



Luff Stuff

Issue no 6/03

The newsletter of the Luffield Cars MGCC Speed Championship

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

Seasons greetings to all.

The Northwest Centre Dinner Dance and Awards were superb and for those who could not make it you missed what can only be described as the biggest firework display since the millennium ! A big vote of thanks goes to Rodders for making the evening such a memorable one. We also had the Northern drivers meeting details of which are enclosed.

Due to his increased workload as the Northwest Centre Chairman, Rodders is stepping down from the speed committee for next season – we are all indebted to Paul for years of hard work behind the scenes and without his efforts many an event would not have taken place.

Looking forward to next year, we are finalising the calendar, which should be set in stone once Bernie decides what day he wants to moan about the British GP. There is the possibility of having an invite to a test day at Aintree circuit, possibly in March, please let us know of any interest ASAP. Also The Southern Awards and Dinner will again take place At Limpley Stoke on Feb 28th download forms from the speed champ website. Also enclosed is a piece regarding “MG’s on track” an organisation dedicated to provide track time for anything MG.

John Willman Receives An armful of Trophies from Paul “Rodders” Rodman for winning The 2003 Luffield Cars MGCC Speed Championship

Christmas Ramblings from the Roddery 13th

Speed Com Meetings

Nov 19th , Dec

Thank you for pointing out the odd errors and omissions in the points tables. These have been suitably tickled up and are now about as accurate as possible with the information available.

There has been one loser in this process and I make a sincere apology to Mark Hanson who was, in the final analysis bumped into 4th place. I hope he has better luck in 2004.

Our Speed Com on Nov 19th firmed up our ideas for the drivers meeting (see notes enclosed) and program for 2004.

A great northern dinner proceeded by some superb whiz-bangs was enjoyed by all. Thanks to David Rainsbury and the NW Centre Com for a superb job.

Our December 13th meeting concentrated on the thorny subject of target times. After 4 hours and some positive headway and various members being issued some homework we have agreed to re-convene before the end of the year.

The targets will be issued ASAP with one month cooling off period for comment before they are cast in stone for 2004.

The Calendar is firming up well, with only minor changes to the published version at present. The Regs have been given their annual dust off by Hamish with **no** changes to the technical regs and only minor re working of the championship regs as per our published proposed guidelines.

The Regulations and Calendar will be available ASAP in the New Year when all the venues are confirmed.

I take this opportunity to welcome Colin Pattinson, that well respected northern sprinter and car builder to the Speed Com together with Ian McDougall-Bell who peddles that very well dealt with ZR in the southern championship.

Ian, a computer wizz has agreed to handle the result service for 2004 for all the championship.

Some event organisers are desperately slow at sending results to the championship co-ordinator (we are still waiting for one set). So to help Ian provide a good service can one of the competitors at each event please pick up a set of final results and get them to us ASAP. Results will remain **provisional** until the Speed Com receives a set of official results but it will help us get the ball rolling. Ian's contact details will appear in Luff Stuff in the New Year.

Those of you who attended the Northern Dinner will know that after many years I am standing down from the Speed Com. Some mad fool decided that I would make a fair job of running the North West Centre of the MG Car Club. As usual I like to do the best job I can of these things and so I'm putting my efforts into the chairmanship for the next few years.

My first event was the MGCC NW Oulton Park sprint in my black 1500cc midget and the fun and friendship I felt at that special meeting has never left me. I travelled the country doing odd events in the Brown and Gammons Championship. A very loose beastie with no rules to speak of.

After a few years Hamish and I helped Jim write the rules for the NW Centres Norwester Championship and have been involved ever since.

The sprinting experience I gained was a massive help, when I went circuit racing getting a car away quickly and cleanly made all the difference. Over 3 years I won many races including the Cockshoot cup championship with 8 class wins.

To me competing sprinting or racing, was about having a laugh with good friends, and winning a pot was a nice bonus if it happened, I'm not saying I did not try hard to win but I competed for fun. We used to have team dinners particularly at Wiscombe Park. Following a very close practice each team member eats a Stegosaurus Pasty (big one with the crinkly top!), Double 99, swiftly chased down with a large coke. Everyone has put on the same ballast so the battle should be even in the afternoon...

Enough Rambling, If anybody would like to put something back into their sport, give Lawrie a bell, many hands make light work etc.

Rodders Last Tricky Tip.

If the old chariot is not unlike a Shackleton, 1000's of parts flying in close formation, little problems can become big expensive ones very quickly. Prepare the car as best you can, get to know it as well as possible, An odd noise, vague steering helped me find a departing front damper lever arm before it became a major problem. Despite the temptation, make the car handle and stop before strapping on an extra 100 hp. Finally enjoy your sprinting.

There is always someone slower than you!! If you see a low black "R" Reg 1500 Midget that sounds like its got a ford BDA under the one piece front or the red Grinnall Scorpion III come and say hello. I hope the tricky tips have proved useful. Any Questions / Advice Phone **0161 439 8990** after 6pm. See you at the Southern Dinner.

Regards *Rodders*

Paul Rodman

Northern Drivers Meeting, November 22nd, Shrigley Hall.

LB gave a brief overview of the year and apologised on behalf of the committee for those aspects which did not go to plan, (Results, General Communication, Target Times.) He then gave a through briefing of our plans for 2004 as per the Revised proposals issued in Luff Stuff 5. This included the unfortunate clash of the Prescott / Curborough Dates. The Discussion was then opened to the floor and the following points were raised.

1Q. Point Raised 1A. Answer on Day 1F. Follow-up Action Required.

1Q. Lack of Luff Stuff and Results

1A. New Com Member Ian M Bell to handle all results, These will be posted on web site ASAP. He may require competing drivers to inform him of the results. ** Results to remain **provisional** until hard copy is received from event organisers (And published in Luff Stuff ??)

1F. *To action above + Slick production of Luff Stuff, Monthly if Poss. NB Results may well appear on Web before Luff-Stuff.*

2Q. Proposed by floor to make TWO events Joint Events, Silverstone to be added to Northern Calendar and Second Curborough to be added to the Southern Calendar. So Overall 22 events with 12 N and 12 S.

2A. Good idea to have 2 joint events, to recommend to Speed Com.

2F. *If agreed amend calendar and regs to suit.*

3Q. MOT problems with Luffield Sun Strips on Midgets and MGB`s. (Within swept arc of wiper blade, MOT Failure Point.)

3A. LB to contact Luffield cars Re a large supply of small oval stickers.

3F. *Enquire even Smaller Luffield sticker possibilities, check and clarify Regulations re decal requirements.*

4Q. Roll Bar Reg`s Re MSA Blue Book.

4A. We say Recommended Min Aerobar at present in regs. To find out Latest Recommendations.

4F. *To Study 2004 Blue Book, Contact Scrutineer, to Confirm Guidance Notes. (MSA drawings apply to single seat racecars in 2003 Book).*

*Important Points***

Top of helmet must be 50mm below top of roll bar in All cases.

Roll Bars can only be welded by (Coded) welders. Normal welding wrecks the heat treatment of the adjacent steel reducing its structural integrity and possibly causing failure of the metal.

5Q. When will we see the revised targets and can we have them amended if required.

5A. We hope to have the revised targets issued before Christmas. We will accept comments and with the approval of the Speed Com revise targets as required for a period of One Month from the date of issue. After that point they are fixed for the rest of the season.

5F. *To action 5A and consider comments received.*

There was a positive feeling towards the Proposed format and a general willingness to give it a try in 2004. LB stressed that the target times would be universally tougher but fairer for all.

The meeting broke up at 4.00 approximately 20 attended including the Vice Chair of the MGCC.

MGs on Track

A new community of MG owners might just be taking their first step towards motorsport. Before this year many of these people have never been on a racetrack before. Now they've experienced their first few laps around circuits like Silverstone, Donington, Brands and Goodwood. Who knows, in a year or two some of these may be sprinting or even racing.

So what's going on? The answer is 'MGs on Track' (MGoT). Dave Livingstone, one of the organisers, explains.

"A few of us had done the odd track day and really enjoyed it. However, we found a couple of problems. First they were too expensive to do as often as we'd like. Second we were likely to be the only MG owners there. So we decided to try a bit of self-help.

The plan was to club together and try for some group discounts. Gathering MG enthusiasts together would also make the off-track time more enjoyable, as we'd have plenty to chat about.

Initially, this worked well and we enjoyed two days in the early part of 2003 at Rockingham and Brands Hatch. We managed to get good discounts, despite only having a handful of cars.

Spurred on by this success, we contacted various car clubs and discussed sharing days. This proved even more successful. On August Bank Holiday Sunday we got 20 cars out for a day at Donington. This was shared with the MX5 club and SELOC (a Lotus enthusiasts club). At just £99 it was tremendous value.

In our latest venture we organised our own dedicated MGoT day taking 40 cars to Goodwood on November 5th. Over 30 of these were MGs and we had a great range of cars from an MGA through to the latest MG Z cars.

Since starting MGoT just over a year ago the response has been terrific. We now have a website (www.mgs-on-track.com) and our email mailing list has grown to around 250 names.

Along the way we've given strong encouragement and support to the MGCC who organised a day at Silverstone in March. At this event we handed out a track day questionnaire. With over 60 questionnaires completed since then, we've fed the results back to the MGCC and are encouraging them to do more track days in 2004. The survey results are also helping us shape our plans for the future."

If you're interested in getting regular updates from MGs on Track or would like to add your feedback using their track day questionnaire, just email dave@mgs-on-track.com.