



Luff Stuff

Issue no 5/03

The newsletter of the Luffield Cars MGCC Speed Championship

Also available at the championship web site www.mgcars.org/mgcccsc

Luffield Cars MG Car Club Speed Championship

Well it's all over bar the regional bun fights! – Shriggley Hall in November (see Rodders notes) and Limpley Stoke, near Bath on Feb 28th. – hope to see you there.

Enclosed are the championship results – congratulations to all who won classes etc., for us who couldn't beat an egg, there's always next year! Where can you get 20hp cheap?

I would like to take this opportunity, on behalf of all involved in the championship, to thank David Wood and Luffield Cars for their continued support – I enclose a press release regarding the good news of the appointment of X-Power dealership status (what are the target times for a MGSV?)

Danny Cusworth

Three Sisters one lap sprint. Sunday 19th Oct.

Out of character for this venue the day dawned dry, bright and sunny. We had a good turnout of eleven cars which the organisers had combined into two groups. Firstly all the midgets irrespective of: tuning level, and secondly the, "B"S .

The exception to this being the Cockshoot midget of Richard Saxton making a welcome one off return. Mindful of the Wigan weather patterns the organisers elected *for* two practise runs and a timed run before lunch.

As the track was dry there were very few, "off's", and the three runs passed *off* quite quickly.

After the first timed run I was leading the midgets and John Stewart, another driver recently returned to the *fold*, was leading the, "B", class with his son Mike in second place.

We only managed one further timed run before the rain came down and most cars went back on their trailers. the class positions had not changed with Colin Pattinson taking second place in the midget class.

Footnotes.

Paul Drake had a moment coming off the mountain which, had it happened to me, would have required a change of underwear.

Gareth Pattinson, son of Colin, is obviously a nature lover.

He can't resist exploring the surrounding countryside at every opportunity.

John Wilman

Thankyou for your response to my plea for event results, You should find a copy of the final event results and odd event results, which have been amended following your feedback. You should at last also have a final copy of the full Northern / Southern results tables. As usual we believe these to be correct but if you do see any errors then please point them out and we will have another try.

TJ brought the Lymm Truckstop 2000 into the 21st century by firing up his smart laptop and entering the last remaining scores, and thanks to TJ for finding our Luffield Winner.

It was finally decided by the driver who consistently scored the highest percentage against target over all 12 rounds. (Twelve rounds count in the event of a tie). So for batting well above his not inconsiderable weight it gives me great pleasure to announce **John Wilman** as the **2003 Luffield Cars MGCC Speed Champion**.

It is some consolation to other competitors that this years excellent times may well form the basis for next year's records.

Congratulations are also due to **Nick Philips** the quiet Aussie in that nippy yellow `B` who has won the **Norwester** and **Terry V8 Piggot** has won the **Windmill and Lewis** despite snapping throttle cables at most events this year and narrowly missed winning the overall championship.

A full listing of group winners etc is included with the odd surprise left till the presentation dinners, **Well done all of you.**

So to 2004.

On the 29th at the Roddery the final class winners were sorted out and then the feedback from the Southern Drivers meeting at Castle Coombe was looked at again.

It is the committee's intention to keep the structure of the championship as clear and straight forward as possible. To this end we have gently modified our original proposal taking on board comment to date and hope to get agreement at the Northern Drivers meeting to proceed to 2004 with this format. The changes are summarised below.

National Luffield Championship 22 Rounds, Best 8 to count.

Regional Awards, Norwester & Windmill and Lewis, best 6 to count but entrant must select at the beginning of the season which award they wish their points to count towards.

The aim of these changes is to spread the trophies around several winners, allow competitors to compete in core events for their own regional trophy and then to "Play Away" to a major event they aspire to do, adding points to their national scores in the process. A basic sounding of experienced competitors is producing positive feedback so we hope this idea is a winner. Full information on these proposals and calendar to date is included and supersedes the Luff Stuff 4 Version.

Target Times

It won't have escaped your notice that there was a fair amount of shall we say "latitude" in the current set of target times, Caused by some of the actual records used in most cases. We knew last year that it would take a few years to get a full set of valid targets. Over the next few months the Speed Com will review all targets for all groups at all venues in the light of this years results. This is a monster task which will be completed ASAP.

Past Winners Pots

Only the Windmill and Lewis and the ladies award have surfaced to date. Please get in touch so we can sort out collection and engraving for the next lucky winners.

2003 Winners

By now Lawrie will have contacted you directly. Please send your **Colour/ Black&White Prints** to me to **arrive no later than the 7th of November**. The glass engraving is a long and complex process and takes time. Please help us to give you the unique awards you deserve. My address is at the end of these ramblings.

Northern Drivers Meeting

This will take place at Shrigley Hall on Saturday 22nd of November at 3.00pm and should last 1 hour. This is your chance to review 2003 and discuss 2004 Championship with the Speed Com and we hope to see you all, I gather John Wilman is in the chair!! Make mine a double!!.

Dinner Dance

As mentioned in Luff stuff 4 this is going to be a very special do with the ticket price of £26 bearing no relation to what is being spent to make this a great night. Timings are as follows: -

3.00pm	Luffield Northern Drivers Meeting (1 hour)
5.45pm	Champagne Reception in hotel Reception area (MG only Parking in front of hotel).
6.15-6.30pm	Grand Firework Display
7.15pm	Sit Down to dinner in Tilden Suite.
Later	Prize Giving etc..
Even Later	Dancing the night away and a close look at some lovely cars (Le Mans MGA is coming).

So with the negotiations with Manchester Air Traffic Control for our own no fly zone underway, Wizz Bangs Ordered, It's going to be a great night and I hope **You** can join us.

Rodders Tricky Tip.

As the dehumidifiers go on and the next demon tweak is contemplated for 2004 it is worth thinking about what stopped you winning more points in 2003. I can bet that most of us have lost classes by the odd hundredth of a second. Particularly on a hill climb one way to go quicker is to miss out that gear change $\frac{3}{4}$ down the straight into the tight 130 degree right. In short extending the rev range of your engine. This will not give you more power but a free revving engine which can "Rev out" beyond its peak power RPM can make all the difference.

You require a very well balanced engine, blue printed to at least factory tolerances. A very good set of competition valve springs correctly matched to the camshaft of your choice and very good oil. Correctly set up a group 2 1275cc midget engine can rev to 7500rpm and 8000 on that special occasion.

I'm talking about 30 seconds over the course of a season at these Very High Revs, but when it counts.

Down sides, the loads at these rpm are massive and stretch things over time (Like Con Rods!!) The ignition system and fuelling have to be spot on and possibly slightly richer than normal. The cooling system, fan belt etc must also be in first class condition.

I tend not to use electronic rev limiters, The valve springs will normally limit your rev limit by bouncing and the only engines I have seen destroyed by high RPM were race engines Pegged at 9000+ RPM, caused during a down change from 4th- 2nd. A rev limiter has no effect in this case. As an aside this driver wrecked 2 engines before the cause was found using an Elliot rev counter and tell tail.

Recommended Present List

1. The best race seat you can afford which supports your upper body and allows you to steer the car with the wheel rather than hang on to it for lateral location.
2. A good quality electronic tacho with tell tail, these are now available in lots of face designs to suit older cars and help massively in getting the best from the old chariot

Regards Rodders

Paul Rodman 521 Chester Road, Woodford, Stockport, Cheshire, SK7 1P H 0161 439 8990.

Press Release – Saturday 1st November 2003.

Luffield MG Rover awarded X-Power Franchise

Luffield Cars, the MG Rover Dealers in Loughborough and Derby have been appointed as an **MG X-Power** distributor on behalf of **MG Sport & Racing Ltd**, the company behind the current MG Touring Car success. Their large area of responsibility will include Lincolnshire, Leicestershire, Derbyshire, Staffordshire and Cheshire.

One of only 24 appointments in the UK, the dealers will be able to retail the stunning **MG SV Supercar** as well as the powerful **385ps V8 MG ZT Saloons**.

SPECIFICATION – MG SV

*Engine - 4.6 litre
Aluminium quad cam V8*

Power - 320 h.p.

0-60 - 5.3 seconds

Top speed 165 mph.



In addition, Luffield will develop the franchise to encompass Performance, Brakes and Suspension upgrades for the current MG Saloons and Sports Cars and will promote the cars under the **MG X-Power** banner.

Luffield Cars was created in November 2000 to operate the MG Rover franchise in Loughborough, Leicestershire and in January 2002 after only 14 months opened a second MG Rover dealership in Derby. In 2003 after winning the MG Rover Award for their dedication to the franchise, the company is performing at 15% ahead of its 2002 sales volumes and the two dealerships are currently 1st and 2nd on the 2003 Regional MG Rover Dealers performance charts.

Managing Director David Wood said, ***“We are all delighted to have been selected to represent the new MG X-Power franchise with such a large geographical area. We firmly believe that our business will benefit tremendously by its connections with the prestige image that the franchise represents. Luffield Cars are dedicated to the MG brand and the addition of X-Power will strengthen our commitment and promote the Racing Pedigree of the MG marque which we already support with the sponsorship of the ‘MG Car Club Speed Championship’ and entries of their MG TF 190 and MG ZR 175 race cars in the ‘2003 MG Mayflower Challenge’.”***

MG Rover now has renewed energy with dealers like Luffield Cars, so if you need to own a British Thoroughbred Sports Car in the near future you should watch this space.....