

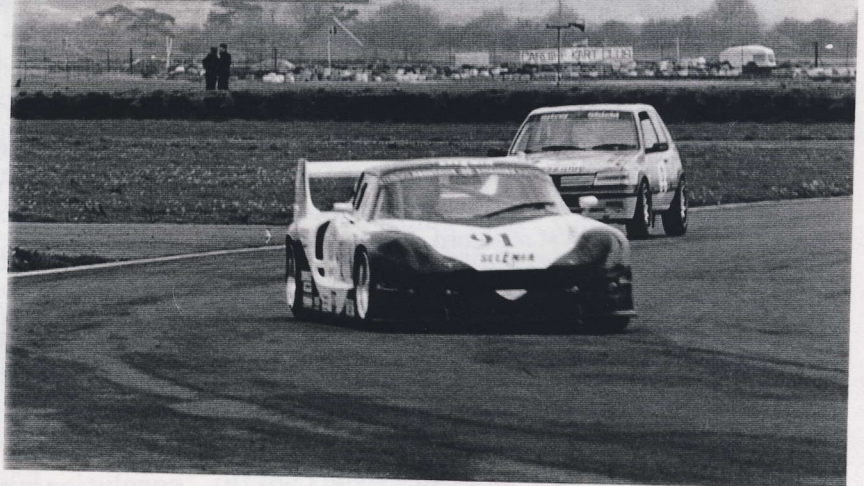
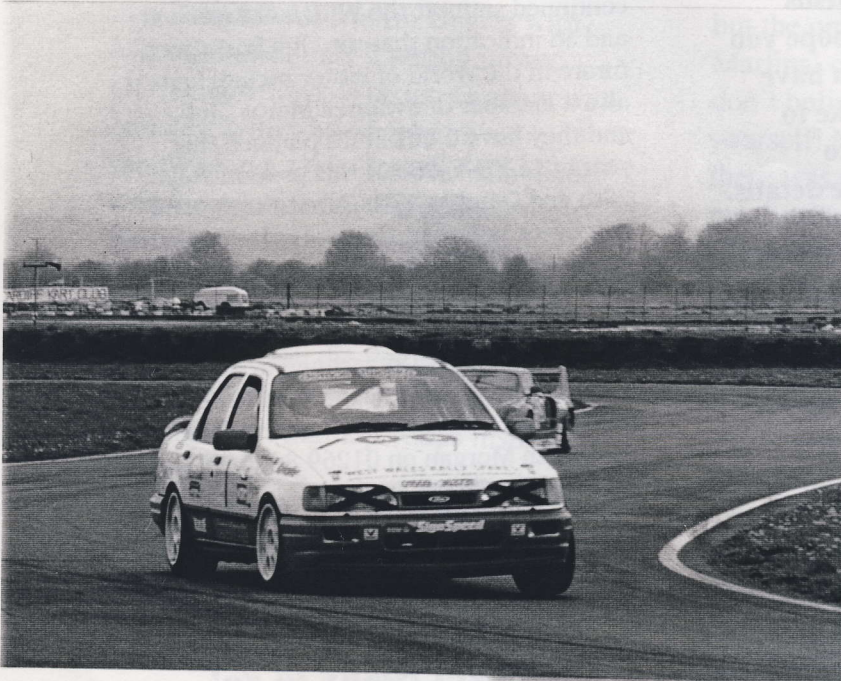
# Forward '96

The newsletter of the WRDA

*In this issue*

*P+P rounds 1 & 2*

*12/5/96 minutes*



*Win one, win two.  
I spy the winner beginning with D.  
Davies and Dowden racing ahead.*



**FORWARD**  
The newsletter of  
**WELSH RACING DRIVERS  
ASSOCIATION**

edited by Robert Allender  
Secretary

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SWANSEA SA7 9XA**

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Welcome to the first issue of the 1996 issue of the newsletter containing reports, results and topical items from the first 2 meetings. I hope you enjoy it, but remember if you have any stories you think we'd like to hear or ideas that you want to express, please let us have the details.

**MAIN PHOTOGRAPHS COURTESY OF  
ROBERT ALLENDER**

**LETTERS**

Geoff Edwards, Chairman of the Championship Steering Committee writes  
**10 HAISBRO AVENUE, NEWPORT  
GWENT. NP9 7HY. TEL 01633 262521**

Welcome to the first newsletter of the year with reports from the P+P Supplies Welsh Championship, and the trials and tribulations of the fledgling Welsh Formula Fords. Don't forget Mondello Park. (it's going to be good!). I must take this opportunity to thank our sponsors for their continued and valuable support and also the committee, marshals and officials of BARC Wales, whose assistance is greatly appreciated. Hopefully the two championships will continue to provide racing of the highest standard. I believe the success of the Sports & Saloon and Formula Ford championships will continue to enhance the reputation of Pembrey as a drivers circuit, and that this will generate even more interest throughout the country.

**Mallory Park & Silverstone**

For those of you who are looking for a good deal on hotel accommodation for our two traditional away days I have some good news. The Fernleigh Hotel, Earl Shilton will charge £25 per person for B&B. The Fernleigh is 4 miles from Mallory. Also Allison Herbertson, the Reservations Manager (*Is she a Sioux or an Apache? Ed*), at the Daventry Hotel,

near Silverstone will give you B&B for £28.00 per person for the 19th October race. **If you are interested in taking up either of the deals please contact me as soon as possible.** Finally I regret that I personally will not be able to make the Irish trip, as I am already booked to cross the other channel at officiate at Le Mans. All the best. **Geoff Edwards**

**Chris Jones from Swansea writes**

Dear Robert, Please find enclosed my membership renewal. It is nice to see the continued support the WRDA are receiving and an indication that the club has a good future in the world of motor racing. I am also a member of Swansea Motor Club, and they have 2 hillclimbs planned this year at **LLYS-Y-FRAN** this year on July 28th and October 13th. After a successful first event last year, the course has been extended and the single seater capacity has been raised. Unfortunately there was a clashing round at Pembrey last year and the absence of WRDA cars and drivers was a cause of regret. Perhaps we will see a few of you this year! Regs are available from Alun Morgan on 01269 842512  
All the best, **Chris Jones.**

**-RACE REPORTS-**

**P+P WELSH CHAMPIONSHIP**

**Round One**

**Lets get ready to go!**

**Test - entry - practice**

**April 21st**

Testing on Friday was the opportunity to see some new cars and drivers. Mike Schmidt was debuting his new 4WD Sapphire and Roger Dowden was close to tearing up the record book, but Alvin Powell and Alun Rees were left tearing their hair out at the end of the day! Alvins' engine lost all it's coolant after only 4 laps and with Le Mans expert Robin Smith on hand the only conclusion was a dead engine. (it later transpired that the damage included a block cracked in 4 places and 2 burnt pistons!) and it looked like a KO for Alvins' championship hopes before the season had even started! Alun Rees, a road rallyist from Gorsieneon was having an outing in his Vauxhall Astra,



but it all went wrong at the Paddock turn and ended with a crumpled car in the tyre wall. "I got too confident and tried to take it flat in 4th!" We will have to wait to see if Alun can make out later in the year.

#### **Practice**

Roger Dowdens testing form was translated to a solid pole position but practice was a Darrian benefit as T9s and T90s filled the first 5 places. First non Darrian was Martin Davies with Mike Schmidt only 3 tenths slower! Of the new boys Winston Graham was quickest with Phil Shepherd sandwiching Alvin Powell, who made it to the grid after series sponsor Larry Phillips played the Good Samaritan by lending Alvin his Rover. Well done Larry! Andrew Morris was another new face giving the Peugeot 205 a series debut in front of Glynne Jones' leopard skin Anglia perhaps inspired by Rod Stewart.

#### **Round One -10 laps**

On the face of it Round One was surely going to be a case of which Darrian was going to win especially as Roger had already collected his first race win in the earlier GT race. But as the cars left for the warm up lap the sky darkened with rain bearing clouds and the rain began to intensify as the grid formed. Eith the whole grid on slick tyres, this was going to be an exciting race and anyone with an eye for a dark horse need only have looked to the 3rd row, and as the light changed Martin Davies must have had his Darrian disrupter ray on full beam as Terry Brown lurched off the grid and out of the race with a broken chain, and Roger bogged down and converted pole to 5th place! 2 down - 3 to go. Next to exit the fray was Gareth Davies who was unable to restart his engine after 2 big spins leaving Matthew Manderson as Martins next victim. Only Peter Dark stood between Martin and the lead, but on lap 3

Martin was first on the power on the exit of Honda and blasted into the lead. As the rain intensified Martins lead grew in impressive fashion. His speed in the wet is legendary in rally circles and the ease in which he coped with the conditions seemed to confuse the commentator and the new Motoring News reporter Damien Smith, who put Martins dominance down to 4 wheel drive. Sorry to contradict you Damien, but the omen is that you got it wrong! Martins' car is 2 wheel drive and if you don't believe it, go and look for yourself! Meanwhile back in the race, there was plenty of action as Peter resolved to hold off Matthew for the Class D lead. However this allowed Keith Butchers 4WD Escort to close from row 4. Mike Schmidt had lost his chance on lap 2 after his turbo blew its seals, but the fun continued when he was hauled before the stewards for closing his car door by slamming it! Naughty Naughty! In the wake of the flying Davies all the interest lay in the spirited dice between the 2 Darrians and Keith Butcher and in the closing laps Keith and Peter were side by side past the pits with Matthew in close attendance. At times the action was almost too frantic as misting up restricted the drivers vision, "I couldn't see were I was going half the time" commented Keith, "and I sure Peter couldn't either. I had to take to the grass on one occasion to avoid him!" Keith eventually made it around the outside of Peter at Hatchets on the penultimate lap, leaving Peter to fend off Matthew for 3rd place. Rounding off the Darrian finishers was Roger Dowden who pulled himself together enough to set the Class D fastest lap. Coming home after "The longest 10 laps I've ever done" Martin had time to reflect, "I thought I would have a chance once it started raining! A wet track and a heavy car can work wonders"



**-RACE REPORTS-**  
**WELSH Formula Ford**  
**Championship**  
**Round One was**  
**postponed until May 12th.**

**-RACE REPORTS-**  
**P+P WELSH CHAMPIONSHIP**  
**Round Two**  
**What a race!**  
**Entry & Practice**

There were some more new faces this week, but there was also much grovelling with several drivers scraping under the wire with late, late, late entries! Really it does not do the series any good, and we must beware, as it could end up with us losing our credibility and having one of our rounds turned down. *Late entries cause the administrators severe headaches, and Robin Knight had to retype his entry lists 3 times during the last days before the meeting. You imagine doing that and packing to drive down from Norfolk at the same time!* We could well avoid gaining an unwanted reputation. Avoid late entries if you can. (End of sermon)

**Practice**

With eight of the NEWWEY Supersports joining us for this race, Doug Richardson joined us from the Handy Gas series, Nick Olsen returned with his Lotus, and Alvin reappeared with his Cosworth after a series of all nighters, but it was Roger Dowden on pole again with Darrains again filling the first 5 places. Martin Davies was again the fastest of the saloons with the revived and ultra cautious Alvin Powell alongside. There would be a vacancy on row 5 as Mike Schmidt had a hairy time modifying the front of his Sapphire against the banking at Honda! "The throttle stuck open and I had no chance of stopping once I got on the grass!" Right at the back was Peter

Dark with a penalty for passing under a yellow flag.

**The race - 15 laps**

With a McLaren from the Newweys series alongside him, Roger made a cautious start, taking second place early on, before moving into the lead and although he was never directly challenged, the remaining laps saw enough potential challengers move within range to keep Roger on his toes. With Matthew Manderson in 3rd place behind the McLaren, Martin Davies assumed a tidy 4th place and even began to make some inroads into the leaders. This almost led to his downfall as an horrendous flat spot developed on his right front tyre, probably due to a heavy braking moment. In the meantime the man to watch was Peter Dark who was tearing through the field, passing Martin Davies on lap 3 having *overtaken an incredible 18 cars in the previous 2 laps!* Peter then became embroiled in a spirited scrap between Matthew Manderson and the McLaren. A clash with the heavy Chevvy saw both drop back but battle was soon rejoined with each of the trio taking it in turn to move closer to Roger before dropping back. Meanwhile back in the pack, Terry Brown had made another early departure with brake problems, Martin had got the drop on Gareth's T9 and Nick Olsen moved up to the rear of Keith Escort. But with Martin suffering more and more from his flat spotted tyre this became one of the most thrilling 4 car dices I have ever seen at Pembrey. Gareth made several thrusts down the inside of Martin at Diben, but the sideways Sapphire held sway until Gareth got his reward on the entry to Honda on the last lap. Having endured "The longest 10 laps in my life" last week, Martin was hanging on for dear life "I was on the verge of giving up, I couldn't have done another lap." Less than a second covered the 4



cars at the end, with Martins' tyre right down to the second layer of canvass! Nick Olsen harried Keith to the end "I could smell his brakes, and I was hoping they would fade if I kept pressing" Keith admitted "Getting the right balance on the brakes is a real problem at the moment" Back at the front Roger notched up his first Welsh Championship win with a flourish, "Credit must go to Tim Duffee who builds some great cars". Matthew Manderson denied Peter Dark for 3rd behind the McLaren but Peter took the fastest lap with a new record lap of 62.62 seconds! Nick Olsen pinched the point for Class A and Alvin Powell set the fastest saloon lap as some consolation. Winston Graham overcame a very odd looking Juno Stealth (What is it!) and Phil Shepherd took Class B again (it isn't always this easy, Phil will face some real opposition soon). Glynne was the only entry in Class C. So after 2 rounds Martin holds the early lead, but Peter, Keith and Mike are sure to keep him on his toes.

#### **FORTHCOMING EVENTS**

**ANGLO IRISH FESTIVAL  
PEMBREY 24/26 MAY. ENTRY  
FORMS FROM TOM ROWE  
TEL & FAX 0161 9803413  
ENTRIES CLOSE 11/5/96**

**MONDELLO PARK 15/16 JUNE.  
ENTRY FORMS FROM  
JACQUELINE TAYLOR  
TEL 00353 45 860200  
ENTRIES CLOSE 11/5/96**

**JAGUAR CAR CLUB PEMBREY  
31ST JULY. ENTRY FORMS  
FROM TOM ROWE  
TEL & FAX 0161 9803413  
ENTRIES CLOSE 10/7/96**

#### **WRDA General Meeting Minutes**

**F 1 Bar 28/4/96**

Apologies - Colin Gundersen send his regards. **12 new members**, the largest number ever to be proposed at one meeting, were elected. **1997** is our 15th anniversary and we should celebrate it. Amongst ideas would be a special cloth badge, a charity do, or a dinner dance. *These ideas would be circulated for feedback as would be the post of President.*

**Limited** We have been advised at the recent RAC seminar to become Limited by guarantee to protect the members and the officers from being sued. This would involve each members liability being **limited to £1.00**. *The Secretary to investigate, and provide more information.*

**National Lottery** Secretary advised that the club had enough funds to afford to play the lottery in the hope that we could benefit from a lucky win, as long as there was some way of sharing the proceeds of a large win between the club and the current members. *The Secretary to investigate, and provide more information.*

#### **New Members**

Watch out for Nigel Jones who has bought a red Honda CRX, and Ken Jones who has a Ford Fiesta. Both are Swansea lads. Nice to see some more new faces.

**Bev Jones**  
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