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To: Robert Allender (WRDA)
From: John Rawlins
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Message:

Dear Mr. Allender,

I was sorry to have missed the opportunity to introduce myself at the Autosport Show last Friday. My name is John Rawlins and I am the coordinator for the New Davrian Register, and recently, while visiting Tim Duffee, he suggested that I should contact you for assistance in producing a possible article about the Darrians involvement in the WRDA Sports/Saloon Car Championship.

If you can help, please contact me by fax on: 01825-761620.

I look forward to hearing from you.

Yours sincerely

John Rawlins

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Dear John,

You asked me to write a little article on Davrian/Darrians in the Welsh Championship, but I have been unable to do so far. However here it is.

The Welsh Championship began in 1990 after a break of approx 10 years and was opened to Saloons & Sports car purely because we need to include as many cars as we could. There are 3 basic classes and an overall championship. Davrians were part of the championship virtually from the start and in 1993 Mike Lamplough won the 1600 c.c Class with his Darrian Mk 6 and set a lap record of 66.11 seconds for Pembrey circuit in the last race on 3/9/93, which stands today. Granville Williams took Class C in 1995 with his Davrian Mk 8.

After some discussion the championship was enlarged in 1995 to 4 classes and Darrian cars were introduced on the basis that there was a family connection between them and the Davrians, and Tim Duffee was able to negotiate a favorable weight limit to encourage ~~the~~ ^{the} class to grow. Peter Dark was the first entry with his Darrian T90 which he built himself. Peters car now runs with a Ford Cosworth turbo engine and he took the first Class D trophy. Peter was later joined by Graham Cole and his rally based T9 with a Kent engine. Later on Matthew Manderson joined in, but Roger Dowden was the person attracting the attention of the press and he introduced the Swansea Institute to motor racing with his T90 with a Rover engine. Roger later moved on to the Privilege GT series with the works team. Later in the year Gareth Davies joined in with his Darrian T9 with a Kawasaki engine.

1996 was the year that Darrians began to make their presence felt as Terry Brown followed Gareth's lead and entered with his own Darrian T9/Kawasaki. Terry won the Class, umpteen races and nearly the championship. Unfortunately he was pipped at the post, mainly due to not picking up enough points in his class due to the low number of Class D starters.

1997 was Peter Dark's year and he finally clinched the championship by one point after a dramatic final round. Terry suffered from a series of calamities including a broken drive shaft, several engine failures, a fire and a crash! Mike Shaw was a new addition to the series with his Vauxhall powered T90.

For 1998 Peter has returned to defend his championship, this time with the benefit of the bodywork from the GT championship. Peter has won 4 out of the 7 rounds held so far and is in 2nd place in the points table. Whether he can retain his title will depend in the