking. I am told that there are some fast modern cars accompanying the MG's of Peter's , will be a fun night for sure.

See you there, I will send a reminder out for the meeting .

Regards, Boss



had previously competed in. this together with our chariot of choice my 1969 MGBGT, – which by-the way was in Andy's custodianship prior to my acquiring it from him, proved to be the best of all the rally's we have run so far!

The MGBGT ran superbly never missing a beat, I think she was as enthusiastic as we were, especially as she had only experienced the one day tours previously. Well she gave her all, becoming a whole new beast in the 5000 - 7000rpm range she was kept in during the closed road stages.

The wonderful thing about running the event in my MGBGT is that we were able to travel flat-out through all the closed stages – while still keeping, as close as humanly possible, to the speed limitation for our class, while most of the more powerful cars were tip-toeing through the corners as they tried to keep with the limit of the conditions and not fly of the road.

Unfortunately some were unsuccessful and managed to exclude themselves from further activities. A Falcon XY GT HO hitting a bank head-on, a Nissan Skyline leaving the road down and embankment and hitting a tree; an E-Type leaving a magnificent elongated 11 straight up an escape road at a sharp right hand bend and a Mercedes which

ended up residing in the top of some bushes a number of meters off the road. – and these were all in our class!

However, the BGT finished unscathed completely de-coked with not a single cobweb left anywhere near her! And, along with her two occupants, already looking forward to next year's event!

Andy and I want to thank all the volunteers, especially those from the MGCCSA, for providing their time and skills to make the event so enjoyable for all of the participants....WELL DONE!

Chris Hunt



SHANNONS ADELAIDE RALLY

From Dick Manning & Chris Hunt

Shannons Adelaide Rally Marshalling

The Shannons Adelaide Rally was run around Adelaide from 24 to 27 March and again the MG Car Club of SA played a major part.

Our team of thirteen or so marshals organized the field into and out of lunch stops on the Thursday, Friday and Saturday keeping the competitors on time and in order.

On day one there were approximately 385 cars across the various tour groups, Challenge and Competition. By day three there were some missing but we didn't know the actual numbers.

Each day was at a different oval using Lobethal, Foxfield and Bridgewater so the plan was slightly different each day but basically bring in the cars as they arrived, line them up in their groups, send them to collect lunch and then send them out on time to rejoin the event. Some on course issues changed the timing a bit each day but our out time was largely unchanged.

The Clerk of Course, Ivar Stanelis, made the following comment in the Officials Newsletter, "Another very special mention goes to the MG Car Club of SA members who ...again provided management of complex marshalling at the lunch breaks. Near 400 cars to deal with – never easy, and well carried out."

This doesn't happen easily and only worked because we had a great team who worked together and took the task seriously.

We had the privilege of seeing all the cars and meeting many of the drivers as they gathered for lunch. There were

many amusing stories and some great cars to enjoy.

Thank you to the team, Dietmar Sauer, Steve Spong, Berry Treffers, Leigh Albertson, Dean Baker, Ian Denny, Geoff Short, Ken Burke, Michael Dillon, Rodger Thomas, Sandra Cardnell, Alan Cardnell, Wes Bray, Nick Phillips, Brian Golding and two non MGCC members, Jamie Robertson and Glen Malthouse. You did a great job and represented the MGCC wonderfully.

Dick Manning

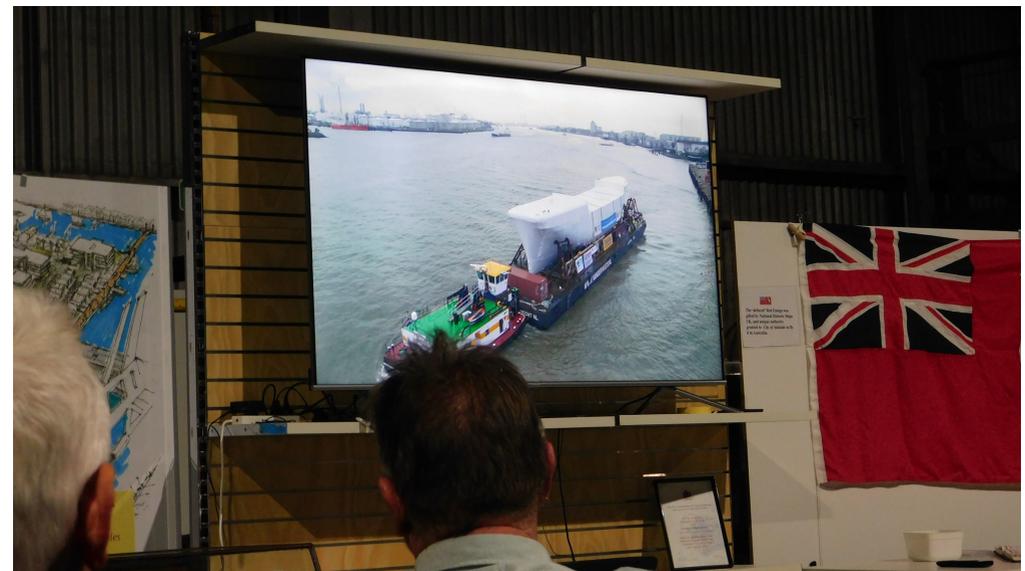
021 Rally Report.

This year's rally was a thoroughly wonderful 3 day event, consisting of 15 closed road stages of up to 14.9km in length, with morning tea and lunch provided for all participants.

This was our "Goodwood-7" teams 4th Adelaide Rally having run twice before in the one day Prima Tour class (Porsche Boxster; MGBGT), once in the 3 day Spirit Tour class (Dion Clubman, *see photo*) and now 3 day Main Tour Class.

All were very exciting and enjoyable, even though we thumped the guardrail on the last corner ascending the Corkscrew Stage during the Spirit Tour, resulting in cracked ribs for Andy and \$5,000+ damage to my Dion Clubman, rendering the car incapable of continuing after the second days final stage – although we and the car did manage to limp-in to attend the Gouger Street party on the Saturday night.

So this year we decided to run in the Main Tour Class, which proved to be more spirited than the Spirit Tour we





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