



The Luffield Cars MG Car Club Speed Championship

Championship Co-Ordinator: Lawrie Brown

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Drivers Meeting – December 6th 2009

Agenda

1. 10.00 Coffee and biscuits
2. 10.30 Chairman's introduction
3. Calendar for 2010
4. Regs changes for 2010
5. Finding a place for T Types
6. Possible changes to regs for Racing Specials
7. Any other Business
8. 13.00 Coffee & biscuits

1.&2. The meeting commenced at 10.30. The chairman (Lawrie Brown) gave apologies from Paul Rodman who had expected to be present, but who was not able to travel because of ill health.

Lawrie complimented those present on their punctuality, in spite of serious queuing on the M42. At this time there were 22 drivers present, but this eventually rose to 34, including some guests from the MG T register. He pointed out that we had a full, and in parts controversial agenda, which would require discipline if all these important were to be properly discussed,

3 Calendar

All delegates had a copy of the proposed calendar, (Attached)

It was pointed out that there had been all the usual problems with clash of dates, and that June was likely to be a very crowded month. In June there was still uncertainty about the MGCC annual event because the date of the British GP was still uncertain, but provisionally June 6th was to be the date of the MGCC 3 day event.

There were almost certainly going to be changes in both the racing circuit used, and the site of the Luffield Sprint. There was a possibility that the Stowe Circuit could be used for the Sprint, but this would be very expensive. To meet the costs entry fees would have to be increased, and other classic car clubs would need to be invited to increase entry numbers. It was stressed that all these plans were in very early stages, and were not to be taken in any way as definite.

Several speed event venues which had been poorly attended were highlighted as possible deletion from the calendar. Lydden and Llys y Fran had already been deleted.

There was some discussion regarding Lydden, which was once a very popular venue. In 2009 only one Luffield contender attended, and it was thought that this was because the entry fee was high and the event was now only part sprint and part race.

With regard to the other questioned venues it was pointed out that though the Luffield attendance was low, these events were very popular with other MGCC members, that the organizers of the events were extremely welcoming, and the events were well organized. It was also pointed out that because of the vast area covered by the Southern region, there was a need for extra venues in order to make traveling distances economical.

It was agreed to continue to retain Rushmoor, Eelmoor, Abingdon, Aintree & Castle Hill in the 2010 calendar.

4. &6. Changes to Regs.

This was by far the most comprehensive discussion of the day, and revealed some deep and strongly held differences within the drivers taking part.

In spite of these differences the debate was orderly and well conducted in a friendly manner.

It was quickly agreed that the capacity steps in Group 4, which had been

Up to 1500cc And Over 1500cc were inadequate for this class, in particular it was discouraging to MGBs who had to compete with the V8 3.5 litre cars

It was agreed to change this to :-

Grp 4 capacity Classes

A) Up to 1500cc

B) 1501 to 3000cc

C) Over 3000cc

It was agreed to include a regulation regarding "Bringing the Championship into disrepute"

The chairman pointed out that in the whole of his period of office he was only aware of two cases of such behavior. Both of which had been dealt with satisfactorily. But there was a need to formalise this matter in the regs. This was agreed unanimously.

The main discussion was regarding the specification of Racing Specials. The chairman suggested that we should hold a frank and open discussion on this matter, but defer making any major changes to regulations until 2011, thereby giving ourselves time for mature consideration.

James Thacker gave the meeting an excellent summary of his concerns and thoughts regarding regulation. This served to focus the minds of the meeting on the very real problems we have to face.

The concern was that our current Silhouette regulation left the design and construction of "Specials" very open to abuse. It was pointed out that there had been an actual case of a Mallock car having a Midget body dropped on it, to become an MG special.

The small committee looking into regs had already come up with some regulations to prevent such abuse. These involve specifying that the engine position should not be changed, and that certain other structural parts should be retained.

The main division amongst those present was regarding engines.

In particular there was the question of replacing A series engines with K series engines.

Both engines have a good MG heritage, But should there be a K engined Midget?

It is important that specials should encourage initiative in design, but should it go so far as to completely change the nature of the car?

There was similar Discussions regarding the V8 engines now in use. The original Rover parts can be very expensive, but, for example, an alternative cross flow head would be significantly cheaper, *and* give superior performance.

Many of the earlier engines were designed with carburetors. Replacing these with more modern Fuel injection systems is both cheaper, and gives improved performance.

All of these matters are left open for discussion during the coming year. We now have a small "Regulations Committee" who consist of The Championship Stewards plus Danny Cusworth, together with other persons from time to time as their expertise is required.

They have already put in a massive effort to update our current regulations, for which the chairman expressed his gratitude.

It was agreed that if any driver felt that he had an important part to play in these deliberations, our Co Ordinator would organise and E Mail. Ring to facilitate discussions.

5. Finding a place for T Types

Because of their age and wide variety it has been difficult to fit T Types into our Championship . However, everybody would like to see T type there, and many T type drivers are anxious to compete.

After some discussion it was agree that we could integrate these cars by using the T register sporting regulations, "Welded in" to our regulations By the use of this phrase.

"Group 2

" T register cars of group A and B in the Sporting Regulations of the MGCC T Register are deemed equivalent to Luffield Group 2 cars for the purpose of this competition. T" type cars may use conventional "H" gate 5 speed gearboxes"

Group 3

T register cars of group C and D in the Sporting Regulations of the MGCC T register, are deemed equivalent to Luffield Group 3 cars for the purpose of this competition. T" type cars may use conventional "H" gate 5 speed gearboxes"

7.AOB

A vote of thanks to our Sponsor, David Wood of Luffield Cars for his continual help and encouragement was proposed and passed with acclamation.

The Co- ordinator and the various hard working committees were thanked for their continued dedication.

The meeting closed at 13.45

Appendix

Changes to regulations mentioned in these minutes.

Note - Class splits based upon the Standard capacity of the Model according to the Manufactures Specification.

GROUP 1 - (STANDARD)

- Up to 1500cc
- 1501cc to 2400cc
- 2401cc and over

GROUP 2 - (ROAD GOING A)

- Up to 1500cc
- 1501cc to 2400cc
- 2401cc and over

GROUP 3 - (ROAD GOING B)

- Up to 1500cc
- 1501cc to 2400cc
- 2401cc and over

GROUP 4 - (SPECIALS)

- Road-going up to 1500cc
- 1501cc to 3000cc

- o 3001cc and over
- o Racing up to 1500cc
- o 1501cc to 3000cc
- o 3001cc and over

3.2.2.13

“T’ Type cars, running under the ‘T’ register championship sporting regulations class A & B are deemed equivalent to Luffield Group 2 – Road Going A for the purpose of this competition. In addition, “T” type cars may use conventional “H” gate 5 speed gearboxes”

3.2.3.13

T’ Type cars, running under the ‘T’ register championship sporting regulations class C & D are deemed equivalent to Luffield Group 3 Road Going Modified “B” cars for the purpose of this competition. T” type cars may use conventional “H” gate 5 speed gearboxes”

3.2.4.8 **Exterior Trim** – *on open cars where the windscreen frame is removable*
Original windscreen may be substituted for an aero screen / wind deflector.
(For the avoidance of doubt, The windscreen does not count as the silhouette of the car for this class)

3.2.5.7 **Chassis & Bodywork** - Bodywork is free, but must retain the silhouette and contours of the original vehicle between the wheel hub centres, including special tuning variants. Original front scuttle / A Post / Inner sills where fitted on original car, must be retained in original position but may be relieved / incorporated into a new structure MMM & T-type specials may run original special body panels

3.2.5.2 **Fuel System** - Free, but pump fuel must be used. ***Lead replacement additives as defined in “The Terminology” may be used.***

3.2.4.8 **Exterior Trim** – *on open cars where the windscreen frame is removable*
Original windscreen may be substituted for an aero screen / wind deflector.
(For the avoidance of doubt, The windscreen does not count as the silhouette of the car for this class)