



# THE LINK



January 2015

## TDMC Chairman's 2014 Report – by Allen Iggulden

Well what a full year we've had. Thirteen AutoSOLOs, four days at Tregrehan, with the successful inauguration of the first year of the Tregrehan Speed Hill Climb Academy, well attended social events and much more.

In May, another successful treasure hunt was organised by myself and Melody, which proved very popular with all participants. In November, we had another brilliant vehicle recognition quiz by Nigel Stephens held again at the Plume of Feathers. We also helped marshal on the St Mawes Classic car rally in May, and in December, we ran the first test at Land's End for Le Jog, Land's End to John O'Groats Reliability Trial, with most of us there before 5.30 am to help set up.

John H Collins was present at the Green Car Challenge, representing TDMC, and Dave Brenton and I were at the Falmouth Fire Station's Speed Awareness Day, where we had a couple of competition cars on show. They've invited us back there for 2015.

The club's Christmas awards luncheon was held at the Alverton Hotel, Truro. Our guest of honour, David Richards CBE did not disappoint us. We were very pleased to receive him and his lovely wife Karen who both entertained us with their sparkling wit and their many worldwide motorsport experiences. He answered the questions put to him with humour and modesty. I sincerely hope that we will see them again at some of our events during 2015.

Besides all of the above successes, there are moves afoot to make the next couple of years even more exciting, if that were possible. I hope that you all had a great Christmas and a happy New Year and look forward to catching up at one of our events, early in 2015.

Allen Iggulden - Chairman and Press Officer

### Annual General Meeting

The club's AGM will take place at 8pm on Monday 16 March at Truro Golf Club, Truro TR1 3LG.

All 2015 club members are welcome to attend the meeting. The AGM includes the election of the official committee posts. You can download an agenda and a nomination form for the posts from our website [www.trurodmc.co.uk](http://www.trurodmc.co.uk).

The meeting will include a buffet so please email [clubsec@trurodmc.co.uk](mailto:clubsec@trurodmc.co.uk) if you are attending so we know how many to cater for.

### Membership Renewals

Don't forget to renew your TDMC club membership. The fee remains at £12 individual or £15 joint. New members are very welcome. Membership also gives you access to our trade account at Euro Car Parts.

You can download a membership form from our website [www.trurodmc.co.uk/membership](http://www.trurodmc.co.uk/membership)

Whilst there take a look at our merchandise – sweatshirts, polos, caps etc.

Contact John H Collins on 07751 212075 or email [membership@trurodmc.co.uk](mailto:membership@trurodmc.co.uk)



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## TDMC Christmas Lunch – report by Tony Wood

The Club's annual celebration lunch and awards ceremony, once again held at the Alverton in Truro, was well attended and a great success.

An invitation to David Richards CBE and his wife Karen proved to be very entertaining. David is of course most well known in recent years as the chairman of Prodrive and the Subaru Rally Team as well as the person who signed Jenson Button into F1. One should also not forget that he bought Aston Martin back into 'English' ownership.

Following a very good lunch there was a short speech by Chairman Allen Iggulden during which he thanked everybody for their efforts during 2014. President Tony Wood announced that Truro & District Motor Club had been awarded JLT MSA (Motor Sports Association) Club of the Year runners-up spot, the club missing the top place by only one point - the closest score ever.



Allen Iggulden, David Richards, Tony Wood & Melody (photo by Dave Brenton)

This was followed by David presenting awards to those present: four Tregrehan FTDs were collected by Andrew Dinner, the Treburley Cup for the best Academy improver was picked up by Mandy Sillifant, Melody received the Enfield Cup for her efforts and John Collins the President's Trophy for his outstanding work this last year. Other award winners were Leslie Weeks, Nick Vincent, Ryan Freeman, Matt Ewer, Steve Hatton, Ross Almond, Ross Dodds, James Menear, Wayne Grimshaw, Alastair Barnes, Nick Ellis, Richard Trevail, Paul Munro, Neil Gould and Jonathan Williamson.

Thanks to many members supplying a very large array of prizes Nic Clayton ran the raffle raising in excess of £300 for CUT, Cancer Urology Trust.

During a break in the awards presentation club members put a number of interesting questions to our guest David Richards, these he answered with frankness and humour informing us how he had come to purchase Aston Martin, his time with Ari Vattenen in winning the rally world championship, the running of the F1 team and the development of Prodrive. He was amazed at the number of Subarus in and around Cornwall. David extended an invitation for the club to re-visit Prodrive later in the year once the new premises open.

Unfortunately two major award winners were unable to make the lunch, Kylie Allen the Autosolo championship and Rob & Liz Bennett the Marshals of 2014. If you could not make this year's excellent event, then I suggest that you put the lunch date in your diary as soon as the club confirm the date for 2015, who knows who we might invite as guest of honour this year!

Report by Tony Wood - President

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## 2015 dates

AutoSOLOS at Cornwall College, Camborne

Jan 15, Feb 15, Mar 8, Apr 6, May 4 & 31, June 14, July 4, Aug 31, Sept 13, Oct 18, Nov 8, Dec 6 & 28

ASWMC Speed Hill Climb at Tregrehan, St Austell

June 6 & 7, Oct 10 & 11

See the calendar on our website for other events that will be added throughout the year.

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## Looking forward to 2015 and trying to forget some of 2014! – by Nathan Prisk

So who am I? Nathan Prisk, age quite old... and Head of IT Falmouth University. Drives Audi TT Quattro 1.8t modified to the limits of hill climb & sprint A3 and currently running around 283bhp with sometime 4 wheel drive.

Why forget some of 2014?

2014 started well with a 3rd in class at Wiscombe in the April season opener but there the good luck ended. The next event was Werrington two weeks later and my second time to the hill after starting hill climbing in 2013. Sometime during sign-on a trophy for a 2nd in class at Portreath 2013 was left in my car which got me in the mood for another! So around 9.40 Saturday morning the lights went green and off I accelerated only to overshoot the first sweeping right hander which brought the red mist down and I continued aiming to make back the time from the off. Fast into the lefthander and over the cattle grid,



Photo by teltphotography.com



brake into 90 left into farm complex, so far so good. Out of the farm yard into the speed trap and onto the slight left/right and that's where it went wrong. I lost control and put the car in a spin and hit the Cornish hedge at around 70! (Check it out on Youtube!) West Country Rescue were quick to the accident and a big shout out to the team there. The car was a write-off but as they say nothing ventured nothing gained and as Richard Trevail (Mini Copper) posted on Facebook, Cornish hedge 1 German engineering Nil. After finding a new chassis and spending the bathroom replacement money on getting it sorted (Thanks to Mrs Prisk) I only missed the first Tregrehan and got back in time for Castle 1. These first events were taken slowly as my confidence was not 100% but at Castle 3 and 4

I took a 1st and 2nd and ended the season at Tregrehan by locking my keys in the car 40mins before first practice! Had to borrow Matt Ewer's Shogun. (Cheers!)

What's to look forward to in 2015?

Well all of it really - some upgrades to the car in the form of new suspension as the old suspension was 100K miles old at least and very tired. 4x4 upgrade to lock the diff into permanent 4x4 and cheaper 99ron petrol (thanks OPEC). The events, the other competitors, the Autosport show and working with TDMC as a committee member on some great new projects.

By Nathan Prisk – TDMC committee

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## New Year of Motorsport by Nic Clayton

I'm a heller. I rarely celebrate New Year, come Boxing Day - down with the decorations, out with the old and in with the new, but it would be rude of me if I failed to include TDMC's last autosolo of 2014 on my new year's list.

The event was a pirate themed charity day. I haven't enjoyed dressing up as much since I was 19 and entered the fancy dress 4 legged beer race in Falmouth, we were the Queen, King and Tart of hearts. I will leave you to speculate as to which one I was... Anyway Luke and I double drove my bubble arched Fiesta and as autosolo virgins we had a ball. I wasn't very good as I have a reluctance to let go of my handbrake - imagine a pitbull with lockjaw and you are on the right wavelength. I have the same problem when riding my horses, if one should throw me I never drop the reins, I end up getting dragged along until said nag runs out of puff. By that point I am usually bleeding and swearing profusely, the autosolo was much the same minus the blood.

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Luke however showed a natural aptitude for the event and although my tyres will weep in horror I am sure we will enter a few more this coming year, hopefully I will be like a fine wine and get better with age. Massive thanks to Master Collins and his merry band of men for organising these events. John works tirelessly and we are a lucky club to have him. (JC if you are reading this - stab yourself with a large needle before attempting to walk through any doors).

Next event was South Hams m/c test day at Smeatharpe airfield near Honiton. For those who don't know me I rally with Dan Gibson. I stepped in as a one off... 3 years later I'm still there. I used to rally with my ex hubby in our 16v K-Series hybrid mini. We had some massive crashes which included a 'upside down and on fire'. We eventually laid the car up for a re-build after I spectacularly blew the gearbox up at St Eval sprint. To be fair it was crying out for a new shell, it had more holes than a sieve and there's only so many times I could flash my assets to get the car through scrutineering. Dan initially raced a Rover MG ZR, he then upgraded to an Evo 8. A couple of weeks ago he decided to buy a Group 4 Mk 2 Escort so he could have some RWD fun. Although last month I retired as Dan's navigator I decided to go to the test day for some sideways action. We had a blast getting to know the car and managed to scrub out a pair of rear tyres in the process.

Next pit stop was a Navigational Scatter organised by Camel Vale m/c. I drove the Fez, Luke mapped and we only got lost once. It was our first event that we haven't quarrelled at - so we must be getting better, or maybe for once I did as I was told? We started from Mitchell at 7pm, covered approx 70 miles before finishing at 10pm. We met irate farmers, avoided many bunnies, went through numerous flooded roads and fords and the car didn't miss a beat. Okay - I did trash a rear shock and I have bent my sump guard but as both damages occurred on the passenger side they can't possibly be my fault. I informed Luke he must be too heavy. For anyone interested in nav scatters, take a tip - learn to read a map. The nav sits in a warm dry car plotting the route whilst listening to music and playing on Facebook... The driver copes with all conditions as well as having to get out and hunt for the clue. When you are ankle deep in cow slurry vainly looking for a clue that isn't there and your nav kindly shouts 'honey - go left a bit, no right a bit, oh umm we may be in the wrong place' it's extremely hard to keep your temper in check, well it is for me anyway! I carry a frying pan at all times and the Go Pro will have to have some serious language editing before it's viewable to small children.

Last event was the first autosolo of January with TDMC and again a double drive. The day started out well with course A and we did some half decent times, 2 runs in, the car developed a thermostat fault and we were boiling up. Despite owning a garage I am sure my mechanics wouldn't take kindly to me presenting them with a head gasket failure so we made the sad but sensible decision to retire. Guttled, I messed up my last run, I was so busy looking at the gauge I didn't concentrate on the cones, oops, sorry to any marshals that I nearly ran over.

A busy month or two is in store now, we have Camel Vale's D&D where inebriated dancing will be the order of the day, another nav scatter before we fly to Austria the day after. Barring any broken legs from skiing there is another autosolo the day after our return. The mini is almost finished - Hurrah - this time with a bombproof Sadev gearbox (or so Clayt's tells me). I have put an entry in for Bovington rally, fingers crossed we are ready as it's an awesome event.

I wish you all a happy, safe and successful motorsport season and if you haven't joined TDMC yet, please do so. We are a friendly and helpful club whose aim is to put on events that our members can enjoy.

Nic Clayton,  
Blowing House Garage, Penryn

**Blowing House Garage**  
**Repairs - Servicing - MOT's**  
**Treliever Road, Penryn**  
**TR10 8HL**  
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## Car Recognition Quiz – report by Nigel Stephens

So what is the difference between an Austin A30 and the A35 or when is a Rover 2000 not a 2000? If you know the answers then you definitely should have been at the Car Recognition Quiz at the Plume of Feathers in Mitchell.

Organised by club member Nigel Stephens the quiz attracted 16 teams of friends, families and clubs including the Triumph TR Register, Austin 7's and Club Lotus with plenty from TDMC.

The evening started with three sheets printed with pictures of cars, or bits of them, ranging from pre 1975 up to the present day. Then a break for refreshments and a chat followed by slides of forty convertibles and 10 car logos.

There was strong competition throughout the rounds but in the end the 'No fear, drop a gear' team of Andy and Ashley Walter from Bude with Richard McAulay from Camborne pipped the two time winners 'Scoobytwits ' by just 10 points.

The evening was great success with £334 raised for Macmillan Cancer Support.

So what about the questions? Well the A30 had semaphore style trafficators whereas the A35 had modern style blinking indicators. If the Rover was built after 1973 it was a 2200.

Nigel's next Macmillan fundraiser is a 50's & 60's dance to the Crumbles in the Millennium Hall in Portreath on Saturday 7<sup>th</sup> February. Contact Nigel on 01209 842037 for details.



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