



# THE LINK



November 2016

## TDMC Members Evening with Motorsport Stars

Truro and District Motor Club recently held a motorsport evening for its members at the St Mawes Hotel hosted by Club President David Richards CBE. The event was to raise money for The Cornwall Air Ambulance and Cornwall Urology Trust.

David Richards, owner of the St Mawes Hotel and CEO of Prodrive, invited the guests:

- Ross Brawn OBE of Brawn GP and Ferrari and the person who masterminded Michael Schumacher's six F1 world championship titles.
- Jonathan Palmer owner of most of the English racing circuits such as Brands Hatch and Oulton Park and Snetterton.
- Steve Soper past British touring car champion
- Mark Higgins past British Rally Champion and stunt driver from the latest James Bond movie.



Photo right: David Richards and Ross Brawn

The evening started with a film in the private cinema showing extracts from the guests' lives including the year Ross Brawn won the F1 world championship with Jenson Button, the British touring car championship with Steve Soper alongside Jonathan Palmer in the Prodrive BMWs, plus snippets from his F1 career, and extracts of Mark Higgins driving the Aston Martin DB10 in the last James Bond movie and his record breaking lap of the Isle of Man TT circuit in the Subaru Impreza at an average speed of 128.7 mph.



Following the film David Richards 'interviewed' each of the guests. Ross Brawn spoke of his time with Ferrari and his F1 championship year running Brawn GP. He went on to tell us of his hobby of fishing and of how he would like to see changes in F1 with new drivers having to drive for the lesser teams in their first year. Steve Soper and Jonathan Palmer spoke of the British touring car championship and how it has changed over the years.

Photo above: L-R Steve Soper, David Richards and Jonathan Palmer

Mark Higgins spoke of his rally career and his part in the TV programme Top Gear and stunt driving for many of the high octane driving films. In the last Bond film he drove the Aston Martin DB10 through the streets of Rome at speeds of up to 150mph. He went onto describe his record breaking race around the Isle of Man TT circuit with speeds of up to 178mph and the problems of the car going broadside due to a brake lock up at 150mph at the bottom of hill at Greg-ny-Baa.

Photo right: David Richards and Mark Higgins



The evening was organised by Truro and District Motor Club to raise money for two charities: the Cornwall Air Ambulance supported by David Richards and the St Mawes Hotel and Cornwall Urology Trust the charity supported by Truro & District Motor Club over the last two years. Along with what was placed in the collection buckets, the club raised around £800 for each charity.

The evening finished with Club Vice Chairman Jeremy Thomas thanking all the guests for attending and awarding each honorary membership of the club. David Richards invited them to enter the Club's Tregrehan hillclimb in 2017 and offered to invite more guests down next year for an even bigger evening of high profile motor sport guests.



Club Vice President Tony Wood thanked the guests for giving club members such an excellent evening and presented them with a Motor Club cap, lapel badge and honorary membership to the club.

Photo left: all guests L-R Mark Higgins, Steve Soper, Club President David Richards, Ross Brawn and Jonathan Palmer.

## Tregrehan Speed Hill Climb - October 8<sup>th</sup> and 9<sup>th</sup> Results

### Saturday

FTD Andrew Dinner

1<sup>st</sup> Jerry Walters (photo right)

1<sup>st</sup> Neil Catling (photo below),

2<sup>nd</sup> Ted Chalcraft, 3<sup>rd</sup> John Penny

1<sup>st</sup> Anthony Wright, 2<sup>nd</sup> Richard Trevail, 3<sup>rd</sup> Nigel Heard

1<sup>st</sup> Martyn Glover



1<sup>st</sup> Andy Cawsey, 2<sup>nd</sup> Adrian Lewis

1<sup>st</sup> Russell Tout

1<sup>st</sup> Jonathan Williamson

1<sup>st</sup> Phil Montgomery-Smith

1<sup>st</sup> Neil Gould

### Sunday

FTD Andrew Dinner

1<sup>st</sup> Jerry Walters

1<sup>st</sup> David Edwards, 2<sup>nd</sup> Neil Catling

1<sup>st</sup> Anthony Wright, 2<sup>nd</sup> Nigel Heard, 3<sup>rd</sup> Richard Sanders

1<sup>st</sup> Jack Ellis, 2<sup>nd</sup> Martyn Glover

1<sup>st</sup> Adrian Lewis, 2<sup>nd</sup> Andy Cawsey

1<sup>st</sup> Russell Tout, 2<sup>nd</sup> Gerald Tout

1<sup>st</sup> Jonathan Williamson (photo right)



1<sup>st</sup> Tim Robertson-Wells

1<sup>st</sup> Neil Gould (photo left)

1<sup>st</sup> Keith Richards



The awards will be presented at our Christmas awards lunch on 11<sup>th</sup> December.

Start line photos by Jeremy Thomas (more on TDMC website)

Thank you to all the marshals and well done to Richard Weeks on his first Tregrehan as Clerk of the Course!

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## TDMC Annual Awards Lunch – 11 December

The TDMC annual awards presentation will take place on Sunday 11th December at The Alverton, Truro, TR1 1ZQ. Please put the date in your diary. You are welcome to join us and have a great lunch in a lovely venue and collect your own award or just come along and congratulate everyone else. About 80 people joined us at last year's event.

The lunch is open to all award winners, club members and anyone else who would like to join us to celebrate our end of year. Please come along and make it a special event for all the winners who are being presented with their awards. The lunch is open to members and non-members.

Places must be booked and paid for in advance along with your menu choices please. Closing date Friday 2 December. 3 courses £22, 2 courses £19.

Please book using the TDMC awards lunch booking form which is available on our website together with the full menu details:

<http://www.trurodmc.co.uk/christmas-awards-lunch/>

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### **“So you want to have a go” - by Andrew Dinner**

The motorsport discipline that I have competed in since 1989, speed hillclimb and sprinting, has, with its multiple class structure, always allowed anyone that has a car and wanted to compete the chance to have a go. When I was younger, I used to spend a lot of time soaking up the experience and knowledge of my peers. One of the great yesteryear masters of local motorsport was Launceston's Sid Broad. I would spend many hours listening to Sid romanticising about wonderful events like Trengwainton and Tregrehan, Davidstowe aerodrome formula races - when it hosted a full F1 field, the Launceston Classic Trial, duels with fellow competitors at Wiscombe - on the track and sometimes on the way home! He spent, as many of his peers did, a lot of waking hours preparing, driving and competing. His level of achievement was incredibly high, often taking class wins and overall honours. His name is inscribed on the Oddicombe Hill Climb outright Fastest Time of Day trophy, 33 years before mine.

The point of all this waffling is that Sid and a lot of his fellow weekend racers did all this in the car they drove to work. They invented the phrase, “race on Sunday, work on Monday”. They drove them to events, competed, won, lost and sometimes broke them but as the weekend faded, and the Monday clock struck 8, they were back at station arriving there in the same transport mode as took them to their weekend success.

When I started the Tregrehan Speed Hillclimb Academy back in 2014, his name and many more before him were ringing gently in my ears. I wanted to assist anyone that was eager to have a go; I wanted to provide them with an easy passage as they stepped onto the motorsport train. I wanted to advise, guide and cudgel them as much as I could, but I wanted them to get back to basics - Race on Sunday, Work on Monday.

The cost of motorsport has never been low, and with much demand on our ever decreasing disposable income, the decision to start motorsport in any form is a difficult one to justify. However, like an itch that has to be scratched, once it's got you...

So, to compete in speed hillclimbs, you don't need a car like mine:

The Pilbeam MP82. A specifically designed single seat race car for speed hillclimbing. Constructed of carbon fibre and aluminium, powered by a Vauxhall engine, does 4 miles to the gallon and has no room for the shopping.

Ok, I do hold the outright Tregrehan hill record at 17.13 seconds, so it could be argued you do!



You don't actually need a car like this:

The Escort RS Cosworth. Designed and built solely as a rally car. This car competed on the World Rally Championship for the Ford Motor Company. 2 litre, turbocharged fire breathing engine, four wheel drive, straight cut gear box, very loud, no back seats for the shopping or the in-laws.

So what can you use to start this specific motorsport?

Well you could use one of these:



Peugeot 106 Quicksilver, a 1.4 shopping car. Two-wheel drive, 4 seats, plenty of room for the shopping and the race suit. Mandy Sillifant did, and she won the inaugural Tregrehan speed hillclimb academy.

Liam Brokenshire used a Proton Satria GTi to win the Academy last year. Once again a road car, designed to do the shopping and get you to work.

It doesn't have to be modern either. Michael Beacham used a Reliant Scimitar whilst competing in the academy for 2014 and last year we had the burbling delights of Peter

Morris in his Jensen C V8. By no means the newest car entered in the academy but most definitely the sweetest noise.

Motorsport can be expensive and the car you use will undoubtedly be one of your first financial considerations. However, as my old mentor Sid Broad and his compatriots did, you could race your car on Sunday and go to work on Monday. Class 'A' is for road going cars, sub divided by engine CC. So whether it's a Jensen or a Peugeot, Mazda, Fiat, Jaguar, Porsche or MG, Rover P5 or P6, Vauxhall Cresta.... you get the point, why not have a go? You may win or you may lose but you can't help but scratch that itch...

Next time, what modifications you need to do to the car. (You will be surprised how little.) What else you need to start competing and how the academy works.

Till next time

Andrew Dinner

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## AutoSOLO News

The mantle for organising the Autosolo's was passed from John H Collins to Manda Moo this year. Manda has done a fantastic job running the events but not without some problems along the way. Cornwall College sold a large section of land adjacent to their Holman car park for new homes to be built on which threw a major spanner in the works quite early in the year. Manda has had to run the vast majority of events in the smaller Penhaligon car park but has had good entries for these events. There have been some issues with date clashes this year when we had to change our dates and other clubs have added dates to their calendar which have lost us a few competitors but the Autosolo's go on.

Provisional dates for the 2017 Autosolo season have already been selected and will be available soon. The 2016 championship results will not be published until after our awards luncheon in December.

On a personal note, I have competed in more Autosolo events this year than I have in all the years up until now and have had a great season driving several very different cars in 3 of the 4 classes and I have no idea if I have won anything or not! I am looking forward to entering more events next year.

By John H Collins.

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## AutoSOLO News

TDMC held an Autosolo on Sunday 30th Oct - it was aptly called the Halloween AutoSOLO. We had 15 entrants and there was one newbie in the pack. His name was Ian Austin. You may have seen him around as he is one of our marshals from Tregrehan.



We also had a new FTD winner this weekend - that was a bit of a shock! Fred Bawden (photo left) was given the title this time, and very well deserved. He had clean rounds nearly every run.

All the awards from this year's Autosolo's can be collected at the TDMC luncheon which is at the Alverton hotel in Truro on Sunday 11th Dec 12pm. Don't forget to book your tickets to collect your awards.

By Manda Moo

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## Car Recognition Quiz

What do you get if you combine the Pilgrim Fathers with Two Pensioners and a Boy, the Scrap Heap Chancers with Scoobytwits? The answer is the annual Car Recognition Quiz where this year 20 teams completed for the Paul Munro trophy.

The Plume of Feathers in Mitchell again provided the venue for the record entry with three teams travelling all the way from Devon to join the fun.

The quiz followed the normal format with the first half seeing teams puzzling over photos of cars from different eras.



After a brief break the challenge was to identify cars whose names came from nature such as AC Cobra, Sunbeam Tiger and the Jowett Weasel!

At the end of the evening the Paul Munro trophy went to one of the new teams, the Boxsters from Exeter, with 220 points with the Scoobytwits just three points behind. Last year's winners Merlin Farm were third with 205 points.

The most important result was the £597 raised for Macmillan Cancer Support.

Thank you everyone and we hope to see you again next year.

Nigel & Rose Stephens



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## **Bloodhound 1,000mph record attempt**

All 200 or so people that filled the room at the Royal Cornwall Museum in Truro to hear Andy Green talk about driving the Bloodhound project car were enthralled with his very interesting and informative lecture.

Next year, he will attempt to take his present World Land Speed Record of 763 MPH up to 800 MPH. Then in 2018 he would try to reach in excess of 1,000 MPH.

The salt-flats in South Africa have been prepared over the last seven years for this by local people clearing a "runway" of about a half a mile wide by about fourteen miles long. The last seven or eight miles are to be the braking distance needed to take the Bloodhound from 1,000 MPH down to a stop.

The Bloodhound jet propelled car is expected to go from standstill to 1,000 MPH and back to standstill in less than two minutes! During the Q&A session, one bright young lad of about 12 asked if the car would melt at 1,000 MPH. Andy Green answered that he would only be at that speed for a matter of a few seconds. If it were maintained at that speed for even 30 seconds, the heat generated would indeed melt everything on board the vehicle. When asked if he was nervous, he answered that his training, and the fact that he was in complete control of the jet and thruster rocket, gave him confidence that all would be okay, but earlier he had intimated that if things did not go well, he would not survive a crash at that speed. Understandably he did not dwell on this as he had a very positive approach to the venture.

He was disappointed that more engineers and scientists were not coming out of our schools as this cutting edge vehicle needed fresh ideas for the future. He did explain that some of the questions could not be answered as the people behind the project were unable to estimate what happens in excess of 800 MPH.

It was well worth going to hear his talk, especially when he said that they intended to test the Bloodhound up to 200 MPH at Newquay Aerohub sometime next year.

Photo right: the Bloodhound photographed at a previous TDMC visit.



By Allen Iggulden, Press Officer for Truro & District Motor Club

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## **Greenpower Education Trust**

TDMC have been involved with Cornwall College and Truro High School in the building and racing one of their electric cars. Club members have attended races and offered assistance at the events whilst the cars have been racing and our club logo has now been seen at the international finals twice.

Greenpower's mission is as follows: "Our initial project was an electric car challenge which requires students, guided by their teachers and an industry mentor, to design, build and then race an electric car. Holding events at weekends at major motor circuits around the UK ensures excellent attendance from the public who can witness the amazing vehicles, focus and team work evident at these events. Since that first event in 1999 Greenpower has expanded significantly and now works with 500 schools and over 8000 students around the UK."

This has inspired many young people to become involved in motor racing at a very young age and has also allowed some of the TDMC members to rekindle their youth when working and testing these cars. It's only a coincidence but the current President of TDMC is also one of Greenpower's Patrons. This was unknown when the club members started getting involved with the college/school.

By John H Collins.

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## Primrose Rally

South Hams MC is organising the Primrose Rally on 4-5 February 2017. National B & Clubman rally, 140 miles, 3 maps, 2 events, 1 night, on maps 202,192,191. The start venue is on the A38 near Exeter at the Holden Forest Diner. Turbo & 4x4 cars welcome. Entry fee £80 inc breakfast.

Contact [primroserrally@gmail.com](mailto:primroserrally@gmail.com) for more info or visit [www.shmc.co.uk](http://www.shmc.co.uk)

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## Guy Fawkes Slalom 6<sup>th</sup> November 2016

A chilly fresh morning greeted everyone at Blandford Army Camp. 28 entries spread over three classes. Not sure why, but the small engine class split is always at 1300 up in Dorset! 10 cars, a mix of Corsa's, Ka's and a solitary Mini 1275GT Clubman and a lone Fiesta in Class A. 9 cars in Class B, me in the trusty not so well Nova, a stage prepped Mk1 Escort, a couple of larger engine Ka's and a couple of double-driven Toyota's. 9 cars in the large capacity class, a real mix of cars here: two Escort Mk2 stage cars, a Clio being triple-driven !!! a Celica and a double-driven 205. Not sure how they do it but Bournemouth & District Car Club and Woolbridge Motor Club seem to generate quite big entries for this type of event.

The venue is flat and smooth but quite aggressive on tyres, and the available space allows for three different tests to be laid out, each test attempted twice each and 9 tests in all. With the big entry it was going to be hard to finish before the light faded.

The marvels of the laptop saw the timekeepers regularly updating the times and positions. After the first 6 tests, Ed Hoare, one of the drivers in the Clio, was leading overall on 159.1 closely followed by Dad Graham Hoare on 160.2, with Richard Bailey in his 1275GT leading the small capacity class on 174.4 and even with the misbehaving misfiring Nova I was managing to keep all the other cars in my class at bay on 172.1. Quite close and a wrong test or cone could easily change things as always on this type of event.

After the next sequence of tests, all quite open and flowing, Graham in the Clio had overtaken son Ed to be leading overall in the Clio on 435.6 and 438.4 respectively. Richard was still ahead in Class A on 460.0 and the Nova still just managing to keep going on 467.4.

Trying to get to the bottom of the misfire I changed the fuel pump, filter and fuel lines and plugs, but to no avail, the car still not liking to be thrashed!

It was clear that it was a family battle for overall honours with the Clio, and the other two classes were pretty much set unless anything major happened. Another three sections to be driven twice after a short lunch break - including the club provided BBQ which was most welcome. Whatever the event the club provides hot food and drinks and the profits go back into the club.

The positions did not change over the last sections, Graham in the Clio took FTD on 641.6 from Ed on 644.0, Richard won Class A on 669.3 comfortably ahead of Bob Bailey in a Corsa on 703.5. Thankfully the Nova made it to the end and secured the Class B win on 682.1 from Steve Candy's Mk1 stage prepped Escort on 707.5.

I did a little bit of adding up and the car has travelled over 3000 miles to events this year, competed in 22 separate events so far in 2016, plus all the gentle driving the car does at the events it's had quite a hard year! Out of those events 12 Awards have been won ranging from Overall Wins to Class Wins and 2nds. I think I have had value for money. The car cost me £175 nearly 11 years ago and just keeps going and going - Smiles Per Mile are huge!

These clubs are running several more events over the coming months, keep an eye on the websites. It may be almost 240 miles round trip but the events are well worth it. Plymouth MC is an invited Club and I am sure if I asked them Camel Vale and Truro could be included as invited Clubs too, then you do not have to join another club to compete. They seem to alternate between Blandford and Bovington as venues for this type of event.

A great fun event, and always a warm welcome from the marshals and officials alike.

By Wayne Grimshaw

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