



The newsletter of the Luffield Cars MGCC Speed Championship

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

As this years championship draws to its conclusion, all eyes will be on the enclosed score sheet showing your & **your competitors!** Best eight scores. Also, there has been much said on the bulletin board regarding the substitution of gearboxes in Road going B classes. I have kept my head down as I have a Datsun (!) fitted to my midget. There is a clarification printed in this issue.....

Also a big thankyou for all the event reports you have sent in some, I feel, could be made into a screenplay! Please keep them coming!

EVENT REPORTS

AINTREE?

The revolutionary monocoque Lotus 25 was the class of the 1963 'Aintree 200' field and Jim Clark was on Pole Position by a handsome margin. The 3 minute board was shown to the grid and Clark prodded the start button. Nothing. He hit it again. Dead. In an instant, he was out of the car and running for team-mate Trevor Taylor's identical car. By the time the changeover was made, Graham Hill and Innes Ireland were long gone. Race over.

Fast forward 41 years and Richard Watkinson gets ready to pull up to the start line at the Aintree Sprint. He turns the key of his Midget. Nothing. One more go. Still dead. Fortunately, Richard gets the little car going with the aid of his fellow drivers, who's assistance will be called upon more than once during the day...

Liverpool Motor Club provided but a single class for the 16 hardy competitors who braved the incessant June rain. Terry Pigott was an early victim of the weather, the big B V8 aquaplaning off along Valentines Way on his second practice run. First to call for assistance from their fellow competitors were Gerald and Edward Revell, whose stressful season continued when the Midget chewed up it's fan belt, after the first practice run.

The rain continued for the first timed run. Terry potted round to get a 'score on the door', leaving him 9th in the class, whilst Paul Drake (BGT) pushed just a little too hard and spun. Surprise of the first run was Jeff Llewellyn, in the pretty MGA Coupe, who was 8th. Jeff would end the day 12th.

The rain abated for the second tour, but the track was still rather damp. The Midget of Danny Cusworth took almost 4 seconds off his previous time, whilst Philip Yates (BGT) and David Miles (B) each took 3 seconds off. An excellent 5th after the first run, Helen Waddington in the ZR 160 slipped back as the track dried. She ended the day 8th. Poor Jonathan Beresford, had a big accident on the exit of Village Corner, hitting one of the very substantial Grand National fences rather hard. The heavy rear end damage to the BGT, and the loss of the exhaust (with the help of the rescue crew's power saw!), ended Jonathon's day. However, his fellow competitors pitched in to ensure Jonathon was able to drive his car home.

The track was dry for the final run. John Dignan (BGT V8) was, by far, the best MG with a time of 54.08. Terry was 2.6 seconds behind in second place, whilst Nick Phillips, fresh from racing at Spa-Francorchamps, was third. Edward Revell was an excellent 5th, but denied a run in the dry, when the exhaust system fell off along Railway Straight!

Paul Drake gathered it all up to finish 6th, but John Wilman was just a couple of tenths behind. With electrical power restored, Richard Watkinson was 11th, 0.04 seconds behind Danny. John Hartley was 13th.

Me? I was just happy to follow in the wheel tracks of my uncle, Jimmy Blumer in his Lotus 24, who was 8th that day back in 1963.

David "go as fast as you can" Coulthard.

LOTON PARK JULY 11th 2004

There was a good entry of 21 Luffield drivers at this famous Hillclimb venue. It was very pleasing to see Jonathan Beresford because he bent his car quite heavily at Aintree, some midnight oil has been burnt! John Dignan put down a very quick 62.62 but a TR6 beat him, must be a good one! All the Midget drivers seemed to be having a good time of it in the nice dry conditions, Myself included in the Willman prepared car, so much fun I cannot thank the kind man enough for letting me loose with his pride and joy - The car that is!

John Hartley

THREE SISTERS

The Three Sisters kart track near Wigan was bathed in warm summer sunshine for our annual visit. How the timing works with four cars doing two laps simultaneously, I don't know! Lancashire Automobile Club laid on a class for each Championship group, and the Standard cars were first away.

This substantial class is dominated by 'modern' MGs. Perhaps their owners don't want to modify their new cars or maybe they think they are fast enough already? Speaking as one of the 'converted', I prefer the latter explanation! Whatever your view, the Midget of Gene Barmak, the B of Philip Yates and the C of William Sharp were left trailing.

Less than a second separated the ZR 160 of Helen Waddington, from David Jones in his TF160. A second outing for Helen's ZR saw me split the Pattinson family, with Gareth putting in another storming drive in the MGF, beating dad Colin, and me, to take second in class.

However, Richard Frogget in the mighty ZT V8 took the class easily, having been MG FTD after the first run. Two long black lines on the exit of each bend were testimony to the tyre shredding abilities of the ZT.

Less than a second covered the three RGM A class runners. The 'double drive' Midget of John Wilman took the win, from Jonathan Beresford's B and John Hartley (Midget).

The surprise of the day came from the RGM B cars. The Midgets of Adrian Croot and Gary Waite had their own personal battle, with Gary the eventual winner by some six seconds. We see too little of father and son, John and Michael Stewart, and Paul Drake is probably happy that is the case!

With John fending off Gary's Midget by less than half a second for third, it left Michael and Paul to fight for the class win. Pre-race favourite, Paul looked very committed and on his second run managed to get the BGT under the ninety second mark. However, Michael and the B were on top form and won the class by almost two seconds.

As expected, John Dignan took MG FTD in the Road Going Special BGT V8, despite a grassy moment at the end of Conrod Straight on his first run. It was good to see the Maestro of the two Steve's Johnson and Moore restored to full health after knocking off the oil filter at Curborough two weeks earlier. Terry Piggott ran his MGB 'Old Faithful' in place of his usual V8 mount, which has dropped a valve.

During the prize giving the Championship was praised for such an excellent turn out of cars and the camaraderie of the competitors. Much merriment was had by all, thanks to a 'typo' on the trophies which pronounced all the class winners to be 'Frist in Class'!

David "go as fast as you can – without rolling it into a ball" Coulthard.

CO-ORDINATORS CORNER

In this Luffstuff you will find a note of clarification regarding regulation 3.4.4. This seemed to cause an unholy chunter on the Bulletin Board, so I trust that all my efforts to get to the bottom of the argument will bring some level of peace.

However, the question of Championship Regulations is very much a burning topic at present. Those of you who read Safety Fast will be aware that Peter Browning has taken a high profile position in a concerted attempt to bring all the various club competition regulations into some level of agreement.

The whole aim of this exercise is to try to reach a situation where a car which is, say, eligible for the Drayton Manor Championship, will also be eligible for, say, the Luffield Speed Championship. I chose those two as examples because we very recently had an MG Metro from the Drayton Manor register for our Championship, with some considerable niggling difficulties.

Motor Sport can never be cheap, but these problems of differing regulations from one championship to another only tend to add unnecessary expense to club motor sport. Any move to bring standards into a level of uniformity has to be a good idea.

I recently held some discussions with Peter Browning on this matter and pledged our support to his campaign. So how will it affect us?

When I became Co-Ordinator I promised "No changes to technical regulations for three years" And I stand by this promise. But the Speed Committee will engage in conversations with all parties to this standardisation plan as soon as possible. Proposed changes will be publicised both in Luffstuff and on the website, and your comments will be welcomed. No significant changes to technical regulations will be implemented immediately, but only after a reasonable period to allow modifications to existing cars.

I am hoping that in most cases there will be sufficient advance notice of possible changes that competitors can be forewarned, and not incur expenses that later turn out to rule their car out of class. (Dare I say it, like buying a five speed gearbox that is prohibited in a future regulation)

I am a fool at making promises, but I do promise that in all these negotiations I will always have the interests of Luffield Competitors in mind. But if these negotiations are to be successful there will have to be give and take. Sometimes we will have to accept changes that are not quite what we would desire.

Note: I am only practicing. Next year I move on to the European Union and the World Trade Organisation!

Regulation 3.4.4 Transmission - History and comment.

There has recently been considerable controversy regarding the correct interpretation of regulation 3.4.4. This controversy has been caused mainly because the original regulation was badly written, and left at least two different interpretations as possible and reasonable. As one of the people responsible for writing the regulation I apologise without reservation for this oversight.

In view of the controversy I have consulted widely with those who helped write the regulations, and others who had a wide knowledge of the thinking behind what was written, including the Competition Stewards and the eligibility Scrutineer.

In 2002, when the regulations for the revised speed championship was being written there were several major aims in view. One was to ensure that drivers with existing cars should not be forced into too much expensive modification in order to meet the new regulations, another was to try to produce a system that would permit modern MGs and older MGs to compete fairly against each other, without a complicated class structure, and another was that some of the earlier MGs were now getting rather old and spares were becoming in short supply and expensive.

This latter concern was particularly true of the Midget gearbox. Drivers of cars which had been modified to produce significantly higher power output were finding that the original gearbox (Designed for 30-40BHP) was not capable of transmitting this level of power under competition conditions, and that modification of the gearbox to meet this demand was proving impossible or prohibitively expensive.

With this in mind it was agreed to permit the replacement of this gearbox by one of more modern design. This change would only apply to Group 3 and above. The limited modifications permitted to Group 2 cars would still require the original gearbox.

No limit was placed on the number of gears available, but sequential gearboxes were prohibited unless originally fitted. (I believe this exception could apply to MGF where some Steptronic transmissions were fitted)

As the result of this regulation a number of competitors in Group 3 have fitted Ford, Toyota and Datsun gearboxes, usually five speed gearboxes as these are readily available.

Unfortunately, nobody at the time discussed the reasons for this with our eligibility scrutineer. And the wording was such that it left open a variety of interpretations. This may have resulted in some new competitors being given wrong advice, and for this I apologise.

Below I give a re written regulation 3.4.4. which I believe clarifies the matter, and which we propose to use in the 2005 regulations. Constructive comments would be welcome.

Lawrie Brown

Regulations 3.4.4 Transmission

Gearboxes may be exchanged for non standard items but excluding sequential, unless where fitted at the time of manufacture.

Axle gear ratios and differentials are free, but standard axle castings as used at the time of manufacture must be used.

The layout of Components must be as the standard specification for each model type.

Race / Sprint MGB GT For Sale

British Racing Green G Reg model (tax exempt). Previously used for MGCC races, although more recently used at sprints (MGCC Speed Champ Class Road Going "A") and a track day.

Lowered / Uprated suspension with poly bushes

Full roll cage

Fibre glass front wings with ally bonnet

Nearly new Pirelli P6000's fitted

Nearly new Manifold exhaust + manifold

Electric engine fan

No engine in car, but 2 blocks (one +0.060, the other standard bore) and cylinder head included (engine has been recently removed from car and stripped). All engine components included.

Car is a bit 'tatty', but has performed extremely well. New motorsport project has now distracted owners, so no sensible offer will be refused!

Photos available on request (OMP seat and extinguisher not included). Road legal, although car does not currently have an MOT (has not been tested due to engine rebuild).

Please call 01794 516689 (h) or 01962 893163 (w) or 07769 706434 (m) to discuss. E-mail also available: dfriel2@yahoo.com