



# THE LINK



Sept 2015

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## Tregrehan Speed Hill Climb

Our second Tregrehan speed hill climb takes place on Saturday 10<sup>th</sup> & Sunday 11<sup>th</sup> October and is a round of the Bridge Tyres and Wheels Point S ASWMC Speed Hill Climb Championship and the Cornwall Speed Championship. We have Class V for historic vehicles (pre 1974). The event is supporting Cornwall Urology Trust which helps people with prostate cancer.

Normal entry fee is £75 per day but there is a reduced fee of £140 if you enter both days. Camping is available Friday and Saturday evenings. Entries close on Monday 5<sup>th</sup> October. Entry forms and regs are available from our website [www.trurodmc.co.uk/tregrehan.php](http://www.trurodmc.co.uk/tregrehan.php)

Contact entries secretary Jeremy Thomas for further details on 07801 450337 (between 5-9pm) or email [entries@trurodmc.co.uk](mailto:entries@trurodmc.co.uk)

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## Tregrehan News

As most competitors who entered Tregrehan in June will know, the TDMC committee has been looking into the task of extending the hill. This is not new because the club first looked at doing this back in the mid 1970's just after Miss Carlyon died but at the time the new owners were not agreeable.

The Club has put forward plans to the venue owners and the MSA and agreement in principle has been reached with them. In 2016 we will look into bringing the start line down the hill by a few metres (as tyre warming is banned next year) and extend the hill up across the cattle grid and into what is now the top paddock. This would give the venue about another 100 metres. The extension would add a slight right, 50 yards straight and a 90 left into the finish line.

Alongside the extension we plan to make repairs to the drain/gutter on the inside of Carlyon Curve, which will mean we can take away the penalty cones currently being used on this corner.

Before our October meeting this year we are going to make repairs to the paddock and spectator entrances. We have already carried out ground cleaning works this month on the side drains from Carlyon Curve upwards. There is more to do before October so if anyone wants to give a hand for a couple of hours you will be most welcome.

We look forward to seeing you all at the October meeting, this possibly being your last chance to improve your current personal best, class or track records if the extended course is run in June 2016.

**Tony Wood** Vice President

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## Tregrehan - Information for Spectators

Tregrehan is Cornwall's oldest hill climb and one of the best parkland venues with excellent spectating. The venue is just off the A390 in St Austell, postcode PL24 2SJ.

The event starts at 09.30 on both days. Free parking is available on site. Entry fee is £5 per person and free for children. Refreshments and catering vans will be on site and the venue is ideal for picnics. Programmes will be on sale at the entrance.

There will be two practice runs followed by timed runs. Spectators can watch competitors leave the start line or view at various points up the hill including the tricky final hairpin just before the finish. You can also view the cars in the paddock.

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## **Tregrehan - Marshals Needed**

Lots of marshals are needed to support the October event. You do not have to be a club member and those without experience will be given instructions and put with a marshal who knows the ropes. You need to be signed on by 08.45 in time for the briefing.

Catering vans will be on site and marshals will be given lunch vouchers. There is a marshal's draw and anyone who would like to contribute prizes to the draw will be most welcome.

Contact Richard Weeks if you can help: [marshals@truodmc.co.uk](mailto:marshals@truodmc.co.uk)

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## **AutoSOLO Report**

August 31<sup>st</sup> was the latest round of Truro and District Motor Club's AutoSOLO Championship. Thanks to the continued support of Cornwall College this event was held in their Holman car park, Camborne. Twenty one competitors lined up for the start in what proved to be a hotly contested and incident packed event. We also had three new competitors, Kelly Davis in his VW Polo, Adam Barnes double driving with championship regular Alastair in his new Subaru Impreza and Andrew Timothy in a BMW Mini Cooper S.

First out was James Lynham. Sadly his day was cut short as an off on his first run ended his day's competition. Throughout the day we also saw retirements from three other competitors due to car problems. The battle for the Fastest Time of the Day was a four way split between the Subaru of Alastair Barnes, the VW Golf driven by Alan Duff, Niall Heywood in his Mazda MX5 and Jason Metters in his Peugeot 106. The battle was eventually won by Jason thanks to some consistent, incident free driving.

31<sup>st</sup> August FTD went to Jason Metters in a Peugeot 106

1<sup>st</sup> in class awards – Kelly Davis, Marek Wojciehowski, Alan Duff and Niall Heywood

9<sup>th</sup> August FTD went to Alan Duff in a VW Golf R32

1<sup>st</sup> in class awards – Wayne Grimshaw, Jason Metters, Nick Vincent and Niall Heywood

If you are interested in taking part why not come along to one of the events to watch the action and have a chat with competitors and officials. There is also plenty of support and advice via the Facebook group: <https://www.facebook.com/groups/truomotorclub/>

The next ASWMC championship event is on Sunday 13<sup>th</sup> September at Cornwall College, Camborne. More information, full results and championship standings can be found on our website: [www.truodmc.co.uk/autosolo](http://www.truodmc.co.uk/autosolo)

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## **TDMC Annual Awards Lunch - Sunday 13<sup>th</sup> December**

As in previous years, the lunch will take place at The Alverton, Truro. Please put the date in your diary. 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 everyone who is coming to be presented with their award. A booking form will be available in October. Email Melody for more info.

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## **Le Mans 2015 – by Tony & Hilary Wood**

We had intended to visit the Le Mans 24 Hours race for years but other events had clashed, including Tregrehan at one time. Following a link on the Le Mans website we booked with Lycian Events Village on the Curves – a secure campsite inside the Porsche Curves with English staff, a marquee serving food, wine and beer and the choice to use Sterling or Euros. The site had its own viewing area directly against the spectator fence on the entry to the Porsche Curves and the marquee housed three 51" screen TVs showing the race live all weekend.

We travelled via Dover to Calais, as the shortest sea crossing, staying at the Dover Premier Inn at the port on the Wednesday prior to race weekend. During the evening the hotel filled with others obviously making the same journey and even the promenade road outside was full of camper vans stopping overnight ready for an early crossing. Of the 250,000 that Le Mans attracts it is reckoned that 50% are British.

The journey through France to Le Mans was extremely busy, with over half the vehicles being British, but as normal the French road system was very good, even with a number of road works. At the toll booths staff stood outside passing out tickets due to the volume of traffic.

We were later than planned getting to Le Mans so arrived in rush hour. We then took a wrong turn into Le Mans itself – big mistake!!! It was total chaos and gridlock but we eventually saw a sign indicating race car parking and followed these towards Arnage. Arnage was in party mood and we could hear cars taking part in one of the practice sessions at a far higher noise level than would be accepted here. Spotting a sign to Ruaudin, the road we needed to be on, we were in the right area in a very short time. On entry to the general site security quickly checked our tickets and directed us to our campsite (photo right).



After our evening meal we walked the 50 yards to the Porsche Curves banking to watch some of the night race practice, returning to the tent when it began to rain heavily. After a horrendous thunder storm overnight some tents had collapsed and people were hanging out sleeping bags to dry, though we were fortunate. The Village on the Curves is the Porsche Owners Club site, so there were quite a number of Porsches on site, but also Aston Martins, Jaguars, BMWs and even a Maserati. It was strange to see these top cars parked up with the owners under canvas.

There were free mini buses from the site to various drop off locations around the track, so we took one to a point just behind the pit areas, known as The Village. We visited the Aston Martin area where all the 'private' Astons were being worked on in readiness for the historic race the following morning. The pit lane was open for most of the day and we viewed the cars being prepared for the main 24 Hours race. It bore a similarity to the early F1 Grand Prix days when all spectators were able to get close to the cars on the mornings of race meetings without specific pit passes. I was amazed at the volume of cars with their engines 'on the floor', due to using one engine for practice and another for the actual race. Just along from the pits towards the famous Dunlop Bridge many of the older cars taking part in the historic race were on display, ranging from rare Renault Alpines, Maseratis, Jaguar D Types and even a Mini Marcos. Although taped off it was still possible to get very close. We were on Porsche Curve banking during the historic race to hear a big cheer from the British crowd when the Mini Marcos entered the curve overtaking another car.



While walking around in a bedraggled state due to the rain, we came across our president, David Richards, coming out of the Aston Martin hospitality suite and were offered a much welcomed cup of coffee. David also arranged for us to visit the Aston Martin garage (photo left) where there was a real atmosphere of efficient calm, many of the engineers looking too young to be there! They were working on three cars in various stages of readiness for the following day – even the engine out on the floor an hour earlier when walking down the pit lane was in the engine bay of the car. It was an extremely interesting visit and much appreciated so thank you David and staff.

As a great part of the track is public highway it was surprising to see how quickly the road opened again to the public after race sessions were complete. Sat outside the marquee on Friday evening it was amusing to see a high number of cars trying out the road/track. There was a barrier across the entry to the Porsche Curves but one Ferrari in particular went by about 10 times.

3.00 pm on Saturday and the sight of so many cars coming around the track in a rolling convoy ready to start the main race was quite spectacular and the noise when they arrived flat out on lap two was tremendous. The large TV screens around helped in following the race at other points too. (Photo right: Aston Martin entering the Porsche Curves)



On Sunday morning we returned to The Village/pits area and had the opportunity to take photos of the cars exiting the pits and up into the bends towards Dunlop Bridge. At 1.00 pm we caught the last mini bus back to camp to watch the race from there but were amazed at the very heavy traffic due to people leaving the event with two hours racing still to go.

Once the race was over the cars bunched up on the rundown lap with the marshals out on trackside waving their flags and cheering all those who had lasted the 24 hours.



Porsche won the event with their 919 Hybrid driven by Hulkenburg, Tandy and Bamber (photo left); second was the similar car of Webber, Hartley and Bernhard one lap down; and the Audi of Lotterer, Fassier and Treluyer came in third, another lap behind.

On the Monday we were able to exit the site directly on to the track/road and drive down through Mulsanne. Travelling back through France on Monday was again very busy with locals out photographing cars such as the Astons, Ferraris and many of the classics en-route. The French ferrymen's dispute was not in place then, thank goodness.

Would I go again? Definitely, though having learned from my first trip and with advice from old-timers I would also watch in many more places and purchase a grandstand seat as a base.

Tony & Hilary Wood

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### Mini Cooper S for sale

Melody is selling her Mini Cooper S. 1.6 turbo, 6 speed manual, 2007/57, 55k with FSH. Metallic black, Chili pack plus full black leather, double sunroof, 17" alloys, xenon headlights, heated front windscreen, Bluetooth and lots of other factory options - £5750.

See Ebay advert for more info and photos: 141760948915

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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@trurodmc.co.uk](mailto:newsletter@trurodmc.co.uk)

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