



# THE LINK



July 2014

## Tregrehan Speed Hill Climb - Report by Allen Iggulden. Photos by Dave Brenton

By 7.30am on Saturday 7 June the paddock at Tregrehan was a hive of activity. Already many people were working on, or admiring, the assortment of saloon, sports and racing cars, alongside the many motorcycles in preparation for the race up the hill.

Saturday saw the first competition for the Tregrehan Academy members, who had been mentored by club officials and experienced competitors. The club received 21 academy applications from those who had not had a competition licence previously. In the end 13 new competitors entered the weekend event and not one had a problem on the day with their car, documentation, or the track, as they had been walked up the hill two weeks before. Another first for the weekend at Tregrehan was a Reliant Scimitar running on Liquid Petroleum Gas.



As always, the motorcycles were very entertaining to watch, defying gravity to take bends at the high speeds they achieved. The fastest bike on Saturday was Glyn Poole on his 500cc Honda, taking the hill in 20.14 seconds.



Nearly everyone improved on their times with Mike Lee in his OMS 2000M and Andrew Dinner in close contention for fastest time of the day. Andrew, in his Pilbeam MP82 racing car, recorded a time of 17.13 seconds on his final run up the hill, which proved to be the fastest time of the day and a new track record, beating Mike Lee's time by just over half a second. This was the second year that Andrew had set a new hill record.

The forecast for Sunday had been for sunnier weather following a night of thunder, lightning and rain. Fortunately the track had virtually dried out by the time first practice runs commenced, allowing many of the drivers to improve their times throughout the day. There were many highlights to see on the track and some interesting cars competing. Once again Mike Lee and Andrew Dinner recorded very closely matched times, however it was Andrew who recorded the quicker, 17.20, only hundredths of a second in front of Mike.

Glyn Poole on his 500cc Honda once again took the fastest motorcycle time up the hill, on the Sunday, reducing his time from Saturday to 19.84 seconds.

Special mention must be made of Phil Montgomery-Smith in his Fisher Fury, who on the Sunday managed a time of 19.09 seconds. This was the only non-racing car that managed to get below 20 seconds. Also in his first speed hill climb, Stephen Hatton in his Jedi mk4 600cc single seater racing car, managed to reduce his times over the weekend to a very creditable 19.88 seconds.



Everyone agreed that the whole weekend had been a great success, especially the Tregrehan Academy entrants who all had smiles on their faces at the end, with some even clocking very good times against more experienced competitors - a few may even be future hill climb stars. They all look forward to the next event at Tregrehan, which will be the final round of the ASWMC championship on the weekend of 11/12 October when they all hope to once again improve on their times.

Full results at [www.trurodmc.co.uk/tregrehan](http://www.trurodmc.co.uk/tregrehan)

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**Team Hatton Energy Motorsport – Tregrehan Report by Bob Hatton****Saturday**

Class A1

Mandy Sillifant Peugeot 106 1400cc went from a 34.11 down to a 31.18 at her first ever time at this event.

Class A3

Bob Hatton Audi A6 Allroad 2500cc went from a 28.44 to a best of 26.49. This is not bad for our 2 ton diesel tow car.

Class A4

Matthew Ewer Subaru Impreza 2100cc with his first event in this new car and the first time at this event was 1st in class with a 21.23.

Class E1

Stephen Hatton Jedi Mk4 600cc was 2nd in class with a time of 20.25, and this is with new wheels and tyres, new diff and all new gear ratios, so lots of changes to get used to.

**Sunday**

Class A1

Mandy Sillifant Peugeot 106 1400cc had her best time of 29.20. She is doing very well.

Class A3

Bob Hatton Audi A6 Allroad 2500cc went from a 26.49 on Saturday to a best of 25.67. That is about as fast as the car will go.

Class A4

Matthew Ewer Subaru Impreza 2100cc again was the fastest Subaru with another class win with a time of 20.38. There is so much more to come from this car and driver. It should be beating the class records at events with a few changes to the car and more practice for the driver.

Class E1

Stephen Hatton Jedi Mk4 600cc had a class win with a time of 19.88, just off the 19.70 he was after.

**Safe Motoring – by Tony Wood**

Do you have electric windows in your car? How would you open them having been involved in an accident if the doors could not be opened? How would you escape from a burning car?

You would not be able to smash your way out by hand; you would need a sharp instrument.

I have fitted in my car a 'smash hammer' as fitted in coaches. It is a small pointed hammer which also has a belt cutter, this tool is fitted in its own holder and can be screwed to wherever you want, mine is fitted to the transmission tunnel area and can be easily accessed. This tool can smash the windscreen or side windows and can easily cut a seat belt to enable escape from a damaged car.

Think about safety.

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**Autosolo Results - 22 June**

Congratulations to Alistair Barnes in a Toyota MR2 turbo on taking FTD at the June 22 autosolo at Cornwall College, Camborne. He is also leading the championship after five rounds.

Class 1 – 1<sup>st</sup> Ross Almond, 2<sup>nd</sup> Wayne Grimshaw, 3<sup>rd</sup> Ryan Freeman

Class 2 – 1<sup>st</sup> Kylie Allen, 2<sup>nd</sup> Marek Wojciechowski, 3<sup>rd</sup> Arry Firman

Class 3 – 1<sup>st</sup> Ian Roscorla, 2<sup>nd</sup> Ross Dodds, 3<sup>rd</sup> Steve Hatton

Class 4 – FTD Alistair Barnes, 1<sup>st</sup> Mark Crowle, 2<sup>nd</sup> Niall Heywood, 3<sup>rd</sup> Alan Duff

Full results at [www.trurodmc.co.uk/autosolo](http://www.trurodmc.co.uk/autosolo). Next event 10 August.

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**RallyNuts Offer to TDMC Members**

Rallynuts at United Downs Ind Park, Redruth is offering discounts to TDMC members. See their website [www.rallynuts.com](http://www.rallynuts.com)

Contact them via the website or ring 01209 822351 for details.

**Vehicle Road Fund Tax – by Tony Wood**

As from 1<sup>st</sup> October 2014 the government are scrapping the need to have the road fund licence disc displayed on vehicles. Instead checks will be made through electronic surveillance and those with no road fund licence will suffer the consequences.

What we will do in motorsport about ensuring vehicles are road legal remains to be seen.

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## French Adventure To Saint Goueno Speed Hill Climb - by Bob Eddy

This May we decided to explore France, we normally just run through to Holland or Germany or even up to Sweden. Courtesy of Tesco we had a cheap crossing via the tunnel - really brilliant way of crossing the channel, 35 minutes and you are in Calais, where they drive on the wrong side of the road!

After a couple of weeks of working our way down to Brittany we arrived in the tiny little village of Saint Goueno, the start of four days speed hill climbing French style.

I had been in contact with John Lloyd before leaving the UK to obtain some help in finding a park to pitch up on with our motorhome. In our correspondence John and his team offered to let me come along as a representative of our club, so in return I offered to help out.

Making our way out of the village we followed signs to the paddock/HQ, which was about two miles away, where we met up with a number of our local competitors arriving. On meeting John and his wife Wendy together with Anne, his friend who arranged our accommodation, they directed us back to the village where they had booked us into our pitch lakeside. In the afternoon Nora and myself teamed up with two other members of the team, Graham and his good lady Ed, who we helped do up all the drivers' packs. In the evening we walked up to the village and had drinks in the one and only watering hole. We then went over to the local village hall to have a splendid meal followed by entertainment outside in the square with some groups.

Next day we met up with the team and were ferried up to the paddock where we helped set the Brit section up in a large marquee for the signing on. We were both allocated jobs for the signing on, where I was wearing my Truro motor club clothing to which I had many comments - there you go cross channel motorsport cooperation! During the day historic cars were competing on this mind blowing course which is two miles long. At the end of the day it was back to the village for another good meal and entertainment. Minibuses are laid on to bring competitors down and back; we ended up sitting with the Irish drivers who kept us well entertained with their many stories during the meal.

After a late night it was up early next morning to be taken up to the paddock and after helping to reconcile the monies taken we had the rest of the day free. Walking around the rather cold and misty paddock we were very kindly offered a warm cuppa tea from Neil Gould, as all we could buy was black coffee, no milk! Soon there was a queue at his motorhome door for more cuppas - thanks Neil. In the afternoon the weather brightened up and we went down to the best viewing spot 'fer a cheval' which I think translated means horseshoe bend. All along the long course there are loudspeakers that must have been a logistical nightmare to lay out. Also on the horseshoe bend there was a giant screen showing the car coming up from the start and going over the finish. You can walk along almost all of the course, they have made a pathway all the way through the woods. End of the day it was again back to the village, which is closed off, for more eating and entertainment. The whole village gets involved in this event except, I believe, one house.

Sunday arrived; a chance for more spectating before helping to clear up. Our local lads competing were Gary Pitt - Ford Escort mk2, Roy Bray - Escort Cosworth, accompanied by Keith Richards for support, Neil Gould accompanied by sleepy head, AJ Heatley (not a morning person). John Lloyd, who is the main organiser on the Brits side and is Vice President, was running as car 0 in his newly built Ford Ka RWD. Also there was Chris Littler - Clan Crusader. Both John & Chris used to come along to Tregrehan competing in identical Audi TTs. Apparently after a few drinks Chris was persuaded to enter Tregrehan, it was good to see him there again. Out of the above Chris was the only one to get an award. Roy went out with a broken driveshaft, Neil turned out with an Impreza as the Cliopreza was not ready but unfortunately during a recce of the hill the car developed a misfire and could not run. Gary also had problems with a broken diff.

The paddock was superbly laid out and also had a large screen to view the cars competing. Toilets took a bit of getting used to, just a seat over a hole in the ground into which sawdust was thrown! From the paddock cars were put into batches and taken to the start line which was about two miles away on public roads; after doing the course they had about the same distance to get back.

At lunch time all the drivers, officials, etc are invited down to a three course meal in a large marquee below the paddock. All the meals are prepared and cooked by the villagers. It is amazing how everyone is so friendly and support the running of this event.

At the close of the day the award ceremony took place so ending a really good time. Perhaps the next organised trip by TDMC would be to this great venue, just need your passports and some Euros.

This as a very well organised and friendly event. With around 450 volunteers behind it you can see why it ran so well. Over the three days in the different categories there were about 150/160 cars running. There were a good variety of cars – Renault Megane trophies, Seat Leons, Porsches, Lolas and Reynards and they even had some real oldies like the Simca Rallyes. See <http://www.hillclimbfrance.co.uk/>

Monday morning it was an early start for the trip back to Calais. Once back in the UK, we'll have another good hill climb to look forward to - Tregrehan. Bit special this one for me as after many years on the organising side I've got to get used to being behind the wheel wearing a crash helmet etc, exciting but reckon it will take a bit of practice to get back into the swing of competing.

Some of the organising team at the end of a successful four days speed hill climbing.



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## Advertising

THE LINK is emailed to members, competitors, colleagues and local clubs. Please email the newsletter editor if you would like to submit articles or adverts for future issues. Small adverts are free to members. Contact Melody [newsletter@trudmc.co.uk](mailto:newsletter@trudmc.co.uk)

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