

P & P Supplies Welsh Championship Round 10 - Pembrey F3 meeting 17/8/97

Alvin gets in the groove - New boy Elir Morris makes quite an impact

Entry & practice

With the Formula 3 boys taking up a lot of space in the paddock, Pembreys premier race series was given the privilege of occupying Paddock 2. There were plenty of legitimate complaints and these were taken up later at the highest level. For this race the Championship regulars were joined by new boy Elir Morris and his rally based rear wheel drive Mk3 Escort, with Jonathon Rowlands (BMW 325i), Kevin Hicks and the factory Honda, and Chris Karn in John Batemans Vauxhall Astra, all having a second race. Terry Brown looked to be back on form, setting the fastest time on the sixth lap. Unfortunately he did not get much further as he pulled to halt with the back of his car in flames following a substantial engine blow up. Gareth Davies had pulled off earlier on with his own engine blow up and Terry joined him at the marshals post. Which is just as well as, after the Fire marshals proved slow to react to Terrys' emergency, Gareth grabbed an extinguisher and help to prevent even more damage to the blue T9. In all the confusion Martin Davies and Mike Shaw were adjudged to have passed a slowing car under the yellow flags and were sent to the back with a 10 second penalty. Terry's misfortune left Peter Dark on his own on the front row, with Alvin Powell next up. Keith Butcher was 3rd fastest with Jeremy Pope getting the better of Nigel Jones to lead Class B. Mark Chandlers' Mini was right there, along with Elir Morris

The Race - 10 laps - Alvin comes out on top

At the lights Peter Dark got off to an excellent start but behind him confusion reigned. Keith found himself blocked in and it was Elir Morris who emerged in 2nd place at Hatchets. Alvin soon powered past Morris, as the Escorts tyres began to lose grip, but Elirs' hard driving style left a trail of broken cars behind him. Mark Chandler was first to go, followed by Championship leader Nigel Jones and Nigel Bowen, who both suffered punctured radiators and expensive engine damage. Jeremy Pope

looked to be in charge of Class B until a spin dropped him back. The carnage left Granville Williams and Kevin Hicks as the unwitting winners of the vacant Class B + C awards. In the meantime, while the trio of Shaw, Butcher and Davies were pulling back the lost ground, at the front Peter had a narrow lead over Alvin, who set the fastest lap as he kept the pressure on. Moving into the closing laps, Peters' car faltered when his turbo wastegate actuator rod snapped & Alvin who was biding his time, swept by to record his best result in a long while. Meanwhile Mike Shaw & Keith Butcher were now within striking distance of Peters' ailing car, but after an excellent drive Mike came under pressure from Keiths' Cosworth and lost the chance of putting Peter under pressure. In the final laps Keith found his way past Mikes' T90 but could not close on Peter. Afterwards Alvin who has had a frustrating time sorting out the blue bullet was jubilant and said "It's been hard but today was well worth it"

P & P Supplies Welsh Championship Oulton Park 6/9/97

The event was canceled due to the funeral of Diana Princess of Wales and was re-arranged for 18th of October.

P & P Supplies Welsh Championship Round 11 - Pembrey 750 MC meeting 21/9/97

Entry & Practice

A number of extra Caterhams and other Sportscars were added in to make it a 26 entry, the biggest of the season, but at least we were moved to a Sunday race. Tony Holmes joined us for the first time with his Rover 220 turbo, and Graham Hollis and Ian Robertson made welcome returns. Glynne Jones kept his hand in by driving Larry's second Rover. Terry Brown returned with his car fully repaired after its' recent fiery exit, and he got right back in the swing, taking pole with a time of 60.00.17, having set his best time on lap 14 of a long practice session. Next up, and showing that heavy metal Class A saloons are not necessarily uncompetitive, was Graham Hollis, who was ahead of Ian Robertson, Peter Dark, Alvin Powell and Graham Cole. With a visitor in between, Keith Butcher was next, followed by Nigel Jones who headed Class B by a couple of tenths from Jeremy Pope, with Granville Williams' Class C Toyota showing a

clean pair of heels to the rest of his class in 11th place.

The Race 15 laps - Peter excepts a gift

With 6 drivers in contention for the title the results of this race were going to be important. However as the lights changed, Terry seemed to go into reverse again after his driveshaft bolts sheared. Terry was left stranded and had to endure the ordeal of waiting & wondering "Is this one going to hit me!". This could have been Graham Hollis' big chance but he got too much wheelspin. Peter Dark however, timed his start to perfection and shot into the lead at Hatchets followed by the 2 Grahams, Hollis & Cole. In the meantime, Martin Williams retired his Toyota with computer damage following an unfortunate encounter with a scrutineer and Nigel Bowen who was having an outing in his new Sapphire Cosworth also pulled off. At the front Graham Cole got by the other Graham and set about catching Peter Dark. However the red T90 began to leave a trail of oily smoke, and although he caught Peter and overtook him on lap 5 whilst they were lapping some backmarkers, it was a last gasp special as Graham went straight into the lead, and straight into the paddock with his engine sounding really out of sorts. Having survived that challenge, Peter resumed the lead and had a quiet race to take a 10 second win from Ian Robertson and his Caterham. In the meantime there was plenty of action elsewhere and Graham Hollis and Alvin Powell were amongst those finding the track conditions really treacherous. However whilst Graham got going again after his spin to take 3rd place, Alvin was not so lucky. Alvin lost the blue beauty on the approach to Honda and whilst he was lucky to avoid contact with the barriers he unfortunately wiped out his front bumper and more importantly the undertray. Without the proper airflow through the radiator Alvin's engine began to cook and he was forced to retire with only one lap to go. Also out on the last lap was Keith Butcher with gearbox problems. Jeremy Pope won Class B and finished 5th, but Nigel Jones chased hard and had the satisfaction of setting a new class record to pick an extra point. Granville Williams took Class C, with a maximum score. The points totals showed that

Peter now had a 4 point lead from Nigel with Granville in 3rd place, 2 points behind. Terry, Alvin, and Larry still retained an outside chance behind them. In Class A Graham Hollis was now in with a chance but the absent Martin Davies still lead by a single point from Keith Butcher.

Peter Dark 39 points, Nigel Jones 35 points, Granville 33 points.

P & P Supplies Welsh Championship Oulton Park 18/10/97

The race that was never meant to be.

Entry & Practice

With a good entry the re-arranged event that was originally canceled due to the funeral of Diana Princess of Wales got off to a poor start when fogged shrouded the circuit. Practice was restricted to 3 laps behind a pace car, and the grid was selected by drawing lots. However the meeting was abandoned after a fatal accident in an earlier race.

P & P Supplies Welsh Championship Round 12/13/14 - Pembrey Trucks Meeting 25/26 October

Peter gets plastered and then has a knees-up! Nigel contributes to make it another nailbiting end to the championship!

Entry & Practice

After a long hard season the main championship contenders and a good supporting cast assembled for what was initially billed as double header, but thanks to the behind the scenes intervention of Phil Davies, BARC added an extra race to make up for the cancellation of the Oulton Park race. The grid for the extra race, and the first race scheduled for Sunday, was made up from the times from the first practice. Terry Brown set the fastest time in practice one early on, and then departed the scene with another engine blow-up. Surveying the damage the understandably crestfallen Terry commented "I never know as season like it. It's definitely not my year". With 3 engine blow ups, 2 broken drive shafts, a fire and an accident he certainly had a point. Graham Cole looked to be the man most likely to benefit and actually beat Terry's time with a 60.00 second lap, but Graham began to tear his car apart as soon as he got back to the paddock, trying to trace another bizarre problem. This time the problem started when Graham ran wide and got on the grass, throwing up a cloud of dust. Dirt then penetrated the clutch cover, and began to hold the

clutch open. It took Graham the rest of the day to solve the problem, which meant he missed the second practice session and the first race! Peter Dark and Graham Hollis were the men in luck, effectively making up the front row. In Peters case having missed the Oulton Park race when a work related knee injury put him in hospital, he had to rise from his hospital bed to take part in the final races, and a spot on the front row was just what the doctor ordered. Mike Shaw and Keith Butcher were next, followed by Class B contenders Nigel Jones and Jeremy Pope. Tony Holmes, Nigel Bowen, and Granville Williams were joined by Glynne Jones with his revived Anglia, and Kevin Hicks having another outing in the Swindon works Honda Civic. The grid for Sundays final race was virtually a re-run of session one, but crucially this time Peter took pole, and Graham Cole would start with a 10 second penalty.

P& P Supplies Welsh Championship Round 12 - Pembrey 25th October

With only 2 starters in Class D but with full points on offer in Class B the stage was set for Nigel Jones to close the gap on Peter. However nothing daunted, Peter took the lead from the lights, and lead all the way to a 5 second win, and also claimed the extra point for the fastest lap. Meanwhile Graham Hollis, Mike Shaw and Keith Butcher kept themselves occupied with some close quarter action for 2nd place. With vital championship points at stake the battle for 4th place was becoming intense with Jeremy Pope, Tony Holmes, and Nigel Jones tied together. (In 8th place Nigel Bowen, reunited with the 911, Granville Williams and Kevin Hicks were also engaged). Moving into the closing stages Graham Hollis managed to make a make a decisive break whilst lapping the 8th place battlers and secured 2nd by just over a second from Mike Shaw who had only 7/10ths over Keith Butcher. On lap 8 Tony Holmes managed to slip by Jeremy Pope leaving him to defend the Class B lead from Nigel Jones. Nigel put the pressure on by setting the fastest lap on lap 9 to close right up to Jeremys' bumper. As the flag came out Peter Dark hammered home his advantage setting the fastest lap of the race on his last lap. With the Hollis, Shaw and

Butcher trio next, the stage was set for the even closer 5th place battle. The Holmes Rover had just over ½ a second lead over the battling Cosworths with Jeremy Pope holding off Nigel by just .14 of a second! In 8th place Nigel Bowen got the best of Granville, who took Class C comfortably from Glynne who had an unhappy time with his redone Anglia and called it a day after his second spin and a near miss with the tyre wall at Honda. With Peter, Nigel & Granville all scoring 4 points it meant no change to the title position. Keith Butcher finally moved ahead of Martin Davies in Class A, as Graham Hollis edged a point closer.

Peter Dark 43 points, Nigel Jones 39 points, Granville 37 points.

P& P Supplies Welsh Championship Round 13 - Pembrey 26th October Cole wins as TV captures knife edge championship finale

With his clutch now fully working Graham Cole took his rightful pole position for Sunday mornings race. Grahams performance could have a significant impact on the championship, as no doubt Nigel Jones was hoping. However Granvilles' outside chance of the title had disappeared along with Glynne Jones, the only other Class C entry, who did not re-appear for Sundays races. At the start however it was Peter Dark who took the lead, followed by Graham Cole, and a fast starting Mike Shaw. Behind the Darrian 1-2-3, Graham Hollis initially seemed to lose momentum, but looked to regain the lost ground as the pack headed down to Hatchets. Graham got up the inside of Keith Butcher on the exit and the 2 Sierras were side by side through Spitfires. But the entry to Diben seemed to be a bit of a squeeze and contact resulted. Graham was in the unfortunate position of being on the outside and with an oily and dusty track offering little chance of a recovery Grahams' car hit the tyre wall at the end of the pits, side on. Graham was able to clamber out, but his day seemed to be over. Meanwhile at the front Peter held a narrow lead from Graham Cole with Mike Shaw a few seconds back. Behind the now lonely Keith Butcher, Nigel Jones had a very narrow lead over Jeremy Pope. Granville Williams and Kevin Hicks were fairly close but the only remaining runners, after Nigel Bowen pulled off with suspected gearbox problems. On lap 5 Cole made his bid for the lead on the run into Honda and then began to ease away to win by

7 seconds with Peter & Mike making it a Darrian 1-2-3. Keith Butcher kept himself occupied in 4th place. Nigel Jones and Jeremy Pope were involved in another cracking dispute for 5/6th.

And while Graham Cole was giving Nigel Jones' title chances a boost, Jeremy Pope was doing his best to redress the balance, giving Nigel a few taps on the rear just to keep him on his toes.

Going in to the final laps Nigel, trailing some smoke from a leaking gearbox oil seal, set his fastest lap. Jeremy responded to keep the pressure on and set his fastest lap, piping Nigel for the extra point by .12 of a second! However with Nigel gaining the points for a maximum class win the points the gap between Peter and Nigel had closed to just 1 point!

Peter Dark 45 points, Nigel Jones 44 points, Granville 39 points.

1997 P&P Supplies Welsh **Championship for Sports & Saloon Cars** **Round 4 26/12/97**

Dark takes honours after a thriller - Jones edged out in finale

Crucially for his championship chances Peter was on pole position for the final race, so Nigel was going to have to win his class and set fastest lap and hope that either Graham Cole or one of the other drivers could do him a favour. In the event Peter Dark led away from the lights and stretched away to a 9 second lead and the championship. In the production class after another frantic battle between

Jones/Pope/Holmes & Williams, Nigel Jones got the better of Jeremy Pope again, but with each of them setting their fastest laps in lap 9, Jeremy did Peter another favour and grabbed the extra point for the fastest lap by two-tenths of a second! Afterwards Nigel said " Naturally I am disappointed, but if a championship comes down to the last few laps of the last race, it must be right." Commenting on his roller-coaster ride to the title Dark said " Last week my knee was in plaster and I thought it was all over. However I'd like to pay tribute to Nigel, he certainly kept the pressure on. I was particularly concerned going into the final race because Graham Cole had driven well in the first race and I knew I had to give it everything just in case he started coming through once more. I was really nervous before the start but now I feel on top of the world. I will

be working hard over the winter to try and make the car go faster next year as I am sure the competition is going to be just as hot."

1997 P&P Supplies Welsh Championship for Sports & Saloon Cars

RACMSA Permit No. CH97049

Overall

1 st	Peter Dark Pontrhydfendigaid	50 pts
2 nd	Nigel Jones Skewen	49 pts
3 rd	Granville Williams	42 pts

Class A - supported by M&S Engineering

1 st	Keith Butcher Coalpit Heath	26 pts
2 nd	Martin Davies Haverfordwest	16 pts
3 rd	Graham Hollis St Clears	14 pts

Class B - supported by Dyfed Steels

1 st	Nigel Jones Sierra Cosworth	47 pts
2 nd	Jeremy Pope Sapphire Cosworth	30 pts
3 rd	Nigel Bowen Porsche 911 RSR	17 pts

Class C - supported by Brecon Motors

1 st	Granville Williams Toyota MR2	42 pts
2 nd	Larry Phillips Rover 216 Gti	25 pts
3 rd	Alvin Powell Rover 216 Gti	19 pts

Class D - supported by Darrian Cars

1 st	Peter Dark Darrian T90t	50 pts
2 nd	Terry Brown Darrian T9	30 pts
3 rd	Graham Cole Darrian T90	24 pts

Newcomers award - supported by West Wales Rally Spares

Tony Holmes Rover Turbo Coupe

P+P Welsh Championship Dinner Dance and presentation

An excellent time was had by all at the Hilton National which provided an excellent setting for the 1997 Awards. The tables were set for an early Christmas with excellent table decorations. Guests were introduced to rocket ballons which proved to be an excellent way to breaking the ice. Our new display boards were used for the first time and Peter Hughes provided video footage of the P+P final races. Peter Darks' son provided an excellent disco and introduced us all to Helium, the Macarina and American Line Dancing The event was such a

success that plans were made to hold the awards presentation at the Hilton again next year.

1998 14 rounds 6 top circuits Silverstone Mallory - Donington - Oulton Park - Pembrey April 26th TV cover guaranteed- Mondello Park* (New Circuit extension = 2.5 mile circuit) Special Ferry Deals - Special Finance Available

1998 DATES

	Date	Venue	Organising Club
1	21st March	Silverstone	Peterborough
2	18th April	Pembrey	Barc
3	19th April	Pembrey	Barc
4	26th April	Pembrey	WRDA
5	26th April	Pembrey	WRDA
6	17th May	Mondello Park	Irish Super Prix
7	14th June	Pembrey	Jaguar C C
8	27th June	Donnington Park	Jaguar C C
9	5th July	Mallory Park	Aston Martin
10	18/19 July	Pembrey	750
11	15th August	Pembrey	Barc F3
12	5th Sept	Oulton Park	Jaguar C C
13	24th October	Pembrey	Trucks
14	25th October	Pembrey	Trucks

- 1998 best ever season in prospect
- TV coverage for April 26th
- WRDAs first ever race meeting, supported by the European Community Interreg Programme.
- Increased funds, better ferry deals available to help travelers to Mondello Park for May 17th.
- Added attractions of races at Donington Park, Mallory Park, & Oulton Park.

Irish team wins October team sprint event

A team of Sprinters from the Welsh Sprint Championship took on a team of Irish Formula

Vee drivers at the BARC Wales Autumn Sprint at Pembrey on 11th October as part of the Celtic Motorsport Challenge. With 4 cars in each team the Emerald Isle team set the early pace in appalling conditions and were some 27 seconds ahead of the Welsh Dragon team after the first runs. In the second and decisive runs the Welsh team including double Welsh Sprint Champion Dorian Tyrell, Gareth Griffiths, Roger Croot and Robert Allender got their act together and set a combined time of 305.59 seconds, some 16 seconds better than the Irish teams' first run. However the Irish were also on the move and responded with a combined time of 305.46 seconds to snatch the inaugural Team Sprint trophy by just .13 of a second! Afterwards the Irish team manager & constructor David Sheane, who makes Formula Vee cars at his Wicklow base, was full of praise for the new style team event, and promised to return in 1998. Likewise the Welsh team, whilst ruing their defeat, promised to travel to Ireland to return the favour. Indeed the 1998 Welsh Sprint Championship will start on April 4/5th with a Hillclimb in Wexford, which is a sign of how the Interreg programme works. We were able to support BARC Wales, which meant that they were able to attract 8 extra Irish entries. We were able to provide TV coverage and raise the profile of Pembrey at the same time. On that basis the event was a success all round.

April 26th

We will be organising our first ever race meeting at Pembrey on April 26th in conjunction with the Aston Martin Owners Club. Mention must be made of the excellent and active support of Phil Davies, BARC Pembrey and BARC in general. We are planning a double Welsh Championship round and with Championship rounds for the Monoposto series and the Irish Zetec Formula Ford Championship and the new Irish Sports Car Championship already booked it looks like being a good meeting. More details later, but we are hoping everyone who can will get out there and give it a blast. However if you can't drive, we will still need assistance and there is sure to be a useful job you can do. Marshaling can be a rewarding in itself, but now you can actually get a signature on your race license for a days marshaling. Interested parties should contact Robert Allender.

Special Offers

P&P final video

Several people have been asking for a copy of the P+P final video. Peter Hughes of Motorsport Enterprises Wales will provide copies of the unedited footage. The cost will depend on how many people want a copy but the target price is likely to be £15.00. If you want a copy, please contact Robert Allender (01792 791686).

Photos

If you want a copy of any of the photos shown in this issue or at the dinner dance please contact Robert Allender (01792 791686). Prices will be as follows for a 10x12 size (which is the same size as this page)

10x12 prints - Photo quality £20.00

10x12 Colour photocopies £5.00

Please ask for a quote if you want another size.

WRDA Ltd Agm

The AGM of the new Limited company which now represents the WRDA was held at the Hilton National in Swansea at the end of October.

As this was the first AGM there was little to report.

Financial Report The club is in transition, but the inflow of European Community funds will move us into a healthy position. The benefits of this support were being seen by members in the extra TV coverage, and new equipment. Plans for 1998 include our first race meeting as organizers, a project we could not have hoped to undertake without the European Community Interreg programme.

Election of Directors. Geoff Edwards & Robert Allender were elected, with a large number of postal votes cast in favour as well as the full support of the meeting. The Directors recommended that a 3rd Director be appointed and they proposed that Nick Kern be invited to take up the vacant post. This was agreed.

Special Award. Martin Davies was presented with a special trophy to mark his outstanding achievement in winning the Welsh Championship 3 times in a row. Championship winners receive the original WRDA trophy

which they hold for a year and are then given a replica, when they hand the original on to the next winner. In Martins case this was not possible since he kept winning it back. He now has the replica to fill up that empty space on the sideboard.

Officials for 1998

Chairman

Geoff Edwards
10 Haisbro Avenue
Newport
Gwent
NP9 7HY
Tel 01633 262521

Vice Chairman

Nick Kern
55 Blackmill Road
Bryncethin
Bridgend
CF32 9YN
Tel 01656 720180

Secretary

Robert Allender
50 Trallwn Road
Swansea
SA7 9XA
tel 01792 791686

See us on stand CP9 at the Autosport show Jan 8 to 11th at the NEC Birmingham

**AUTOSPORT**

International
INCORPORATING THE RACING CAR SHOW
January 8-11th 1998
NEC BIRMINGHAM