

Toutes Directions

Competition news from *Martin Randle*

2005 Club Championship

The 20 Counties Challenge and the 10CR will be qualifying events in 2005. This is because they are running under the auspices of the Motor Sports Association so are close to 'competition' without there actually being any, if you see what I mean!

Points will be awarded as follows: 1 point for entering, 2 points for finishing and 10 points for first place, 9 points for second etc. On the 20CC the points will be awarded based on the crew with most number of counties in the least number of miles receiving 10, the next crew 9, and so on. Maximum points will, therefore, be 13 and the minimum 1 for having entered and started. On the 10CR the maximum points will be 3 for having entered and completed the event.

Other than that, results for any event can be considered providing you give me the information and that you are a Club Triumph member using a Triumph, of course.

Future Events

Our friends at the Bedford Car Club will be running a series of 'mini rallies' and autotests throughout 2005. Club Triumph is an invited club again, which means that members can enter these events without the need to have either a competition licence or join Bedford Car Club. They will also be okay for claiming Club Triumph Championship Points.

Dates are as follows:

17th April: mini rally (that's small, not as in car!)

15th May: autotest – usually on grass (I

intend entering this one)

19th June: autotest

13th August: practice autotest and barbecue (sounds pretty good to me)

20th August: autotest

18th September: autotest

16th October: autotest

You can either contact them directly (comp-sec@bedfordcarclub.org.uk) about these events at or get information from me.

There's the TR Register track day on Tuesday 5th April at Mallory Park. You can get a copy of the entry form from Tim Bancroft who will be attending along with a number of other CT members.

The 20 Counties Challenge will still be open for entries when you read this but not for much longer, so get your entry in! This should be a fascinating event and one with a heritage as it is a revival of an event run by the Club in the '60s.

I would also recommend you keeping an eye on the NESCREO events at www.nescro.co.uk/nescro/event.html. I hope to be entering 'La Carrera Caledonia' on 5th and 6th June and the 'Devil's Own' on 6th and 7th August.

With regard to La Carrera, this follows the Pendle & Pennine meeting on 4th June. As a result, I will be organising a road run on the Lancashire/Yorkshire border in the afternoon of the 4th (Friday), followed by the P&P local meet, which features a 'show and shine'. Next day it's a two-hour drive to the start of La Carrera at Gretna. For those who like the idea of the RBRR or 10CR but are put off by so many miles in so few days, this could be

the long weekend of Club Triumph motoring you are looking for.

Declaration of intent

In the last 'Toutes Directions' I gave my declaration of intent to build my TR7 into a tarmac rally car over the next five years so as to enter the Manx Historic rally and the 24-hour Ypres Historic. Here's an update on the preparation of the car.

I stated that, "In theory, I could enter the Manx with a standard engine as this is on the homologation papers with later amendments, but in reality it will be a choice between a 16-valve Sprint engine or a V8 in about 2008/9!". It's strange how things can change in just two months. Since last time, I have bought the power plant for my Manx attack rally car – yes, an amazing 16-valve Sprint engine as used by the works cars in '76 and '77. Ok, ay it's not quite a works engine and the supplier wasn't Broadspeed. In fact, it's an engine bought off eBay complete with carbs and manifolds, including the important exhaust manifold, which will match up to my sports exhaust. Oh, and I haven't heard it running but it isn't seized! All for the princely sum of £76 and collected in the back of my Audi A3 one dark night in Durham.

My TR7 has now had all the rear suspension fully rebuilt with uprated springs and shock absorbers. By the time you read this the front suspension will have been tackled too.

As you can see, project Manx Rally 2010 is on target and on budget!

RBRR2004: 1978 Dolomite 1500SE, pictured with Martin Simmons (01054), Dave Smyth and Dave Marten of New Haven, East Sussex (Car 9)

