

Toutes Directions

Competitions news from Competitions Secretary *Dale Barker*

Competition Committee

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If anyone can tell me where the year has gone, would they please do so now. It hardly seems more than a few weeks have passed since I was looking forward to all the great events which the Competitions Committee had planned for the year, now they have all been run.

The year began with three Sunday night mini-rallies co-promoted with the organisers Bedford Car Club. Much fun was had driving through some very picturesque towns and villages in the Bedford area, on near-deserted roads after dark, looking for code boards and hoping that we had plotted the route correctly when we hadn't seen one for a while, slowing down a bit and looking harder than we really needed to until we found it, then speeding up again and enjoying the roads on the way to the next one.

These mini-rallies really are a good way to have some fun, meet some old friends and some new ones, drive good roads, have a bit of a challenge and finish up in a pub for a quick pint and a chat to the other competitors about – well, about anything really.

March saw one of the best track days we have ever had on the full Grand Prix circuit at Silverstone with MGs on Track, our principal track day partners. The weather was warm for the time of year, the day was dry, the atmosphere electric whilst waiting on the line yet relaxed in the garage and everyone agreed that it was incredible value for money and an experience which none would forget.

Some Club members were also lucky enough to go along to the TR Register track day at Mallory Park in the same month (there's dedication for you) and were accompanied by members of other Triumph clubs too, which gave the unusual situation of an all Triumph track day, now there's an idea!

Club Triumph Netherlands (or

Holland, I'm still not too sure exactly what the difference is – 'Beans' or Roger, you will have to educate me!) ran the first of their excellent Nachtrit events, this one intriguingly titled 'The Chinese Rally' which had a number of people crossing the channel for the first time of the year to participate, also in March.

April brought another mini-rally and then in May we had the now annual running of the Historic Counties Run on the early May bank holiday weekend. I have cause to remember that particular event well as, while helping the organisers put out code boards, I managed to run out of petrol in the middle of Wales in the middle of the night, then to run into a concrete block in the middle of the road in Kidderminster, thoughtfully placed there by some of the local 'kiddies' after a hard night out on the wine gums!

The 2008 HCR, subtitled 'the multi-county challenge', will hopefully be somewhat less incident packed and might see Harold return unscathed this time. Entry forms, regs and an explanation of the event should appear elsewhere in this edition of *Club Torque*.

June saw the La Carrera Caledonia, a NESCRE event of the non-competitive kind, more a sort of brisk drive through Scotland punctuated by one or two minor off road incidents, I believe.

The summer season of grass autotests also co-promoted with Bedford CC got underway too and the Foreman's started to amass points in the Drivers' Championship, having up until then lulled the rest of us into a false sense of security – more of their exploits later!

In July we found ourselves driving down to deepest Wiltshire for another track day with MGs on Track, this time at Castle Coombe or Castle Combe, depending on which map you look at or even which bit

of circuit hoarding you happen to be next to at the time (if they don't know how it's spelt I'm sure I don't). The weather was again very kind on the day, lucky really as it had been wet before and rained later.

August was something of a blur, I don't recall any events but a frantic level of activity preparing Harold for September's Ten Countries Run (still too little as it turned out!).

The 10CR itself was an epic, it was my first but will not be my last time on that event. The concept is brilliant, the roads wonderful, the scenery at times truly breathtaking and, as always, the camaraderie of the very highest order.

October brought the last grass autotest of the year and the first mini-rally of the winter season.

November brought the third MGOT track day, this time at the historic Goodwood circuit, a track which we had not previously driven. Again the weather was fine, we were so lucky with the weather this year especially considering how 'naff' it's been for most of the year.

CT NL ran their second 'Nachtrit' this month, not Chinese this time but Dutch and Beds CC cancelled the November mini-rally and put all their efforts into the last one of the year, their December 'Santa Special'. This one had three different sets of clues to the same route and answers. Set one was called 'expert' (which some of the old hands tried), set two was called 'novice' (which most used) and set three was called 'extra novice' and was an easy one aimed at beginners.

Martin Randle, recently returned to the Competitions Committee as Rallies Co-ordinator, had spoken to Beds CC and especially asked that they craft an easy rally to try and persuade as many new faces as possible to have a go at this form of the sport. So successful was it that 11

CT crews turned up and took part, more than half of whom were doing so for the first time, this being some sort of record, particularly considering the freezing conditions and slight fog.

The night started badly for Nigel Abdullah and I when Harold blew a fuse – the one for the heater fan and cigar lighter socket. This made defrosting the windscreen at the start a little tricky, but once under way it stayed pretty clear. More importantly, it meant that we could not use the ‘potty’, a device fitted with a magnifying lens, bulb and map roamer and designed especially for such events.

This might not have been so bad if Nigel had not left his glasses behind, but he doesn’t normally use them when using the ‘potty’. Some of you may recall that I rather stupidly left the potty at home on the 10CR with some rather frustrating results, as reported in the last edition of *Toutes Directions*, so did Nigel. This meant that he had brought with him his own identical potty which strangely didn’t work any better than mine without the necessary 12V supply!

Navigation was by means of grid squares, grid lines and references, spot heights, compass directions, tulips and herring bones, with these being suitably ‘camouflaged’ on the expert set of clues. Having plotted the route we all set off to get lost in the Bedfordshire, Hertfordshire and Cambridgeshire countryside, which some managed better than others. The surprise of the night was that Ellis managed not to sink in the ford *en route* (it was very slippery getting out of it though, which may have led to a bit of getting the back end out here and there as the road was frozen solid) and that he and Michael Helm went on to come second overall, only losing on the tie-break with only one point dropped out of 30 and first CT – well done both!

So what can you all expect from us in 2008? More of the same or something new? Well both actually as it turns out. The Round Britain Reliability Run was announced in the last magazine and has attracted an unprecedented level of interest with over 120 entries to date, a record, a reserve list is already in operation, but don’t worry if you haven’t entered yet, get that entry in fast, there are always a few who drop out so you might still be lucky.

As mentioned earlier entry forms and regs for the HCR should be in this edition, we are currently talking to Bedford CC about the usual mini-rallies and grass autotests, the TR Register and MGs on

Club Triumph joins NESCR0

Martin Randle writes: At the AGM of the North of England and Scotland Classic Rallying Organisation (NESCR0) at Carlisle on 9 December Paul Darbyshire and I represented Club Triumph and I can now announce that Club Triumph has been admitted to this organisation.

At the time of writing there is much to be done, so further details will emerge shortly, but there will be a number of benefits for Club Triumph members wanting to try out a spot of competition in close-to-standard cars. In addition, I have landed another job as their summer/winter challenge co-ordinator!

More information can be found on NESCR0’s website at www.nescro.co.uk as well as on our own forum.

A more in depth article with some information on NESCR0 events and so on will be in the March edition of *Club Torque*.

Track about Track Days, one of which is confirmed for Tuesday 6 May at Cadwell Park – another new circuit for us – contact Fred for that, CT NL about Nachtrits and of course the La Carrerra Caledonia which brings me neatly to the new stuff. Having returned to the fold, Martin Randle has been really busy already. With his usual enthusiasm he has managed to get us, as a Club, affiliated to NESCR0, the North of England and Scotland Classic Rally Organisation. As such, CT members can enter any NESCR0 event without having to join that club first. This clearly means that more CT members will be taking part in more events throughout the year and that brings me on to the next piece of news.

It has been decided that a new ‘Drivers’ Challenge’ is to be instigated for 2008 to run alongside the current ‘Drivers’ Championship’. I don’t intend to go into too much detail here as Martin will have written a full explanation of what this entails, to be included elsewhere in this edition of the magazine.

Suffice it to say that along with the inclusion of an autosolo, a type of event new to most members, this represents what looks to me like a very exciting development and that therefore the coming year’s driving should be even better than the last one.

It only then remains for me to congratulate the (pardon the pun) aforementioned Foremans on another

one–two in the Championships, to wish you a very Merry Christmas, though it will be January by the time you read this and a happy New Year’s motoring ahead with Club Triumph – ‘the Club for all Triumphs’ and the ‘Club that (really) does’.

Oh and by the way, don’t forget, they were made to be driven, so get out there and drive them.



CO-DRIVERS’ CHAMPIONSHIP		
Co-Driver	Place	Pts
Katie Foreman	1	72
Doug Foreman	2	44
Keith Compton-Bishop	3	38
Nigel Abdullah	4	34
Gillian Helm	5	31
Caroline McGrath	6	22
Jason Lane	7	21
Barry McGrath	8	19
Joanne McLean	9=	16
Keith Bennett	9=	16
Jon Ranwell	11	13
John Martin	12=	12
Dave Kent	12=	12
Steph Roach	12=	12
Tim Hunt	12=	12
Rebecca Randle	12=	12
Jim McGuinness	17=	8
Ellis Stokes	17=	8
Jason Chinn	17=	8
Thomas Key	17=	8
Tim Bancroft	17=	8
David Pearson	17=	8
Jony Ellis	23=	7
Martin Randle	23=	7
Kevin Martin	23=	7
Brian Maslin	23=	7
Lester French	23=	7
Andrew Dawson	23=	7
Bob King	23=	7
Jeremy Lupton	23=	7
Russell Banyard	23=	7
Michael Davis	23=	7
Jessica Nobbs	23=	7
Kevin Rochfort	23=	7
Craig Gingell	23=	7
Peter Jordan	23=	7
Scott Hughes	23=	7
Roger Hoogmans	23=	7
Paul Darbyshire	23=	7
Ashley Mason	23=	7
Lesley Connaughton	23=	7
James Carruthers	42=	6
Julie Aspinall	42=	6
Ben Hutchings	42=	6
Colin Wake	42=	6

Club Triumph motorsport championship by Martin Randle

Our top three drivers keep changing places on a regular basis it seems. Having wondered whether they have ever actually all appeared on the same event though, I have found that this is not

Club Triumph Motorsport Championship

CT COMPETITION CARS

Car	Model	Place	Pts
OVW 276K	Herald/Vitesse	1	334
UGP 840R	2000/2500	2=	105
TMK 796S	Spitfire	2=	105
OUW 177F	Herald/Vitesse	3=	96
BRP 285S	TR7/TR7V8	3=	96
NGP 86D	TR2-6	6	87
YPL 664H	GT6	7	82
FOI 2483	TR2-6	8	76
RFJ 686R	Dolomite/Toledo	9	72
KFK 16H	Herald/Vitesse	10=	46
VYD 60G	2000/2500	10=	46
OFW 764V	Spitfire	12	42
YKN 220J	GT6	13	38
VMO 442H	2000/2500	14=	37
TPE 435M	Spitfire	14=	37
KCG 579Y	Acclaim	16	36
WRU 588S	Dolomite/Toledo	17	33
WJE 976L	2000/2500	18	27
FHV 500J	Spitfire	19=	26
HS-55-HD	TR7/TR7V8	19=	26
TLG 729J	GT6	21	24
OTV 834G	Herald/Vitesse	22=	23
LWE 893K	Spitfire	22=	23
CTW 682G	Spitfire	24=	22
JVC 840V	TR7/TR7V8	24=	22
TAR 199J	GT6	24=	22
HFO 250N	Dolomite/Toledo	27	21
ACF 258T	Spitfire	28	17
LCG 367N	Dolomite/Toledo	29	16
PYW 260F	Herald/Vitesse	30=	14
SMK 646F	TR2-6	30=	14
XWD 295H	Herald/Vitesse	30=	14
JL-GX-37	TR7/TR7V8	30=	14
RPP 767M	Spitfire	30=	14
OCB 662G	Herald/Vitesse	30=	14
HOF 201L	2000/2500	30=	14
528 UXV	TR2-6	30=	14
SNX 189W	TR7/TR7V8	30=	14
DTV 834G	Herald/Vitesse	30=	14
327 YYA	2000/2500	30=	14
AH-92-27	GT6	41	13
6002 VC	Herald/Vitesse	42=	12
RLD 648E	GT6	42=	12
VBE	Spitfire	42=	12
TPT 146M	Dolomite/Toledo	42=	12
ADU 5B	Spitfire	42=	12
GRG 131D	Spitfire	47=	8
DCP 625S	Dolomite/Toledo	47=	8
OAG 598L	Stag	49=	7
XHP 117S	Spitfire	49=	7
UNR 767X	TR7/TR7V8	49=	7
DRM 28T	Dolomite/Toledo	49=	7
OTE 415M	2000/2500	49=	7
ETR 50L	Stag	49=	7
KUU 149P	Spitfire	49=	7
LTK 822H	2000/2500	49=	7
ODU 9W	TR7/TR7V8	49=	7
NRC 636E	GT6	49=	7
XTW 537F	GT6	49=	7
RAP 702X	TR7/TR7V8	49=	7
STV 545X	Acclaim	49=	7
ROX 893M	GT6	49=	7
TMO 301G	Herald/Vitesse	49=	7
LPW 566L	Spitfire	64=	6
OWO 903F	GT6	64=	6
RPJ 842F	Spitfire	64=	6

DRIVERS' CHAMPIONSHIP

Driver	Place	Pts
Doug Foreman	1	144
Neil Dowie	2	119
Michael Davis	3	105
Katie Foreman	4	63
Dale Barker	5	55
Ellis Stokes	6	48
Steve Needham	7=	46
Tim Bancroft	7=	46
Mike Bishop	9=	41
Martin Randle	9=	41
Tim Hunt	11=	40
Michael Helm	11=	40
Don Cook	13	38
Diane Jackson	14=	36
Jon Jackson	14=	36
Martin Cox	16	33
Theo Boonen	17	26
Keith Dandridge	18	24
Tony Short	19=	22
Jason Chinn	19=	22
Ruth Nobbs	21	21
David Pearson	22	20
Andrew Martin	23	19
Robin Eames	24=	18
Frederique Slezak	24=	18
Christopher Nobbs	26=	17
Paul Darbyshire	26=	17
Robert Hall	28=	16
Paul Bodiam	28=	16
Mark McLean	28=	16
Colin Wake	31=	15
Jon Ranwell	31=	15
James Caruthers	31=	15
Michael Bestard	34=	14
Chris Shaw	34=	14
Paul Hughes	34=	14
Roger Hoogmans	37=	13
Roy Lacey	37=	13
Dave Cox	37=	13
Andrew Stanton	40=	12
Martin Stone	40=	12
Chris Bird	40=	12
Jim Roach	40=	12
Richard Brake	40=	12
Keith Bennett	40=	12
Caroline McGrath	40=	12
Clive Senior	47=	11
Keith Compton-Bishop	47=	11
John Martin	47=	11
Jonathan Binnington	47=	11
Roel van Es	51=	10
Andy Flexney	51=	10
David Langrick	53	9
Pete Jordon	54=	8
Dave Langrick	54=	8
Dave Marshall	54=	8
Craig Bennett	54=	8
Joseph Welling	58=	7
Ben Hutchings	58=	7
Matthew Harris	58=	7
Anthony Pulis	58=	7
Philip Wright	58=	7
Carl Shakespeare	58=	7
Ben Ferguson	58=	7
Simon Ewbank	58=	7
Leighen Ball	58=	7
James Shackford	58=	7
Doug Thompson	58=	7
Peter Connaughton	58=	7
Malcolm Paris	58=	7
David Lonsdale	58=	7

the case – keep reading for a reason why this may change in 2008.

Although at the time of writing (14 December) there is at least one more event to go, it looks very likely that Doug Foreman will be champion driver again – a real testimony to enthusiasm and determination.

Over in the co-drivers' table, Katie Foreman is clearly going to be the winner for the third year running and well deserved too.

In the car model championship, it's great to see the Herald/Vitesse model leading the way but we now have the Stag represented too, thanks to the RBRR results and to Mike Bishop on the Nachtrit.

DRIVERS' CHAMPIONSHIP CONT.

Driver	Place	Pts
Nigel Eden	72=	6
Paul Michelmore	72=	6
Barry McGrath	72=	6
Dave Picton	72=	6
Francis Moll	72=	6
Russell Banyard	72=	6
Karl Dandridge	72=	6
David Aspinall	72=	6
Andy Rangecroft	72=	6
Marcus Clayton	81=	3
Michael Barrett	81=	3
Jean-Claude Cigrang	81=	3
Stephen Pratt	81=	3
Stuart Rodgers	81=	3
Toby Rodgers	81=	3
Maria Evans	87=	2
Nick Jackson	87=	2
Steve Waddingham	87=	2
Neil Nasralla	87=	2

CT COMPETITION CARS CONT.

Car	Model	Place	Pts
GTW 81H	Herald/Vitesse	67=	3
SGC 417R	Spitfire	67=	3
FFF 316E	2000/2500	67=	3
BM-I-1-1968H	TR2-6	67=	3
33255	Dolomite/Toledo	67=	3
XLL 934G	Herald/Vitesse	67=	3
WTR 174J	Herald/Vitesse	67=	3

CAR MODEL CHAMPIONSHIP

Car Model	Place	Pts
Herald/Vitesse	1	601
Spitfire	2	405
2000/2500	3	284
Dolomite/Toledo	4	240
TR7/TR7V8	5	233
GT6	6	224
TR2-6	7	202
Acclaim	8	43
Stag	9	14

Club Triumph Drivers' Challenge

The *Competitions Committee* announces a new scheme for 2008

The Competitions Committee is delighted to announce a development for 2008 aimed at giving keen drivers an opportunity to compete with each other across a wide spread of events – the **Club Triumph Drivers' Challenge**.

This challenge is to allow drivers to take a step up from the current championship and take motorsport just that little bit more seriously. It is also aimed at rewarding those clubs and associations we have forged close relationships with by giving them more entries. The Club's own premier events are also included, of course.

By virtue of the wide range of events chosen, a standard, reliable car will be all that is needed – no expensive specialised competition cars are required.

So, what's it all about then? Drivers will be able to claim points under the existing system in eight specific events in 2008, but only in the same car. These events are detailed below.

Only one of the track days will count, so there will be three non-competitive events and five where proper competition between drivers will make things really interesting. Although co-drivers will be crucial to a driver's results, their points will be counted in the main championship.

We believe this will be a fascinating challenge and look forward to some enthusiastic competition through 2008 in this challenge.

There follows a summary of the Drivers' Challenge rules:

1. To be eligible, a driver must be a Club Triumph member using a Triumph motor car;
2. Only one car per entrant can score points in this challenge;
3. Drivers can choose whether their points are to count either in the challenge or the Club championship; **they may not be claimed in both;**
4. Once points have been claimed in the challenge they cannot then be transferred to the championship if a driver decides to take no further part in the challenge;
5. No points are claimed in the challenge for co-drivers, but they do count in the Club championship;
6. The winner of the challenge is not eligible to win the Club championship;
7. The co-ordinator of the challenge is Martin Randle and all claims for points should be made to him at martin.randle@club.triumph.org.uk;
8. Protests are not expected and neither are they in the spirit of the challenge;
9. Competitors will be kept up-to-date with the placings and so on in *Club Torque* and in the Competitions section of the Club's forum;
10. The Derek Pollock Trophy will be awarded to the winning driver at the Club's annual dinner.

DATE	EVENT	TYPE OF EVENT	COMMENTS
March	Silverstone	Track day	
April	Autosolo	Autosolo	Event TBA but probably Bristol/Swindon area
May	Historic Counties	Navigational scatter rally	Club Triumph event based at Canley Classics, Coventry
May/June/July	BCC autotest	Grass production car autotest	Actual event TBA but organised by a 'partner'
June	La Carrera Caledonia	Two day touring assembly in Scotland	Co-promoted by CT and a super event
July	Track day 2	Track day	Event TBA as yet
10 August	Little Devils Test	Multi-venue autotest	NESCRO event run by Kirkby Lonsdale Motor Club
October	Round Britain Reliability Run	Touring assembly	The Club's premier event
November/December	BCC mini-rally	Road rally	Event TBA but probably the 'Santa Special'

