

Clubtorque

The official publication of
MG Car Club Newcastle Inc.



MGs & Motorsport

JUNE 2020



Same Cover, but a new edition
Turnham Sports Cars and Jay-Bee Clubmans Part 2 inside

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Clubtorque

Official Publication of
MG CAR CLUB NEWCASTLE INC

ABN 96 210 450 708

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Founded 1955 - MGs and MOTORSPORT

Club address:

PO Box 632, HAMILTON NSW 2303

Website address:

www.mgcarclub.com.au

Clubrooms:

Northcott Park, Cobby Street, Shortland

Monthly Meetings

2nd Friday of month 7.30pm

**RINGWOOD PARK
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corner Italia Rd & Pacific Hwy, Balickera
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Membership enquiries:

Ted Dial

(M) 0408 562 748 (Not after 9.00pm)

Email: edial@exemail.com.au

Other enquiries

Contact the Secretary at the club address or
 phone **0447 521 656**

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Photo Credits

Various Club Members

United Kingdom





Coming Events - June 2020

All Event dates for June are no set, unless listed.
Monitor our website regularly for updates

Coming Events - July 2020

All Event dates for July are not set, unless listed.
Monitor our website regularly for updates

Wed 8 MGCCN 2022 National Meeting Forum Cobby St 7pm

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

PRESIDENT**Dave Atkins** (Chris)

02 4956 6200 0415 963 515

datkins49@optusnet.com.au

VICE PRESIDENT**Chris Fernance**

0437 662 195

c_fernance@bigpond.com

SECRETARY**Jacob Motum**

0402 609 144

jacob.motum@gmail.com

TREASURER**John Finch** (Christine)

4957 3123 0434 405 782

jcfinch@bigpond.net.au

MEMBERSHIP SECRETARY**Ted Dial** (Diana)

0408 562 748

membership@mgsclub.com.au

REGISTER SECRETARY**Allan Evans** (Louise)

4957 2871 0412 170 871

aevans1@bigpond.net.au

SPEED EVENT CO-ORDINATOR**John Garroway**

0436 022 393

John.garroway22@gmail.com

AUTOTEST CO-ORDINATOR**VACANT****CLUB CAPTAIN****Gregg Noonan**

4952 4476 0425 202 794

gnoonan3@bigpond.com

LAND PANEL**Kevin Akers** (Chris)

4951 4297 0417 405 590

kevinakers@bigpond.com

SOCIAL SECRETARY**Rose Collins** (John)

0413 222 828

rosecogger@hotmail.com

EVENT CO-ORDINATOR**Rick Vincent** (Lynne)

0418 494 663

rickrevhead@gmail.com

MAGAZINE EDITOR**Bob Millington**

0409 418 507

mgccnaged@gmail.com

REGISTER CAPTAIN**Ken McLeod** (Louise)

4943 6239 0408 682 420

kennethmcleod1@bigpond.com

RALLY CO-ORDINATOR**Paul Martin**

0425 354 689

EQUIPMENT MAINTENANCE**Paul Bower** (Joy)

02 4933 2346 0407 247 895

pbandjoy@bigpond.com

THE BOARD

No phone calls after 9.00pm. Thank you

DIRECTOR ASSISTING No 1

Noel Parkinson

0402 315 414

noelparkinson1941@gmail.com

DIRECTOR ASSISTING No 2

Rod Berwick

0408 977 564

rodberwick6@gmail.com

PUBLICITY

Libby Fernance (Chris)

0434 791 965

libby.fernance@gmail.com

Other Contacts

Young Driver Development Course

Greg Hunter

0412 493 711

gh.hunter@bigpond.com.au

Natmeet Co-Ordinator

Fran Hodgson (Darren)

02 4946 9989 0414 449 252

dfhodgson@bigpond.com

CSCA Delegate

Wayne Movigliatti

0435 100 205

tboudanphotography@gmail.com

CAMS Delegate

Col Bray

0408 994 093

cbray351@bigpond.com

NSW Hillclimb Panel member

Peter Robinson

0411 487 640

map@pacific.net.au

Tri-Challenge contacts

Matt Halpin TSCC 0411707075

Chris Seam KSCC (02) 6562 7536

Peter Robinson MGCCN 4933 8167

Westlakes Autoclub Contact

John Newton (Secretary)

0423 170 259

secretary@wac.org.au

WEBSITE Manager

Michael Snow

0432 772 044

michaeljsnow4@gmail.com

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 :-

David Atkins 0415 963 515

Kevin Akers 0417 405 590

Michael Snow 0432 772 044

Greg Hunter 0412 493 711

PRESIDENTS REPORT

FRUSTRATION!! That is what most of us must be feeling by now. With professional sport, pubs and clubs all opening up with clear guidelines on what they can and can't do, we amateurs are left to wonder when we can start to do anything without the risk of incurring penalties.

Sure, Motorsport Australia has provided us with a whole lot of standard documentation & rules that we will be required to use, with the usual social distancing, sanitisation rules etc. BUT WHEN??

Let's hope by the time this magazine is compiled and published more will be known about when we can resume some of our "new normal" operations. The "Coming Events – June 2020" is still empty, although Chris Fernance has gone on the front foot to apply for a Khanacross permit for 28th of June in the hope that our level of sport will be recognised as even existing, and allowed to start again by the State Authorities. The Team working on the CSCA Supersprint round that we were planning for 14th June, have now reserved a date with Pheasantwood Park in July in the hope that we can resume by then.

The Club's various Championship series list of events can't realistically be sorted until things become a lot clearer. We may have to use some events run by other Clubs to get to a sufficient number of events to justify calling it a "Championship Series". It will probably also mean that the second half of the year will be quite crowded, with an event being set for most weekends.

We will be posting updates on the website and facebook page as things develop, so keep an eye on those on a regular basis.

Because of the uncertainty around whether or not we could have a gathering of volunteers to assemble the magazine for June, it was decided to only do an electronic version again. Unfortunately, not every member has email, so some will not be receiving it. The June addition will be posted on the website as usual and can be accessed by anyone interested. There are some of us "old fashioned" (apparently) people who do like to have a printed copy that we can grab in seconds to refer to. The next best thing is to have a copy saved to your "desktop" which means it is just one click away once your device is active.

On a positive note, I can report that MGCC(Vic) have sent out Nat Meet Bulletin No.9. It covers the results of the Magazine Competition, with "Clubtorque" receiving some good comments. It also lists the winners of the Photography Competition. Congratulations

PRESIDENTS REPORT

to Jeff Newey for his win in “Best Action Pic.” Section.

The restrictions on gatherings have forced us to work differently, to ensure the Board does continue to meet our obligations to run the Club. Thanks to Allan Evans and ZOOM we have been able to see each other and deal with the normal business on the dates set for our meetings. It has been a success to a degree, but will never match face to face meetings. Some of the Task-Teams that are working behind the scenes have also used ZOOM or “facebook Messenger” to keep in touch.

With the restrictions on travel easing, “Dad’s army” has been able to return to Ringwood to catch up on the maintenance tasks that are required to keep the place in a state of relative readiness. Given the small numbers and the wide-open spaces, social distancing hasn’t been an issue.

I have enjoyed researching and compiling the two articles on the Jay Bee and Turnham cars, who knew these two guys did so much? Thanks to Russ Baldwin and Peter for their input, and others who have also contributed. I hope you enjoy reading about them too.

Hopefully, I will have more positives to comment on by July. In the meantime, please stay safe and follow the guidelines.

Dave Atkins.

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Developments

REGISTER CAPTAINS REPORT

Hi Everyone. Not much to talk about this month with various activities still a bit uncertain but things are starting to ease a little. However, I hope we don't get a second wave of this dreadful Corona Virus which means we would have to start all over. Safe distancing seems to be the key, but I am amazed by the numbers of people who are not doing this simple requirement!

In the meantime I want to remind you that this year in October there will be a world-wide celebration for the 90th birthday of the birth of the MG marque. It's on our calendar for 11th October.

Our Club intends to celebrate this occasion with an event which is yet to be finalised but we will keep you informed. This is an opportunity for all you MG owners (in bits or otherwise) to use this date as a goal to get your car back together and make it nice and shiny for this celebration. You have plenty of time so let's put in an effort so that we can report our event back to MG UK.

Our annual Concours event is on Sunday 22nd November so once your car is looking nice and smick you can bring it along. You don't have to enter it in the competition – just bring it along. We have a lot of cars on our Historic Register which we never see, so get out there and use them! Isn't that why you bought it?

Please stay safe and healthy.

Ken McLeod
Register Captain



The Turnham GM6

The Turnham GM6 started life much differently. Here is its story. After acquiring the remains of the Atom/Tasma chassis I then set about repairing and refurbishing it with the intention of putting a Falcon 6 and VW gearbox as per John Goss. Enter Bob Wright who happened to have an ex Lex Davison/Bill Reynolds 2.5 Climax engine and a Colotti Type 51 (I think) gearbox for sale. What with the 1959 Cooper chassis bakes and shockers, etc. I had enough bits and pieces to put together a reasonable car. After beavering away for around 12 months, which included hand building an all-aluminium body of the then current square wedge shape. I finished it the week before the Symmons Plains round of the Australian Sports Car Championship in the November of 1972



Left - GM 6—1973

Right—Peter at Amaroo 1976



My first drive of the car was on the Wednesday with a few minor problems, but it wasn't too bad. I know after the little clubman, going down the main straight it felt like a rocket ship, having around 230hp to play with. I recall there was a strong field of approximately 16 good sport cars, with pole going to John Harvey in the McLaren M6A Repco. We qualified in 8th spot for the 40-lap championship race which I was quite happy with. The race started in damp conditions, but we had intermediate tyres which suited those conditions. I circulated carefully and was lapped by John Harvey a few times but came home in 8th place 3 laps down. To just be able to finish a race of that length after spending 12 months single handedly building a car of that nature, to me was very satisfying.

I raced the car in circuit racing and hill climbs for the next season but the Climax motor was pretty tired and I didn't have the money or knowledge to rebuild it and Repco had sold all the spares to England, so it was a pain in the butt when you wanted something. Late in 1973 I packed up the wife and 3 kids in a caravan and went to Sydney to look at the motor racing there.

In that time, we went to Oran Park and Amaroo Park and the cars that impressed me the most was the Milano cars of Moss Anglis and Bruce Leah (?) with their red Holden 6 motors. I decided to come home and pull the Climax motor out and slot in a 192ci red motor with Weber carburettors. This was a smart move for me as the Holden was much cheaper to run and within my ability to keep going.



PART 2– MORE OF THE MANY RACE CARS CREATED BY OUR CLUB MEMBER
PETER TURNBULL.



The Climax motor was sold to John Blanden in Adelaide.

The car now had another change of name to the Turnham GM6 (General motors - 6 cylinder) The car was now reliable and as I was able to drive the thing much harder without the fear of the Climax going BANG the times were equal to and if not better than the Climax.

Throughout this time, we ran at hillclimbs winning class records at Highclere and Flowerdale with outright records at Stanley and Poatina which was the longest hillclimb in Australia. In November of 1975 at Symmons Plains we came third in the last round of the Australian Sportscar Championship behind Garry Coopers Elphin MS7 and Henry Michell's Elphin 360. This was very satisfying, but the field was not the quality of some of the earlier rounds.

The car was raced throughout 1974 with good success at Baskerville and Symmons Plains with the good fortune of being awarded the Hobart Sporting Car Club Sportsman of the year.

In early 1976 I again packed the wife and 3 kids in the Transit van but this time with the racing car and enough gear to last us three months and headed for Sydney to run in the NSW Tourist Trophy at Amaroo and other races at Oran Park. We rented a house in Fairfield started work in a panel shop to pay the food bill and sent the kids to school. Arriving at Amaroo for the tourist trophy I was a little nervous about qualifying as there was a full field with half a dozen reserves and never having to qualify before and not knowing the opposition it was exciting. The field included Allen Newton with the R & T Chev, Paul Gibson's Renmax Repco, Barry Singleton's Elphin 360 Repco, Andy Roberts in his Roberts, Terry Gallery in a Rover V8 Proctor plus many more with a horde of club-man's which were very fast. After qualifying and a nervous wait till the times come out, we ended up 5th on the grid.

The first race was a 5 lapper which was pretty good, we ended up coming in 4th spot which then ended up as 3rd because Barry Singleton was disqualified for jumping the start. We were now a little excited about our prospects in the tourist trophy. Our excitement soon disappeared in the first lap of the main race however as going into Honda corner Terry Gallery used me for a brake marker bending the body work the rear suspension putting about 3 inches of toe-in on the left rear wheel. Out and we didn't even complete one lap.

After 3 months with 2 race meetings at Oran Park and another at Amaroo it was time to come back to Tasmania. Unfortunately, we didn't crack a win, but we were always up the pointy end of the field.

At the end of 1976 coming back from racing in Sydney the decision was made to build a new car to replace the GM6, so it was time to put the GM6 on the market, but in the mean time I continued to race it until it was sold to Geoff Jacobs. Geoff then let me race the car when he had commitments with his karting which I appreciated. Geoff raced the



car for the next 3 years with success but with a few minor bingles and in 1979-80 he had a larger bingle after which he traded the wreck in on the TS8. I sold off the Colotti gearbox, Cooper brakes and other parts. The rest of the car was taken to the local dump. This car started life in 1962-3 and was a tribute to Bob Wright and Jim Seward's workmanship with the basic chassis lasting for twenty years racing with lots of success with various engines and a variety of drivers.

TURNHAM TS8

Peter wrote) Being a sports car fan, I wanted to see how much improvement I could make over the GM6.

The first major component to be purchased and most important was a Hewland FT200 gearbox which came from the ex Glynn Scott Lotus. A set AP four spot brakes, uprights and various bits were purchased from John Davidson's Match A50.

The steering rack was from the tried and true Triumph Herald. It had 10x13 and 14x13 inch wheels. The motor was solidly mounted, with the rear suspension mounted off the gearbox, being twin parallel lower links with forward radius rods mounted off the roll bar. The brakes were mounted outboard.

The chassis was a space frame with alloy panels riveted and glued. The idea was to build the red Holden 6 motor to very similar specs to the GM6 motor so we could see how much improvement was made to the chassis.

A major task with building a sports car is the massive body work that has to be undertaken. The thing I like about sports cars is under the body they are pretty much the same but if the body is done right, they are all individual. After studying sports car body shapes from all over the world this was the style I came up with. At the time body shapes were very angular so this made it a bit easier to build.



The new TS8



Peter in the TS8 leads Geoff Jacobs in the Turnham GM6

The front body buck was made of wood then a mould taken from this and then a further



PART 2 – MORE OF THE MANY RACE CARS CREATED BY OUR CLUB MEMBER
PETER TURNBULL.



mould taken for the finished body. The doors, side sections and rear bodywork, rear wing were hand formed in aluminium. From start to finish it took me single handedly to build around 18 months working nights and weekends after running my smash repair business during the week.

I built the motor myself. The motor was a 192ci with a 12 port Perfectune Yella Terra head running 10.5 to 1 compression. A, HDT hydraulic camshaft and three 45 mm Weber carburetors. The motor was only a good to average motor. It was never put on a dyno, but it may have had about 250 bhp. The motor was still wet sumped. The car was finished ready to race in early 1978. The car proved to be very quick from the start with very little sorting. The first race meeting at Symmons Plains was Round 1 of the TAA Sports car series and we qualified on the front row beside Tony Edmondson's Elfin ME5. It was very disappointing when the engine dropped a valve on the warm up lap. (The engine builder failed a basic rule of not checking piston to valve clearance!!). This destroyed the motor completely.

With the second round of the TAA series in 3 weeks I had to set about building another engine. We turned up at Baskerville again qualifying second to the Elfin ME5. This is where our wet sump reared its ugly head. We were a bit lucky as we won the first race the car ever had after Tony Edmondson's ME5 petrol pump failed on the second lap. What is that old saying, "to finish first, first you must finish!". So, it was back home to pull the motor out, check the crank put a new set of bearing in modify the sump to try and fix the oil surge. This went on for another couple of meetings driving on the oil pressure gauge instead of the Tacho. Suddenly a dry sump scavenge pump turned up on my door step from a fan who had been keeping an eye on my dramas. With the dry sump fitted this transformed the car, allowing me to drive to its potential.

Unfortunately, after building the car then developing it over three and a half years with these dramas and my kids growing and racing motor bikes. I decided to sell it and go bike racing with my two boys. I now feel this was a mistake as the car could have been developed a lot further. Geoff Jacobs was to become the new owner. During this time, it was fitted with a turbo charger. This period also saw the horrific crash in which



Jacobs was very lucky to survive. The car sadly was a wreck.

After many years Peter had gathered together all the necessary parts and components and rebuilt this fabulous car. He decided to rebuild it in the turbo configuration which is how it was when it was wrecked. He probably wanted to see just what a nice car it was with double the horsepower it had when naturally aspi-



rated. By August 2008, the car had been reconstructed and burst into life again! Peter still has this car and regularly races it at Historic race meetings all over the country. The Turbo almost doubled the power output but apparently made the car somewhat more difficult to drive, it has now been refitted with the Weber carbies. This car appears to be one of Peter's favourites. The Sports cars of that era are impressive machines.

Dr Andrew Walker's Clubman – The Turnham Bandit.

Built in 2003-2004 to same specs chassis as my clubman but with one and half inch lower ride height. The engine and gear box are out of Suzuki Bandit motorbike of approximately 1100cc. Five speed sequential gearbox, Quaife reverse Joey box fitted in the tail shaft running back to Ford escort differential. Front brakes are escort which prove to be fine as the car is only used for hillclimbs and super sprints.

The car could have been built lighter but was built to a budget. Has a Quaife quick steering rack fitted and Spax. adjustable shockers with adjustable front sway bar. The car is excellent to drive due to its light weight and responsive engine making change of direction very good. Its high revving engine makes it accelerate really well. *You must "drive it like as if you stole it"*. After years of hill climbing the clutch and gear box has been very reliable. Peter drove the car at Ringwood hillclimb in February of 2006 and broke the class record by three quarters of a second.

Andrew has campaigned this car in N.S.W State Championship events and at Ringwood Hillclimbs throughout its life. It is another tribute to the skills of Peter, fitting a motorcycle engine and transmission is a very different challenge to his usual format.



Left—the early look of the "Bandit"



Right—At Ringwood in 2016

Turnham Mako C — (The newest car to be built)

(C for clubman) as it looks like shark in the flesh as it has vented flutes in behind the front wheels. This car was built out of bits and pieces lying around the shed. It is not intended for historic racing even though it is all 70's period parts it will be used for hillclimb and super sprints and any non-CAMS racing such as Thunders Sports in AASA. The engine is an all steel Swindon Engineering modified Ford Kent engine with steel crank and rods around 13 to 1 compression ratio, revving to 8250 rpm and producing around 165 bhp. It has a dry sump oil system. The gear box is a 1970 Ford Capri with



PART 2- MORE OF THE MANY RACE CARS CREATED BY OUR CLUB MEMBER
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Quaife straight cut gears which is supposedly good for 9000 rpm and 275bhp 1st gear ratio is 2.2 to 1 going up to 1 to1 top gear. It is only a 4-speed gearbox. Diff is a GIG locker which I like very much as you have to drive the car in an aggressive manner. You must get on the power very early and drive the car on the throttle.



This photo of the car was taken at Ringwood at the Mattara Hillclimb in 2018. The Mako C would have to be on of the best presented Clubman Cars in existence

On some hillclimbs and super sprints on go-kart tracks the car is faster with an open diff, but maybe one day I will get a Quaife LSD. Chassis is conventional space frame with alloy panels riveted and bonded. Front suspension is outboard Armstrong adjustable shocks, conventional wishbones. Brakes are 275mm vented with AP4 spot callipers off an old F5000 on cut down Escort McPherson struts. Rear is solid Escort rear axle with 4 links and Panhard rod with adjustable sway bars front and rear. Provision has been made to be able to put a Mumford link system which allows the rear roll centre to be adjustable. Wheel base is 90 inches and it weighs 474kg. Wheels are Simmons alloy three-piece 10x13 and 8x13 with Dunlop F2 tyres.

Another little-known project that Pete has been working on is a replica Indycar using a lot of Holden components. This is sitting in his workshop in Tasmania at present. He had planned to go down and bring it back, so that he could work on it again. The Covid 19 restrictions have delayed that for now.



Thank you, Peter, for allowing us to have an insight into your passion for Sports Cars.

AUTOTEST REPORT

“Drivers, Start your Engines!”

Things have been very quiet lately due to the Covid-19 virus, but it looks like that will be changing soon. Restrictions are being eased, and other sporting events such as the NRL are starting back up again.

It is hoped that restrictions have eased enough, and motorsport events will be permitted again within the next couple of weeks. Due to this the MGCCN is planning to hold it's first motorsport event back at Ringwood since the restrictions were put in place.

One of our previously calendered events for this year was to be a Khanacross on the 28th of June, and this date and event will be carried on, albeit with a name change. I've decided to call it the “MGCCN I've Missed Racing Dirt and Tar Khanacross”. I'm pretty sure most of our competitors have missed racing just as much as myself.

This event will be held in the same format as our regular Khanacrosses, with the option of competing in either a Tar only event or a combined Dirt and Tar event. However, there will be a number of changes to way the event is ran due to Covid-19 restrictions that may still be in place.

The biggest change will be no on the day entries. If you wish to compete you will need to enter through the Motorsport Australia online entry portal, or by email. There will also be some additional paperwork required in place of the usual scrutineering, and a limit on an extra personel that can attend. Supp Regs should be available, and entries open by the time the magazine is published.

That being said, I'm really looking forward to it, and it will be a great oppportunity for competitors to blow the cobwebs out of their race cars.

Cheers, Chris Fernance.

MATTARA HILLCLIMB LIVES ON

Everyone I have spoken to, who has experienced the King Edward Park (KEP) Mattara Hill Climb, either as a competitor or a spectator, has expressed disappointment that it is no longer held in the park. The Mattara Hill Climb earned its place as a significant event on the annual Newcastle Sporting Calendar. The hill climb was named as part of Newcastle's Mattara Festival, a community cultural event, which included a parade in Hunter Street, art and cultural exhibitions in and around Civic Park, as well as other events within the city. While the status of the Mattara Festival declined over the years, the motor sport hill climb through King Edward Park maintained its popularity within the local community, and earned a reputation amongst motor sport enthusiasts as one of Australia's premier hill climb events.

What was it that made the King Edward Park Hill Climb so popular within the local and motor sport communities? For the locals, it was the opportunity to watch live action motor sport close up, in a convenient city location at an affordable price. The park is in beautiful surroundings with ocean views, a formal garden and wooded green areas. It is a family friendly environment with playgrounds and amenities and plenty for everyone to do if they become tired of the motor sport action. For the competitors, it was the chance to drive on a challenging closed road street circuit comparing driving skills against their peers. As well, it was the opportunity to perform to an appreciative audience with the additional spectacle of the broadcast commentary and maybe even ending up on the NBN 6 o'clock news. The park hill climb was also a significant event for Newcastle MG Car Club. Planning would start months ahead to obtain the necessary permission to close park roadways and construct a temporary approved racetrack through a public domain. It involved working with Newcastle City Council, NSW Department of Sport and Recreation, Confederation of Australian Motor Sport, Newcastle Police and other assorted agencies.

My involvement with the organisation of the hill climb started in 1980, the year I came to Australia and joined the car club. While the event was new to me, it had been running for nearly 30 years. While I never got deeply involved with the planning and administration of the event, I was happy to contribute to the hands-on work of constructing the track, being an official during the event and helping dismantle the track afterwards. Through attending many planning meetings over the years, I was amazed at the work undertaken by the volunteer car club members. Funding the event was a major exercise due to the need to obtain sponsors for overall event naming rights, individual circuit sections and trophies for the various sporting categories. Funding was secured on the premise of obtaining publicity through event promotion, sale of entry tickets and programs, track signage, commentary announcements, and exposure to the general public and motor sport enthusiasts. There was a significant up-front outlay to get the event underway. If the weather conditions were favourable the event would

MATTARA HILLCLIMB LIVES ON

make a major contribution to the club's annual revenue, however, if it rained and spectator numbers were down, the event may just break even.

Work on constructing the circuit would commence a couple of weeks before the event, starting with an evening working bee at one of our member's business workshop, to prepare the tubs of nuts and bolts needed to erect the Armco crash barriers. To expedite Armco installation, we would match nuts to bolts, clean and lubricate them and sort and pack in their different classifications. The following evening a small team with a borrowed truck would go to where the Armco structure was stored and load up for delivery to the park on the next morning. Over the years, more and more safety barriers were required by the authorities and the additional extensions would need to be factored in.

Early on the Saturday morning members would gather to start the Armco installation. We would split into teams with specific allocated tasks identified over the years to ensure the efficient progress of the installation. One team would dig alongside the road to unearth the previously buried sleeves into which the crash barrier posts would be placed. Another team would drive around in a ute and drop off posts at regular intervals. The truck with the Armco would then arrive and various lengths of barrier would be progressively unloaded and laid out in the correct order ready for installation. It was heavy repetitive work and we would all be hanging out for the lunch break when a bulk order of hamburgers and drinks, sourced from a grateful takeaway were dished out to one and all.

Following lunch, we were back into it, lifting Armco into position according to the detailed plan preserved and updated over the years. Bolt holes in the structure were then lined up with podger bars and the aid of a big hammer. Early on, all the bolts and nuts were fitted and tightened by hand using shifters and ratchet wrenches, while in later years we used pneumatic tools powered from a portable compressor set up in the back of a ute. Generally, the Armco barrier would be roughly assembled on the Saturday, with additions being added on the Sunday, before it was all finally levelled and secured.

The following weekend was sandbag weekend. Recently one of our members showed a video at a club film night of this activity taken in the early years. There we all were gathered at Horseshoe Beach with our children and shovels manually filling a myriad of agricultural sacks with sand and loading them onto a ute for transport to the park. In more recent years we sourced the sand from a local distributor, transported it to site in a member's concrete mixer truck and dispensed it into the sacks in situ. It was heavy back breaking work, folding the open ends of the sacks under, before carefully placing

MATTARA HILLCLIMB LIVES ON

them to build the temporary walls to arrest wayward cars and provide protection to officials and spectators.

Race weekend started for a few of us on the Friday with a day of paid work exchanged for a day of physical work in the park. A major task was to erect kilometres of temporary rope and mesh pedestrian fencing to keep freeloaders out, and to contain the fee-paying public within the designated spectator areas. Contractors would move in to install the electronic track timing gear and PA system, drop off portable toilets and waste collection skips and park up food vans ready to provide refreshments for the weekend. Additional temporary crash barriers would arrive and be positioned ready for placement on race day to close off the public road sections to non-authorized vehicles. Scaffold contractors would erect a tower near the top of the hill to provide the track marshals with a visual connection between the start line near the beach and the finish line at the top of the hill. Security contractors were engaged to keep an eye on the installations over the weekend nights to discourage mischievous local hoodlums from undoing all our preparations.



Race day started early for the organisers at the crack of dawn to put up tents, close off roads and supervise vehicle and spectator entry points. Competitors would arrive shortly after, and all the administrative activities that commenced weeks before, culminated with the checking of licenses, entry details, and number and class allocations. Vehicle scrutineering was minimised on the day, as local entrants were scrutineered at a member's workshop on an evening in the previous week. Final track

MATTARA HILLCLIMB LIVES ON

preparations were carried out, and marshal points equipped with fire extinguishers, flags, brooms and cement dust. Competitors and officials were briefed, while track marshals were allocated to positions and provided with two-way radios as required. When the recovery tow truck, paramedic ambulance and all officials were in position, the Clerk of the Course would drive the track accompanied by official representatives of the regulating bodies, to get final permission to start the event.

If all was good, competition commenced with the first group of cars escorted down the hill from the top paddock to line up in order behind the start line. With timing set, the first car was despatched up the hill with the driver wrestling with the vehicle and terrain to get their best achievable time. It was a full day of competition (9-4) with every driver, sparing mishaps, getting a minimum of 4 runs to hone their skills. The crowd got to watch a variety of vehicles, including open wheel race cars, hot saloon cars and family sedans, driven like grandma would never have imagined. It was a full day for the organisers sustained by the chance to enjoy the pre-packed picnic lunch, prepared and despatched by another team of willing helpers, all to be repeated the following day.

The Mattara Hill Climb has traditionally been a two-day event, with serious State Championship contenders competing on the first day and local level club members competing on the second day. You can see that it was a huge team effort in terms of volunteer time and donated equipment and services. My apologies to those I may have overlooked who should have been mentioned. At the end of the event when the trophies had been presented there was still two more weekends of activity to pull everything apart, return all equipment to store and leave the park looking as pristine as when we started.

So why did King Edward Park cease to be the desired location for the Mattara Hill Climb? From my perspective there were a number of factors conspiring against it. More and more safety requirements were being imposed requiring additional equipment, cost and further restriction of spectator access. The physical demands of the set-up tasks were also taking their toll on ageing member volunteer crews. Without the recent assistance of a group of enthusiastic, young and fit University of Newcastle Engineering students paying us back in kind for allowing them to test their SAE project car at Ringwood, we would have struggled to cope. Finally, and significantly, planned changes to the Bathers Way through the park would have potentially compromised the integrity of the approved temporary track design. With all the uncertainty around the engineering changes and timing of construction activities, the organising committee took the hard decision, after nearly 60 years of staging the event in the park, to relocate it to our Ringwood Hill Climb facility.

MATTARA HILLCLIMB LIVES ON

It has been around three years since the event relocated to Ringwood. While not being able to replace the unique family friendly environment and city location of King Edward Park, Ringwood is progressively stamping its own identity on this iconic event. Over the past few years much work has been done to improve Ringwood surrounds. Despite the drought it is looking clean green with enhanced spectator facilities featuring shade structures, seating and a children's playground.

More of the motor sport action is visible at Ringwood with spectator points at a number of locations providing views of almost the entire circuit. Improvements to the PA system enable spectators to enjoy lively commentary on the action from our resident member experts. The family friendly amenity is topped off with the essential permanent toilet facilities, a well-stocked and efficiently operated canteen and plenty of on-site unrestricted parking.

For competitors, Ringwood provides an equally challenging road circuit, with potentially greater variety, as it can be run in a number of configurations. The track is more forgiving with no concrete curbs, stone walls or telegraph poles hiding behind straw bales to run into. The timing system is being continually enhanced and now provides split times at a number of locations around the circuit, and the driver can see their recorded run time as they exit the circuit. From an organisation perspective Ringwood is a much more sustainable circuit than King Edward Park. The huge effort that was maintained over a month to set up and run the KEP hill climb is now spread over the whole year with the weekly Dad's Army working bee keeping the track in good order and ready for action. The car club's income is less susceptible to vagaries of one wet weekend, with income being generated from a variety of events at Ringwood throughout the year.

On a closing note if you want to get involved on hands on motor sport action at no additional cost, then I would recommend considering becoming a Track Marshal. An official's license from Motor Sport Australia is free, you get a ringside seat to the motor sport action and contribute to keeping our sport moving forward into the future.

Long may the Mattara Hill Climb live on.
Allan Evans

SYLVIA'S REPAIR MYSTERY

Let's play a little game!

I'm going to give you some background and clues about a recent repair that I had to do on my track car, and **YOU** are going to try to diagnose the cause of my problem and explain how I fixed it. Since you are all car enthusiasts, I'm sure you will figure it out in no time (haha). The only prize is Kudos - bragging rites as Master Mechanic for the first correct diagnosis and repair method.

OK, here goes!

My track car is a 1995 Nissan 200SX. For those who follow chassis/model numbers it is an S14, a 2 litre turbocharged rear wheel drive fun machine! I rarely get comments about how pretty she looks (her name is Sylvia), probably due to the two-tone silver appearance (blemish?) that she gained after hitting a concrete wall at Eastern Creek. But I always get compliments about her beautiful roll cage! Laurie Murton, take many bows.



Background to the Mystery

After sitting idle for a year while her driver and wife were gallivanting in various parts of Australia and the world, Sylvia stretched her legs in November at Wakefield Park in the final CSCA super sprint round for 2019. Everything went perfectly. She improved on her best lap time by 0.1 seconds and we only spun out once, at the top of the track while closing in on Paul Bower!

In January I replaced her rear brake pads. I knew they were thin, but was surprised to find one of the pads down to metal. Anyhow, no problem here, just a simple replacement.

And that's all that happened in the lead-up.

First Sign of Trouble

Well we were entered in Ringwood Hillclimb TS1 which was scheduled for 9 February 2020. So about a week before then I thought I should get her out of the shed for a

SYLVIA'S REPAIR MYSTERY

wash. Since it was nearly 3 months since being run, I decided to would check the battery before trying a start.

Uh-Oh ! Dead battery - not just flat but really DEAD. I mean ZERO volts. Whoa! I was really happy with that battery since installing it less than 3 years ago. It was a light weight Lithium battery, only 2.5kg but pumping out 600 cold cranking amps. It had gone long periods idle before and had never let me down until now, with not quite a week to go before the hillclimb!

Charge it Up

Now, think logically, John! Let's see if it will charge up. Out comes the 4 amp charger. Hooked it up and tentatively turned it on. Phew - no sparks or explosions! And it indicates that charging is under way. But in less than a minute, the charger clicks as it cuts out on overload. Then a short while later it starts charging again, only to click off after about 10 seconds. This cycle repeated a few times, then I disconnected and checked the battery volts - still zero.

Let's try another charger. So I got out my little old 1 amp trickle charger, and it seemed to be doing the job, although slowly of course. But after several minutes it was getting rather warm, and that smoky hot bakelite smell was starting to attack my nostrils! So off it goes before any actual smoke escaped.

Come on, John, think logically! OK, the chargers worked but were overloaded. So the battery is not open circuit. But why can't I measure any volts at all? The battery might have been short circuited, but surely the charger would have tripped off quicker? Or maybe the lithium battery's in-built regulator and protection circuit had cut out to protect the battery?

Jump Start

I had to try it. So down off the shelf comes the jump starter pack. Hooked it up and stood as far back as possible while turning on its switch. Once again, no sparks or explosions. Reached in through the drivers window and turned the key - and broom, away she went! Quickly turned off and disconnected the jump starter. Measured battery volts around 14V, i.e. charging normally from the running engine.

I clambered into the drivers seat and backed Sylvia out of the garage ready for her wash. Let the engine run for 15 minutes or so before shutting off, then measured the battery volts. Well over 13 volts, so that seemed OK. Re-started the engine - it cranked over quickly and fired straight away. Shut off again and Sylvia got the wash she had been waiting for.

Clues

OK I'm going to be less than complete with my story and information from now on. It's time for you to start thinking.

SYLVIA'S REPAIR MYSTERY

Suffice to say that I discovered what had caused the battery to go dead, and concluded that indeed the battery's inbuilt protection circuit had cut out to protect the battery. I stopped the battery drain and drove Sylvia back into the garage.

The TS1 hillclimb was postponed due to wet weather, but we went ahead and competed in TS2 hillclimb on 1 March. No jump starts needed.

After the hillclimb and after obtaining the necessary replacement part, I proceeded to fit it. But the part replacement was a bit awkward and in order to get it done I **removed** the car's **left rear wheel** and **driver seat**.

Over To You

If you reckon you know what the problem was and how I fixed it, then you should go to the MG Car Club Newcastle Facebook Page. Find my post there about this mystery and type your solution as a comment on my post. For a full correct answer, you have to explain why the rear wheel and drivers seat had to be removed to complete the job. I will respond to tell you if you are correct!

Don't worry about being wrong! You can comment with any wild idea, or serious hypothesis. You can even ask a question if you think you may be on the right track but not sure. But I'm not going to give TOO much away in answers to questions on the Facebook Page. If the mystery is not solved in a month, then I will publish some more clues in next month's magazine.

When the mystery is solved, you will see it first on Facebook, but I will also name the winner and explain the repair in the next magazine.

GOOD LUCK and may the *Best Master Mechanic* win!

John Garroway

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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.



2020/21 MG National Meeting - Albury / Wodonga Extracts from Bulletin No 9

(For the full Bulletin see it on our website www.mgcarclub.com.au)

Judge's comments on Clubtorque in the Magazine Competition: -

"Club Torque – MG Car Club of Newcastle Inc.

- *11 monthly publications with a focus on MG and motorsports – I note a very eclectic range of vehicles involved in competition.*
- *My most memorable features were*
 - o *The Daniel Riccardo story from March 2019*
 - o *Great to see the young driver development course*
- *Best pictures*
 - o *Cover Pic November 2019*
 - o *Lotus cornering on page 14 also November 19"*

Photography Competition: -

Best Action. Jeff Newey, Newcastle. *Caught the action with the dust and flying dirt and as a bonus the face of the concentrating driver.*



JAY BEE MADE HIS MARQUE #2

In all, Jim created 15 cars bearing the “Jay Bee” name. This edition covers the next six of those.

JAY-BEE CLUBMAN MKII P4—CHASSIS NO. 0007



OWNER: - Bob Yetman (Newcastle RAAF) YEAR BUILT: - 1972
 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: - Purple and Orange
 WHEELBASE: - 89” (2261 mm) TRACK F & R ?
 FRONT SUSPENSION: -. Modified Triumph Herald shocks & lighter coils.
 REAR SUSPENSION: - Trailing Arms - Top. ‘A’ Frame - Bottom - lighter coils
 STEERING: - Mini rack and pinion WHEELS: - 6 ½” x 13” Herald and Cortina
 BRAKES: - Modified Herald drums F – Cortina R
 MOTOR: - Cortina GT bored 1650cc. Motor offset and Back 6”
 GEARBOX: - Cortina 1500 FINAL DRIVE: - Cortina 1500 4.2 to 1
 CARBURATION: - 1 x 42mm Weber COOLING: - Modified Herald

HISTORY

1st Run Aust Hillclimb C/ship -King Edward Park Newcastle 3.9.72
 2nd Run Mattara Hillclimb -King Edward Park Newcastle 9.9.72
 Last information Bob Yetman transferred with RAAF to Malaysia for two years. Car was stored at parents’ home and then moved to Victoria. The car was then fitted with a Lotus Twin Cam Motor and raced, and hill climbed in Victoria.

JAY BEE MADE HIS MARQUE #2

JAY-BEE OFF ROAD RACING BUGGY—CHASSIS NO. 0009



OWNER: - James Bayliss

YEAR BUILT: - 1974

CHASSIS TYPE: - 2 x 1-1/2" RHS Tube and Crossmembers 3/4" Space Frame

BODY TYPE: - Open 2 Seat Full Roll Cage

BODY WORK: - Steel and Aluminium

COLOUR: - Yellow and Green

WHEELBASE: - 2080 mm

TRACK: - Front = 1350mm. Rear = 1350mm.

FRONT SUSPENSION: -. VW Torsion Bar and VW Shocks

REAR SUSPENSION: - VW Torsion Bar and VW Shocks

STEERING: - VW Steering Box Strengthened Rods

WHEELS: - 4-1/2" x 15 VW Front 7" x 14" VW Rear with Gates Comawoo Tyres

BRAKES: - Standard VW Drums

MOTOR: -1600TS VW. later an 1100cc Formula Vee Motor.

GEARBOX: - 1600 TS VW 4 Speed FINAL DRIVE: - 1600 TS VW 4 Speed

CARBURATION: - 2 x 1600 TS VW. later 1 x VW

COOLING: - Air cooled VW Fan Systems

HISTORY

1st Event 1974 Sunraysia Desert Rally DNF

2nd Event 1975 Sunraysia Desert Rally

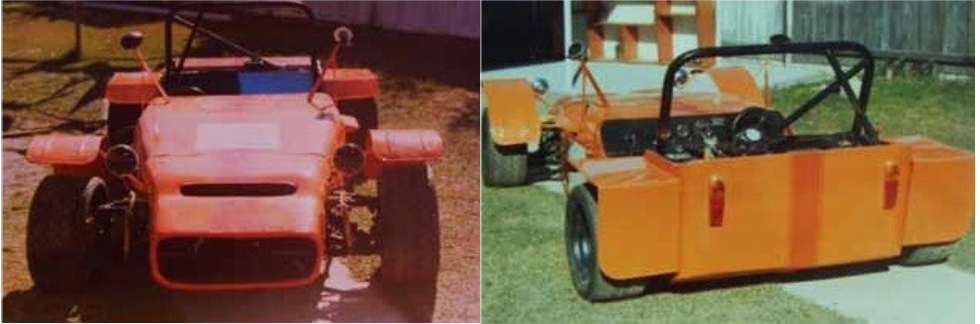
3rd Event 1976 Sunraysia Desert Rally with Vee Motor

4th Event 1977 Sunraysia Desert Rally with Vee Motor

Sold 1979

JAY BEE MADE HIS MARQUE #2

JAY-BEE CLUBMAN MKII P5—CHASSIS NO. 10



OWNER: - Garry Young – (then from Belmont). YEAR BUILT: - 1974
 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 Red
 WHEELBASE: - 87" (2210 mm) TRACK: - F & R ?
 FRONT SUSPENSION: - Modified Triumph Herald.
 REAR SUSPENSION: - Trailing Arms Bottom. 'A' Frame Top – Herald shocks and coils.
 STEERING: - Mini rack and Pinion
 WHEELS: - 8" x 13" Steel
 BRAKES: - Drum.
 MOTOR: - Galant 1600cc OHC. Dry sumped.
 GEARBOX: - Galant 1600cc FINAL DRIVE: - BMC of some sort.
 CARBURATION: - 2 x 45mm Webers COOLING: - Modified Galant Radiator

HISTORY

The car was unfinished by owner for long period.
 Sold 1982 to Steve Keys – Mayfield – Last heard of in Singleton Area and was discovered at Jerries Plains and purchased by Doug Rae & Russ Baldwin in 2018.
 They spent a lot of time overhauling and renovating it until it was run at Ringwood in 2019 and at a second outing at Round 1 in 2020.

JAY BEE MADE HIS MARQUE

JAY-BEE CLUBMAN MKV P1 CHASSIS NO.0012



An early photo on start line at Ringwood



The current look!

OWNER: - Howard MacLean

YEAR BUILT: - 1997-98

CHASSIS TYPE: - Tubular Space Frame 1" x 3/4" Squ. Tubing

BODY TYPE: - Open 2 Seat Sports Clubman

BODY WORK: - Aluminium Panelling. Fiberglass guards & Lotus nose

COLOUR: - Yellow

WHEELBASE: - 2340 mm - 92"

TRACK: - Front - 1340 mm 52-1/2" Rear - ?

FRONT SUSPENSION: - Cortina uprights, Rose jointed fabricated wishbones. SPAX coil-over shocks

REAR SUSPENSION: - Twin trailing arms, Panhard Rod

STEERING: - Escort Rack & Pinion

WHEELS: - Front - 6" x 13". Rear - 7" x 13" Hot Wire Mags

BRAKES: - Front Cortina Discs, Rear - Cortina Drums.

MOTOR: - Toyota Celica 1600 Twin cam replaced in 2005 with 1600cc./20 Valve Corolla: - Twin Cam

GEARBOX: - Toyota Celica 5 speed. FINAL DRIVE: - Cortina Diff

CARBURATION: - 2 x 42mm Webers modified in 2005 to Computerized Fuel/Injection

COOLING: - Escort Radiator Modified

HISTORY.

Built from a design in an English Locost Clubman book – similar to Lotus 7 Design.

1st Run, Rookie Hillclimb, Ringwood 14.3.99 Driven by J Bayliss and H MacLean.

Mattara Hillclimb King Edward Park Oct 1999 driven by J Bayliss.

Howard tells us that the car was the result of a deal struck between he a Jim after he had done some carpentry work for Jim at the "cost of materials". Jim offered to build a Clubman in return if Howard supplied the necessary mechanicals. Howard cut the materials for the frame from the details in the Locost Book and Jim welded them together. Howard spent many Saturdays with Jim as the project came together.

JAY BEE MADE HIS MARQUE #2

This car has been driven by many different “guest drivers” and is currently being driven by Howard’s grandson, our reigning Junior Champion, Christian Thompson. (He regularly shares it with the current crop of guest drivers.) The fact that it was built to the “Locost” dimensions is probably a very good thing as it has been “written off” on 3 occasions. The first time it was repaired by Alf McDonald with help from Mike Nedelco (& friends). The second time was when Christian had a heavy collision with the guard-rail at Ringwood at the 2018 Mattara Hillclimb. This time it was repaired by Peter Akers and Michael Alchin with guidance from Kevin Akers.

This car was rebuilt onto a full replacement chassis after another incident at Ringwood in 2019. This time Howard and Michael Alchin did the work with any necessary welding being done by Ryan Ambrose. This car has done a lot of work and is the Jay Bee Clubman best known to the current crop of Hillclimbers at Ringwood.

JAY-BEE CLUBMAN MKVI P1—CHASSIS NO. 0013



OWNER: - James Bayliss

YEAR BUILT: - 1999 - 2000

CHASSIS TYPE: - Tubular Space Frame 1- 7/8”-3/4”-5/8” Squ. Tubing

BODY TYPE: - Open 2 Seat Sports Clubman

BODY WORK: - Aluminium Panelling. Fiberglass nose & guards.

COLOUR: - Yellow, Black and Red GT Stripes

WHEELBASE 86” (2184 mm)

TRACK: - Front - 53-1/2” Rear - 54”

FRONT SUSPENSION: - Modified MK2 Escort, Fabricated wishbones, Coil-over shocks

REAR SUSPENSION: - Bottom, 2 x Trailing Arms. Top ‘A’ Bar – Coil-over shocks

STEERING Escort Rack and Pinion

WHEELS Modified Alloy Centres, Steel Rims, 6” x 13: F 7” x 13” R

BRAKES Front Escort Discs, Rear Escort Drums. Datsun Master Cylinder

MOTOR

JAY BEE MADE HIS MARQUE #2

Ford Laser Twin Cam. 1800cc 4 valves per cylinder
 GEARBOX 04 Mazda MX5/5 Speed
 FINAL DRIVE Escort Diff 4.1 to 1- 3.9 to 1 – 3.5 to 1
 CARBURATION 2 x 40mm D.C.O.E. Webbers
 COOLING Morris Marina Cross Flo Radiator and Oil Cooler
 HISTORY
 1st event – Mattara Hillclimb- October 2000
 Sold to Phil Abrahams 23.1.08 \$14500. 0417205195
 Sold to Peter Scollard May 2009

JAY-BEE CLUBMAN MKII P7—CHASSIS NO. 0014



OWNER: - Lisa Tobin
 YEAR BUILT: - 2002
 CHASSIS TYPE: - Tubular Space Frame 1" x 5/8" RHS. Tubing
 BODY TYPE: - Open 2 Seat Sports Clubman
 COOLING: -
 HISTORY: - This Chassis was built around the design of Chassis 0002 with some modifications to accommodate Lisa who is significantly taller than Jim was. Lisa still has it, however the car has never been completed.

JAY BEE MADE HIS MARQUE #2

JAY-BEE CLUBMAN MKVI P2—CHASSIS NO. 0015



OWNER: - Carl Stevenson Dora Creek

YEAR BUILT: - 2005

CHASSIS TYPE: - Tubular Space Frame 25mmx 20mm RHS. Tubing

BODY TYPE: - Open 2 Seat Clubman

BODY WORK: - Aluminium Panelling. Fiberglass Nose Guards

COLOUR: - Aqua

WHEELBASE: - 84" TRACK F & R

FRONT SUSPENSION: - Modified Datsun Sunny Fabricated Wishbones, Coil over Shocks

REAR SUSPENSION: - 4 x Trailing Arms Panhard Rod

STEERING: - Modified Ford Laser Rack and Pinion

WHEELS: - 8" x 15" Mags BRAKES: - Datsun Sunny Discs and Drums

MOTOR: -1600cc Crossflow Ford MKII Cortina GT

GEARBOX: - Ford Escort 4 Speed FINAL DRIVE: - Datsun Sunny

CARBURATION: - 2 x Delorto's

COOLING: - Humber Vogue Radiator

HISTORY: - 1st Run at Gear 1 and 2 on 4th, 5th April 2006.

Jim's son Kerry now owns this car.

JAY BEE MADE HIS MARQUE #2

JAY-BEE KAWASAKI SAMURAI



King Edward Park 1970



Dennis Russell drove the Kawasaki at KEP

OWNER: - John Davies Newcastle

YEAR BUILT: - 1968

CHASSIS NO.: - No number known.

CHASSIS TYPE: - Space Frame Tubing Modified to Formula 4 Regulations

BODY TYPE: - Open Single Seater (Weight 230 Kgs)

BODY WORK: - Fibreglass 1 Piece Front and Aluminium Sides/ No Rear.

COLOUR: - Red then after nose replacement, Lime Green (circa 1972) then French Blue.

WHEELBASE: - 76" (1930 mm)

TRACK: - Front: - 47" (1194 mm) Rear - 48" (1220 mm)

FRONT SUS: - Double Wishbone with Coil Over Shock Absorbers

REAR SUS: - Lower Wishbone with Twin Trailing Arms 1977 rebuilt with new design.

STEERING: - Rack and Pinion

WHEELS: - 10" Cosmic Mini Cooper Mags

BRAKES: - Front Mini Drums and Rear: - Single Disc on solid axle.

MOTOR: - Kawasaki 500cc 3-cylinder engine, 2 Stroke, Upgraded to 750 cc by Dennis Russell in 1980. but it only lasted 3 events so the 500 was refitted. In 1982 another 750 was fitted until it too failed in 1991 so back it was to the 500 again, 1995 saw another 750 cc. fitted which is still in it now.

COOLING: - Air cooled

HISTORY: - Built for John Davies, The first Log Book entry was for a Hillclimb at Silverdale on 8/3/1970. John sold the car to Hilton Murray from Arcadia Vale, from whom Dennis Russell purchased it in October 1975. First event was 4/4/76 Sprint at Amaroo. Dennis continued to compete in mainly State Championship Hillclimbs until he purchased the Kelly Suzuki. Dennis still owns the Kawasaki having driven it for 31 consecutive years

SPEED REPORT

Hi All.

The speedo is still stuck on zero.

And those of us who have been hanging out for our fix of speed are still,well, hanging out!

So here we go again with an update on our next planned speed events.

We can, of course, only run our events in compliance with Motorsport Australia requirements and NSW State Government public health and safety rules/restrictions. Motorsport Australia has done some good work to develop and publish its **Return to Race Strategy** which gives us a framework and guidelines for running events and also shows governments that our sport is ready and capable of conducting safe events. You can find the document on Motorsport Australia's website.

But the month of May has come and gone without the NSW State Government giving any forecast date for resumption of community sport beyond gatherings of 10 people. Pubs are now allowed to have up to 50 people, so surely it won't be long before we are able to spread ourselves out in the paddock area and drive our cars without passengers, one at a time on our special bit of tar (with no spectators)?

Poor old **Tar Series Hillclimb Round 1** (TS1) did not go ahead on 31st May, and has now been postponed (again) to a date to be determined. Once we get a positive indication from the government, we will get the event on as quickly as possible. We will have to re-submit permit documents to Motorsport Australia and they will want to check our documented procedures for compliance with COVID-19 requirements before re-approving our permit. That might take a couple of iterations. So if Gladys says we are right to go, say next week, then it will probably be another week or two (or three) before it's actually time to warm up the tyres at the starting line. Keep your eye on our Facebook page and/or the website for latest news, and of course existing entrants and officials will be contacted by email.

Our other speed event in the pipeline is our Combined Sports Car Association (CSCA) **super sprint at Pheasant Wood Circuit**. It had been scheduled for 14 June, which became impossible due to the COVID-19 situation. But thanks to some persistence by our CSCA delegate Wayne Movigliatti, we have managed to change the circuit booking to Saturday 18 July. Hopefully the government restrictions will be lifted enough by then for us to run in accordance with guidelines. As I said in last month's magazine, this event requires a bit more notice to run than TS1 hillclimb. So we will be closely watching for

SPEED REPORT

relevant government announcements in the hope of going ahead, but recognising that plans may have to change again.

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.

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

Keep Your Battery Charged!
John Garroway

SOCIAL SECRETARY

There will be no June Club night due to Stage 2 of the COVID 19 health strategies. We are looking forward to once again having Club nights commencing in July. This would hopefully be Stage 3 which would mean gatherings of up to 100 people would be allowed.
It will be confirmed in the July magazine.

There will be a Saturday morning WORKING BEE organized at the Club Rooms. The club rooms need to be thoroughly cleaned and repairs completed. Could you please let me know by phone or email if you could attend - the date will be in the July magazine.

Rose Collins – Social Secretary
M 0413222828 email: rosecogger@hotmail.com

MEMBERSHIP RENEWALS ARE DUE NOW!

If you are intending to compete at an event after the 28th 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 If you have not renewed by the end of June, the June magazine is the last issue that you will receive until you renew your membership.



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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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