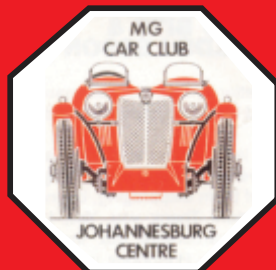


YOUTH



PROGRAM

Youth Project Supplement



UP



MG Youth Program

The idea was first thought up by a few of the MG Johannesburg members in late 2008. The reason for starting this project was clear, the club had a rather high average age and youth is required to keep the club going as well as the love for the brand. Racing, and all it involves was thought to be the only way of getting youngsters to join.

The phase that followed was to get youngsters involved and drawing there attention to the program. This started at Angela's Picnic in July of 2009. A total of 14 signed up and where then split into two teams, team MGA and team MGB.

Team MGA was held under the guidance of Nick Parrot and team MGB was held under the guidance of Roger Pearce. Roger Pearce loaned his famous MGB rally car to the program in order to rebuild it and then to race it. This was a fairly quick exercise as it was a mere tear down and rebuild.

The MGA on the other hand was a total rebuild (nut and bolt). The youth received donations in the form of MGA bits and bobs. The car was put together piece by piece from nine different cars. This took an enormous amount of work, time, and of course energy from the youth. The MGA took 3 years to be completed, but in the time of the MGA's rebuild Nick Parrot had kindly loaned the youth his MGB race car, so the youth could start racing with team MGB.

Finally in 2011 the MGA was ready and had its first outing and without a problem. The next phase was racing both cars and maintaining them. This is done regularly by the new team of 17 members and growing. The program has been a huge talking point in all motoring circles and has been turning heads as well as achieving very high standards in the historic racing movement. The MG Youth team has also been awarded the team of the year award for the season of 2014. The MG Youth Program has now been going for its 5th year and to put the cherry on top of this cake, it has been completely self-funded through fund raising. The MG youth program has been such a success that we have been joined by another brand, being Alfa Romeo. The MG youth program is still going well and will continue to do so for many seasons to come.

MG racing goes by this philosophy: Build it, Race it, Break it, Fix it.

The future is still to be written.....

Cameron Mcleod



Formation of MG Youth Project

The MG Car Club of Johannesburg, after finding our membership was fast consisting of more and more Grey Haired Old Gentlemen, who were all attempting to Maintain and Restore their old Classic MGs.

Standing back, they quickly realised that younger members should be enticed into the club. That idea then grew to what we have today. A fully fledged Youth Program. We advertised in the local press for prospective interested youth to meet and take part in possible training sessions, teaching them the mechanics and the value of owning these little Classic Cars.

With that principal in mind, we set out to expand on the formation of such an organisation. Prospective applicants soon applied and came from all walks of life, from Soweto, Southern Suburbs, Sandton etc. We even had a few young girls interested.

The great response we received from our members, after they realised that this was going to be even bigger and better than they had even expected. With that principal in mind, some suggestions and proposals came to light. Including two of our senior members coming forward – each donating the use of one of their own cars to the project. They each offered their expert advice, and time to assist these young people to strip these Relics down to the bone, and train them in the many aspects of Craftsmanship required to Re-build them both to Racing Standards, with the aim of eventually driving them on the Race Tracks in the area.

Two teams were formed and met regularly each Saturday morning for a Working Session. These youngsters were divided into two groups. One group worked on the MGA under the expert guidance of Nick Parrott at his home. The second group worked on the MGB GT under the wing of Roger Pearce at his Emgee Workshop. Roger, very kindly led his team to work on his very own Flag Car, which had many many miles of travelling all over the world on Motor Rallies, and Endurance Trips up Africa to the UK and other parts of the world.

Roger's MGB GT was the first car to reach the ultimate Racing Stage, Their first outing to Zwartkops was a very exciting event. And really showed their new found ability to work in the pits, preparing their charge for their FIRST Official outing on the Track. The excitement was "Electric" Many Club members turned up to give their support and encouragement. All in All, that was a Grand Entrance into the Historic Motor Racing World, both for the Youth Project members as well as the Proud MG Members who had Dreamt up the whole Project and had so generously helped get it ALL TOGETHER.

For this event, and the following events to come Nick Parrott loaned his personal Race Car, an MGB Roadster to the members of his team, so they too were able to partake in the Racing during the months while the MGA was still being prepared for its debut a year or more later. So, they too were able to enjoy the spirit of the day together.

Interestingly enough, both teams now had to learn about their various duties in the Pits. Re-Fuelling, operating the signal system to advise the drivers of their progress during the race etc. This they all accepted as being part of the team. The Drivers were well trained by

both Nick and Roger, as well as other experienced drivers, willingly giving them their support and encouragement as well.

All these young people have over the years Melded Well Together, some have left, and others have come, but the Great Team Spirit is still well ingrained into their Motorsport Activities.

Earlier this year I, as editor of the MG Thumbs Up! Magazine asked the Youth Project members to please write articles for the magazine, it took a while before they finally came forward with their contributions. But, much to my surprise I found them very interesting. They wrote, describing their experiences and inner feelings. This then lead me to approach the Committee to publish a Youth Project Supplement, in order to give you the members a chance to get that 'VIBE' that I experienced when I first read them.

You will be most impressed with the following articles written by the Drivers and Pit Crew alike. Each one clearly describes his feelings, and excitement as the race progresses. They describe their thoughts when the car misses a beat, and how they try to overcome the problems by the process of elimination. Winning is the ultimate goal, but just to finish is a great achievement. The excitement of creating the advantage to gain another position ahead, by passing someone slightly slower than you are. And then attempting to keep that position, only to create another situation where you can overtake another and another.

“MAY WE CONTINUE GOING FROM STRENGTH TO STRENGTH.”

Editor. “Thumbs Up!! Magazine”

A Message of Thanks

The members of the MG Car Club, particularly wishes to thank all those who helped get this Youth Project onto the Track. Particularly to Roger Pearce, and Nick Parrott for their generous gesture in providing these two cars, and generously giving up so much of their valuable time during the initial stages of the re-building process. As well as the on going support which they are providing.

Glen Parker, of Sizanani Plastics, has been a keen supporter of this Project right from its inception, and has assisted them in so many ways over the past years.

So has many of our Club Members, came forward with bits and pieces to assist, especially the 'A' when it needed so many body parts etc. Others willingly assist with donations and help when the need is there. Here I particularly think of Clive, and William who have so often come forward with assistance.

I am hoping to make this Supplement a Regular Quarterly Feature, via the MG Website, to inform the Members of the progress taking place, throughout the year.

Next Year's Race dates shall also be published as and when they are made public.
Editor





Cameron McLoed

Youth Project Team Leader

Being one of the longest lasting members of the Youth Programme, the MG Car Club decided to put me on their committee as the link between the two entities within the club. And of course, that means I am the person put in charge of the everyday running of the programme.

This weekend Racing at Phakisa was a logistical nightmare, but it was the one I was aware of. What I was not aware of was that all the arrangements regarding to and from the track, as well as all the

paperwork that needed to be done beforehand. Thanks to the kind sponsorship of Roger Houston and my father Les McLeod, we had the costs of transporting the cars to Welkom covered. That problem was solved. Now, being put in the position of running things, has been a huge learning experience, with me falling over every stumbling block possible. I had gone down to Welkom with the same idea as a normal Race Weekend, but unfortunately was hit with a huge blow, as I found out the costs were three times higher than any other race, due to my inexperience in the world of writing ahead to make bookings, we had no choice but to pay, or we would have had to return home that day. I had one good thing come from this experience, and that has been that I must cover all things, and not see things as being the same from place to place. So I have had a very rough start to my day at Phakisa.

But after all this I managed to get everything sorted and the race went on without any further hiccups. I am so happy and honoured to be trusted with the running of the program, and the cash for fuel, and knowing that I am trusted by the elders, lights an even bigger fire in my belly to make this program the best I possibly can. This experience is a humbling one, as I just hope I can achieve the high standard that everyone in the program has set for me.



One thing is for sure, I have been learning all the way, and I know that the program is starting to run more efficiently, and achieve slightly better results. As the group grows, I am sure I will manage to lead the team better and better as time goes by.

The Youth Programme has given all of us the most fantastic experience and chance to do something the younger generation can never afford to do, and this is what makes this wonderful programme so special to me and to all the youth involved.





My July Experience at Kyalami Track

On the weekend of the 11th and 12th July I got the privilege to race the MGA at Kyalami in the Marque Cars Class.

Friday (Practice Day):

Steven Kernick and I arrived there around 11am and immediately got to work preparing the car for Scrutineering, as well as getting our own paperwork sorted out. Slowly afterwards with a couple of helpful tips from Steven, I went out for my first practice, which also happened to be the first time I had ever driven at Kyalami. The best way to describe the way the practice went, was probably close to a disaster. This track was like nothing else I have ever driven, with all its eleven changes and demanding corners. I felt a little lost by the time I got out of the car. With a little more advice from Steven, and Steven Neofitou in the Mini 1275 GTS allowing me to follow him around the track, I went out for practise 2. This time it went a lot better, now knowing some lines to take and knowing exactly where to change gears. At the end of the day we gave the car a once over, a wash and we were off.

Saturday (Race Day):

This was a cold and early morning, getting to the track at 6am to warm the car and try to warm myself, by the 7am qualifying session. Although it was super cold and the track was very slippery it felt like I was starting to get the hang of the track. I managed to qualify with a 2.34.754 but was advised to take off a couple of seconds because as the track warms up, so the lap times will get better. I decided to nominate a 2.30, which put me right next to Martin van der Merwe in the blue MGB GT.

Starting next to Martin perhaps gave me a little push in race 1. Right off the start line I felt like I could push the car a little more, and ended up with my best time in heat 1. 2.22.099. This meant that I had clearly broken out and had been disqualified, but this did not bother me. I was just so excited and happy with starting to understand the track a little better. After Steven's and my first heat however, there seemed to be something amiss with the car, I could every now and then smell something, I could only describe it as cross between a rotten egg and a sort of electrical smell and Steven started noticing a light splutter on higher revs. We carried out a quick inspection of the car and couldn't find anything immediately wrong.

Later on when it was time for heat 2, the track had warmed up and I felt a bit more confident. I went out and was having a blast. Sitting right behind the red Porsche 911 SC of Cam Mckie Thomson for a couple of laps, just out of reach of

overtaking him. Closer to the end of the race we caught up to Les McLeod, and Cam Mckie Thomson wasted no time in passing him. However I was not as lucky, the race had ended before I could try anything. During heat 2 I also felt the spluttering that Steven had spoken about and it seemed like the smell had gotten worse, however I managed to end my day with a best time of 2.19.536 so I was very pleased.

As my heat finished we didn't have time to check the problems with the car because we had to refuel and send Steven out on his second race, He had an awesome race and managed to complete the race even with the car getting worse. We now had enough time to see exactly what was causing the problem before the endurance race. We found the alternator was overcharging causing the battery to give off that terrible odour, we also found that the distributor was loose, which was causing the splutter. So after replacing all the light bulbs (they blew due to the avercharging problem), the alternator, battery and tightening up of the distributor the car was ready for the endurance. After helping with the refuelling/pitstop for the endurance it was the end to an awesome weekend.

Thank you to the MG Car Club, Kyalami for its amazing facilities and everyone that was involved to make an unforgettable week end come alive..

Submitted by Yorick Smith.

A stylized signature in red and black ink. The signature is written in a cursive, flowing style. The first part of the signature is in red ink, and the second part is in black ink. The signature appears to be 'Yorick Smith'.

Race with some Pace

Written by Steven Kernick

Hi all, I hope all is well, I have to say some awesome action took place at Kyalami on the 12th of July, but let me not jump too far ahead.

On the 12th all the MG Program Members met up at the track, the wind had a chill in it and everyone could feel it, but that was not going to spoil the fun. The MGA was at the track, unfortunately the MGB was not ready for the race so it's just one car for the team for the day.

07:00 AM was Yoricks qualifying, and his true real shot at going round the track at speed, after spending the whole of Friday trying to get used to track as it was his first time round. From standing on the wall and watching lap after lap and seeing Yorick going faster and faster as he was getting more at home with everything.

After a bit of waiting it was my turn to try my luck behind the wheel, and took to the track, the car was going well but there was a little splutter going through sunset, but sadly I did not think much at the time, well as soon as I started to go on the ball the session was up and it was time to pull into the pits.

After returning to the pits there was that faint smell around the car, but we concluded it was brakes and moved on. The whole team then moved to watching the rest of the Categories qualifying ISP's to the action filled field of Saloons that on the day had 57 cars on the track at one go.

Then it was race time for Yorick in Marque Cars to take to the track, and boy was he ready for action, as time went on the cars took off from the line one by one, and gave chase, Yorick went after the white MG B Roadster of Les McLeod, lap after lap Les just had the power of the straights, but Yorick kept up his pursuit.

As the chequered flag dropped to end his race, as he passed the wall the team let out a cheer as this new up coming star had a great run. Now it was my turn, the car was filled and I was ready, I started from the back of the grid with the back of a Porsche 356 taunting me to try get by, and as we made our way round the track, the race was on and the front runners rocketed off and left the back end of the field to duke it out. After making my way round the Porsche I ended up battling the Rev in his Alfa, turn after turn I tried to make a move, but he had the straight line speed. The laps were counting down and the Alfa sadly broke down, but I knew Les was next, when I reached Les I was watching a dice of note, Les and a blue MGB GT driven by Martin were battling it out back and forth no one giving an inch. I tried to get closer but then the A showed one of its first problems of the day, the motor did not want to rev too high so down the straights they started to run. Slowly Les pulled ahead of the blue MG and now it was my turn, I tried going and pushing the car and then it came to the final lap.

MG A vs MG B GT, turn after turn he shut the door and then coming down the mine shaft of Kyalami he left a gap. I sheered in my head, I could get him, but then the

second issue came about braking for the bowl, I found that the brakes did not work so well, the pedal went to the floor and the back locked up, I screamed off into the dirt, stopping just before the wall. The shock then set in by looking across at the wall and hearing the marshals asking if I was ok. I stuck the car in gear and drove out the kitty litre and I crossed the line head down. I lost it at the last lap and nearly broke the car, pulling into the pits I had the team in front of me Joking and laughing, and Steven Brits walked up to me and put his hand on my shoulder and said next time you will get them and don't worry the car is fine.

After taking my helmet off, the team went to look at what is going on with the car as Yorick had the same issue with the car not wanting to rev and brake so well, but also the faint smell was getting stronger, but died, so we all concluded that the locking up of the brakes had to be the issue. The MG Youth Program worked frantically, trying to find out what was going on with the car, but eventually we gave up with the car not revving. We moved on to the brakes, but we could not find out why they were acting funny. The day warmed up thankfully and the days racing action was epic, as we all dived to the wall to watch the action and the race after race all the drivers gave it all it seemed like at that time the thought of the final go around Kyalami has made people want to give it their all. Then came me best part of the day LUNCH TIME!!!!!!

During lunch there was a Formula Renault driving round the track and I must say you could hear the screams of the motor echo around the track, the pit was full of people watching the car briefly fly past the pits at a huge speed. The crowd and drivers cheered, but the race time again and Yorick said Les is going to be beaten. The race started and Yorick made short work to get round Les, but then the motor started to cause a bit of a hassle, as you could hear it started to sound like a misfire but Yorick went on to give chase to a Porsche 911, it was a new driver in the Porsche, but still the flat 6 motor was fast in a straight line and Yorick gave chase trying not to late brake as he knew the MGA brakes did not seem too happy. In the end the team cheered on the young driver across the line.

Now it was my turn to go out and after talking to Yorick saying the car is losing revs as the race goes on, But it was time to go and drive and deal with the faults and go have fun, the race started and Les had a bad misfire at low RPM and so did the Alpha but the MGA could not rev too high but we all tried to fend each other off, I sat behind Les trying to get around him in the turns as I knew the car was a dead duck in the straights, and I did not want to late brake as it might end up like the last heat. We kept together but eventually Les lost the pace which left the Alfa and me.

Just a note to anyone saying the Reverends are boring, you have not met this one, as he could drive we battled and every time he would shut the door, but soon the MGA did not want to rev at all and you barely get the speed, so I lost the pace and the Alfa finished ahead of me, Bravo to that man, he drove a great race. After Yorick and I both driving the car in our last heat the smell was bad, and we

all knew it, the battery was overcharged and now started to smoke. So after leaving the car to cool down, the MG Youth Program took it out and also found that the head lights of the car were also blown, so, it was a quick trip to the shops to get new lights. Les kindly offered to lend his alternator from his race car to try to get us going, and Gavin Holt kindly lent his battery from his road car, for us to use so all looked back on track. We also found why the motor was battling to rev, the distributor bolt came out so it was messing with the timing, but we soon found a replacement to fix the issue.

The one hour race came, and now it was for Cameron McLeod to take to the track for an hour Race, and as soon as the race began the hard work was seen the car had such a fast pace and the lights were nice and bright. Lap after lap Cam was getting faster and faster . . . until the car began to splutter and the lights were becoming dimmer and dimmer. Till in the last 15 min Cam pulled in and called it off. The MGA had finally given up as the days issues came back, The Brakes, The Motor and now the Lights were just enough. In another later investigation we found the brakes had vapour lock, so that led to the brakes to give an issue and now the motor is having some good TLC before the next race.

So Kyalami was a bit of a troubled race but that is not going to put out the fires in our drivers, it was a learning curve we all had and now we know how to fix them. Also on that day everyone worked as a team and were a true team.

So ladies and Gentlemen, next up is Welkom and the Midas Historic tour!



An ACE Report by Cameron McLeod

A Day at Phakisa

UP



Anticipating a fantastic race weekend down at Welkom and did we receive it? Arriving on Friday for the day of practice and we were graced with glorious weather. I was unfortunately too busy running around organising everything needed for the youth race. This meant I did not get a practice lap or two. Setting up camp and having a braai with all the elders and youth members was exactly what the doctor ordered.

During Friday night the heavens decided to open and blew a few of the tents over forcing them to sleep in their cars, drenching the rest of us in the tents and being relentless all night including Race day.

Race day and the rains had not given up, so does this mean I'm qualifying AND PRACTICING IN MY QUALIFYING SESSION IN THE RAIN. Oh yes, and boy was it a fantastic learning experience as I had a very wet lap and then the unthinkable happened, I ran out of talent on the second corner of my second lap and had an awesome slide, then spin, and of course having to sit in the rain for the rest of the session, FUN!!



Having qualified in 17th position, and the relentless rain, I decided to follow Roger Houston for as many laps as possible. The first three laps was a procession in my opinion anyway. Then the race began, Alfas spinning between us and the dice was on between Roger and myself. I ended up being a car length behind Roger, but setting a quicker lap time. This was epic and the rain finally started to subside. Good news for me or not? Was the question at hand.

Being in 12th position now was a boost but that ended as soon as the flag dropped. I was left for dead and all my hard work had to be redone. But with hard driving at the end of the field I managed to reel a few cars in and pass them. And of course I had caught Roger and our second dice was on the cards. I stayed on Rogers backside for three laps and I decided to pass him on the last lap. But that was not going to happen, as I made my move Roger shut the door on me and a Cortina driven by Gary Stacey took the opportunity to pass me. Coming up to the last 3 corners I managed to get side by side with Gary and we were on Rogers tail. Last corner and I was on Rogers side but I could not beat him to the line. Losing by half a cars length, bu once again I got the quicker time. Them winning my class just put the cherry on the top of a fantastic race day.

One last thing for the night. Loading the cars and heading home.





Bugz Singh Relates his Experiences at Phakisa

Usually waking up at 4.30 would put me in a really terrible mood But not on this day I left home at 5.30, bound for Phakisa, after picking up a fellow racer.

The journey was pleasant. But two and a half hours later we reached our destination.

I got ready for practice and left the pits for the first time at Phakisa Raceway. After a few laps of getting to know where I was going, I started going quicker every lap as my confidence grew.

I was really looking forward to racing in my first 'Enduro' the next day.

We then set about pitching our tent, and after that, we had a braai. We then decided to have an early night, and went to sleep at 21.30. But mother nature had other plans for us After about an hour it started raining, and the wind started howling And then our tent fell apart We rushed around quickly managing to put our tent in the back of a friend's bakie, and slept in the car that night.

Raceday had arrived We awoke to a misty windscreen and heavy rain, but luckily it was decided that the racing would continue. The MGs ran well and didn't miss a beat all day Finally it was my turn to race: As we set out on our warm up, I could not have been any more excited. I had a blast, and enjoyed every minute of the 45 minute stint that I was permitted.

Phakisa is now one of my favourite Tracks, and I cannot wait to race there again in the near future.



First Sortie at Phakisa

The Novelty of a new track.

The fear of the unknown. What more could we ask for?

Friday morning waking with a few butterflies. Preparing for a journey to Phakisa freeway in Welkom. What would come of this? Would we be good enough? Well only one way to find out and that's to go get chucked into the deep end and see how well we swam.

At the track the sun was shining and the atmosphere was electric. The smell of race fuel and tyres getting torched was a very inviting prospect indeed. I was lucky enough to drive the ever so exciting MGA in the ISP endurance race the following day. But the time had come to see if we now had what it took.

Out on the track it was like stepping into a marvellous new world with enemies round every corner. That was just because I had no idea where I was going but none the less pushing harder each lap.

Straight to race day. It was overcast and dank, but the fearless team pushed on. Everyone raced like professionals, avoiding the dreaded sliding love tap we would have called an accident.

It was now time for the endure. With a quick fuel top up, I was off, determined to not kill myself and hopefully do well. The race was phenomenal and I can say that Phakisa is on the top of my favourites list.

We got a first place in class F, and all I would have to say is thank you to the MG Car Club for making this possible for us.

Submitted by Stephen Britz.



Brendan's Exciting Day at Phakisa

The 15th of August the MG Youth Programme went to Phakisa Raceway to compete in the Historic Series. Myself and Bugz drove down on Friday morning to get some practice laps in before we raced on Saturday. We arrived, and as we heard the engines screaming around the track, we knew we were home. We did all our necessary documentation, and went out to practice with the MGA. Not one of us had ever been around the track, so we were all really nervous.



Yorick came in and gave me a few tips for the track and I soaked up all the information, I was given and went out, it took me at least 4 laps to get used to the layout, after that it all came to me, and I started to have fun. We camped over that night on the grounds of this great track, it was a calm and still evening, as we were cooking dinner. This did not last long; myself and Bugs were sharing a tent, we tried to sleep but the wind kept our eyes open, and the rain started, we then took a very quick vote, and we abandoned the tent and slept in the Jetta. I slept in the boot and to my surprise it was a great sleep. We woke at six, to our disappointment it was raining, not only was I nervous of the V8's roaring past me on the track, and now there was the element of the rain; my nerves were shattered, but its 'racing' and nothing will stop me from getting in that car, so I sucked it up and went out for that heat 1, where myself and Clive Winterstein had a great dice, and I was lucky enough to finish in front of him. Heat 2 came and once again I saw myself exchanging places with Clive, I fought for every inch I had but just before the line Clive managed to pass me.

A big thank you to the MG Car Club, and all the other sponsors that allowed me to be a part of this memorable experience.

by Brendan Tracey

UP