

# Toutes Directions

by Martin Randle

First off I would like to list some opportunities for all Club members to exercise their cars this year with some legal spirited driving.

**April/May** - the TR Register may be running a track day again at Mallory Park. I have been in e-mail correspondence with them and they would be happy for us to join them if they run it again. The cost last year was £95 for one driver or another £25 for a second driver if you are happy to share a car and the time.

**July/August** – the return of Club Triumph to organising a motorsport event of its own! We intend to run a “Production Car Autotest” at a venue somewhere in the Midlands, which will ideally take place at the Club’s national day. Given that many people will be new to any kind of competition I will be giving more information below.

**August/September** – *Classic and Sportscar* Action day, Castle Combe. Having read Tim Bancroft’s article in the last *Club Torque* this seems like a cracking day and very good value too at significantly lower cost than the TR Register track day. Given that Club Triumph have a stand there and that the editor of *Classic and Sportscar* magazine is a big supporter of Club Triumph there is even more reason for us to have a presence on the track!

**October 1-3** – All right thinking members of the Club should be looking forward to the Round Britain Run!

**November 20** – a “real RAC rally” – the Roger Albert Clark is a 4-day rally for historic and post historic rally cars which means Triumph 2000s, 2.5s, Dolomite Sprints, TR7 16 valves and TR7 V8s can enter! Andy Pearce has entered this in his Mark 1 2.5 PI! Graham Reeks is his co-driver but I am sure he won’t mind some volunteers to help out with servicing, providing coffee, etc, etc. I take my hat off to him and hope that as many Club members as possible will be out cheering him and Graham on.

Speaking of Andy, Part 3 of his series on car preparation also appears in this issue.

## Club Triumph Production Car Autotest

So what’s a PCA? It’s a competition where a crew of 2 (driver and co-driver) completes a test around cones against the clock. A standard car is absolutely fine and each test will take less than 30 seconds to complete (unless you make a pig’s ear of it of course!). There will be something like 4 tests run 3 times with the best 2 times

to count. Most of all, it’s fun! It is also cheap so everyone should be able to afford a go at motorsport and although it seems hectic, high speeds are not encountered with first and reverse gears (along with the handbrake) used most. I hope that the entry fee will be as low as £10 but we will have to see. Details will be available in due course in the form of an entry form, or regulations to use the correct term.

To make this happen we need both entrants and volunteers to help run the event. One thing everyone considering helping out though needs to be aware of is that you can’t compete as well! With this in mind I hope everyone involved accepts that the organising team are unpaid volunteers who will make some mistakes! So – what positions are needed and what are they?

*Clerk of the Course* – Myself. Basically responsible for the entire organisation and making it all happen. It’s like the old joke, it’s a very responsible position as in, if anything goes wrong, I’m responsible!

*Secretary of the meeting*. Responsible for all correspondence, dealing with entries etc, etc. Mrs Randle is delighted to take this on.

*Scrutineer* – Andrew Pearce has taken on this role. His responsibilities are to ensure that all cars entered meet the requirements of a PCA, which will mean ensuring that they have an MOT, are taxed and are roadworthy. I will ask Andy to prepare an article on what to expect!

*Steward* – Position vacant. The Steward takes no part in the running of the event but has a supervisory role to ensure it runs correctly. They are also the person to whom appeals are made – please let’s not have any appeals!

*Timekeeper(s)* and *line/pylon judges* – we will certainly need a number of these. If you can start and stop a stopwatch, record times on competitors’ sheets and spot a cone being hit you can do this!

*Test Equipment Officer/Results Officer* – for our event we can combine these roles. The position is vacant and is pretty self-explanatory I think. Whoever takes this on will need to organise all the equipment needed for the day, make sure it’s on site and collect it all again after the event. They will also be responsible for collating the results from all the timesheets handed in at the end of the event and compiling the result.

Ok – volunteers please either ring me or e-mail me. Without you this won’t happen.