



The Luffield Cars MGCC Speed Championship

Assistant Championship Co-ordinator

Lawrie Brown, The Old Smithy, Llandrillo, Corwen. LL21 0ST Tel/Fax 01490 440251

e-mail lawriebrown@aol.com

Luffield News – September 2006

A good turnout of Luffield competitors finished off their season with a visit to both Harewood and Cadwell Park. The results from these meetings have already been circulated by e mail, but for those of you who do not receive e mail a copy is included with this newsletter.

Cadwell was a new venue for the Luffield Championship, and I think the verdict of most competitors is that it was enormous fun, and we hope to be back next year. The organization by B19 was slick and efficient. These are the same people who have run Lydden so well for the past few years. In addition, although the Saturday had been misty all day, we managed to tow the sun over from Harewood, and it came out in time for our runs.

B19 managed to organize an interesting early excitement for us. They called it a Convoy Run, to familiarize us with the circuit. There was I and many others with a vision of a great snake of cars proceeding briskly but in an orderly manner round the circuit. Imagine my horror when I saw the car in front of me rapidly disappearing from view round the first bend. Two sets of instructions flashed through my mind. One from the Clerk of the course threatening dreadful sanctions on any driver "hanging back" before the bends to get a run at them, and a second set from David Coulthard, who has raced on the circuit, saying "The first few bends under the trees can be very slippery and the run off area is unforgiving. Save the heroics for later on the circuit and be very prudent on those early bends"

All the advice David has given me this year has been good, so I followed it again. I was relieved to find that it wasn't only me, other drivers too had expected a significantly slower introduction.

Plus ça change, plus ça la même chose.

(I only put that bit in to show that I am not a totally illiterate scientist)

During these two meetings we had time to discuss all sorts of things about the Luffield Championship.

The first of these was that the Drivers Meeting as a stand alone event rather than tacked on to the awards ceremony was a good idea, and that we should do the same again this year. I am actively pursuing this, and will be looking for a date in November at the same venue, but hopefully not the same days as a major exhibition.

This automatically brings us to matters to be discussed.

The first of these concerned the split of the championship into Hill Climbs and Sprints. There was a strong feeling that the current regulation that says a competitor *must* do a roughly equal number of each discipline is unnecessary, and over complicates the

scoring system. As far as I can tell this was originally introduced to prevent a competitor from building a specialist Hill Climb car or a specialist Sprint car. And there is a general feeling that as such the regulation is superfluous.
A proposal to this effect will be put forward and discussed at the Drivers meeting.

A further regs problem concerns the National Championship.

Since this was introduced three years ago there has been a decline in competitors going for the National championship. This is especially true in the Southern region where most are only going for the southern championship. It is thought that there are two major reasons for this.

1. That the regs are so complex that people do not understand them fully. This has been said by some competitors, and is supported by queries that are regularly received.

2. That the requirement for participation in 4 out of region events is an unreasonable traveling requirement both in time and cost .

There are proposals to reduce the requirement for traveling to either 2 or 3 out of region events, possibly linked to a reduction in the number of "Dual" events. Whatever the decision on this, Silverstone would remain as a Dual event because of the much wider participation in this event.

Other suggestions to make the National more popular would be welcome.

Target Times have always been a bone of contention, but I think this year they have been pretty close to correct. There is an interesting proposal to update them that needs serious consideration.

At present the target time is based on previous records, regardless of the age of those records. The proposal is to use only records set in (say) the last five years, thus eliminating some which were set by particularly brilliant drivers, or in peculiar circumstances. This one needs a lot of thought, but it was put to me by a currently successful driver with vast experience.

2007

A number of drivers who live in the Far East (That is the other side of London to residents of North Wales, indeed to true Welshmen it is the other side of Birmingham!) have mentioned that we do not have many events in that part of the country, Lydden being almost the only one.

I have been talking to Neil Benfield of Borough 19 and John Sharp of Sevenoaks MC, and they have come up with invitations to a whole raft of events. We can't possibly go to all of them, and I am aware that a few years ago we reduced the total number of Championship events in order to ensure fuller fields at events, but here is a list of our invitations.

Indoor Carting	Ipswich	January 21 st
Production Car Trial	Meopham, Kent	February 4 th
Sprint (Shakedown)	North Weald, Epping	March 4 th
Sprint	North Weald	March 18 th
Production Car Trial	Meopham	April 22 nd

Sprint	Bentwaters Park, Ipswich	May 27 th
Sprint	Lydden Circuit	June 16 th
Sprint	Stowe Circuit (Silverstone)	July 21 st or July 22 nd
Sprint	Hethel (Lotus test track)	August 5 th
Sprint	North Weald	September 16 th
Production car Trial	Meopham	November 11 th

In addition you should already have received an invitation to a Sprint at North Weald on October 8th 2006.

I have already accepted invitations to the sprints on March 4th and June 16th. The Sprint on June 16th will be the usual round in the Luffield Championship. The sprint on March 4th will be a non championship event, and is intended to be a competitive test day. The entry Fee will be low at £45, there will be no prizes, but the Co-Promoters are the British Motorsport Marshals Club, who will benefit financially from the success of the event. This seems an ideal opportunity for drivers who have spent the winter improving their car.

I would welcome feed back on which of these events we might add to the championship rounds. If you look at the 2006 calendar you will be able to judge where there are suitable gaps, though of course we are in the hands of Bernie Ecclestone regarding Silverstone.



If you have any "Bees in your bonnet" that you would like to discuss at the drivers meeting, then do let Iain or Myself know about it and we will try to set up an agenda.

Iain is abroad at present, and I shall be away on Holiday from October 3rd to October 17th. When Iain will be back on macsport1@btinternet.com

Lawrie Brown