

Toutes Directions

Competition news from Competition Secretary Dale Barker



First off I would like to detail a couple of changes to the way in which the Comps Ctte is run. As we're all very busy people these days we've had a bit of a 're-organise' and basically, well erm, Tim lost.

This means that apart from for administrative purposes with outside bodies such as the RAC MSA for example, we don't exactly have a conventional Competitions Secretary any more.....unless of course anyone official sounding asks (like the MSA), in which case of course we do and it's still me (Dale Barker).

What we've opted for is a system whereby I get all the glory and Tim does all the work (now you see why I said he lost). I shall be remaining on Comps as 'Committee Manager' and HCR organiser while Tim (Bancroft) is now 'Committee Secretary' (and RBRR organiser) – you see what I've done there don't you? Clever eh!

In practice it won't make a ha'peth of difference to anyone seeking club contact (OOER!) as it's mainly an internal 'who does which part of the flippin' job anyway' sort of thing and all our contact details will remain unchanged anyway so you can all now promptly forget it all (assuming anyone actually gave a monkey's in the first place).

On the subject of things anyone actually DOES give a monkey's about, I've had two enquiries as to just exactly what the blue blazes "Toutes Directions" means.

It's really very simple as many of you veteran 10CR campaigners

may know. When travelling abroad, particularly in Frenchland as I call it, you need to know two things.

1) They drive on the wrong side of the chuffin' road (Brian had to keep reminding me about this until we had 'a bit of a close one' with something modern and VW. I seemed to remember all by myself after that!)

2) The road signs are all in Foreign (I think that's the official name of the lingo). Now because they're in foreign, when you go around a roundabout (the wrong way naturally!), there will be the name of some place like, say Waterloo for example sign posted off one way, the name of some other place like say Agincourt sign posted off another way and then this 'Toutes Directions' place sign posted yet another way. It seems to be sign posted off almost every roundabout you come to and yet we never actually got there. This 'X Files' like phenomenon so amused my predecessor Martin Randle that he renamed this column Toutes Directions which had previously been 'Competitions Corner' (which is I think a bend at Brands Hatch) for aeons.

When I took over as Comps Sec around four years ago and then had to write the column myself, I felt obliged to ask him what it meant (having no clue at the time as usual) and he then explained that Johnny Foreigner doesn't understand the meaning of 'All Other Routes' and so, in a fit of Anglophobic pique no doubt, dreamed up this Toot Toots name instead! – Happy Days!

CT Autosolo Preview

Tim Bancroft

Following on from the successful running of our first Autosolo at Bovingdon airfield last year we will be running another this year. The date set is Sunday the 18th of July and the venue is again Bovingdon airfield not far from junction 20 of the M25.



The day will consist of 4 tests around a set of numbered cones, with no reversing. You get 3 runs at each test with your fastest two times from each test going forward to your results.

You don't need to do anything special to your car to take part, any road legal, roadworthy Triumph can have a go. Picking up on the many positive comments from last year there will be improvements to the tests to ensure that there will be elements to suit all models in the Triumph range. So there will be some open sections to suit the big saloon range and some twisty bits to suit the small chassis range.

If you have never had a go at Autosoloing, don't know what is involved but have internet access, go to You Tube and enter a search for Bocardo Autosolo or Bocardo Herald, this will give you an idea of what happens. It can also be good to do a search for local motor clubs. There are a great many small local clubs around the country that do similar types of events. They are often a very cheap way of having a go and getting in some practice before competing 'in anger' against other Triumphs.

The regs and entry form will be published in the May edition of the club mag so if you fancy having a go then put the date in your diary. The car can be what's known as double entered, i.e. two drivers can both use the same car which not only allows more people to take part but also allows for husband and wife/partners or just two mates to compete directly against each other.

The maximum entry number will be 60



with places sold on a first come, first served basis. Entry will be open to all Club Triumph members using Triumph cars, the classes being as follows:

Class A: 1300/1500, *Acclaim, Herald, Spitfire, and Toledo/Dolomite models up to 1700cc.*

Class B: *GT6, Vitesse, TR2 – TR7 up to 2700cc.*

Class C: *Toledo/Dolomite models above 1700cc.*

Class D: *2000/2500 models and Stag up to 3500cc.*

Class E: *TR7V8, TR8 and specials.*

Once again, the cost will be £25.00 per entrant and all prospective entrants are reminded that cars can be double driven.

Many a question is being asked, can last year's winner Michael Helm be beaten? (*I do happen to have a big stick in the boot – Ed*) Will the big saloon drivers once again drive away with sore wrists? (*No comment – Ed*) And of course, will Alan Petit keep his wheel trims on! (*3 cable ties per wheel should do it – Ed*).

Track Day Preview 2010

Chris Shaw

For 2010 we are going to co-operate with MGs-on-Track again, following the great sessions they organised last year – a big thank you to them for 2009. Market conditions have changed this year and Motor Sport Ventures have increased their prices and a number of their conditions.

This has made using their circuits considerably less attractive, so unfortunately we won't be going to Cadwell, Brands or Oulton which is a shame as they are such great circuits. Fortunately Britain is blessed with a large number of good quality circuits and our three track days this year will be just as good, although the circuits will not be quite as intricate.

For 2010 we have planned :

March 22 **Silverstone Grand Prix Circuit**

June 14 **Castle Combe**

October 25 **Goodwood**

I am sure Silverstone needs no introduction and many of us will know the lines and every bump.....through the eyes of Martin Brundle. Well here is your chance to prove that Lewis Hamilton takes too tight a line through

Club and cannot get on the power early enough. Well perhaps his car is a little more advanced than mine and does have 700 BHP more and I think ground effect was only a germ of an idea in Colin Chapman's mind when the TR7 was created. Silverstone is a more interesting circuit than at first meets the eye.

Although it has some long straights, it also has a number of tricky corners and combinations of corners. You do not need a powerful car to enjoy Silverstone, it is the most demanding circuit we will be going to this year but it has plenty of run off areas so it you can spin safely!

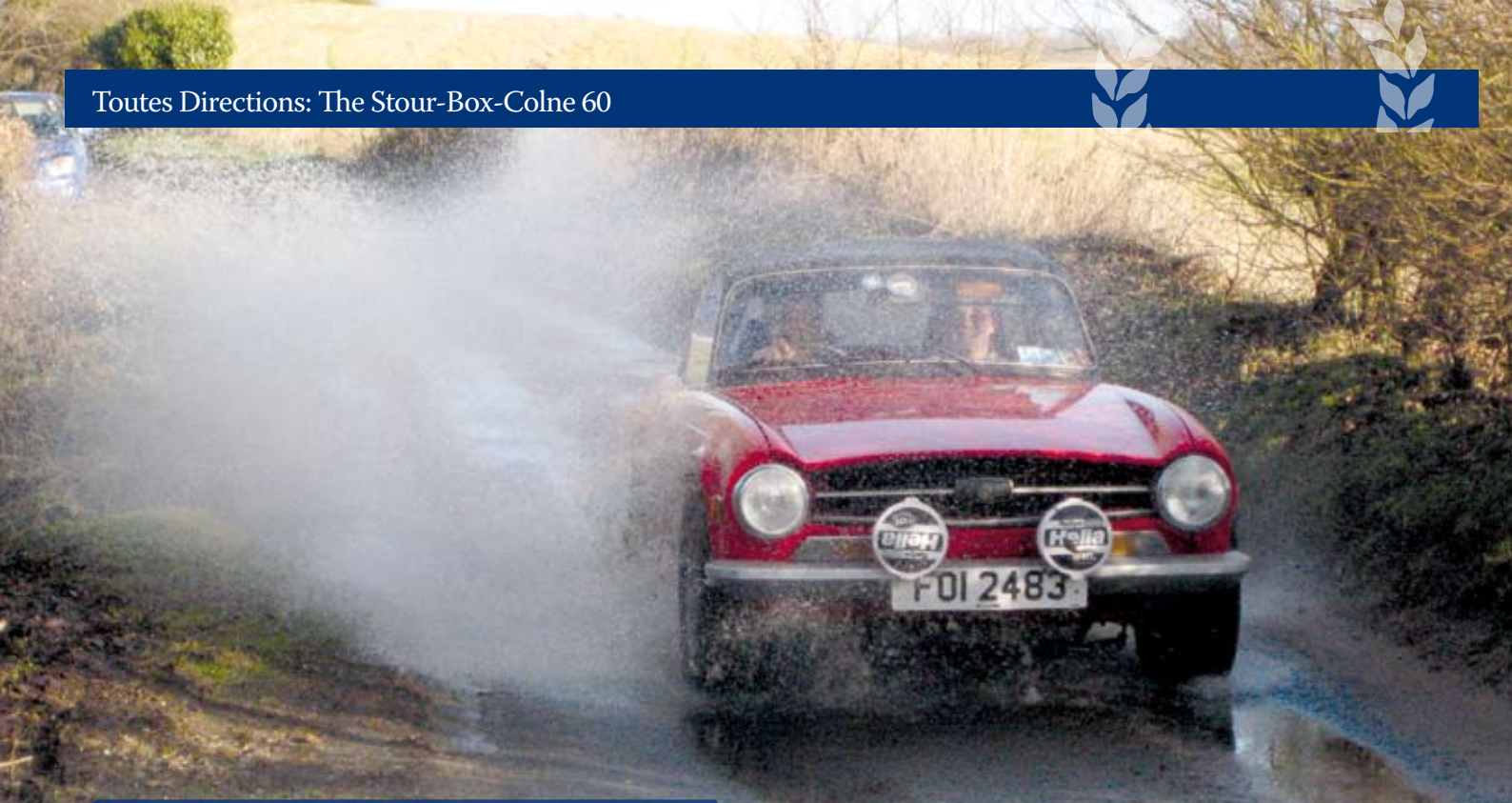
Castle Combe and Goodwood are circuits of similar character, both flat and fast. Goodwood is the longer and faster of the two. The challenge here is to get close to the limit. Both circuits have some tricky corners and each has a great linked double apex corner which is very satisfying to get absolutely right. Both circuits are a bit tight on run off and also noise limits. You would be well advised to get your car to 95Db for these circuits as past experience indicates the noise monitoring equipment they use is calibrated at the sensitive end of the scale. This year we will be using the MGs-on-Track website for booking.

You will need to register on their site and use their Book and Pay facility. This is only visible after you have registered or logged in. We will be in the Multi Marque session at these circuits so make sure you do not book in the MGs session, incorrect booking could result in disappointment.

Additionally please note in the Club Triumph forum that you will be coming. Appropriate threads will be set up on our forum. As you have registered with MGs-on-Track you will receive updates from them from time to time. These may include notices of places available at other MGs-on-Track track days. Anyone registered with them is free to attend if invited by update.

We will not have exclusive entry to the multi marque sessions. Booking for MGs-on-Track track days is taken up very rapidly so to ensure your place it will be necessary to monitor our forum and their website. When booking is opened for our days it is necessary to respond very rapidly otherwise you may be disappointed. Plan your year in advance and act quickly when booking opens.

Have a great track year!



The Stour-Box-Colne 60

CT Essex's 12 Car Winter Rally - Mike Banks



On the 17th January this year, Essex ran its second 12 car rally in this new series. The route of just over 60 miles ran from the start at Dedham in Essex, crossing over the River Stour into Suffolk, and then westwards through villages in southern Suffolk, looping back into Essex and then heading eastwards towards Colchester, finishing at The Cricketers pub on Fordham Heath for a well earned drink and pub lunch while waiting for the results.

A few days earlier, most of the narrow lanes and hilly back roads making up the 5 sections of the route were snow covered, quite deep in some places, and there were some doubts as to whether the event would go ahead. However, on the day itself, there was bright sunshine and, having been thawing for a while, the roads were fine although very wet in some places.

A full entry had been received, but this was depleted somewhat by some withdrawals a day or so before, and a couple of breakdowns on the way to the start. Both Experts and Novices were using the same route, but with slightly different section route cards to suit the differing experience levels.

Section 1 took the crews over the Stour, through Raydon, Shelley and Polstead. The ford at Calais Street had to be detoured, as it now contained about two

feet of water rather than the four inches it normally has. From Boxford the route then ran down to the first control at Bures. Navigation for this section was by features found on the map, which intersected the roads on the correct route, and none of the crews seemed to have much difficulty with this. There was an alternative route that could have been taken at one point, but using the default rule of "always use the shortest route" should have not have caught out anyone, although I suspect it might have caused a momentary panic for some.

Section 2 was plotted by using the shortest route between the 2 controls, while passing through a couple of spot heights and avoiding two more. Pretty straightforward, but some crews still managed to approach the end control from the wrong direction, indicating they had passed through a barred spot height and picked up some penalties as a result. From a timing point of view, all crews were okay at this point and had no timing penalties.

By now the cars were to the west of Colne Engaine, heading towards Halstead and Sible Hedingham. For the next section the crews were given a marked map that took them north of Halstead and then looped back to the southern side of the town, through some very narrow and bumpy lanes, made even worse by flooding in some places. One particular hilly lane was more like driving through a

lake and up a river than along a road, but then this was a winter rally after all, and the route was especially chosen to reflect this. In fact some of the lanes were more like farm tracks after the weather of the previous few weeks, and needed care to avoid any damage to the car. Again, a ford on the route which normally has a few inches of water was impassable, so a previously recce'd detour was used.



Having a marked map for this section made navigating easy, but the challenge was in the driving of it and keeping to exact time for the section, as a very simple regularity was used here to act as a tie breaker should it be needed later. Section 4 had the crews going westwards now and the route card for this section

used points of the compass to show exits from grid squares to get the cars back onto the main map. From there a mix of spot heights, junction type descriptions and map references to were used to navigate some wider and faster roads past Stisted, through Tumbler's Green and the A120 Coggeshall bypass, ending at the next passage control in the centre of Great Tey.

The final section had a few more narrow and very bumpy lanes included, and used different route clues again. This time there were some map references with direction of entry and exit given, plus a short herringbone. This herringbone was very straightforward but still managed to catch some crews out.

All crews came in within time, had a warm in front of the pub's log fire, had a drink, and ordered some food to re-fuel while the results were worked out. The idea of using the timed regularity on section 3 to use as a tie breaker was a good one, but eventually to no avail as Experts Michael Helm/Colin Wake were on 0 Fails 2 Penalty Minutes, as were Novices (soon to be Experts) Mike Bishop/Darren Armitage! So they were really joint winners, but for the purpose of awarding competitive points a tie breaker question of "How many code boards did you pass?" had to be asked and this gave Michael and Colin the win.

Everyone seemed to enjoy this event; for most it was the first one of the New Year. Emphasis was on relatively easy navigation clues as I knew the road conditions would be enough to keep the crews busy and hopefully make for an enjoyable morning's competition without having near-impossible route card clues to contend with.

Many thanks to Paul Beeson, Tim Bancroft and Ellis Stokes for coming out and marshalling; without them these events could not take place. Mike Bishop and Darren Armitage are now firmly elevated to Expert status for this series, having had a number of class wins in these and other 12 Car Rallies.



The next event in this series will be on the 15th August (although this is still to be confirmed) and is likely to be further to the west, probably covering Beds, Bucks and Herts. This is in an attempt to make these 12 car events more accessible to a greater number of CT members. So watch out for forthcoming news on that, and lastly, many thanks to all those who took part and marshalled on this winter event.

RESULTS

Novice class

Position	Competitors	Fails	Time over
1	Mike Bishop/Darren Armitage	0	2 mins
2	Steven Radley/Dave Saunders	3	1 min
3	Dave Cox/Vi Allison	4	0 min
4	Peter Jackson/Janet Jackson	22	5 mins

Expert class

Position	Competitors	Fails	Time over
1	Michael Helm/Colin Wake	0	2 mins
2	Dale Barker/Nigel Abdullah	3	0 min

Club Championships

Martin Randle

It was a very close run thing at the finish but in the end Michael Helm won the Drivers Championship having been pushed hard from mid season by Clive Senior. A great scrap was put up by these two gents and we all look forward to a rerun this year with maybe a few more getting involved?

DRIVERS CHAMPIONSHIP FINAL RESULTS

Driver	Area	Car(s)	Pos	Pts
Michael Helm	Essex	TR6/Spitfire/TR3	1	268
Clive Senior	Gatwick	Toledo/Herald	2	242
Mike Bishop	Essex	Herald/2.5PI saloon	3	103
Katie Foreman	GatwickHerald	13/60 Saloon - GT6	4	101
Neil Dowie		GT6 Mk2	5	58
Mathew Helm	Essex	Spitfire	6	54
Tim Bancroft	North London	2.5PI mk1 saloon/GT6 Mk2	7	49
Anthony Davies		TR7V8 FHC	8	29
Doug Foreman	Gatwick	Herald 13/60 Saloon	9	28
Dale Barker	North London	Herald 1200 Convertible	10	26
Dave Cox	Essex	Spitfire Mk4	11	21
Barry McGrath	Pendle & Pennine	Acclaim	12=	14
Michael Charlton	South Yorkshire		12=	14
Phillip Charlton	South Yorkshire		12=	14
Andy Rangepcroft	South Yorkshire		12=	14
Colin Wake	Essex		12=	14
Dan Wilmshurst	Pendle & Pennine	Acclaim	17	12
Martin Randle	Pendle & Pennine	TR7 16V FHC	18	11
Caroline McGrath	Pendle & Pennine	Acclaim	19	10
Rob Southern	Pendle & Pennine	Spitfire Mk3	20=	8
Darren Armitage	Essex	Herald	20=	8
Roger Hoogmans		2.5PI mk1 saloon	20=	8
Ian Cottam			23=	7
Andy Healey	Norfolk	TR7 DHC	23=	7
Ivelina Thommason	Essex	2.5PI mk2 saloon	23=	7
Gill Healey	Norfolk	TR7 DHC	23=	7
David Aspinall	Norfolk	TR7 DHC	23=	7
Julie Aspinall	Norfolk	TR7 DHC	23=	7
Paul Hughes		Dolomite Sprint	23=	7
Mike Banks	Essex	Spitfire	23=	7
Andy Flexney	Essex	TR3A	23=	7
Jon Ranwell	Pendle & Pennine	Spitfire Mk3	32=	6
Doug Livingstone	Gatwick	2000 MK2 saloon	32=	6
Chris Hughes		Dolomite Sprint	32=	6
Andrew Martin		Vitesse 6	32=	6
Paul Darbyshire	Pendle & Pennine	Stag	32=	6
Roger Baldwinson	Gatwick2000	MK2 saloon	32=	6
Peter Connaughton	Gatwick	Vitesse	32=	6
Paul Kettlewell	Pendle & Pennine	Acclaim	32=	6
Adam Wilson		TR7	32=	6
Martin Cox		Dolomite 1500HL	32=	6
Roy Lacey		GT6 Mk1	32=	6
Keith Dandridge		GT6	32=	6
Bob King	Gatwick	2000 MK2 saloon	32=	6
Peter Jordan			32=	6
Michael Davis	Pendle & Pennine	Spitfire 1500	46	2



CO-DRIVERS CHAMPIONSHIP FINAL RESULTS

Navigator	Local Area	Pos	Pts
Doug Foreman	Gatwick	1	185
Colin Wake	Essex	2	126
Darren Armitage	Essex	3	102
Vi Allison	Essex	4	44
Ellis Stokes	North London	5	44
Barry McGrath	Pendle & Pennine	6	38
Lucy Senior	Gatwick	7	32
Gillian Helm	Essex	8	31
Amanda Phillips		9	29
Mike Bishop	Essex	10	26
Keith Compton-Bishop	North London	11=	22
Floyd Pattie	Essex	11=	22
Ivelina Thommason	Essex	13=	20
Mathew Helm	Essex	13=	20
Nigel Abdullah	North London	15	19
Julie Aspinall	Norfolk	16=	14
Caroline McGrath	Pendle & Pennine	16=	14
Paul Kettlewell	Pendle & Pennine	18	13
Sarah Johnson	Lincolnshire	19=	12
Lesley Connaughton	Gatwick	19=	12
Katie Foreman	Gatwick	21=	11
Michael Helm	Essex	21=	11
Tim Hunt	North London	23	10
Steve Thompson	Pendle & Pennine	24=	8
Marguerite Haddrell	Essex	24=	8
James Caruthers	North London	24=	8
Andy Healey	Norfolk	27=	7
Gill Healey	Norfolk	27=	7
James Beaumont		27=	7
David Aspinall	Norfolk	27=	7
Michelle Wake	Essex	27=	7
Dave Saunders	Essex	27=	7
Bill Goodwin		27=	7
Juliette Stamp	North London	34=	6
David Stewart	Essex	34=	6
Bryce Greenwood	Pendle & Pennine	34=	6
Scott Hughes		34=	6
Adam Clayton	Gatwick	34=	6
David Lonsdale		34=	6
Jason Chinn	North London	34=	6
Andy Flexney	Essex	34=	6
Sam Shattock		34=	6
Theo Boonen		34=	6
Dave Tongue		34=	6
Brian Maslin	North London	34=	6
Dave Kent		34=	6
Janet Jackson	Cambridge	47=	2
Kevin Martin		47=	2

We really are developing some talented navigators and sometimes they are overlooked. Someone who can't be overlooked and indeed, shouldn't be is Mr Doug Foreman who has come through after his horrific accident to take the Navigators championship for 2009.

I am sure the whole club will agree with me when I say Doug has done a magnificent job! *(He probably wouldn't, partly because he's far too modest and partly because he can't remember! – Ed).*

AREA CHAMPIONSHIP FINAL RESULTS

Local Area	Pos	Points
Essex	1	1186
Gatwick	2	675
North London	3	401
Pendle & Pennine	4	216
South Yorkshire	5	86
Norfolk	6	75
Nottingham	7	33
Lincolnshire	8	12
Cambridge	9	10
Beds & east Bucks	10	6

Despite the Gatwick dynamic duo's best efforts Essex have won the 2009 season with a massive 1186 points.



When the club introduced the Driver Challenge a rule was put in place that no-one could win both the Challenge and the Drivers Championship in the same year which has meant that in 2009 Michael Helm had to make that difficult choice, has taken the Drivers Championship and has had to relinquish his claim here. The result therefore, is that Mike Bishop has taken a well deserved and hard fought win ably supported by his co-driver Darren Armitage. This is the second year running for Mike and indeed, no-one else has ever won the Challenge to date. I wonder how long Mike can keep this up?

DRIVERS CHALLENGE FINAL RESULTS

Name	Area	Pos	Historic Counties	Borardo Autosolo	Cadwell TD	CT Autosolo	Essex 1/2 Car	10CR	Oulton TD	Santa Rally	Total
Mike Bishop	Essex	1	6	9	8	7	17	6		12	65
Andrew Martin		2	10			13	3	7	8	11	52
Tim Bancroft	North London	3	2	11	7	10	13	7			50
Dale Barker	North London	4	6		7	7		7		11	38
Dave Cox	Essex	5	6			7	10			7	30
Ellis Stokes	North London	6	16			6		7			29
Floyd Pattie	Essex	7	14			7	6				27
Phillip Charlton	South Yorkshire	8=	7		7			8			22
Michael Charlton	South Yorkshire	8=	7		7			8			22
Keith Dandridge		10=	6		8	7					21
Dave Langrick	Nottingham	10=	7					7	7		21
Peter Jordan	North London	12	6			7		7			20
Paul Hughes		13			7	6		6			19
Mike Banks	Essex	14			6		6	6			18
Steven Radley	Essex	15	10				7				17
Nick Jones		16=	7					7			14
Nigel Abdullah	North London	16=				14					14
Andrew Pearce		16=	7					7			14
Caroline McGrath	Pendle & Pennine	19	13								13
Colin Wake	Essex	20=				6		6			12
Jeffrey Goodwin	North London	20=				6	6				12
Russell Banyard		20=	6		6						12
Peter Connaughton	Gatwick	20=				6		6			12
Chris Shaw	North London	20=			6	6					12

Competitions Committee

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<i>Secretary:</i>	Tim Bancroft (tim.bancroft@club.triumph.org.uk)
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<i>Autotests & Autosolos:</i>	Doug Foreman (doug.foreman@club.triumph.org.uk), Michael Helm (michael.helm@club.triumph.org.uk)
<i>Car Preparation:</i>	Dale Barker
<i>IT and Publicity:</i>	James Carruthers (james.carruthers@club.triumph.org.uk), Ellis Stokes (ellis.stokes@club.triumph.org.uk)
<i>Photography:</i>	James Carruthers
<i>Environmental Matters:</i>	Andy Martin (andy.martin@club.triumph.org.uk)
<i>Long Distance Driving Events:</i>	Ten Countries Run – Ellis Stokes Historic Counties Run – Dale Barker Round Britain Reliability Run – Tim Bancroft (tim.bancroft@club.triumph.org.uk)

