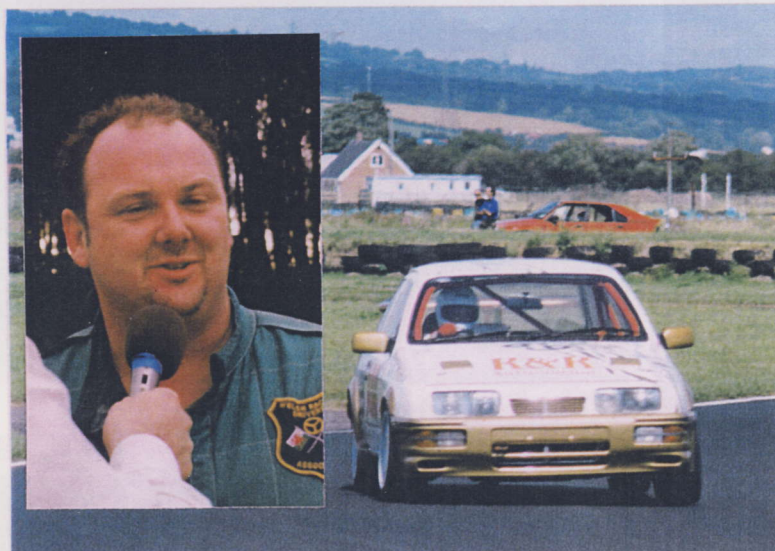


Motorsport Wales 97

featuring the P+P Welsh Championship



Keeping up with the Jones'
Championship leader Nigel Jones and his Cosworth
lead the field.



Recent winners
Peter Dark - Terry Brown
Graham Cole - Steve Hall

Welcome to the second issue of Motorsport Wales 97 containing reports, results and topical items from the world of Welsh motor racing.

-RACE REPORTS-
P+P WELSH CHAMPIONSHIP
Round 5
May 24th Pembrey
Entry - practice

Delays to the re-surfacing of the track meant that this was to be the last meeting on the old surface. There were several new cars in the excellent 19 car entry including Chris Goldsmith and his RS2000 who was the first to take advantage of the new Class B regs. Also new was the Forzari of Paul Welch Newcastle Emlyn. Chris was allowed to run in Class D as an experiment, to see how the car would fit in. The Forzari is road legal and Paul is looking to start production of the cars for road and track. Also making its' first appearance was the Darrian T90 of Mike Shaw. Mike's car has been a long time coming, but he almost didn't make it after crashing at Llandow the previous week in a round of the Welsh Sprint Championship. "I had to take a week off work to get it ready!" With a 2 race weekend in prospect it was perhaps no surprise to see Terry Brown on pole for both races. The surprise came in the Saturday qualifying session, for after taking an early pole position, Terry's engine blew up. Major disaster? No, just a major lunchtime engine change at Terry's nearby workshop! Next up and most likely to profit if Terry did not make it back to the track was Graham Cole, Keith Butcher was 4th in his Class A Sierra with Nigel Jones alongside with his Class B example. Down in 6th place, Peter Dark was another Darrian in the wars, this time with an off at Honda curve. Gareth Davies must have thought Peter had found a new line round Honda and

followed him off. Unfortunately, although Peters' damage was repairable, Gareth wasn't so lucky and he was a non starter. In an excellent 9th place was the Class C Mini of Mark Chandler from Cambridgeshire. Mark raced with us 2 seasons ago in his debut season but has obviously learnt a lot about racing in the meantime.

The race - 15 laps
Cole delivers!

Terry pegs a vital point.
Alvin scoops Class C.

With our race being one of the first off after lunch the question was, would Terry make it. The answer was yes, but as the blue T9 lead the field on the warm up lap its was obvious some thing was wrong. The pack made painfully progress as Terry's engine popped and banged its' way around to the grid. The throttle had stuck wide open and Terry was driving on the ignition switch! As Terry pulled into the pits, his crew descended on the car, and eventually got him going again to join 2 laps down. In the meantime Graham Cole had the front row to himself and at the green light went straight into the lead and was never challenged. Not so fortunate was Nigel Jones who broke his differential on the line and barely moved! Peter Dark moved up from 6th on the grid to claim a safe second place whilst Keith Butcher and Mike Shaw were involved in a classic dice in the early laps, before Keith managed to draw away to a safe 3rd place. Bombing along in 5th place was the amazing Mini of Mark Chandler. Mark was showing just how good a well sorted and well driven Mini can be. Unfortunately it wasn't to last and Mark pulled off after 10 laps when his rear tyre shredded! This left Martin Williams as the first Class B runner in 5th place, ahead of Jeremy Pope. The Minis' departure however livened up Class C no end as Nigel

Bowen, Alvin (in Larry's second Rover), Granville, Larry himself and Glynne Jones were having a monumental tussle early on. Glynne got by Nigel Bowens Class B Porsche before being sidelined with a blown engine after 5 laps. This left Alvin and Granville nose to tail behind Nigel. Granville made several big efforts to get by Alvin, but Alvin always made sure Larry's Rover was wide enough to keep him back. In an exciting last lap Alvin exited from Honda right on Nigel's tail and made the classic overtaking manoeuvre up the inside of the Paddock turn. Nigel found himself on the wrong line and spun in front of Granville! This gave Alvin the space he needed and he crossed the line 1/2 a cars' length ahead of Granville's MR2. So the race wound down to the finish with Graham Cole taking an untroubled win, but with Peter Dark in 2nd place, a change at the top of the points table looked likely. However the battling Terry Brown wasn't giving up and he took the point for fastest lap on virtually his last lap, despite finishing 3 laps down. After the race Graham seemed un-phased by taking his first win and was immediately stripping his engine to pieces in preparation for the next day! After 15 laps there were some tired drivers around, Keith Butcher and Mike Shaw were amongst those feeling the strain, "My forearms feeling like they're dropping off" said Keith whilst Mike confessed to not being used to the distance. Overnight the points would show Peter & Terry tied at the top and about 4 points covering the next 6 drivers!

P+P WELSH CHAMPIONSHIP

Round 6

May 25th Pembrey

Entry - practice

An overnight differential change saw Nigel Jones back on the grid but the familiar sight of Terry Brown on pole was followed by 4 Darrians with Graham Cole, Peter Dark and Mike Shaw in that order before Keith

Butcher headed the rest, closely followed by Nigel Jones. Mark Chandler and Jeremy Pope were within a second of Nigel with the next batch of cars headed by Granville Williams also closely bunched. Nigel Bowen found himself with a suspect exhaust valve and so opted to miss the race rather than risk further damage.

The race - 15 laps

Terry back on top; Mighty Mini terrorises top saloons.

At the green lights it was a case of "normal service will be resumed as soon as possible", as Terry shot into a lead he was never to lose. Peter Dark initially held 2nd but Graham Cole went up the inside of Peter T90 at Hatchets and although he kept a close eye on Terry he was never really able to mount a proper challenge. Graham had a 25 second lead over Peter at the end, whilst Peter was a similar distance ahead of Mike Shaw, once Mike had got the better of his re-match with Keith. With Darrians 1-2-3-4 in the race, Keith was the first saloon car and the last unlapped runner in 5th place. Down in Class B, Nigel was taking it easy at the start "I didn't want to burn out this diff as well so I took easy when the lights changed. I saw the Mini come alongside and I let him through at Hatchets. However I knew what would happen if I stayed behind too long and I made a big effort to get by him on the first lap and then pull away" It was just as well for Nigel that he did, but Jeremy Pope was not so fortunate and found himself bottled up behind Mark and the mighty Mini. In what must have been a frustrating scenario, Mark was quick enough through the infield to leave himself just out of reach at the end of the straight. By lap 8 however, the pendulum had begun to swing in Jeremy's favour and on lap 11 he made a big effort at Hatchets, going in really deep under braking. However the Sapphire began to run wide on the exit and Mark was able to use the Minis' superior traction

to get the place back! **Super stuff from both drivers with barely a flake of paint out of place!** However 2 laps later having put in some practice on the previous lap, Jeremy made no mistake and took the place. By this time Nigel Jones was 30 seconds further up the road so Jeremy was left to defend his position from Mark who was only 1/2 a second behind at the end. With Mark taking the Class C win, the dice between Alvin and Granville has still intense and the Rover and the MR2 were tied together throughout the race. Alvin eventually taking second in class by .5 of a second. Behind them in 12th place Larry concluded a quite but successful points scoring weekend. Larry had Chris Goldsmith, James Auld and Paul Welch behind him at the end. After the race Terry confessed "That was better than yesterday, but Graham was close. My tyres went off and I damaged my spoiler which made it difficult to keep the lap times up. It's been an up and down season which makes it good and interesting." The points table would show Terry on top with Peter second and Nigel Jones moving up to a handy 3rd place overall. Class C was on a knife edge with Larry, Granville and Alvin all within a point of each other. Nail biting stuff!

In the meantime

Pembrey finally got it's new surface just before the RAC British Sprint 2 day meeting on 7/8 June. Several familiar faces were competing on behalf of their local clubs but Roger Dowden represented the WRDA. Roger was having a run in Gareth Davies T9 and was entered in the same class as Terry Brown. Terry had given his daughter Cathy a run on the Saturday, but his scheduled second driver for Sunday never got the same chance, as Terry modified the front of his T9 against the banking on the

Speedway straight. The most likely cause was some sort of suspension failure, but whatever the cause it was a heavy shunt. Terry was subsequently found not to have any serious injuries, apart from some heavy bruising, but the Rescue crew lead by Steve Morris decided that a trip to Hospital for observation was in order. Terry was released later the same day and was soon up and about, if a little stiff.

Luck deserts the Irish as Welsh team wins in Mondello

A seven car Welsh team travelled to Mondello for the first of what is hoped will become a regular team event. In the end the "relaxed" Irish administration got the better of them and following a request from our teams to move the match race up the order, the Historic team failed to appear! This gave the Welsh 1600 c.c team the maximum points. In the event Jonathan Taylor won the race for the Irish Dunlop team, but was pressed all the way by Peter Dark. Welsh drivers filled the next 3 places outscoring the Irish 15 points to 5 to take the trophy back to Wales.

WRDA gets Euro support

The WRDA will be given assistance from the European Union and the European Regional Development board via the Interreg (Inter region) programme to help forge stronger links with Mondello Park and the Irish Racing Drivers Association. Spokesman Geoff Edwards said "We will be given assistance in arranging events at Pembrey and Mondello. Television coverage will be part of the package, and it will greatly help to raise the profile of Welsh racing."

Rallycross keeps Pembrey busy

Rounds of the Compomotive Wheels British Rallycross

Championship and the European Rallycross Series were the attractions on Bank Holiday Monday and 14/15 June on the much under used Pembrey Rallycross track. Will Gollop won the British round, after 3 starts! Ludvig Hunsbedt from Norway won the Euro round in even more dramatic circumstances! Graham Hollis was the best placed home grown driver in the Colway Tyres Clubmans section of the British round, but top flight Welsh drivers were sadly lacking in the top Euro & British finals.

**-Steve Morris -
28/4/54 to 30/6/97
a sad & sudden loss**

The Welsh motorsport scene was shocked at the sudden death of top Welsh marshal and administrator, Steve Morris at Morryston Hospital on Monday 30th June. Steve was 43 years old and was a top marshal and training officer who was on regular duty at Pembrey, Castle Combe and Silverstone. He also saw duty at various rally venues. His major non marshalling roles included being Chairman of BARC Wales and Vice -Chairman of the WRDA. Geoff Edwards remembered with the following words "Steve was passionately committed to seeing racing at Pembrey prosper. He realised that one of the best ways he could assist was in an administrative capacity. Without people like Steve motorsport would soon grind to a halt. Steve helped the WRDA through its' progress from a small regional club to one with contacts at European Community level. Any progress we make in the future in this direction will be thanks in part

to Steve". A computer programmer by profession, Steve worked at the DVLA in Swansea, initially for the Civil Service and later for EDS following privatisation. Steve's father Gordon, who is a Canon in the local Swansea diocese recalled "Steve once said. I want to be the best marshal I can be so that I can teach other people how to save life in an emergency. He even got me up on the marshals post once! I'm not sure I did the right thing, every time I waved my flag, Helen thought I shouldn't have. When she waved her flag, I thought she shouldn't have! When there was an incident Steve and Helen got down off the bank to see to the driver, but by the time I managed to get down, they had sorted it out and were getting back up!" Gordon went on to explain Steve's sudden illness. "It turned out to be galloping Leukaemia. Steve lost his immunity to infection and the medical staff could not stabilise his temperature. Without that they could not begin the treatment. His kidneys began to cause concern and he was transferred to the Renal Unit at Morryston Hospital. They worked night and day to try to save him, but on Monday he had a massive brain haemorrhage and died. However we are happy that he is so well remembered by so many people." The funeral service at St David's Church Morryston was attended by members of the family and large representations from the world of motorsport, the DVLA and large numbers of his friends. The Service at the Crematorium overspilt with many people standing in the aisles, and a large number had to listen to the service from outside. Sympathy cards were sent and a £50 donation to the families nominated charity was made on behalf of all WRDA members. A memorial fund is being planned by the BMRMC, the Marshals club.

-RACE REPORTS-
P+P WELSH CHAMPIONSHIP
Rounds 7 & 8
June 28/29 th Pembrey
Entry - practice
June 28th

Finally it has arrived, several months after it should have happened the P+P contenders had their first taste of the newly laid track and approach road. Obviously for racing purposes it will take a little while for the track to settle in, but most comments were broadly favourable. Just to stir things up a bit it rained just before the P+P practice and the damp track ensured decent times were hard to come by early on. New face for this round was Steve Jones formerly of Carmarthen, and his Lancia Delta Intergrale. Steve became aquatinted with Pembrey from an odd angle after rolling at Honda and landing upside down!

That ruled Steve out of the first session, but after the dents were bashed out he was back for a second try in the second session. Alistar Inglis flew down from Scotland to add a touch of the jet set to the series. Alistar gave Dave Llewlyn's old Rover 216 a run out, overseen by Andy Dawson and the lads from DAD (or was it that they called him dad?). Alistar's last run out was at the Nurburgring 24 hours race in Germany. The classic club race starts on the new Grand Prix circuit. After doing 90% of the new circuit the course turns on to the classic South Curve. With a total lap of 18 miles, that's some curve! With almost 100 starters it sounds like some race! Also new and in a starring role was Alvin's new Mondeo. Well at least as long as it was running, for Alvin suffered a variety of new car problems and missed the first session. In 4 laps in the second session, he was able to post 6th quickest time, showing the cars potential. Other newcomers included the Porsche 924 of Tony Littlejohn who was 7th and Steve

Hall who put his Class D Fiesta on to the front row. It is a long time since we had a really competitive Class D saloon, but Steve dispelled a lot of doubts about the competitiveness of saloons against the Darrians. Heading the times however was Terry Brown who had just finished repairing the battered T9 the night before. "I'd like to thank the lads who really rallied around to help get the car finished. I really didn't think it could be done at one stage, but they wouldn't give up" Terry posted his time on the 17th lap of a long session. On row two Peter Dark was joined by Martin Davies, making one of his occasional 1997 appearances. Gareth Davies lined up on row 3 with Mike Shaw alongside.

Practice 2

Most of the positions remained the same for session 2, but this time we were joined by Mark Chandler and his Mini. Alvin and Sean both posted a time, but at the end of another long session it was Terry Brown on top. "Another lucky pole" was his tongue in cheek description. Steve Hall was second again.

Bad day at the office!

Missing from the action was Graham Cole and Granville Williams who just couldn't get their cars ready and missed the cut off time for the last of the late entries. 12.00 Midday on Wednesday is the very latest you can leave it. After that you've got no real chance. More worrying was the omission of Keith Butcher. Keith wanted to do just the one race with us as he wanted to do the Formula Saloons double header, but was denied an entry! This is most strange as both Alistar Inglis and Mark Chandler were allowed to do exactly what Keith has denied. i.e Just do the one race with us. Very Strange! Added to that cars were allocated to the wrong Class, which is a pain,

but in this case it caused the wrong man to be temporarily credited with a result when the credit should have gone elsewhere. Race results for both races were amended because of silly errors and it all added up to a poor display by the organisers BARC, from whom we have come to expect better.

The race - Round 7 - 12 laps

Sometimes a race can start slowly and build to a climax and in this case Round 7 was one of those slow burners. At the lights Terry Brown took the lead but Peter Dark took over on lap 2 and built a small lead as Steve Hall began to nibble at Terry's second place. Nigel Jones in the meantime had decided that he like to get into 4th place and tried to pressure Mike Shaw, only to have a wild spin at Debeni that ended with the 3 door Sierra stationery in the middle of the track at the entry to the paddock turn. With Nigel trying to crank the engine back into life he could see the rest of the pack coming in his mirrors and thought, "I'll be lucky if they all miss me!" Lucky he was, and he resumed unscathed but dead last, and about to launch one of the best comeback drives seen for a long time. Also on the rise was Alvin Powell who had the white Mondeo up to 8th by lap 3. Alvin, who had spun on the warm up lap and filled the radiator with grass, was watching the water temperature. Having set the fastest lap in Class A on lap 8, Alvin retired to the paddock hoping to save his best efforts for the second race. Back at the front Terry was resisting the pressure from Hall's Fiesta and got the break he needed when the Fiesta spun at Hatchets. This allowed Terry the chance to concentrate on putting Peter under pressure and he began to close the gap slowly but surely. Meanwhile Martin Davies was settled in to a handy 4th place and a good helping

of Class A points, but had Gareth Davies keeping him honest. Gareth was joined by Mike Shaw and both of them set about trying to find a gap in the Triple Champions' defence, the 3 cars seemed to be tied together by an elastic band. Another trio with the same short string was Nigel Bowen, who was fending off Jeremy Pope (now in Class A) handily before they were joined by Nigel Jones who had the gold trimmed whale tail on the rise. Lap 7 was a classic for the midfield dice with Bowen, Jones and Pope 3 abreast at the paddock turn. Jones was the winner, carving up the middle to secure the Class B win and spending the rest of the race holding Jeremy's' Sapphire at bay to finish 7th. Meanwhile back at the front the leaders were getting down to lapping the back markers, but from lap 8 onwards Terry's' T9 began to trail a cloud of oily looking smoke. Not that this worried him as he began to close on Peter slowly but surely. Terry made a bid for the lead as they came up to lap Nigel Jones, but Peter held him off. From lap 9 onwards the smoke got thicker, the harder Terry pressed for the lead. Some worried officials decide to warn Terry by showing the black and orange flag. It might as well have been a red rag to a bull, because Terry wasn't about to give up on the chance of a race win and some vital championship points at this stage in the race. Peter meanwhile was having his work cut out as his clutch had stopped working and he was making do without it. In a final exciting last lap Terry tried for the lead at Hatchets, at Paddock and at Brooklands. The only place left to try was Honda and the two Darrians exited side by side, but in a straight shot out for the line it was Peter who held on to win by .13 of a second! "That was an exciting race" was the sentiment of both Peter and Terry. Almost as close was the Davies-Shaw-Davies

trio which ended in favour of Martin's Sapphire "Keeping the Darrians behind made it really exciting" said Martin, whilst Mike was equally as complimentary "Martin certainly knows a lot about race craft. I was quicker in the corners but he had the power down the straight. I was looking for a gap but he didn't leave any" At the back Tony Littlejohn was the latest in a long list of drivers to be given a thorough tour of the rear of a Rover Gti courtesy of Larry who kept the Porsche bottled up for most of the race. With some time before race 2 Peter, Terry and Alvin all had plenty of work to do.

The race - Round 8 - 12 laps

If round 7 was a slow burner, round 8 was the firecracker that exploded without warning after a extraordinary build up. Despite the extra help from Andy Dawson and his family team Alvin just could not find enough battery power to get the Mondeo around to the start. After a tow Alvin attempted to start from the pits, and the pack was sent on a second warm up lap. With the second P+P race being held at the end of the programme it was nice to see that most of the sizeable crowd stayed to watch. The fuse to this cracker was lit as soon as the lights turned green! Peter Dark looked to get the jump on Terry and moved to his left, just as Steve Hall moved to his right! The result was that the nose spilter on Steve's' Fiesta punctured Peters' rear tyre and propelled him off the track and out of the race, before the field had passed the end of the pit wall! Peter typically refused to share the blame. "I was looking to make a good start and get around Terry, unfortunately Steve had the same idea" Such honesty was rewarded when Peter was presented with the new Western Mail Sport Personality of the Day award. This mayhem left Terry with a handy lead, made even

bigger when the Stewards handed out at 10 second penalty to Steve Hall for jumping the start. Behind Terry and Steve on the road, Martin Davies was defending 3rd place from the Darrian duo of Mike Shaw and Gareth Davies. Steve's' 10 second penalty look like giving Terry a race winning advantage but Terry was unable to take advantage this time as his engine began to smoke badly again and he headed for the paddock to retire at the end of lap 4. "That's one knackered engine" he said later surveying the damage. This handed the advantage back to Martin Davies with Steve's' Fiesta in the lead on the road but Martin in the lead on corrected time.

Whether Martin, Mike or Gareth had a full understanding of the exact nature of the situation is difficult to know. However there was frantic action as Martin fended off the 2 Darrians. Mike Shaw had his hands full trying to hold off Gareth as well as trying to find a way around Martin. Whilst all eyes were glued to the action at the front, Nigel Jones had a quieter race to tie up Class B again, whilst Nigel Bowen and Tony Littlejohn put on a battle of the Porkers which eventually went the way of Nigel's' 911. Also in close action was Larry who had bottled up the misfiring Mini of Mark Chandler. Anyone who finds himself behind Larry would have ample experience if they were ever asked to do a screen test for a re run of the 60's tele serial "The Prisoner". However Mark must have been watching "The Great Escape" on video, and had the audacity to find a way past Larry and make a break for it. Head Warder Phillips immediately set out to recapture "The Fugitive" and both Mark & Larry set their fastest laps on the last lap. However Mark made good his escape this time, crossing the finishing line in 7th place. Of the rest Sean Jones got

some laps under his belt, whilst Jeremy Pope was an early retirement after only one lap. Back at the front the action was getting hotter, with Martin continuing to hold off Mike & Gareth. Steve meanwhile had managed to eke out a 6 second lead, which put him in 4th place. Entering the penultimate lap Mike decided that now was the time to try for the lead and he made a concerted effort on the entry to the paddock turn and then again at the right hander. There was no way through at the paddock turn, but with the cars even closer at the right hander contact was made. Martin found himself broadside across the track, whilst Mike's Darrian went bouncing across the kerb. It's an ill wind that blows nobody any good, and the person you would have thought most likely to benefit from the tangle was Gareth Davies. Gareth is the epitome of the talented amateur racer, providing an entertaining spectacle on a shoestring budget. Now he only had get by Mike & Martin to take his first big win. However there was to be no early Christmas for Gareth and he found himself boxed in, "I could see what was happening but when I ducked around Mike, Martin' car was blocking the track!"

The major beneficiary was Steve Hall who found his pit crew leaping in the air to inspire their man to overcome his penalty. This he did setting the races fastest lap on lap 11, and by the time the Welsh trio had sorted themselves out, Steve had grabbed enough of an advantage to convert his penalty into a winning lead. Mike Shaw finished 2nd on the road having seen a potential 5 point Class win reduced to a 3 point second place, with Gareth 3rd. Martin eventually got going again to take 4th place. A suprised and delighted Steve Hall led the Pitlane interviews. Martin found less to be happy about.

When the dust had settled, however, Nigel Jones turned out to be the days big winner. Having made two maximum scores, one the hard way and one the easy way, whilst Terry & Peter were dropping points, Nigel was now leading the championship by 2 points with 29 pts from Terry with 27 and Peter with 25. Not bad for the 1996 Class C winner & Novice of the Year in his first season with rear wheel drive and turbo power! 1997 is becoming another classic. The racing is reaching incredible heights at times and there is an air of unpredictability with no one person dominating and any one of 5 drivers capable of winning a race. Long may it continue.

P+P Round 9 Pembrey

27/7/98

Another thriller

Entry & Practice

The entry featured most of the regulars including Keith Butcher who found that a new "sit up and beg" seating position had eased the pressure on his arms and he was 3rd fastest. After a ridiculously short practice session (6 laps for most people, even less for some), a Darrian was on Pole position with a time of 60.52, but this time the man setting the time was Peter Dark, with Graham Cole 2nd on 60.75 sec's. Terry Brown, the man who had almost established squatters rights on pole, was 4th, suffering from gearbox and handling problems. Mike Shaw was 5th with Gareth Davies 6th. 7th having moved up to Class A was Nigel Jones, with Jeremy Pope 8th in front of Mike Moore who practised but did not start. Granville headed Class C, just ahead fellow Class C runners, Alvin Powell and Larry Phillips. Alvin's Mondeo was in the paddock, looking nice in its' original blue livery, but problems with the clutch

meant that Alvin was having another run in Larry's second car. Nigel Bowen, James Auld, & newcomer Chris Karn completed the grid. Chris was having a runout in John Bateman's Group N Vauxhall Astra with a view to taking part in the Birket 6 hour relay race at Snetterton, and the 1998 Nurburgring 24 hour race. John, who raced a Triumph GT6 with us a couple of seasons ago said "There isn't anywhere else you can race a Group N saloon in Great Britain" Pleased to help you out. Also on hand for a look and see was Andrew Wilson, another racer we haven't seen for a while. Andrew hopes to be out next year with a normally aspirated Ford Sierra.

The race - 13 laps

The Jaguar Car Club always comes up with an odd race distance and the P+P contenders set off on a 13 lap race. Peter Dark shot into the lead, but up at Hatchets there was a bout of midfield mayhem. Gareth Davies found himself running out of braking distance as he arrived at the corner and his T9 rammed the back of Mike Shaw's T90, pitching it into the air. Both Mike & Gareth were eliminated on the spot. Also in the wars was Granville who ran into the back of Nigel Jones as he tried to avoid the Darrian destruction derby. Nigel escaped relatively unharmed but Granville lost a front wing. Also forced to a stop was Jeremy Pope who had got away to a slow start. With 4 cars now blocking the track, the red flags came out to stop the race.

The re-start - 10 laps

With Mike & Gareth's cars back in the paddock, the grid reformed. Granville and Jeremy got ready for the re-start, Granville without his front wing. At the green lights Peter again took the lead with Graham Cole challenging hard for the lead. At Spitfires he tried too hard and

went wide onto the grass letting Terry into second place. Next lap Graham retook Terry as Keith Butcher began to close in. With Graham, Terry and Keith locked together and Peter only a second or so ahead there now began a classic 4 car battle for the leading places. Graham made a mistake at Hatchets and let Terry and Keith past. Keith then passed Terry at the paddock turn. As Graham moved past Terry to challenge Keith, Terry began to lose touch as he found his right rear tyre start to go down with a slow puncture. This left Graham and Keith in a classic battle for 2nd place. Graham's nimble Darrian had the edge on the infield and he made several runs past Keith at Brooklands, only to see Keith power back in front on the straight. Keith and Graham began to edge closer to Peter as Graham began to keep the pressure on Keith. On the 7th lap Graham made his manoeuvre at Brooklands stick as Keith began to suffer from gearbox problems, and he began to chip away at Peter's lead. Peter immediately responded with his fastest lap of the race. Graham responded to that and stepped up his pace again, getting really sideways at Honda. With Peter now in his sights and the chequered flag in sight Graham increased his pace even more, setting the races' fastest lap on the last lap. Coming out of Honda with the chequered flag at the ready, Graham was right on Peter's tail but Peter held on to win by .35 of a second! Afterwards a hot and sweaty Peter emerged from the cockpit to proclaim "That wasn't easy! I thought I had it in the bag until I looked in the mirror and saw Graham coming!" For his efforts Graham earned an extra point for the fastest lap and the Western Mail Sports Personality of the Day award. "One more lap and I'd have had him" affirmed Graham.

Further back, after the departure of the 2 damaged Darrians and Jeremy Pope, who didn't get beyond the pit wall before pulling off, Nigel Jones had a quiet race to 5th place.

However the points earned were enough to keep him at the top of the championship table with 31 points from Peter Dark who has 30 and Terry Brown who has 29.

Granville Williams, who was always out of reach of Alvin and Larry, took Class C, whilst Nigel Bowen did well to take 6th place and Class B. Keith took Class A and set a new saloon car lap record at 61.90, but the absent Martin Davies still leads Class A. With only 5 rounds left the overall title could be going to the final round again.

Diary Notes

**Celtic Motorsport Challenge
Sprint
Pembrey October 11th**

**WRDA Ltd AGM -
Hilton National Hotel - Swansea - 19th
October
followed by P+P Welsh Championship
Conference
Entry to accredited persons only**

**Reception area for family and friends in the
foyer**

**P+P Welsh Championship
Gala Awards Presentation
and Dinner Dance
Hilton National Hotel
Swansea 29th November
Family & Friends welcome
Special overnight rates available
Contact Geoff Edwards for more details of
special rates**

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- Your membership earns commission for your club
- For further details, please contact your Club RAC Secretary

The Celtic Motorsport Challenge

a series of events linking Wales & Ireland

Races - Sprints - Rallycross

Through the support of the European Community the Welsh Racing Drivers Association and the Irish Racing Drivers Association are joining together to help present a series of events at Pembrey & Mondello Park throughout 1997 and 1998.

Forthcoming events at Pembrey include
the

Celtic Club Team Trophy Sprint

October 11th Pembrey circuit

organised by BARC Wales

Contact Anita Williams

on

01792 893800

for entry forms

Awards for individuals, clubs, and teams of drivers

Get together with your fellow competitors or club members and take part in this easy to enter fun challenge

For more details for further events contact
Jack Taylor of the IRDA at Mondello Park

00 353 (0) 45 860200

or

Robert Allender of the WRDA

on

01792 791686

The Wales & Ireland Motorsport Challenges and the Club Team Trophy events are supported by the European Community via the European Regional Development Fund and Interreg.

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THE CELTIC MOTORSPORT CHALLENGE
STRENGTHENING LINKS BETWEEN WALES AND IRELAND



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