



The newsletter of the Luffield Cars MGCC Speed Championship

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

Hi! Plenty of stuff to get through so no waffle! First Lawrie's news, then reports (please send more to danny@cusworth.net for future inclusion) the lots of numbers!

Coordinators Corner (June 04)

North/South Series

Some of you are confused and worried about the series championships this year. A long time ago, when I was involved in industrial training, I was taught that if people didn't understand it was my fault because I hadn't explained properly. So here goes with a full explanation, and confession that there was something we never thought of as a Speed Committee.

There is a National Championship, into which every registered competitor is entered. This being a National Championship, competitors may score points in any round of the Championship, regardless of its geographical location, from the outer Hebrides to the Scilly Isles (I regret that we have no events in either of these desirable spots!)

There are two *Regional series competitions*. Competitors may choose which of these they wish to enter. The Northern Series is all events North of Longbridge. The Southern Series is all events South of Longbridge. Two events, Silverstone and the second Curborough event are exceptional in that they are classed as both North and South. Competitors score points *for their chosen series* only in events in that series.

The confusion arose because four competitors have registered separately for both North and South Series. This raised a fear that some Demon Driver might actually win all Three!

Your ever diligent committee had, in part, thought of this, and regulation 1.4.12 states. "The overall Champion forfeits his right to his Series award"

However this still leaves a possibility of a Competitor winning both North and South series. Being normal, fallible human beings we missed that one. During the last week or two I have personally spoken to each of the four competitors who have registered for both Series, and they have all agreed, that in the event that this should happen they will voluntarily forfeit their right to the second series award. Let me acknowledge here that all agreed to this gladly and with good grace. A common comment was that they would be very lucky to win either anyway.

So thank you to the competitors for helping to solve this problem amicably, and rest assured that the regs for 2005 will be suitably adjusted.

Changes to Regulations for 2005

We intend that changes will be as few, and as simple as possible, and they will be circulated in LuffStuff in plenty of time for your comments. One is mentioned above, another is a proposal that the Ladies Championship Award should, like the Luffield Championship, be a National Award. This partly to raise the status of the award, but also to provide better competition as we have so few lady competitors. Helen Waddington, who is the current holder of this award, has suggested that we make this a national award this year. This seems a good idea to me, but valid comments would be welcome.

There will definitely be no changes to the Technical Regulations for 2005. If your car fits this year, it will fit next year.

Sponsors Logo Championship Stickers

Luffield, our Sponsor, puts a lot of support into the championship, not least on finance. Our regulations (1.3.9) state quite clearly that all competitors must display championship decals. I was therefore a little surprised to see at Ty Croes that a number of cars were not displaying decals.

In addition to the competition number background decals I also have a supply of simple strip decals. These are ideal for cars that already have a white roundel, or something similar. They are also probably more convenient for competitors who drive their car to meetings and do not want to create a "Boy Racer" image. If you need them just shout. I will arrange for TJ to have some of these to be available at Southern events. But *please* use them, otherwise you are "Improperly dressed" (Only those with a National Service history will appreciate the seriousness of this offence)

Meeting Reports

We badly need a reporter for the Southern events. We want every edition of Luffstuff to contain brief, informative and even humorous accounts of events from both North and South series. We have several scribes in the North, but no regular contributor in the South. If you can knock out the odd 100-200 words we can guarantee publication. Please send any contributions to me, or preferably to Danny Cusworth (danny@cusworth.net). E-mail is the ideal route as this is both quick, and saves Danny having to type it all out again.

Lydden Sprint

Your Co-ordinator has managed to foul up the calendar, but at least this time with a happy ending. You will have received regs for the Lydden Sprint on 10th July, but the calendar says it is on the 28th August. This is the result of my juggling with dates early in the season. At that time dates for many events were changing frequently, partly because a certain Mr Ecclestone could not make up his mind about Silverstone. So while juggling with dates I kept all my options open as far as possible for as long as possible. Unlike the juggler who drops all the balls, I succeeded in catching them all, and accepted both dates.

The net result is that we are invited to Lydden on both dates. July 10th will be extremely inconvenient to any one going to Loton Park, but the August date should be OK for many. Please support both dates as far as possible.

Events Calendar

The Lydden event draws attention to a further problem that we have. This Year we cut down the number of venues, partly in order to increase the level of participation as an invited club. At the same time we made the championship a National Championship. This has led to an unforeseen difficulty.

Clubs inviting us to their events tend to place a restriction on the number of "One make" cars in their entry list. This number varies, but is usually 20-30. When the championship was regional the number of competitors in each region was about 45, so 20-30n would be about half the total registered competitors. Now the total number of registered competitors is 85, and while by no means all of these will apply at any one venue, 25 is a relatively small proportion. I know that many of you were disappointed at Gurston Down. The organisers of that event were themselves very worried about the number of entries they had to refuse, and did in fact increase our share as far as they were able. I know there were similar problems at Prescott, and there will be a Loton Park. If anybody has any bright ideas about solving this problem please contact me by e mail.

One approach that is worth looking at is the less popular venues. Dunkeswell was not very well attended, and Castle Hill had only three MG entrants last year. Curborough is able to take a large entry and gives preference to MG.

Lawrie Brown

Scamonden Hill Climb. 9th May

Scamonden was dry, how about that. Or at any rate as dry as it ever gets. There is a growing tradition that this event is becoming a multi-run fest. With the usual sub 40 entry all cars can be sent down to the lower paddock in one batch and immediately return after their run. In fact it is becoming difficult to find time for a visit to the little house on wheels. It was nice to see David Coulthard taking time off from ZR racing to attend. There were one or two new faces who are very welcome. Surprise of the day was the entry from Richard Froggatt in the gigoormous ZT 260. As expected, it proved to be a bit of a handful on this track. Digger's V8 'B' has acquired a lovely crisp exhaust and lowered suspension. That, and whatever else he's done, resulted in the fastest MG award. Other class positions can be seen in the results tables enclosed. However, iffy mate J.R.Hartley unexpectedly picked up the novice award. He was so chuffed he is considering giving up fly fishing altogether.

Anglesey sprint 29/30th may

An absolutely perfect weekends sport. A superb circuit with first class facilities and gorgeous weather. what more could you ask for? We had a good spread of entries comprising 2E in total. Most classes were represented and the individual results are enclosed. Performances of note came from Ian McDougal Bell in his modified ZR 160. He actually managed to go a little faster than John Dignan's V8 which appeared to be suffering from fuel vaporisation in the heat. I had the same problem on my last run. Fastest MG went to James Thacker in his racing special midget. Richard Froggatt's mighty ZT 260 was able to use it's Mustang derived horses to put UP d' very creditable time due to very spirited driving. sitting in my midget in the start line-up behind the ZT I had an insight into how a pilot fish must feel when confronted by the backside of a Whale.

John Wilman

Dunkeswell, June 12 th

There were six MGCC SC contenders for the Devon 4 Motorsport Dunkeswell Sprint, and with a relatively small entry of 73 cars and the customary slick organisation of Devon 4, 2 practice and 3 timed runs were the order of the day. Our contingent looked likely to be diminished to just 5 entrants, but a late entry by John Dignan swelled the ranks and gave Terry Pigott some welcome competition in Class C4.

First practice was the usual learning process made harder by the track being a little slick with the cold morning wind and the customary 2 stroke oil on the tigt (but wider than you might imagine) twisting 1300 yard 2 lap Kart circuit, causing even the locals to comment that it was unusually slippery!. Roy Clarke half spun the Midget on his first run in class A1 and after a gung-ho run in practice 2 he resolved to 'take it steady' for the timed runs and proceeded to take 3 seconds off.....there's a moral there methinks!. Philip Methuen and John Neighbour in the MGB's enjoyed steady progress through the runs although John was heard to comment that he was having difficulty finding his way round as the bends followed so closely one from another!. I was placed in Class A4 with a whole Gaggle of Mitsubishi Evolution 5 and 6's, which although mighty impressive to watch gave me no chance, although I did manage to best a TR7 V8 which was pleasing!. In C4 Terry P posted a good time in both practice runs and then proceeded to be slower in all the timed although he still managed to hold off JD, who was seen experimenting with different techniques on each of the timed runs, impressively lifting alternate front wheels on his second, and sliding his way though on the third, but in the end it just wasn't quite enough!

A worthy venue for a round of the championship, a good track, and a well run and enjoyable days Sprinting. Put it in your diaries for next season.

Chris Cooper