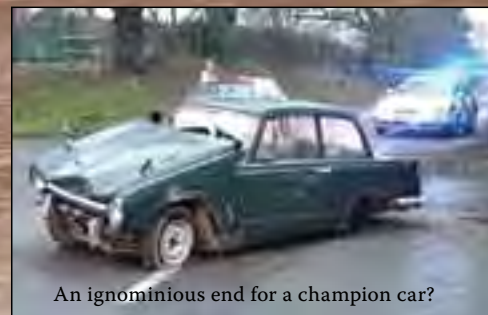


# Interview: Doug Foreman

The Club's Champion Driver 2007 talks about his car to *Martin Randle*



An ignominious end for a champion car?

This interview was with Club Triumph Champion Driver 2007, Doug Foreman. Doug has won the championship for the second year running whilst his daughter, Katie, is the Club's Champion Co-driver, again, for the second year running. This interview is all about the car they used in 2007 though, their Herald 13/60 OVW 276K.

## When did you buy the car? Did you know much about it?

I bought the car in 2005. It was advertised locally, it had been in a front end smash and had sat in a garage for 12 years. We were looking for a car that Katie could do some club events in and a Herald seemed to fit the bill

## Was competition in mind right from the start for the car?

It was originally bought so that Katie could do some of the CT driving events such as the RBRR and 10CR but both of us are very competitive, it wouldn't matter if we were pushing a wheel barrow it could still turn into a competition. It was inevitable that it would be used competitively

## What kind of preparation did you do for your first event?

Apart from all the usual things that need doing to a car that has been laid up for 12 years, nothing

## Come to think of it, what was your first event and how did it go?

The first event we did when we put the car back on the road was an autotest. That didn't go very well, it still had the original gearbox in and a single carb which meant it wasn't very easy doing quick gear changes with no synchro on first and the car was a bit sluggish off the mark.

The first event this past year was

the HCR. This went well apart from the new stainless steel exhaust breaking and requiring a bit of a bodge with a bit of tin to get us home

## Was any work need on the car after this first time?

After the very first event we decided to convert to twin SUs and fit an overdrive gearbox. After the HCR we found that both rear wheel bearings were on the verge of collapsing so two new drive shafts were fitted.

## What was the most important improvement needed?

I think the fitting of the twin SUs and the overdrive box have really transformed the performance of the little car

## How does the car compare with others in your area of competition?

When we compete against other classics it more than holds its own, but when we compete against moderns we really have to push the little car to keep at all competitive.

## What do other competitors think of a Triumph competing?

When people first see you turn up in a Herald they smile in a sort of 'how quaint' way, but when they see it go it normally turns into a look of slight surprise and then sometimes a nod of respect. I think the best comment was one organiser who said, "I used to drive one of those, but it never went that fast."

## How do you see the car evolving over the next few years?

Apart from plans to fit a slightly more modified engine, the car was just about how we wanted it. Apart from the carbs

and gearbox, we've fitted MX5 seats for more support and converted to swing spring to improve the handling. In some of the events we do you are limited in how much you can modify the car anyway.

That was until we had a crash on New Year's Eve

## If you have tried different types of events what is the car most suited for and why?

I think probably the road rallies, such as the HRRCR ones, where you do some navigational sections interspersed with some tests. It's roomy enough to cope with all the maps and, with the few modifications, fast enough to compete in the tests.

## What has been the car's best performance? Give us a quick view of why, what happened?

It would have to be test 6 on the HRRCR Regis Rally. We managed to set a fastest time for the whole test, some 8 seconds quicker than anyone else, beating Mini Coopers, Escorts and even a Porsche 911. They would let you start at 30 second intervals and as we were coming through the last set of cones the previous car was still in the stop box. The look on the timekeeper's face was priceless.

## What are your plans for the future with regards to the car?

For OVW276K, I don't know at the moment... it's going to need a major rebuild following the crash, and as much as I am sentimental about it I don't, at this point, know whether we are going to rebuild her. The insurance company have written the car off but have left it that we can retain the title and put the car back on

## Interview: Doug Foreman – Club Triumph Champion Driver 2007

the road if we want. We have got a lot of events planned this year, so I have picked up another Herald which needs virtually no work on it so we can continue with the events whilst we decide what to do with OVW.

**What other Triumph would you consider using?**

I wouldn't rule out any Triumph, but Katie

and I have been talking about getting even more serious with the historic rallying with possibly a MK1 saloon.

**Go on, be controversial – what Triumph is the best competition car and why?**

Personally, the best one is the one I'm driving at the moment, but realistically I don't think you can single out one model as each will have its merits in different

ways, although you have to go a long way to beat a well sorted GT6.

**Do you think Triumphs still have a place in competition?**

Absolutely, you only have to look at some of the reports and you'll see Triumphs in the ribbons

