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Minutes of the drivers meeting held at Kimber House, Abingdon on Saturday 10th November 2012.

The meeting commenced at 9-30 AM with coffee and biscuits. There were present twenty drivers.

The coordinator gave the apologies for absence for Lawrie Brown who was attending the General Council Meeting which was being held on the same date.

Agenda

1. Tyres for group 1 & 2 cars.

The coordinator announced that, at a recent speed committee meeting it had been decided that the rules applying to 2012 would not be changed for these classes. However a careful watch would be kept on the availability of suitable tyres in the MSA list 1A.

2. Wheel width for group 3 cars in relation to tyres available.

The committee had taken careful note of the availability of MSA list 1B tyres and had decided that sufficient suitable tyres were still available and as such a change of wheel width for group 3 was not necessary. Again, the availability of suitable tyres would be monitored for the future.

3. Matters arising from the inclusion of the T register.

There was a lively discussion on all aspects of T register participation. This largely stemmed from a confusion over which regulations were applicable to the series. The regs. Book states that the T type cars are subject to, "T type cars, running under the T register championship sporting regulations". The latter regulations appear to have been replaced by a different set which are listed on the Luffield website and which were placed there without reference to the coordinator or the committee. As a result of this confusion, the coordinator had received several queries from MGA owners relating to modifications to gearboxes in group 2.

It was stated by the coordinator that classes for all levels of MGA were catered for within the class structure of the current regulations and as such, these cars would have to comply with those regulations.

During a discussion relating to the eligibility of various specials Mr Tony Smith stated That Stuart Penfold was the technical scrutineer for the T type group. The committee are very aware of Mr. Penfold's vast experience and would always hope to avail themselves of his expertise in T type matters. However, it must be pointed out that the championship has an official eligibility scrutineer in the person of Mr. Chris Mansley.

Finally, it was decided to leave the current practice in place for 2013 but that a meeting would be arranged, before the next drivers meeting, between the committee and representatives of the T type competitors, in order to clarify any misunderstandings.

4. Sprint/Hillclimb splits.

It had been suggested that the current practice of requiring a split of disciplines when calculating the scores was counter productive certain regions and should be abandoned. After much discussion it was decided to alter the present requirement to the following:-

Requirements for the National Championship. 6 events and 2.

Requirements for the Regional championships. 5 events and 1.

5. Invitation class for genericly related cars.

It was decided to introduce an invitation class for cars that bere a close relationship to MG. Any cars wishing to enter this class will do so at the discretion of the committee and will not be eligible to gain points in the Luffield championship. A seperate award will be presented by the organisers.

6. The only new venue proposed was Teesside Autodrome and it was decided that it was geographically impractical.

7. Target times.

It was announced that we would discontinue the practice of manufacturing target times where no record exists. In future any new model entered and any car attending an event where a record has not previously been set, will be scored as if they were competing at a new venue. ie. they will be awarded a maximum score of 98 points and the time registered will be used to calculate the target time for the following year. Should there be more than one car entered under these circumstances then the fastest car will score 98 points and slower cars will have a score calculated as a percentage of the fastest car's time.

8. Any other business.

It was suggested that Lawrie could look at the possibily of including Wiscombe on May 18th. Also Llandow on the May Day holiday and July.

The meeting closed at 12 PM and the drivers enjoyed a substantial buffet and general discussion period.

John Wilman