

# Clubtorque

The official publication of  
MG Car Club Newcastle Inc.



**MGs & Motorsport**

**MAY 2020**



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# Clubtorque

Official Publication of  
MG CAR CLUB NEWCASTLE INC

ABN 96 210 450 708

NSW Inc Assn Reg'd No Y0354245

Founded 1955 - MGs and MOTORSPORT

**Club address:**

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**Website address:**

[www.mgcarclub.com.au](http://www.mgcarclub.com.au)

**Clubrooms:**

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**Monthly Meetings**

2nd Friday of month 7.30pm

## RINGWOOD PARK MOTOR SPORT COMPLEX

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(12km north of Raymond Terrace)

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**Photo Credits**

Various Club Members

United Kingdom



# Coming Events - May 2020

Sat 2	MGCCN	<b>Khanacross D/T D/N KC2 CC9 R7 M **Cancelled ** 9am</b>	RINGWOOD
Sat 2	KSCC	State Hillclimb Rnd 4 Mt. Cooperabung Practice <b>**Cancelled ** 9am</b>	KEMPSEY
Sun 3	HDCC	State Motorkhana Rnd5 <b>**Cancelled ** 9am</b>	NIRIMBA
Sun 3	KSCC	State Hillclimb Rnd 4 Mt. Cooperabung <b>**Cancelled ** 9am</b>	KEMPSEY
Mon 4	MGCCN	<b>Mag Assy. **Cancelled ** 2pm</b>	COBBY ST
Thurs 7	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Fri 8	MGCCN	<b>Club Night M **Cancelled ** 7:30pm</b>	COBBY ST
Sun 10		<b><i>Mothers Day</i></b>	
Thurs 14	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Sat 16	TSCC	Tri-Challenge Rnd2 Oakburn Park Prac- tice <b>**Cancelled ** 9am</b>	TAMWORTH
Sun 17	TSCC	Tri-Challenge Rnd2 Oakburn Park <b>**Cancelled ** 9am</b>	TAMWORTH
Sun 17		Tilligerry Motorama <b>**Cancelled ** 9am</b>	Tanilba Bay
Tues 19	MGCCN	<b>Board Meeting M **Tele Conference ** 7:30pm</b>	COBBY ST
Thurs 21	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Sun 24	MGCCN	<b>Motorkhana MK3 CC10 M **Cancelled ** 9am</b>	RINGWOOD
Thurs 28	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Sat 30	MGCCN	<b>YDDC-3 M **Cancelled ** 9am</b>	RINGWOOD
Sun 31	MGCCN	Hillclimb A3 TS1 CC1 M <b>** Change of Date ** 9am</b>	RINGWOOD
Sun 31	TCC	State Motorkhana Rnd6 <b>**Cancelled ** 9am</b>	Nirimba

# Coming Events - 2020

Thurs 4	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Sat 6	GSCC	State Hillclimb Rnd 5 Mountainview Practice **Cancelled ** 9am	GRAFTON
Sun 7	GSCC	State Hillclimb Rnd 5 Mountainview **Cancelled ** 9am	GRAFTON
Mon 8		<b><i>Queen's Birthday Holiday</i></b>	
Mon 8	MGCCN	<b>Mag Assy. **Cancelled ** 2pm</b>	COBBY ST
Wed 10	MGCCN	<b>Motorsport Panel M **Cancelled ** 8pm</b>	COBBY ST
Thurs 11	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Fri 12	MGCCN	<b>Club Night M **Cancelled ** 7:30pm</b>	COBBY ST
Sun 14	MGCCN	CSCA Supersprint Rnd3 Pheasant-wood M **Cancelled ** 9am	MARULAN
Sun 14	AHRG	Touring Assy Des West Memorial TR2 CC11 **Cancelled ** 9am	T B A
	MG		
Sun 14	Hunter Region	Euro Motorfest ** Cancelled **	Foreshore Park
Tues 16	MGCCN	<b>Board Meeting M **Tele Conference ** 7:30pm</b>	COBBY ST
Thurs 18	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Sun 21	MGCCN	<b>Come &amp; Try M **Cancelled ** 9am</b>	RINGWOOD
Sun 21	MCC	State Motorkhana Rnd7 **Cancelled ** 9am	Nirimba
Thurs 25	MGCCN	<b>Dads Army **Cancelled ** 8am</b>	RINGWOOD
Sun 28	MGCCN	<b>Khanacross D/T KC3 CC12 M **Cancelled ** 9am</b>	RINGWOOD
Sun 28	HDCC	State Khanacross Rnd3 **Cancelled ** 9am	Hampton

## Legend

M - Club Member

R - Register pointscore

CC - Club Championship

KC - Khanacross

MK - Motorkhana

TA - Touring Assembly

TC - Tri-Challenge

TS - Tar Speed Series

Please contact the respective Panel Chairman or Michael Snow to confirm that an event is still being conducted. Also check the website as late cancellations do happen.

# THE BOARD

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### **PRIVATE PRACTICE & TESTING AT RINGWOOD.**

Available most Thursdays, check in advance to ensure track works are not planned by the Land Panel on that day. Other days can be arranged, provided a suitably qualified "Supervisor" is available. CAMS have now implemented the MIDCAR protocols under which we must operate to be covered by their insurance policy.

Contacts :-

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Michael Snow                      0432 772 044

Greg Hunter                         0412 493 711

## PRESIDENTS REPORT

While everyone has been staying at home, I am sure there has been a lot of work done on the cars that people will be hoping to use again shortly, be they competition or classic cars.

I know the lack of activity within the Club is making it difficult to stay interested, which is possibly one of the reasons that the number of people accessing the magazine on line via the website has been disappointing. Almost 69% of our members have indicated that they wish to receive a hard copy of Clubtorque each month and with the restrictions in place we could not provide that service to our members. I did however try to contact all of those who had been receiving a hard copy, to advise that for April, it was only going to be available via the website. Perhaps not everyone received the email via their inbox!

With a view to having some interesting reading put into the May edition of Clubtorque, I contacted two people with information about cars that have been built by our members over the past four decades or so.

Those of us who have been associated with the Club for most of that period will be aware of the many "Jay Bee" cars constructed by our late member, Jim Bayliss. Russ Baldwin has information on all the cars Jim built and has supplied a highly informative article on these, and in most cases where they are now.

We all know Peter Turnbull has also been responsible for quite a fleet of "Turnham" Cars over a similar period. With Peter's help I have put together an article which will cover his work, in two parts. Part 1 this month and part 2 in the June edition of Clubtorque. While researching this article, I realised how little I knew of Peters Motorsport history!

These two "Motorsport Marques" may have the most numbers of cars involved, but I know there are many other members (past & present) that have constructed significantly successful cars, for example Ron Hammond with his "Debron" cars, John Collins JWS, Darrell Peattie, Ford GT40 replica and I'm sure there are many more that should be added to this list.

Then there are the restorers of the MG marque, some with more complex stories than others, but Jeff Newey's black MG TC restoration would make an interesting read. If you have a story to tell, we would love to see it in Clubtorque.

We had listed all events during March as "CANCELLED" however that is the case for



## PRESIDENTS REPORT

some others may be just “postponed”. Once we know when we can get back to running events, even if with some restrictions, we can't say what the rest of the year will look like. If we do try to squeeze all previously scheduled competition events into the remaining part of the year it will be very busy for Officials and competitors alike.

With the increasing conversations around removing or scaling back some restrictions by various governments, there appears to be a flicker of light at the end of the tunnel. Unfortunately, due to Sydney being part of N.S.W. I predict we will be behind most other states with the return to activity.

If there is a change that enables us to run events we will get started as quickly as possible, so it may not be feasible to rely on getting the information out via Clubtorque. We can try to contact most people via the email address we have and will keep the information on the website up dated as things develop, so keep an eye on both.

Until we do see events resume, we will have to continue to get our motorsport hit from watching the various e-series events on TV.

Let's hope that isn't the way of the future!

Please stay safe and follow the guidelines.  
Dave Atkins.

## NEW MEMBERS

SAMUAL JOHNSON – ASSOCIATE MEMBER – MGF

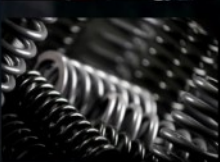
DAVID FIELDUS – ASSOCIATE MEMBER – SUBARU WRX  
JOEL FIELDUS – JUNIOR MEMBER

LEW McALLAN – ASSOCIATE MEMBER – AUSTIN HEALEY BUGEYE/SEBRING  
ANNE McALLAN – ASSOCIATE MEMBER

CHARLIE HUNTER – FULL MEMBER – MGB

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Developments

# REGISTER CAPTAINS REPORT

I hope everyone is staying safe and healthy during these unprecedented times of the COVID-19 pandemic. However, things appear to be on the improve with some relaxation of previously restricted activity. It is nice that we are now able to go for a drive and use up some of that cheap petrol and charge the battery!

In relation to Register Runs, I think we will be one of the last activities to resume, particularly with trips to cafés and restaurants because of social distancing, which in my view must continue.

However, as group restrictions are lifted we may be able to organise some events which include a picnic for example. Any such event will only be in accordance with the rules set down by the authorities.

At this stage, it is almost certain that Christmas in July will not happen but we are looking at the possibility of still going to the Blue Mountains later in the year for the Leura Spring Garden Festival and include a visit to Norman Lindsay's house and outdoor museum. We will just have to wait and see.

Contact with other club members continues with the weekly Thursday Ringwood morning tea get together on Zoom which is a bit of fun and keeps us in touch.

I guess it will still be a little while until we produce a hard copy of the club magazine but in the meantime it will be available on the club website each month.

Please stay safe and healthy.

Ken McLeod

Register Captain

Tel. 02 49436239

Mob. 0408 682420

## MEMBERSHIP RENEWALS ARE DUE NOW!

If you are intending to compete at an event after the 28<sup>th</sup> February 2020 or you have a car registered under the RMS Historic Plate system through MG Car Club (Newcastle) you must hold a current membership for that to be valid.

If you have already renewed, thanks for acting so promptly.



You should have received your renewal notice in the post by now.

Check your email/spam folder in case your computer has put it in there.

If you do not have your renewal form, please contact

Ted Dial on 4856 2748 or (M) 0408 562 748

Email:- [membership@mgcarclub.com.au](mailto:membership@mgcarclub.com.au) If you have not renewed by the end of May, the May magazine is the last issue that you will receive until you renew your membership.



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## REGISTER SECRETARY REPORT

Hopefully by now everybody who has a vehicle on Historic Registration through our Club has renewed their car club membership.

Registration requests continue to roll in we had 18 in March including 3 new vehicles on the register and 9 to date for April including 3 new vehicles.

Recent additions to the register include: -

1965 Austin Healey

1954 Jaguar XK120 Coupe

1976 MGB GT

1988 Nissan Pintara

1961 Fiat 1500M

1990 Nissan 300ZX

Unfortunately, the Corona virus Pandemic has led to the cancellation of scheduled car shows, club run meetings and motorsport activities for the foreseeable future, so now perhaps is the time to give your vehicle some TLC in preparation for when activities resume.

Taking your Historic Registered Car for a run to charge the battery or for pleasure is not regarded as essential travel and could result in a fine if you are pulled over.

Allan Evans – Register Secretary

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Disclaimer: The views and opinions expressed within Clubtorque are those of the individual or organisation and not necessarily those of the Editor or MG Car Club Newcastle Inc.



Thanks to Peter and the turnhamsportscars.com.au website managed by Tony Hamilton. We can share his exploits with you.

Turnham Sports Cars started about 1966. The name is the part combining of Peter **Turn**-bull and Tony **Ham**ilton's last names.

This article outlines the history of the cars that Peter either built from scratch or heavily modified from their original format. Peter started motorsport in 1964 driving a Morris 850 in Club Motorkhanas and Sprints. Many of you would be aware that Peter is a Tasmanian who moved north and became a member of MGCC(N). His trade is as a panel beater, which explains the excellence of the many differing body work projects he has done.

Perhaps his interest in Sports & race cars came about because of this early motorsport experiences back in 1966 driving a Falcon, with its 5 turns lock to lock steering system. It appears

opportune that he was a panel beater!

The first Turnham was the **Turnham Sports** (52 below), built for Tony Hamilton. This was to be followed up by quite an array of different style and category of cars, the most recent being the Turnham Clubmans

that we are familiar with. This photo was towards the end of it's development with the



addition of a spoiler on the back body mould. The car was based on a VW 1500 that had been wrecked on the West Coast with only 3,500 miles on the clock and the mechanicals were as new. The VW floor pan was cut and shut by 18" and a tubular chassis was constructed. The motor and gearbox were reversed to place the gearbox to the rear. Wheels were reduced to 13" and widened by Andy Morris at Cooe. Dunlop racing rubber was then fitted.

A fibre glass mould from the John Goss

"Tornado Special" was purchased from Jack Koerbin in Hobart and modified to fit. Front suspension was standard VW 1500 lowered slightly - rear used a torsion "Z" bar with standard dampers. The car handled well although it was prone to extremes of understeer and oversteer. Under power on tighter corners it was understeer, lift the throttle and bags of oversteer. But it responded well to throttle input. It was not



PART 1 - A SUMMARY OF THE MANY RACE CARS CREATED BY OUR CLUB MEMBER  
PETER TURNBULL.



uncommon to pass surprised competitors on the outside of a corner. This car performed well with what was a fairly standard VW motor. Paul England Engineering in Melbourne did basic modification to the motor. That included balancing and port and polished heads. The camshaft remained standard. Twin side draft Weber carburettors were fitted with one throat blocked (strange - but it worked). A 1200 cooling fan was fitted and eventually a one-to-one top gear finished the mechanicals.

### The First Clubman

The Turnham Ford Sports started in life in 1968 as a copy of Lotus Super Seven imported from England by Nelson Latimer which had sustained some damage on the boat journey. Peter had just started his panel beating business and was eager to get his hands on it with the idea of running the tape over it, which he did a lot over the next few years on all sorts of cars to get an idea of chassis design and suspension geometry. (Peter was chased away from more than one car when he started measuring geometry of other more sophisticated cars around many race circuits. Peter and his tape measure were often a source of humour to his friends.) Back then there was little in the way of printed matter that could be easily understood. He made some changes with the idea of improving Colin Chapman's design but if you don't know the theory behind the design it is very easy to stuff it up which he did in a couple of areas like putting the Morris Minor steering rack behind the axle line and not realising what it would do to the bump steer. Needless to say, the car did not steer quite as good as the Lotus. After learning about bump steer the car then became quite good. The car started life with a Ford Cortina motor, gearbox and diff with Cortina discs on the front. The car was raced at Symmons Plain and Baskerville, plus Penguin Hillclimb starting in 1969 through to 1971. By 1971 low line Clubmans were the fashion.



### The "Low-line" and the Turnham Rotary

By 1971 low-line clubby's become the fashion, so one morning about 3 am Peter got out of bed took the hack saw to it and cut it down to a low-line. At the same time, he used the panels off it to build Glenn Warrens clubman which became the first time he actually got paid to build a racing car. This photo was taken with the car in Ford motor configuration, but later that year was converted to a Mazda rotary engine, probably the first rotary Sports car in Australia.





### The ex - Glenn Warren Car rebuilt for Historic Racing

This present clubman (the 69 Resurrection) is the Warren car rebuilt. The Warren car passed through various owners and was crashed at a hillclimb in Hobart by David Rose who was a commentator at Baskerville.



Glenn Warren in the first customer car at Baskerville in 1971



The restored car some years later. (about 2002 or 2003)

In 1996 Peter wanted to get into the historic racing scene, so got some of the remains to rebuild into the present car. The car is as built back then using a Ford Kent 1600cc motor through a Capri close ratio gearbox, Ford "CIG locker" diff, twin 40mm Webber carburettors, a good head and Piper camshaft. It has an 87" wheelbase 6" front wheels 8" rears with historic formula ford tyres. When Peter races it in non-historic or non-CAMS events he can use Dunlop F2 slicks which makes it 4 seconds a lap quicker. Its weight is 509 kg. Since getting it going in 1999 it has around 93 race meetings, hillclimbs and super sprints with a 97 percent finish record. Two of those retirements I ran out of petrol These were events from Hobart to Noosa. Peter says "this is the best, most used and successful racing car that I have had. Not necessarily the fastest, but I hope to race it till death us do part."



Peter having a run at Ringwood in July 2018.





PART 1 - A SUMMARY OF THE MANY RACE CARS CREATED BY OUR CLUB MEMBER  
PETER TURNBULL.



**Turnham Formula Vee (Peter's words)**

Around 1986-7 after a few years out of the sport while my two sons were growing up. They were into racing motocross. I bought myself a dirt bike to play with them. Sean my number two son damaged his back, so we decided to get into Vees.

We bought an early Mako Vee for him then decided to build one for myself. Formula Vees are very cut and thrust.

I won't say a lot about them other than the biggest accident I have ever had was end for



The Mako Vee

ending about 5 times off the end of the Baskerville straight almost landing in the spectator area. Very spectacular but as it was on Saturday afternoon practice and there were no spectators to see it. This was the first time my wife thought motor racing was dangerous and demanded I get out vees because they were too dangerous.



Elfin F2 with Turnham Vee

I pointed to an Elfin F2 across the pits that was for sale which she demanded that I go and buy because it would be safer. She even wrote out the cheque!"



**Elfin 600 FF/F2 (Peter's words)**

"Never having driven any other race car that I had not built I did not take long to take my wife's very good advice to buy the Elfin." The Elfin is chassis No. FF7006 which was purchased new by STILLWELL FORD for Larry Perkins with which he won the FF Driver to Europe series in 1971.



As a Formula Ford

Steve Chopping imported the car to Tasmania and as there was no FF racing here the car was modified with wide wheels and slicks and more powerful engine to meet F2 regs. It went through several owners until it ended up with Steve Gramp who went onto race Formula Holden's and production cars. Steve was a very good car preparer as well as driver, so the car was in excellent condition and was very easy and forgiving to drive.



In F2 trim at Ringwood

I only raced the car three times and then I had an industrial accident in 1989 which resulted in the loss of my left eye. Needless to say, CAMS revoked my competition licence and I retired from the sport for a second time. It wasn't until 2010 that Peter managed to regain his CAMS Licence and was able to compete in all events again.

I still have the car and have just restored it back to the Stillwell Ford-Perkins livery."

There are six more Turnham cars to write about in the next edition of Clubtorque



## MG F—HAPPY 25<sup>th</sup> BIRTHDAY!

**Who would have thought? The “modern” MGF has been around for 25 years!!**

**It is no longer the “baby” or even the “adolescent,” but at 25 years is getting older.**

In February, 1995, a special preview of the new MGF was given to MGCC UK members at Gaydon.

The MGF was a departure from previous MGs, with it's mid-engine, rear wheel drive, disc brakes all round, ABS, power steering, and a 45/55 weight distribution, to name a few differences. The “K Series” motor also was new but it unfortunately came with some “baggage”.

MGCC UK arranged for a special convoy of Club members MG cars to make a trip to Geneva in March, 1995, where the MGF was introduced to the world at the famous “Geneva Salon”, with first deliveries in the UK in September, 1995.

Originally designated the MG PR3, its name was changed to MGF prior to the launch. It was also featured on the cover of MGCC UK's “Safety Fast!” Magazine in August, 1995, showing one of the cars at Silverstone in July of that year.

In Australia, we first saw the MGF on display at the Sydney Motor Show in October, 1996, and deliveries here started in March, 1997. A photo of that release is included in the collage of MGFs with our own Life Member Jeff Newey in the driver's seat and Club Member Shane Goodwin alongside.

I know of some 1996 models in Australia but suspect that these may have been imported.

My car, pictured above, was delivered in March, 1997, and was the third car to be delivered in New South Wales. Interestingly, my MGF was manufactured on my birthday! What a coincidence! I guess it was meant to be mine.

I have owned my MGF since November, 2004, and it is now hard to realise that it has been with me for some 16 years.

Several 25<sup>th</sup> Birthday celebrations were planned both in the UK and here at our 2020 MG National Meeting at Albury, but due to the COVID-19 virus these have all been put on hold. The MGF has not been without its faults, (many owners have had head gasket failure of some sort), and this has resulted in the availability of modified gaskets to appear over the years.

## HAPPY 25th BIRTHDAY!

Due to the age of the MGF, the Hydragas suspension is also coming to the end of its useful life, Fluid leaks and the leaching of the nitrogen in the gas chamber has also caused many problems.

New suspension units have been unavailable for some years, and several conversion kits to change to spring suspension have appeared on the market.

A few of us have been researching the possibility of refurbishing the hydragas units and we are getting close to a result. This will involve attempting to improve the fluid chamber bag sealing and recharging of the nitrogen. We will keep you posted!

I have campaigned my MGF in all forms of motorsport since it came into my possession with excellent results, and have gained much pleasure from owning it. Among other achievements, it has been a regular starter at our own Ringwood Hillclimb (over 700 starts), as well as 8 MG National Meetings, where it has been consistently placed in the speed events and motorkhanas as well as the Concours. In fact, it was first in the MGF Class at the Queensland National Meeting Concours last year. It has also been a consistent winner in local Concours.

I can truly say that I have enjoyed my MGF and hope to be able to celebrate many more birthdays with it.

Lyall Clarke





OCTOBER, 1996 SYDNEY MOTOR SHOW





## JAY BEE MADE HIS MARQUE



A young Jim Bayliss with his early Clubman

Jim built his first Clubman in the mid 60's & went on to build about 15 cars in total. Jim would have been one of a few to build a tube frame car & race it in the 60's, which is an achievement in itself.

His Clubman's were made to order, you could buy one complete or up to a stage where the customer could finish it off themselves, much like a kit car of today. To his credit, by building strong clubman's most are still around today, I even found No.1. That is in a Queensland shed, others are road registered, sitting in garages or on the track. He also built 2 buggies to race in the early Sunraysia Rallies, and later converted a TQ type speedway car then into a quick hill climb open wheel car. He was often lending a hand to convert or complete someone else's project.

During the 60's & 70's many active Club members would get Jim to make things like sump guards, wide wheels, roll bars, tow bars & all types of trailers. Some of his more unusual things he made were aircraft hangers at Rutherford airstrip & machines called "Pooper scoopers" that the chicken farmers could use to clean the droppings under the sheds. There was no end to this ingenuity.

In his spare time, he would restore & convert many a car, even picking one up from outside Sims metal on the way home from work. Jim has achieved more in motorsport than most. I have not covered much of his motorsport exploits or the many other things he'd got up to in these articles. I'll leave that to others to expand on.

Russ Baldwin.

# JAY BEE MADE HIS MARQUE

**JAY-BEE CLUBMAN MKI. Chassis No. 0001**



**OWNER:** - James Bayliss

**YEAR BUILT:** - 1966

**CHASSIS TYPE:** - Box Section. Ladder Type

**BODY TYPE:** - Open 2 Seat Clubman

**BODY WORK:** - Tube Frame. Aluminium and steel panelling

**COLOUR:** - Yellow and Black

**WHEELBASE:** - 84 inches (2134 mm)

**TRACK:** - F & R - R50 inches (1270 mm)

**FRONT SUSPENSION:** -Standard 10 Complete crossmember then modified. Standard wish bones – Motorbike coil shocks.

**REAR SUSPENSION:** - 2 x Trailing arms. Panhard Rod and Motor Bike Coil Shock Units

**STEERING:** - Sprite Rack & Pinion

**WHEELS:** - Triumph Herald 6" x 13" F 7" x 13" R – Pirelli tyres then Bridgestone Racing Tyres.

**BRAKES:** - Modified Triumph Herald and Standard 10 Drums

**MOTOR:** - Modified Triumph Herald 1060 cc

**GEARBOX:** - Triumph Herald 4 Speed FINAL DRIVE: - Standard 10 Diff 4.5 to 1 Ratio

**CARBURATION:** - Twin 1-1/8" SUs then 1 x 42 mm Weber

**COOLING:** - Standard 10 Radiator

## HISTORY

1st Hill Climb Newcastle Mattara September 1966, 1st Circuit Race Hume Weir Easter 1967 Raced by Jim Bayliss 2 Years 1967-1968, at Bathurst, Oran Park, Amaroo, Katoomba Catalina Park, Warwick Farm & Hume Weir. Modified for road use and sold to Mr Howard Fryer – Newcastle – taken to Tasmania – returned approximately 3 years later – sold in Maitland Area about three times up till 1970.



# JAY BEE MADE HIS MARQUE

**JAY-BEE CLUBMAN MKII. Chassis No. 0002**



**OWNER:** - James Bayliss

**YEAR BUILT:** - 1968 -1969

**CHASSIS TYPE:** - Tubular Space Frame 1" x 5/8" RHS. Tubing

**BODY TYPE:** - Open 2 Seat Sports Clubman

**BODY WORK:** - Aluminium panelling. Fiberglass nose & guards.

**COLOUR:** - Yellow, black and red GT Stripe

**WHEELBASE:** - 86" (2184 mm)

**TRACK F & R** F51½" – R50"

**FRONT SUSPENSION:** - Modified Triumph Herald. Herald Shocks – Lighter coils

**REAR SUSPENSION:** - Trailing Arm Bottom. 'A' Frame Top, Herald front shocks, lighter coils

**STEERING:** - Modified Mini rack & pinion.

**WHEELS:** - Original 6" x 13" x 7" – 13" Steel / then 8" x 13" Steel Dunlop race tyres

**BRAKES:** - Modified Herald drums F&R. / then Spitfire discs front & modified Standard drums R.

**MOTOR:** - 105E Ford 1100cc / then 120E Ford 1500cc

**GEARBOX:** - 4 Speed Cortina GT then Lotus close ratio

**FINAL DRIVE:** - Standard 10 Diff 4.5 to 1 then 4.1 to 1 Spitfire centre

**CARBURATION:** - 2 x 45mm Webers

**COOLING** Modified Datsun 1300 radiator and oil cooler

## HISTORY

1st Race, Bathurst Easter 69. - Raced at Bathurst, Oran Park, Amaroo Park, Warwick Farm, Katoomba, Catalina Park, Newcastle Mattara Hillclimb, & Amaroo Hillclimb

In 1972 the motor bored to 1600cc. Lotus conrods, bearing caps, larger radiator, & front disc brakes were fitted

Sold in January 1974 to John Kierath, then substantially modified by R Metcalfe. (Robin Clubmans) then sold to Ian Hughes then Barry Cunningham.

# JAY BEE MADE HIS MARQUE

## JAY-BEE CLUBMAN MKII P1 – Chassis No. 0003



Original 0003



Revamped body on 0003

OWNER: - Terry Hayter (then of Wallsend)

YEAR BUILT: - 1970

CHASSIS TYPE: - Tubular Space Frame 1" x 5/8" RHS. Tubing

BODY TYPE: - Open 2 Seat Sports Clubman

BODY WORK: - Aluminium panelling. Fiberglass nose & guards

COLOUR: - Orange and blue

WHEELBASE: - 86"

TRACK F & R 51½" F – R 52"

FRONT SUSPENSION: -. Modified Herald. Herald shocks, lighter coils.

REAR SUSPENSION: - Trailing Arms - Bottom. 'A' Frame – Top.

STEERING: - Modified Mini Rack and Pinion

WHEELS: - Herald 6" x 13" F, 8" x 13" R

BRAKES: - Modified Herald Drums Stand 10

MOTOR: - 1500 GT Cortina

GEARBOX: - 1500 GT Cortina. FINAL DRIVE: - Standard 10 Diff 4.5 to 1

CARBURATION 1 x Downdraft Weber. COOLING: - Herald Radiator.

### HISTORY.

Car was unfinished up until 1972. Sold to Steve and Denis Upton. It was finished by them and raced for a few years.

# JAY BEE MADE HIS MARQUE

**JAY-BEE CLUBMAN MKII P2 - Chassis No. 0004**



OWNER: - John Tidey (then from Kotara)

YEAR BUILT: - 1970-71

CHASSIS TYPE: - Tubular Space Frame 1" x 5/8" RHS Tubing

BODY TYPE: - Open 2 Seat Sports Clubman

BODY WORK: - Aluminium Panelling. Fiberglass Nose & Guards

COLOUR: - Yellow with black and red GT Stripe (repainted Blue in 1974.)

WHEELBASE: - 86" (2184 mm)

TRACK: - F = 51½" – R = 50"

FRONT SUSPENSION: - Modified Herald. Girling Coil Shock Units

REAR SUSPENSION: -Trailing Arm Bottom. 'A' Frame Top, Girling coil shock units

STEERING: - Modified Mini Rack & Pinion

WHEELS: - Widened Herald 8" x 13" F & R Dunlop Race Tyres

BRAKES: - Modified Herald Drums / then Front Discs Torana 4

MOTOR: - 115E Cortina 1498cc

GEARBOX: - 115E Cortina GT. FINAL DRIVE: - Standard 10 Diff 4.5 to 1

CARBURATION: - 2 x 45mm Webers. COOLING: - Modified Herald Rad. Oil Cooler

## HISTORY

This car built for John Tidey as a sister car to chassis No. 0002 and to replace his "Not so tidy". It was raced at Warwick Farm, Oran Park, Amaroo Park, Bathurst & Newcastle Mattara Hillclimb.

The car was sold in 1974 to Ian McDonald and raced for further four years on NSW Tracks and at Sandown in Victoria - sold again in about 1978.

# JAY BEE MADE HIS MARQUE

JAY-BEE CLUBMAN MKII P2 - Chassis No. 0004



OWNER: - Graham Colmer. (then of Warners Bay)

YEAR BUILT: - 1971

CHASSIS TYPE: - Tubular Space Frame 1" x 5/8" RHS. Tubing

BODY TYPE: - Open 2 Seat Sports Clubman

BODY WORK: - Aluminium Panelling. Fiberglass Nose & Guards

COLOUR: - Orange

WHEELBASE: - 89" (2261 mm)      TRACK: - F & R 51½" F – R 51"

FRONT SUSPENSION: - Modified Herald. Herald Shocks, lighter coils

REAR SUSPENSION: - Trailing Arm - Bottom. 'A' Frame - Top

STEERING: - Modified Mini Rack

WHEELS: - Widened Herald 5 ¾" x 13"

BRAKES: - Modified Herald and Stand 10

MOTOR: - 1600cc Cortina Cross Flow

GEARBOX: - 105E Ford Anglia      FINAL DRIVE: - Standard 10 Diff 4.5 to 1

CARBURATION: - 2 x 1 ½" SUs      COOLING: - Modified Herald

## HISTORY

Registered March 1986 Ref No. Nvy 894.

Competed – Ringwood Hill Climb April 1986 - 3rd in class

# JAY BEE MADE HIS MARQUE

**JAY-BEE CLUBMAN MKIII P1 - Chassis No. 0006**



Original Colour at King Edward Park



Repainted Black

OWNER: - Doug Rae

YEAR BUILT: - 1971 - 72

CHASSIS TYPE: - Tubular Space Frame 1" x 5/8" RHS. Tubing MKII Chassis

BODY TYPE: - Open 2 Seat Rear Engine Clubman

BODY WORK: - Aluminium Panelling. Fiberglass nose & guards

COLOUR: - Mustard (later repainted Black)

WHEELBASE: - 80" (2032 mm) TRACK: - F & R 50½" F – R 51"

FRONT SUSPENSION: -. Modified Fiat 500 Uprights - Fabricated A-Arms.

REAR SUSPENSION: - Trailing A-Frames. Coil over shock units

STEERING: - Modified Mini Rack WHEELS: - 6" x 13" Sprite

BRAKES: - Modified Mini and BMC Drums

MOTOR: - Morris Mini 850, Later 1100

GEARBOX: - Morris Mini 850 Later 1100 FINAL DRIVE: - Morris Mini 850 Later 1100

CARBURATION: - 2 x 1 ¼" SUs

COOLING: - Mini 850 Radiator

## HISTORY

Built from a Modified MKII Space Frame Design. First outing 1972 Mattara Hillclimb

Sold Mid to Late 1970's to Russell Baldwin, Sold to Kenneth Stewart – Aug 1978.

A big thankyou to Russell Baldwin for sharing this information.

More JAY BEE CARS in June CLUBTORQUE.....

# SPEED REPORT

Hi All.

I hope you are all well and keeping your spirits up during this strange time.

Well the speedo has been stuck on zero, so there's buggers all for me to report, unfortunately! Anyhow, I'll give you an update on the status of our next planned speed events.

Our next scheduled speed event is the postponed **Tar Series Hillclimb Round 1 (TS1)** on Sunday 31<sup>st</sup> May 2020. At this stage this is **still a live event** which will go ahead if sufficient Government restrictions are lifted in time.

At the time of writing, the Premier has just announced the first small lifting of gathering restrictions, but a long way short of what we need to run a hillclimb. We will wait until mid May to see the status of Government restrictions, and if we know at that time that we are able to run the hillclimb on 31 May, then we will re-open for new entries and proceed as scheduled.

But if, by mid May, we don't have clear signal to proceed, then we will postpone the event again to a date to be advised. Once again we will hold on to the entries for the future date. And entrants and officials will be advised accordingly.

When it does go ahead there will be some very different processes in place to ensure social distancing. That includes changed document checking, scrutineering, drivers' briefing and attending the canteen. Hand washing will be actively encouraged and our medical service provider will have additional / changed procedures in place to avoid virus transmission and support anyone who may be unwell. More details will be provided closer to the event.

After TS1, our next speed event in the pipeline is our Combined Sports Car Association (CSCA) **super sprint at Pheasant Wood Circuit** scheduled for 14 June. Although all plans are in place, this event is not yet live and does require a bit more notice to run than TS1 hillclimb. So once again we will decide by mid May whether this event will run as scheduled, or be postponed to a date to be advised.

When we know that we are able to run events again, I will be working with the rest of the Board to re-schedule as many speed events as possible in the remainder of 2020. Hopefully it will be back-to-back hillclimbs and super sprints!

## SPEED REPORT

Please keep your eye on the club website and/or facebook page for updated information.

And I hope you enjoy trying to solve my little mystery which you will find on another page in this magazine.

STAY SAFE!

John Garroway

## GUESS WHO?



**Chris Fernance**

# CLASSIFIED ADS



**FOR SALE**

4 x Kumho Ecsta PS71 performance tyres.  
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Contact Barrie Coady 0408 490 528



# CLASSIFIED ADS

*Classified will be advertised for up to 3 months. If the item(s) is/are sold please contact the editor so the ad can be removed. Once the 3 months has expired contact the editor if you wish to relist your item(s).*

## **FOR SALE Motorkhana/Khanacross Buggy.**



The design was by Arthur Jackson. Graeme Lomas built the car in 2002. The buggy has been used in NSW State Khanacross Championship events between 2002 and 2006 and gained several Outright top three placings before coming to Newcastle.

The car is ready to run as is. Fuel used is 98 octane from the pump. It is powered by a Suzuki Cultus (Japanese version of Suzuki Swift GTi) engine, & gearbox. The engine and gearbox are in standard form. It has a fiddle handbrake which can lock one or the other rear wheel. It also fitted with a brake bias control for adjusting braking force between front & rear.

Custom built unsprung trailer is a lightweight full metal construction (hot dip galvanised.) Trailer is registered until 25/10/2020 is included in the sale. Does not require a brake controller and is cheap to register.

The car comes with some spare parts, a full vinyl cover and a comprehensive set of VisionX LED lights ready to fit for the Day / Night Khanacross events.

This buggy is capable of winning Motorkhanas and Khanacross events at any level.

Ready to go for the 2020 Season.

Asking Price – Reasonable Offers Considered.

Contact Kenneth: - 0407 377 710

# MG CAR CLUB WEBSITE TIPS

Here is the top menu layer of the website.

**About Us**   **Club Runs**   **Motorsport**   **Club Info**   **Ringwood Hire**   **Contact**

The menu items across the top of the screen have drop down menus.

Just below the top menu, the sliding pictures show adverts for the next few events.

Clicking on the picture will take you to the event page where the Supplementary Regulations and Entry Form are stored and can be downloaded.

On a number of the menus, the Calendar selection displays different event items depending on whether the event is categorised as Motorsport, Club Runs (non motor-sport). The Motorsport events are additionally filtered by event discipline of Hillclimb, Motorkhana, Khanacross, Supersprint, Circuit Racing, Young Driver Training and MG National Meetings.

The results of any event are found on the individual event page and the Motorsport / Results Archive menu.

Michael Snow

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