



The newsletter of the Luffield Cars MGCC Speed Championship

Also available at the championship web site [www.mgcars.org/mgcccsc](http://www.mgcars.org/mgcccsc)

## Luffield Cars MG Car Club Speed Championship

It's September already and the long nights are beginning to draw in.

Following the drivers meeting at Silverstone, surveys and general feedback, we have spent hours finalizing next years championship, Paul includes in his ramblings.

Looking forward, the North Western Dinner Dance & Awards at Shrigley Hall in Cheshire is looming. The North West Centre is celebrating 70 years of service to its members, and is sure to go off with a bang! (Rodders is in charge of the pyrotechnics) The night will be slightly more grown up than normal (I find that hard to believe!). When is this fantastic evening I hear you cry? Saturday November 22nd is the answer!

### Regulation Changes

At Anglesey, there was a lot of talk about the regulation changes for next year concerning roll bars and head restraints. Whilst not qualified in any way, talking to officials, it seems if you have a road going car, it must have some means of arresting rear deflection of the head. Also a helmet must not be able to fit or get jammed between seat & roll bars. As I said I am not qualified in any way, if in any doubt, please check with your local tame Scrutineer.

### Coordinators jottings

Many of you seem to have missed a very good weekend at Castle Hill. This was a new venue this year, inserted partly because we needed a few new venues, but particularly because the organising club seemed to be active, pleasant and interesting. When we received the regs. It was apparent that this was also a very good value for money, and a number of drivers commented to me on this matter. But alas very few of you actually went down to Cornwall for the meeting.

From the reports of those who did go, this was your loss. I am told that there was a warm welcome, that the facilities were good, that the track was good as well as challenging and the meeting was well organised and enjoyable. I have also received an e mail from Castle Hill saying what nice people MGCC are, so well done our ambassadors that went.

So favourable are all the reports that we are considering making it a round of the 2004 championship. So I need to know why you didn't go! Yes I know it is a long way from London, but it is not so far from Bristol, or from much of the southern region. Would maybe some in the Midlands be interested in going?

A further thought. Looking in the Castle Hill regs. It would appear that you could organise something of a holiday of Speed events as the Cornish Championship has meetings on consecutive weekends at closely spaced venues. I feel confident I could get invitations if there was a realistic demand.

**Lawrie Brown**

### Curborough Sprint

The sprint course at Curborough basked in warm August sunshine for a combined round of the Northern and Southern Championships. An excellent turn out of almost 40 MGs took to the track and were rewarded with three timed runs, complements of the Midland Centre.

A pair of new ZRs got the ball rolling, with Iain McDougall-Bell putting 220+BHP to good use in his Road Modified model, stopping the clocks in 65.32 seconds on his best run, comfortably beating Helen Waddington's Standard version.

In the Midgets, Gene Barmark, a lone Standard entry, chipped away at his times during the day, whilst in the Road Modified class, Allan Inwood had an easy win at one of his favourite tracks. In the Modified cars, Mark Turner impressed in his 'Midget Challenge' race car. After his first (and best) timed run, Mark was actually fastest MG overall on 64.96. Although eventually losing that mantle, Mark ended the day as class winner from John Hawley.

Close competition could be found in the Standard B class, with Jonathan Berresford taking the win from Nick Yates by less than a second. Keith Williams, sharing Nick's car, was a further couple of tenths behind in third. The biggest class of the day was for Road Modified B/C/V8s. Chris Cooper's vivid yellow C was never headed and ran out as class winner by over a second from Nick Phillips (B) and Bob Morris (BGT).

The MG T-types provided some spirited driving and respectable times, with Peter Greenaway the eventual class winner in his TA Special, with 73.21, from TB mounted Steven Baker.

The small capacity Specials class generated much interest in the paddock, with K-series and bike engines on display. Richard Sands "conventional" Midget suffered a blown engine on his final run, but still managed to take the win from Steve Naish in his 998cc Yamaha engined version. The demise of the Tim King/Kim Johnson RV8 from the big capacity Specials class opened the door for Terry Pigott to chase MG FTD. A broken throttle cable in practice hampered Terry's build-up, but he recovered to take the class, if not the big prize, in 64.77.

The MGF/TF class was dominated by Adrian Guyll in the 'Mayflower MG Trophy' TF racecar. Having "over-driven" in the first timed run, Adrian knuckled down to an impressive display of controlled aggression to clinch both the class and MG FTD by half a second in 64.23.

**David Coulthard.**

### **Three Sisters**

Traditionally, the August Three Sisters 2-lap event is run in wet conditions, and despite the summer heat wave, this year's meeting was no exception. Fortunately, thunder, lightning and heavy rain for the morning practice gave way to a warm and humid afternoon. Early talk in the paddock was of taking one run then heading home, but everyone stayed to enjoy three timed runs.

A pair of Standard class cars were first to turn a wheel, with Helen Waddington using the power of the ZR saloon to record a time of 96.61 and edge out the BGT of Phillip Yates.

It was a good day for the Midgets in the Road Modified class. I managed to put a spin in practice behind me, to set a class winning time of 89.56 and John Wilman took second place a little over a second behind. A further second adrift of John in third was Paul Drake, in his well presented BGT. Paul had to rely on his first timed run, as spins on his second and third tours blunted his challenge, such were his efforts to catch the Midgets. Bruce Dobson, making his Championship debut in his BGT, achieved a personal goal on the final run, just breaking through the 100 seconds barrier.

Finally, a late entry from Richard Forggart helped to form a "V8" class with Terry Pigott. Predictably, Terry took the win and MG FTD in 85.02, despite spinning on his first run.

As the competitors packed up after an entertaining day, the calm was shattered by a deep rumble of thunder. Phew! It was only Terry and Richard starting the V8's...

David Coulthard

Thoresby Park

Thoresby Park, in North Nottinghamshire, must be one of the most picturesque venues the Championship visits, with the impressive Thoresby Hall forming a backdrop to the sprint through the woodland deer park. The Kiosk hairpin right, followed by a fast sweeping left, takes the driver to the confusing and aptly named Five Ways corner. Having negotiated this 'over square' right hander, the track drops gently down hill, via a couple of bus stop chicanes, to Century hairpin and the finish line. Definitely a "Midget" track.

After heavy overnight rain, the track was still damp, especially under the trees. However, once the warm autumnal sun got to work, the timed runs were held in dry conditions. The Nottingham Sports Car Club provided classes for the 4 Championship grouping and first to take on the challenge were the Standard cars.

Having cured a misfire in the lunch interval, Keith Egar's Midget dominated the class with a winning time of 56.96 seconds, although the car did still sound quite 'lumpy'. A second adrift came the shared BGT of Jonathan Beresford (57.90) and Richard Clark (59.46), with the ZR of Helen Waddington struggling in the narrow chicanes (60.10).

A brace of Midgets made up the Modified "A" class. Richard Watkinson impressed with his relatively new acquisition and took the class with 55.23, beating John "The Human Calendar" Wilman by three quarters of a second.

After the first timed runs in the Modified "B" class, my Midget held a comfortable lead over the chasing MGBs. However, Antipodean Nick Phillips lopped a couple of seconds off his time to close the gap and pile on the pressure. "And there's more to come, for sure!" he reckoned. Australian sports psychology in action?

If it was, it backfired when 'Equipe Stewart' hit the track in the family B Roadster. First, father John snatched the class lead, with 56.84. Then, a 57.89 run from son Michael annexed third and relegated Nick to fourth. Keen to continue to improving trend, I trimmed a second off my PB and stopped the clock at 55.22, to regain the class lead. Nick? Well, perhaps the extra speed obtained by folding in his wing mirrors caught him out, but Nick's last run came to an end half way up the "Century" hairpin escape road, having out braked himself. A superb English performance against Australian opposition. If only it were cricket. Or rugby. Or...

Terry Pigott's lone "Special" completed the classes, with a best of 51.05 in his B V8, despite getting the car partially airborne at "Five Ways" on his final tour.

**David Coulthard**

### **Ramblings From The Roddery - Speed Com Meetings 29th July/ 26th August/24th Sept.**

Sorry for the lack of Communication since the last Luff Stuff, Please find enclosed all the event results in my possession and the North / South Results table to date (15-10-03). As previously I would ask that you please check your own scores and please inform me directly of any errors you find.

Unfortunately Despite our best efforts we are short of results for 3 Southern Events Oddicombe, Colerne (August), and Castle Hill. Laurie is working in the Far East at present so I would grateful if any competitor could contact me directly with these results.

I hope to send out a Final Results Sheet within 2 weeks with all the Final Points Etc.

### **On to Speed Com,**

Thanks to TJ for coming up north to our meetings, Its great to have some southern input to our National Championship, As a committee we have spent a lot of time looking to next years championship structure taking on board comments passed to us over this season.

The result of our deliberations is contained in the proposal sheet. We do feel this would work subject to the usual minor tweaking etc. Please bring any thoughts you have to the drivers meetings at Castle Combe, or Shrigley Hall.

Enclosed you should find a flyer from our Sponsor, Luffield are doing some cracking deals on MG`s , Danny's` Tdi Express Locksmith Van is very impressive out of the box, But I gather has even more potential after a bit of minor brain surgery.

### **Past Winners Pots**

Those of you who won a major pot in 2002, Windmill + Lewis, Kimber, Register Trophy, etc, etc, It is time to say good bye and hand them back to a Committee Member At Castle Combe, or 3 Sisters please - in time for this years lucky winners.

### **2003 Class Winners**

Due to copy deadlines I have not worked out all the Group winners however, it is clear who the front-runners are and this is advance warning to please dig out your favorite photo of your car to send to us to make you a very special trophy. Winners will be contacted directly soon.

### **2003 Northern Awards and Dinner Dance**

2003 is a special year for the North West Centre; it's our 70<sup>th</sup> Anniversary. The climax of this years celebration will be the dinner dance at Shrigley Hall. Although always a good do this year we are well and truly pushing the boat out with Fireworks, Champagne reception, MG Only parking in front of the hall, Live music, Unique Aluminum Le Mans Winning MGA etc, etc. In short a Very special night is in store and I do hope you can make it.

The drivers meeting could be earlier than usual at 3.00pm with the Reception for Dinner Starting at 6.15pm. **Please Note these timings are approximate and subject to confirmation.**

The bad news is that the Bedrooms are approx. £96/ Double, Inc A **Very** Full English Breakfast. This is a bit of a one off event so I'm staying. Sunday could include a gentle run out in the rolling Peak District, good pub lunch. A play on the Cat & Fiddle might even appeal to the talking Speedo (Wife), or as a last resort a dreaded visit to the Trafford Centre for that pre-Christmas Shop.

### **Nuptials**

Congratulations to Hamish and Maria Cruickshank on their wedding on the 11<sup>th</sup> of October, with best Wishes from all on the Speed Com and Luffield Competitors.

### **Rodder's Tricky Tip**

Just a quick one this time, As tracks start to get slippery this time of year it is worth thinking about getting the old chariot off the line quickly and cleanly. 6000 of your finest RPM`S on the clock and a dumped clutch might feel impressive as white vapour gives way to blue tyre smoke but against the clock to the first bend you will be desperately slow. Take time out at an event with a stopwatch and time cars from a standing start to a point say 50 yards down the track. Time any cars not just MG`s. The results will surprise you. A slow looking car will walk past quick machinery with the wrong technique. The are no hard and fast rules but lets say a small amount of wheel spin +10-20% off the line seems to work followed progressively feeding in the throttle once the tyres are gripping. On very wet / slippery tracks an early change to 2<sup>nd</sup> helps. I have even started in 2<sup>nd</sup> with good results before now.

As a general rule look at the quiet experienced competitors and take on board the best of their techniques.

### **Discounts**

It has come to my notice that some Luffield competitors are not reading event regulations thoroughly and as a result are not claiming the MGCC discount negotiated for them. This organizer has pointed out to competitors in the past and has even sent out cheques after the event with no thanks received for their trouble. This organiser now takes the line that if competitors don't claim the discount then they won't get it.

### **Track Hire**

One venue we frequent has put up the cost of track hire up by 20% for 2004. I'm afraid entry fees may well rise by 5% again.

**All the Best,**                      See You at Shriggers (Last time at this venue)

**Regards** *Rodders*

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