

750 MC PEMBREY.

The 750 MC laid on a thirteen race programme at the West Wales Pembrey circuit, giving spectators two days of free racing, for the second occasion of 1995, putting together a mixed bag, though generally entertaining the spectators attracted by the chance of getting in for nothing!

The P&P Supplies Welsh Racing Drivers Championship opened proceedings on Saturday, series leader Martin Davies again leading away from the flag in his Sierra, only to see his lead snatched away by a red flag as Graham Hollis once again deposited all his Fiesta oil at Spitfires Hairpin and the multi hued Ford Anglia of Glynne Jones became a stranded marker at the Brooklands hairpin at the other end of the track ! Martin retook the lead after the re-run only for the electric's to fail, setting fastest lap along the way, whilst Keith Butcher and Alvin Powell took up the challenge, the latter Rhondda driver finishing ahead, and Roger Dowden bringing his Swansea Institute backed Darrian 1300 into a well judged third as Peter Dark cracked the gearbox in his 2 litre version, also taking a fastest lap before that handicap.

Race 2 - the Kit Cars - was for roadgoing front engined models, the nine car grid headed by Mike Topp, the Tamworth man setting a new lap record as the series leader Steve Wontner retired his 1600 Sylva Phoenix, Andrew Owen and Dave Allen bringing their similar cars to second and third.

The Marshal Tyres/Fast Car Hot Hatch men came next, the "low cost" formula running since 1993, a 22 car field headed by Jason Jackson in the Ford Fiesta XR2, first lap leader Cooling slipping back to third in his Escort XR3i after a battle with Swavesey Fiesta man Steve Taylor, the latter finally spinning down to fifth as Cooling set a new lap record of 73.21 mph.

The Newey Jewellers Supersports race saw two new lap records, Peter Wilks taking his 1700 Juno Stealth car to a 75.20 mph and Jonathon White his Sylva Stryker to 76.63 lap, as late entrant Roy Mara swept to the win in his Westfield Sei from Four Oaks man Steve Newey in his 2.1 litre example.

The Radical Roadsport entrants - the 750 MC's most popular formula - brought out the production Sports Cars, running with road legal tyres and MOT's, the Caterham 7 unsurprisingly the class act of the day, filling the top three spots, Jon Milicevic first across the line in his 1700 Super Sprint car, ahead of Schneider and Stewart in 1700 and 2 litre models respectively.

The Yokahama Tyres Formula Four racers had two races over two days, Daron

Bland taking both in his Reynard SF79, as Sowerby driver Bob Davies crashed his Davis T6D into the Paddock banking to lose his lead on Saturday, and Bland ahead to the flag a day later.

Final race of day one was a closed wheel Libre effort, the sparse grid dominated by the on form Roy Mara, his Westfield heading Turnbills Caterham and also taking fastest lap of 81.01 mph.

Sunday got underway with action from the Formula Vee men getting the adrenalin flowing, Fordingbridge driver Martin Eyre upholding South Coast honour, shooting away in his 1300 Scarab, as Championship leader Andres Serrano had his Predator off at Hatchets, Ian Jordan emulating his efforts as he came together with Alan Harding in the Austro. The hairpin also collected the two Simons, Hutchinson and Robinson, their Scarab and GB cars attracting one another and letting Andy Nickless to snatch second in his Hawke DL5.

Race nine - the Mee & Associates Monokent Championship - for six year old Formula Fords or self built specials also saw a healthy grid, and a two part race that was perhaps not quite so desirable. Series leader Robin Dawe blew his 2 litre Lotus Ford in practice en route to a pole position he could not take up, Tewkesbury Anson man Dave Dudley away from the flag, but stopped on the sixth

tour as Dave Wood slewed his Ralt RT3 across the track at the Dibieni left hander, bringing out the red flags. At the restart the Anson refused to fire up, obliging the erstwhile race leader to ignominiously start from the tail of the field, the race enlivened by his battle through the pack to an eventual third place, bringing with it the win on aggregate times, to the chagrin of race "winner" Peter Dittman, rather cruelly thus robbed of his first ever win in the Van Diemen RF88.

The Formula 1300 series was again poorly supported, Gilmour in the Mallock 1600 taking the win and fastest lap, the following Wesprey Castings 750 Formula race slightly better, the two seater Reliant 850 powered sports car field grinding to a red flag halt on the first lap, as the leaders spun in all directions at the fast Honda Curve section, High Wycombe Darvi driver Mick Harris taking the trophy and fastest lap.

The fastest race rounded off proceedings, as the Open Wheel Libre men took to the track, the grid without Dawe, who had blown his motor earlier in the day. Ron Cummings had his March 832 into an impressive lead only to spin it away on the very last lap, held second spot as Eddie McLurg sped by in his 822, setting a 96.98 mph fastest lap on his way to the chequered flag.

Roger Gale