

Toutes Directions

Competition news from *Martin Randle*

This month I am going to use a short section shamelessly ripped off from a forum posting by Tim Bancroft!

Speed events – what are they and how do I get involved? *by Tim Bancroft*

There are two types of speed event: hillclimb and Sprint. Hillclimbs are held at purpose-built venues on a stretch of tarmac private road going up a hill. Sprints are generally held at racetracks; there is one purpose-built sprint track at Curborough, near Birmingham. Race tracks that are used include Goodwood, Snetterton, Lydden Hill, Brands Hatch etc.

It is fair to say that sprints are better for novices as they are wider and have run off areas, hillclimbs are generally quite narrow and have not much space for error. However, hillclimb venues are very picturesque; Prescott, Shelsey Walsh, Wiscombe Park and Gurston Down are good examples – lovely places to go to.

The aim is to complete the course in as quick a time as possible and it is usual to have several runs in the day. This is a good way of becoming involved in more serious motorsport, learning how to drive smoothly and quickly on tarmac and also how to set up your car. It is also a good stepping stone to higher level competition such as circuit racing or tarmac rallying.

Equipment: you will need a helmet (RAC approved), racing suit and gloves.

Safety mods: clamp battery down, yellow earth lead (use insulating tape), extra throttle return springs, seats fixed to prevent tilting, ignition switch markings, oil breathers and catch tanks, fuel tank area enclosed to prevent passage of fuel into cockpit (aluminium sheet cut and fitted to fully enclose tank so it's liquid tight), and more.

It is best to consult RAC MSA Blue Book on all this. The Blue Book is issued to everyone who buys a competition licence (see the MSA website www.msauk.org.uk for details or ring them on 01753 76500) or I have one as Club Competition Secretary.

The car and your equipment will be scrutineered [*scrutinised, surely?* – Ed.] on the day of the event and this is probably more stringent in some ways than an MOT test.

If you are interested, remember that the TR Register runs a series. Malcolm Paris intends to enter this year with his TR7 V8, so he would be a good point of call.

I have a good friend who competes with a rapid Mini in the BARC Sprint and Hillclimb series (the Borough 19 Motor Club events are within this series) and I often help him with a bit of spannering etc. He was awarded 2003 BARC Sprint/Hillclimb Driver of the year. The atmosphere at the events is always good and all competitors help each other, which is a nice feeling. The other thing to remember is that the 2003 TR Register championship winner was Patrick Squire in his lovely Red GT6 Mk 3!

My advice, if interested, is to go along to an event and talk to people and see what you think. I am going along to Gurston Down near Salisbury on Sunday 17 April to assist my mate in his Mini. The TR Register will be there also.

The advantages over racing are that the cars do not get thrashed for race distances (hillclimbs and sprints are usually no more than three miles long) and there is no contact with other cars as there is only one car on the track at a time – if a mistake is made it is usually the driver who is to blame.

The sport is all about driving fast with precision, you have to be fast from the off as you are competing against the clock: it's a good sport.

2005 Club Championship

The first championship table will be published in the next edition of *Club Torque* as we will have the results from the 20 Counties Challenge [*I think it's fitting that I point out in this edition that an Acclaim is at the top of the table!* – Ed.]. Anyone else who competes in an event please let me know your results so that I can include you in the championship. I know that Malcolm Paris is aiming to compete in a number of hillclimbs and sprints and that a gent by the name of Mik (sorry, I don't know more than that) [*Mik Davis, from Bradford. We're slowly taking over...* – Ed.] is competing in the TSSC race championship. By the time you read this I hope to have competed in a Bedford Car Club autotest on 15 May as well, so all in all there should be more names in the lists than last year – great stuff!

Future Events

Our friends at the Bedford Car Club will be running a series of 'mini rallies' and autotests throughout 2005. Club Triumph are 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:

19 June: autotest

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

20 August: autotest

18 September: autotest

16 October: autotest

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

I would also recommend you keeping an eye on the NESCREO events at www.nescro.co.uk/nescro/events.html. I hope to be entering 'La Carrera Caledonia' on 4–5 June and the 'Devil's Own' on 6–7 August.

With regard to the La Carrera, this follows the Pendle & Pennine meeting on 3 June. As a result, I will be organising a road run on the Lancashire/Yorkshire border in the afternoon of the 3rd (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 the 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.

Borough 19 Motor Club are organising the sprints and Club Triumph are an invited club. One event will have already taken place by the time you read this, on 7 May at Snetterton, but the others are 18 June at Lydden and 17 September at Lydden again. Please see the calendar pages of the website for further information or contact their Competition Secretary, Neil Benfield by e-mail neil@thebenfields.fsnet.co.uk.

Declaration of intent – or Project Manx

Here's an update on the preparation of my TR7. The e-Bay Sprint engine is still in my garage but there has been progress in other areas.

My TR7 has now had all the suspension fully rebuilt with uprated springs and shock absorbers, front and back. There is also an anti-dive kit fitted for when I slam the brakes on in panic (!) and a home made sump-guard is now bolted to the subframe.

I also have all the bits for upgrading the front brakes. This involves BMW 325 discs (which should be more than capable) along with Volvo four-pot calipers, which are massive in comparison to the standard TR7 ones. Now there's some machining to do and fitting up which I hope to have

completed by the end of April, with an article to follow on how it was all done.

Project Manx rally 2010 is still on target but I won't talk about the budget – Mrs Randle may just read this article!



Ten Countries Run 2005

Martin Randle gives an update on '10CR 2005'

At the time of writing there are 25 entries, with lots of interest expressed from RBRR crews, too. I continue to have plenty of enquiries; one of them is a gent from Ireland who is planning to use the trip to raise money for charity and apparently has a TV company interested in filming their efforts. By the time you read this he may well be on the entry list in another GT6.

There has also been another amendment to the plan. The stop over near Calais has now been moved to Bruges: Dean Martin, who set up the 2003 website, is working on accommodation/entertainment for us and it looks great – keep checking out the 10CR website for updates.

Accommodation has also been booked by Paul Darbyshire for the Ventimiglia

stop and, again, this looks like it has all the ingredients for a night to remember.

The most popular cars remain the Spitfire range (six) and the TR7 (four) along with three TR4As (and a TR4) and two GT6s. So, sports cars are the most favoured choice of weapon.



Car no.	Entrant	Crew	Car	cc	Year
1	Martin Randle	Matt Wilkinson	TR7 FHC	1998	1977
2	Nick Dawes	Carol Dawes	Spitfire MkIV	1998	1973
3	Ellis Stokes	Keith Compton-Bishop	TR7 DHC	1998	1979
4	Tim Bancroft	Daryl Stone & Richard Arthers	2.5PI	2498	1969
5	Chris Gray	Rob Walker	Spitfire 3500 V8	3532	1978
6	Doug Foreman	Colin Jenner	GT6 Mk3	1998	1973
7	Stuart Rodgers	Karl Wrigley	Vitesse Mk2	1998	1970
8	Toby Rodgers	Brian Longmate	TR4	2138	1965
9	Robin Upton	Marcus Cleaver	Spitfire4 MkII	1147	1966
10	Don Cook	Steve Gallacher	GT6 MK3	1998	1971
11	David Jenkins	Paul Wilkerson & Jessica Jenkins	Herald 1200 conv.	1296	1967
12	Mark Bailiss	Maxine Winston	TBA		
13	Keith Bennett	TBA	TR4A	2138	1965
14	Andrew Flexney	Paul Darbyshire	TR3A	2038	1959
15	Craig Bennett	Alan Chatterton	2.5 PI estate	2498	1970
16	Tim Hunt	Mike Godfrey	TR4A	2138	1966
17	Malcolm Sparks	Ray Cook	Spitfire	1300	1966
18	Glenn Freeman	Katrina Freeman	Stag	2997	1972
19	Malcolm Helm	Gillian helm	TR6	1972	2498
20	Malcolm Randle	Paul Tozer	Spitfire mk3	1296	1968
21	Roger Hoogmans	Theo Boonen	TR7 Sprint	1998	1981
22	Peter Connaughton	Lesley & Eammon Connaughton	2000 TC	1998	1971
23	Marcus Clayton	Adam Clayton	Herald 13/60	1296	1968
24	James Sawyer	Sandra Sawyer	TR7	3527	1981
25	Charles Lowe	Chris Meehan	Spitfire	1498	1976

As a reminder, the 10 countries are:

1. England!
2. France
3. Switzerland
4. Monaco
5. Italy
6. Austria
7. Liechtenstein
8. Germany
9. Luxembourg
10. Belgium

Holland has been replaced by Luxembourg in order to include more interesting driving. This also means all the original 10 countries will be visited again, although not in the same order.

Let's not forget the Ten Countries Run is based around three principles:

1. The lowest entry fee possible
2. The least number of rules and regulations possible
3. The maximum number of entries possible – in theory, no limits

It is the nature of this event that it continues to evolve.

Ferries and accomodation

The ferries needed are:

Dover–Calais with Sea France 17.45 on Thursday 8th September and Calais–Dover with Sea France 11.15 on

Monday September 12th

We will aim to actually take earlier ferries but the theory is that by booking the later ones we won't have any panic if we are held up anywhere. Experience has been that if you turn up earlier then you can get on – but there's no guarantee!

It is the entrants' responsibility to book their ferries, but as a guide, booked via www.channelcrossings.net the cost was £83.63 in November, but this may well have gone up as this was an early booking deal.

By the time you read this there'll only be four months to go!