

THE STARTING GRID

Issue 1 2014

2014 MG ROAD RACING CHAMPIONSHIP

This is the first edition of the MG Racing newsletter for 2014, we hope to put one out after each round. If you have any photos or ideas to put forward please pass them on!

In this issue we are covering some recent news in case you missed it plus a catch up with 2013 champion Cody Hill, Jim Dodd about his new project and look at Damien Meyers giant killing efforts at Phillip Island Historic.

If you have anything to share for future issues or feedback you can send me an email at paul_vernall@hotmail.com

2014 Calendar

The 2014 MG Road Racing Championship will feature just 6 rounds, the four VSCRC state round plus the VHRR run Winton Festival of Speed and Sandown Historics. After options to contest a second Winton fell through due to falling close to existing rounds and an interstate visit being put on hold for this year it was decided to go with the 6

rounds, MG Racing Captain Andrew Watson commented "It gives a good spread of rounds with six events across 10 months, we felt an interstate round again was too much, originally it was every second year anyway". The championship will kick off at the picturesque Phillip Island circuit in April and end at Sandown in November.

Round	Event	Date
1	Phillip Island G.P Circuit	April 12/13
2	Sandown Park	May 17/18
3	Sandown Park	July 19/20
4	Winton Motor Raceway	August TBC
5	Phillip Island G.P Circuit	October 4/5
6	Sandown Historic	Nov 8/9

Frontal head restraints to become mandatory

CAMS revealed last week that frontal head restraints will become mandatory in the short future. For anyone competing at a national or international event it will be mandatory from mid this year, while it will become mandatory from January 1 2015 for all state events.

"From 1 July, 2014 all international and national circuit races, road events and off road events, except where specifically exempted due to the type of vehicle;

From 1 January, 2015, all state circuit races, road events and off road events, except where specifically exempted due to the type of vehicle.

This does not include Speed events and Auto tests."

For the full release or more info visit

<https://www.cams.com.au/media/news/latest-news/cams-to-make-frontal-head-restraints-mandatory>

MG Racer upsets at Phillip Island Historics

Photos: Belinda Douglas



Damien Meyer staying out of trouble while Troy Ryan ended up in the wall at turn 1

Damien Meyer travelled down from Sydney to compete in Group Sa, Sb and Invited cars, entered to drive one of Bob Rowntree's MG Midgets and flanked with Greg Prunster the trio were here to impress. 50 entries took to qualifying on Friday and after the two combined sessions Damien Meyer put the little Midget in 3rd place, only beaten by Laurie Burton's TVR Tuscan from Canberra and the Don Thallon Corvette Stingray. Local MG racers Robert Haywood lined up 17th and Glenn Campbell was the best of the regular MG Racers as he put his MG B GT in 37th place, Aubrey Pavard would qualify 41st, David Dudart-Aberdeen 47th and Roger Chapman 49th.



Come the first race Don Thallon in his Corvette Stingray bolted to the lead, Burton behind and Troy Ryan in his Sprite getting ahead of Meyer, it didn't take long for Meyer to pick off Ryan, and on lap two Meyer got ahead of the TVR of Burton to move into second place. Burton used his power and on lap 3 got back in front, but on lap 5 Meyer again got past and moved into second place where he would hold until the finish also setting a

lap time of 1:54.43 on the way! The afternoons second race saw Meyer again get punished off the line with Phillip Ross' Shelby GT350 getting in front as well, Troy Ryan didn't make turn 1 after ending up in the wall. Meyer dropping back as far as 7th on lap 4 before clawing back to 5th behind two Corvette's and two Shelby GT350's.

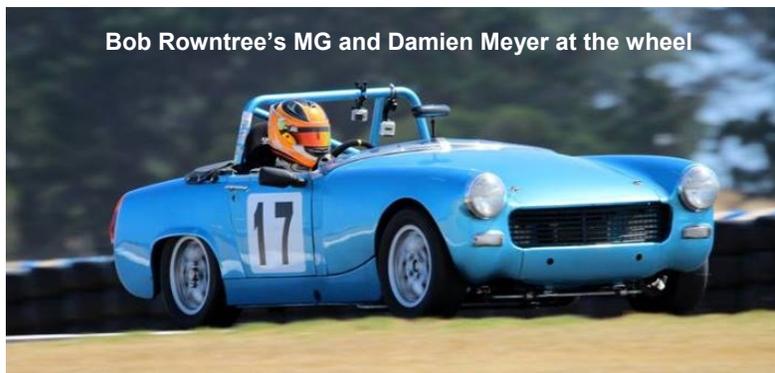
Race 3 Sunday morning and with a big crowd the intensity stepped up, Meyer being bundled back to 8th off the start before driving an impressive race as he tried any which way to get past the Austin Healey 3000 of Peter Jackson, the horsepower of the front runners making Damien go around the outside of most corners to try and get in front. Damien got himself back up to 4th place outright after 6 laps with a 1:53.6 in 30 degree heat!

The final race and Meyer got pushed back to 7th at the start

behind George Nittis GT350 Mustang, after picking off Nittis and then Phillip Ross Corvette he pursued Peter Jackson Healey, after applying pressure Jackson made a mistake into MG corner and spinning out of contention, With only a couple of laps remaining it was a little too late to catch the leaders only for Chad Parish Shelby GT350 to be penalised allowing Meyer to come home in 3rd outright and first in class behind Don Thallon in his Corvette and Laurie Burton's TVR, and in front of 3x Shelby GT350's, two Corvette Stingrays and the always popular Porsche 911's in a giant killing weekend. Glenn Campbell came home 5th in class as the strongest local after Robert Haywood cracked his block unfortunately.

Damien also confirmed he will contest Phillip Island next month for the opening round of the Victorian MG Road Racing Championship in his regular MG Midget.

Bob Rowntree's MG and Damien Meyer at the wheel



With Phillip Island just around the corner it is exciting to announce IGA Newhaven have come on board the MG Road Racing Championship for the weekend and will provide the produce for the BBQ. Make sure you stop by and say hi to Geoff, Mention you're an MG racer and stock up for the weekend. They are open 7 days a week from 6am in the morning to 8pm at night so there is plenty of time to stock up.

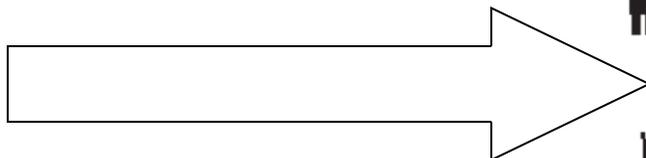
Yes we have confirmed they do have alcohol!

(Drink responsibly!)

Remember IGA Newhaven

8-10 Forrest Avenue, Newhaven

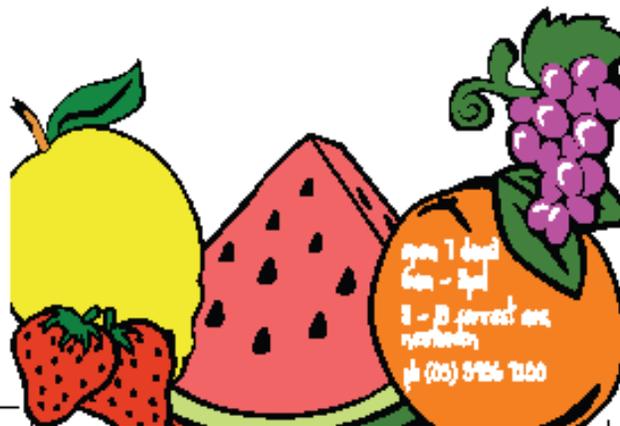
A big thank you to Phil Chester for bringing them on board.



NEWHAVEN

fresh fruit, veg,
meat & groceries

just over the bridge and turn right!



News in Brief

The committee are looking to put some standing orders together to help all in future understand how the AGM will be run, it will outline how it will be structured and the process for nominations etc. clearly for all, this hopefully will eliminate any future confusion. It will go through the club committee before being introduced.

For those who haven't heard Paul Trevethan was struck by some young thugs in Cowes in late 2013 and had to be sent to Hospital. From everyone in the MG Racing community we wish Paul a fast recovery and hope to see him at the track sooner rather than later!

If your planning to enter an event under CAMS a great new way to enter online has been released on the CAMS website, anyone who has used motor event entry will find the system familiar.

Visit www.meecamsau.com for more information.

Upcoming Events of note:

The MGCC concours is to be held at Flemington Racecourse on 30th March, if you are able to take your car for display please let us know as it would be great to showcase the race series!

The MGCC clubnight run by the MG Racing Register is April 9th. Please try to make yourself available for this night.

10 Minutes with Cody Hill, the 2013 Champion

Cody Hill from South Australia has competed in the odd races in MG Racing for a few years now, but in 2013 he did six of the seven events and became the 2013 MG Road Racing Champion. But for many he is just a guy in a yellow MG F, we thought we would find out a bit more about Cody!

In your first full year you picked up the biggest prize

Yeah 2013 was a dream season for me, pretty much everything went as planned and I achieved some excellent results. To win the championship was something I've always wanted to accomplish since I started MG racing



So were there any high's or low's to speak of? There is very rarely a perfect year in motorsport

The high point of the season would have to be the first meeting I contested of the season which was at round two. I had limited testing with the car prior to the meeting and we had absolutely no idea how the car would perform. So by taking pole and a class victory on debut with the new car was a wonderful achievement for not only myself but also a credit to my team for great preparation.

My low point of the season was on the final round. We were struggling with set up the whole meeting and also had an issue with the clutch. However I still managed to score enough points to take the championship, so the weekend wasn't a complete disaster."

Who did you enjoy competing with the most during the season?

I found it really enjoyable to compete against Glen Wood. He kept me on my toes at Winton and we had a great battle on the final race at Sandown Historics. I Hope to see him return this season

For those that don't know Cody upgraded to a new car for 2013, going from a MG F to a LE500 which is the last of the MG F/TF family, were there any differences between the two?

You upgraded from an MG F to a MG TF LE 500 this year, what were the major differences between the

two vehicles?

The TF LE 500 is surprising very similar car to my MGF. Which I suppose made it a lot easier for myself to adapt to the new car quickly. The major difference between them is that the TF has a much stiffer chassis because of the seam welding. That gives me a lot more confidence now to throw the car into a corner as I just know the grip will be there

Good drivers usually have to do a fair bit of practice to stay at the top, how do you keep on top of your game, you had the speed right out of the box at each round?

Usually the weekend before a race meeting I like to do at least a practice day in my Go-Kart which I find helps. I also watch a lot of in car footage to familiarize myself with a circuit as much as possible.

2014 is here and not long before round 1, What are your plans for 2014? Will you be back racing with MG's or off somewhere else?

At the moment it looks like I will contest some rounds in the Victorian State Series where my schedule allows. I am also very close to confirming a drive in an international event which I hope to announce more details very shortly.

Is there anyone you want to thank?

Can't thank Mum & Dad enough for their support with my racing. I would also like to thank Craig & Mathew Gough from C.A.R. Mechanical and Detailing services.

Jim Dodd's big change

Jim Dodd has been racing for more years than he probably wants to admit to, but after many years driving his familiar blue MG B he decided he needed a change, "I have driven the B for so long and you really need to drive them well to be competitive. I don't think I could bear to see it damaged and the cost of the engines these days is getting expensive". That was a changing of the mindset as Jim looked at how he could cost effectively continue racing an MG and more reliably.

Moving forward he saw these MG ZR things were catching on, and after talking to some of the competitors with them thought it might be a good option, with one eye on a ex road car which meant a full build and after confirming one would fit on his existing trailer it was off to the minister of finance to convince her!

"The ZR was a project and it has got my son Will back interested in the marque again which is great" Jim says, "After we got it we took it to a WRX club day in late December for a bit of a run, it was completely stock standard, all the interior still in it. We really did this to give us a base line as far as handling and times went". Keep in mind Jim has only driven his MG B on track he couldn't get much different, a rear wheel drive carby 60's sports car compared to a 2000's front wheel drive hot hatch!

"We did unfortunately find we had no 5th gear, but it didn't really worry us that much as it gave us a starting point and it was just to get out there and get experience in it" although Jim does mention quietly his Son was 3 seconds faster than him... Maybe don't bring that one up.

What did he think of the new car then? "We both found it quite easy to drive and the handling was pretty good, 40 years of technol-



ogy will do that". After the first test day it was time to get serious, "We took it home and first looked at the gearbox, I think we have fixed it fingers crossed, we have really been working on getting the interior stripped out and some up rated suspension in, we ordered GAZ dampers out of the UK which go straight in which saves time. We have taken the ABS out and re routed the brake lines, fitted a bias valve as well to help distribution, all the basics to get the handling right". At the time of speaking to Jim he hadn't fitted the roll cage but it was the next job on the list. "We will then get the seat, belts and that in so we can finish the

interior of the car" and no doubt Jim will be excited to get it on the track soon and see all his hard work in action, so when will get to see him back on track?

"If I can get it ready and after the cage is in and some sticky rubber on it, log booked and scrutineered and I haven't run out of dollars then I would like to have it ready to debut at the MGCC run Sandown round in May. That's my plan". It will be with much excitement when he hits the track, although by the sounds of it he may have some competition for who will get to drive if his son get's any say in the matter!



Jim's ZR in the build

Media



Did you know MG Racing is on Facebook?

You do **not** need facebook to view the page and it is regularly updated with news, events, photos, etc.

www.facebook.com/profile.php?id=378438575585639

You Tube

Some fun videos on YouTube to pass a bit of time!



Damien Meyer's sporadic visits in his Midget give a great indication of how a Midget can still be devastatingly quick. This video shows how great, fair, clean but hard racing can be done, right at the pointy end of the field. Hold on as a three way battle between Damien Meyer, Andrew Howell and Adrian Akhurst ensues... Race 2 and 3 are just as good!

<http://youtu.be/REnJ54hJoc>



A couple of years back, on a wet Sunday at Sandown Andrew Howell in his MG ZR went from 25th to 1st in a little over a lap. It is a great bit of video showing how to drive in the wet, there's no traction control, just a right foot and confidence.

<http://youtu.be/z1NsRrBsW1o>