



Clive Hayes 2 wins
Close action with Des Stainer & Ian Stinton
Irish Formula Fords. It was this close all the way!
Photos. Thanks to Tony Shadrack © Ashimages

WRDA 2001 newsletter

Chairman. Geoff Edwards, 10 Haisbro Ave,
Newport, NP9 7HY. 01633 262521
Vice Chair Clive Hayes. Caerfai Road, St
Davids, SA62 6QT 01437 721788
Secretary, Robert Allender, 50 Trallwn Road,
Swansea, SA7 9XA. 01792 791686

2001 a year of achievement!

2001 has been a busy year so far. Firstly the WRDA along with Barc Wales and the Welsh Championship combined to take a stand at the Autosport show. Once again Clive & Cindy put a lot of hard work in preparing, manning, and dismantling the stand. We are fortunate to have someone with the expertise and commitment of Clive & Cindy to do these things for us. Meanwhile there was a lot of work and planning to do to arrange our second race meeting. Once again our friends at Pembrey circuit and the Jaguar Car Club helped us. But the actual bare bones of the typing, printing and posting of the regulations and entry forms fell to yours truly. So if you are wondering why you haven't seen much of me lately, that's why. Having said that, it was worth it in the end, as we managed to get our upgrading to be able to run a National B championship event in 2002. Considering who we are and the size of our club, this is a formidable achievement, and reflects credit on all concerned. Although we have had good relations with all the clubs we have worked with, it is nice that we can now call the shots.

Another great day!

The WRDA Clubmans Festival Saturday 9th June 2001

Following on from such an excellent inaugural event last year, it was important that we maintained the high standards we had set ourselves. Especially as we had the pleasure of the

company of Rick Smith as the MSA steward. Rick had just come back from the Cypress Rally, where he was an FIA steward! Obviously Rick was a head honcho, and we needed to impress him if we wanted to get our event upgraded. Well, we certainly had the weather for it, with Pembrey lit by blue skies and brilliant sunshine all day. The entry was good, but we could have done with a bit more support from some of the local lads and lasses. However it was their loss, as they missed an excellent day's racing.

The Welsh Sports & Saloon Car Championship Entry & Practice

First on the bill was the 5th round of the Welsh Sports & Saloon Car Championship, and we had one of the best grids of the year, with 18 starters. Terry Brown, who now has a Chevy V8 in the engine bay of the Skoda, dominated practice; as the big mill powered him around the circuit in just under the minute barrier (59.556 in fact). 2nd on the grid was Clive Hayes and his Radical, with Ian Stinton (Westfield) & Richard Ince (Caterham) on row 2. Row 3 had a classic feel to it with Peter Dark (Darrian Volvo) and Martin Davies (4wd Sierra) side by side. On row 4 we had the Caterham pair of Patrick Havill and Paul McManus with Neil Clark (Westfield) and Martin Jones (Sierra Cossy Turbo). On row 6 we had Claude Partridge, another of the Caterham crew, and a troubled Alvin Powell. Alvin just couldn't get going and dived into the paddock early on to try to find the problem. On Row 7 we had Rhodri Jenkins and Huw Williams, with newcomer Peter Salter (Rover 216). Cindy Pearce and the hot rod Corrado of Mark Fennell were on the last row. Mark fried his diff, and only did 3 laps,

however he would have Des Stainers' hot rod Corrado as company. Des would start with a 10 seconds penalty as he failed to set a time in practice. The progress of the hot rodders would be one of the many sources of interest in the 12 lap race.

The Race – 12 laps

With a big grid to make its way around to the start line, (where Granville Williams had kindly stepped into the breach as a start-line marshal) Terry and Clive had a longer than normal wait before the red light and then the green. This had a dramatic impact on the race as Terry began to think something was wrong somewhere on the grid. "I tried to get some idea of what was going on, and I was trying to get some indication from the marshals. But when I looked back, the lights had changed and Clive was on the move, so I got the car going and as we passed the pit wall I gave it some whellie!" Indeed he did, but instead of propelling Terry into the distance, the instant application of a shed load of torque from the massive V8 snapped the right hand driveshaft like a carrot! The driveshaft, with the wheel still attached, bounced free of the car, leaving Terry trying to control a pretty powerful 3 wheeler. "It was lucky I was passed the end of the pit wall as I had no control whatever." However as Terry skidded across the grass into a fairly gentle impact with the tyre wall, Clive made his escape! With Ian Stinton missing after practice dramas (including being chased by the fire tender after he went off and set the grass on fire!), it was Peter Dark who powered into 2nd place. Although Peter kept the pressure on Clive though out the race, Clive always had a second or so in hand. Late in the race Peter eased off to save his engine and Clive crossed the line with a 10 second lead.

With Richard Inces' Caterham in 3rd and Martin Davies in 4th, much interest centred on the progress of the risers. Alvin found some decent pace and pulled up to 6th behind Patrick Havills' Caterham, going wheel to wheel through the Esses in a dramatic fashion in the process. Des Stainer was the biggest riser, coming from a 10 second penalty to a strong 7th! Neil Clark in 9th was a Westfield meat in a close run Caterham sandwich with Paul McManus in 8th and Claude Partridge 10th. Mark Fennell also joined in the close run battle for the midfield placing and finished 11th, whilst Martin Jones was 12th followed by Huw Williams, Rhodri Jenkins, Peter Slater with Cindy the last runner. Indeed only the unfortunate Terry did not finish!

The other races

The Neil Shanahan trophy. With the Irish Zetec Formula Ford Championship unable to race with us until we can be upgraded we put on a non-championship race. The Neil Shanahan trophy race was to commemorate Neil who featured in both the races we ran with our friends the Aston Martin Owners Club in 1998, and it was a cracker! Alan Ring, Alan Dwyer, Gordon Coleman, Ray Moore, Connor Clyne, George McAlpin & John Gunning put on super display. At the end Alan Dwyer was only .3 of a sec in front of Alan Ring! (We later received a very nice letter from Neils' family thanking us for honouring his memory in this way)

Saloons. Alvin Powell found himself all alone on the front of the grid, for race 3, after Ian Stinton did not start, and Martin Davies missed the call to the grid and had to start from the pit lane! "I didn't hear the call to go to the assembly area"

(Opps! Sorry. No one has ever said I'm too quiet before) However it was the cue for a great charge through the field by Martin, but though he got to within 2.5 secs Alvin was just out of reach. Des Stainer and Mark Fennell finished 3rd & 4th in their Corrados with Rhodri 5th, Peter Salter 6th. Huw James and Paul Ford finished 7th & 8th in a race that had everything, except entries from guys with cars sitting in the garage at home. Afterwards Alvin said "It's nice to win, although I was a bit lucky."

Handicap race. This year it was a proper handicap race and Sarah Evans was the brave timekeeper taking her life in her hands and working out the handicaps, with Allan Elliott flagging off the cars. With Terry missing it fell to Clive Hayes to chase down Paul Ford and his Spitfire, the guy with the biggest advantage. In the event Clive just failed to catch him, with Patrick Havill 3rd, and Martin Jones just behind in 4th. However the closeness of the finish, with almost all the cars on the same lap, showed that Sarah had got it pretty close.

Mini Enduro. As with last year, our last race was the 30 Minute Mini Enduro. Speaking in the paddock at lunch several marshals had made mention that this was the right distance for them. "It's better than those one hour races, or some of them that go on for 2 or 3 hours!" Pole went to Ince/Kinsella, followed by Hayes/Pearce, Dark/Cole and Stinton/Clark all within 3/10^{ths}. In the event Clive and Cindy agreed that Clive would do the whole race on his own and he established an early lead, with Peter Dark and Richard Ince in close contact. After the pit stops Graham Cole established the Darrian into 2nd place, only to run out of petrol on the last lap

and hand the place back to Ince/Kinsella (now with Austin Kinsella on board). However they were far enough in front to retain 3rd place. Clive completed his pit stop and retained his lead to round off the day with another win. Claude Partridge lead a Caterham rearguard in 4th (1 lap down) in front of Paul McManus (2 laps), and then the cars of John Hill/Derek Parker, Guy Skinner and Huw James all 3 laps down.

After the event Paul McManus emailed us to say..

Robert,

Just a quiet email to thank you for the weekend - as a complete novice, I thought the whole meeting (including the pre-ordered weather) was great and everyone concerned was very helpful. I kept out of the way of the really quick cars (and there seems to be quite a few of those in Wales), but found plenty of others who were keen to show me the ropes!

I originally came to Pembrey because I support someone who races in the JCC - I don't suppose you're doing a meeting when the JCC go to Anglesey in July are you? (please don't tell my wife !!!!!!!)

Anglesey! Well we'll have to see for 2003

2002 – The planning starts here!

Now we have the chance, we need to make the most of it, and the planning for our first National B race meeting will be starting now! One of the things we need help on is marshals and officials. Those that helped on the day did a magnificent job, and I have written to them to thank them for what they did. However we needed more and our thanks must go out to Granville Williams who stepped and helped us, by acting as a startline marshal. Acting as part of a team with experienced supervision, Granville made

an important contribution to the running of the event, and we hope if you are not racing next year, that you'll give it a go. There are many posts that don't need experience, and there will always be someone with experience on hand. **So if you are not racing we need you!** If you think you like to help on the Startline, the Assembly area or want to have a go on a post, let us know. We could also do with people interested in Scutineering, Timekeeping or other admin roles, so if you can't get out on the track, you can still get involved.

The 2001 Welsh Championship
supported by The Pembrey Performance
Driving School
Round 1, Pembrey Circuit, Saturday
7th April

The 2001 Welsh Championship started on Saturday 7th April at Pembrey, and after a wet practice it was a Mondeo pair with Alvin Powell on pole alongside the new Mondeo of Maurice Crockett. Alvin had been in the wars having been T-boned by a wayward Caterham in testing on Friday. "I'd only done half a lap and this guy lost it, went on the grass and then shot straight off the grass into the side of me!" The impression of the Caterhams nose in the side of Alvin's rear door was quite clear, indicating the force of the impact. So heavy was it that the damage was not restricted to the bodywork, but it also ripped off Alvin's back wheel taking the rear suspension with it! A big repair session was needed to graft some new suspension back on. Newcomer Ian Stinton was 3rd in his Westfield with Terry Brown 4th. The fact that Terry was there at all so soon after his frightening garage accident, shows just how tough a character he is, although he admitted it was hard. "After

about 2 or 3 laps my leg gets really painful. It's agony in fact! I can walk alright, but it's the pivoting of your foot when you press the pedal that's so painful!" Hot Rod newcomer Keith White was next giving his interesting 4 cylinder VW Corrado a run out, with Chris Crocketts' V6 Mondoe next. Peter Dark was next with his 5 pot Volvo/Darrian, thereby making it 4, 5 & 6 cylinder engined cars in 5th, 6th & 7th places! 8th was Nigel Bowen with his new neat Porsche 911 GT1, followed by Rhodri Jenkins Honda Civic. Row 6 was the all Jones row, with Martin Jones giving his new 3 door turbo Sierra a run, whilst Sean Jones had his race debt with the Rover tomcat having bought it from Martin Jones. Both Martin & Sean needing some time to settle into a new car.

The race – 10 laps

With the race due off at 3.30 in the afternoon, the rain had disappeared leaving the track dry but greasy from the trucks, and with a chill wind to remind you that it wasn't summer yet! As the lights changed Terry shot off the line into the lead, emerging from Hatchets with a good lead but maybe not quite the same size lead as had just before the braking zone, and he then proceeded to draw away from the chasing pack. Alvin Powell got into 2nd place with Ian Stinton 3rd in his Westfield (until a big spin dropped to back of the field), and a fast staring Keith White 3rd. By lap 2 Maurice Crockett was up into 3rd and he began to pressurise Alvin, who just wasn't putting in the times normally expected of him. However he was able to fend off Maurice despite some energetic thrusts from the internet Mondeo. Peter Dark held 4th from Chris Crockett, with Keith White also in close order. Up at the front however, after

Terrys' initial spurt it was clear that he was beginning to stroke it, and as the laps went on he appeared to be going slower and slower. You could almost sense the pain as Terry seemed to drift through the infield section on almost half throttle. However with Alvin keeping Maurice busy, Terrys' lead was safe for the time being. Alvin's resistance couldn't last though and Maurice made his move and was through, leaving Alvin to tumble past Peter and Chris before exiting with an slight hint of an oil haze trailing the normally reliable Ford V6 engine. Others also missing at the end were Nigel Bowen, whose debut with the 911GT1 only lasted 3 laps, and Martin Jones who put some good laps in before exiting when one of his front brake locked on! Once past Alvin the question for Maurice was, could he catch Terry in the laps remaining, and would Terry be able to fight on to the end of the race. As the lap counter wound down Maurice made a tremendous effort, setting his fastest lap of the race on lap 8 as he tried to narrow the gap. Terry responded somehow and managed to cross the line just 6 secs in front of the flying Mondeo! Peter Dark was 3rd ahead of Chris Crockett. Hot rodder Keith White was 5th ahead of Ian Stinton, Rhodri Jenkins & Sean Jones. After the flag fell Terry drove straight to the paddock and after taking his time getting out of the car he confirmed "That was hard. It was so painful! I was in agony from about the 3rd lap onwards and I thought about pulling into the pits on several occasions!" With 24 hours before the next race Terry had some time to recover, but on the day he surely earned himself a race win the hard way.

Round 2 Sunday 8th April

(Courtesy of Ron our roving reporter)
If Saturday was dry(ish), then Sunday was the complete contrast with driving rain setting in early on. Local wet weather lover Graham Hollis must have had a long-range weather forecast confirming that this day was going to be one of the wettest all year, and he came out for his almost traditional annual outing! Graham was in his usual blue RS2000 along with wife Sue in another RS2000. If the weather was a contrast then so was the race. Although Terry made a good start to lead the early laps, he was overhauled by Graham Hollis who had the luxury of the race lead, and made the most of it. That is until Chris Crockett rose through the field to take his first ever Welsh Championship win (No one is going to take any bets that it won't be the last win in the Welsh series for a Crockett)! Graham then decided to entertain the crowd in his usual style, with a demonstration of just how sideways you can get a RS2000, on his way to an excellent 2nd place! Peter Dark was 3rd initially until a 10 second penalty prompted Rocket Rhodri Jenkins to his best ever finish. Terry finished 5th, with Martin Jones, Ian Stinton, Sue Hollis, and Sean Jones, all ahead of Maurice Crockett who went from hero on one day to zero (or 10th place) on the next. That's motor racing as they say! There was much pitlane action with several drivers having the inside of their windscreens being wiped, but in all it was a great race.

Rounds 3 & 4

Both rounds were at Ty Croes in Anglesey and Terry Brown was the big winner with 2 wins & 2 maximum scores. Peter Dark also picked up points, as did Ian Stinton and Martin Jones

**Round 5 – report is contained in June
9th report**

**The Welsh Sports & Saloon
Championship 2001
Round 6, Pembrey Circuit, Sunday
10th June**

Entry & practice

It was a case of shuffling the pack, with Chris & Maurice Crockett joining us from Mallory Park and new faces Malcolm Cook, Geraint Rees & Gareth Pitts joining old hand Elir Morris on the grid. On pole, having done a swift repair after an overland dash to get a new half shaft, was Terry (59.439), but Chris Crockett was really flying too with just over 1 minute (60.008!). On the 2nd row was Maurice Crockett & Malcolm Cook with Peter Dark and Alvin 5th & 6th fastest. Ian Stinton was next with Martin Jones. On row 5 was Neil Clark & Geriant Rees (Sierra Cossy t). Rhodri Jenkins was next up, with Elir Morris having a run in Sean Jones' Rover tomcat. Elir is best known for his exploits in rear wheel drive cars so this was going to be a new experience for him. Huw Williams and Gareth Pitts made up the last row. For full practice times go to this link

<http://www.mst-group.co.uk/jcc/newjccpage.asp>

The race – 12 laps

Terry was determined to make no mistake this time, and he got the start just right, to get into the lead at Hatchets and stay there throughout the race. But although Terry was never under pressure for the lead, behind him it was all happening. With Chris & Maurice suffering the usual Mondeo curse (no traction off the line) the way was open for Malcolm Cook and his Caterham & Peter and the Darrian to come charging

through! Malcolm took 2nd place early on, until Peter slipped by. Peter then began to put on a display of sideways driving like you've never seen before as he fended off the Caterham AND the 2 Mondeos! The sight of these 4 cars locked together was so mesmerising it was hard to see what else was going on! While the battle for 2nd place looked like a war, Terry seemed untroubled having built a 12 second lead by lap 9. However during this time Peter was under pressure from first Chris, then Maurice, then Chris Crockett again. However Malcolm Cook wasn't out of the picture and as the race entered the final laps he saw his chance when a spin dropped Maurice back, and he pounced on Chris to get back into 3rd place! This also gave Peter a breather and entering the final lap he began to close on Terry who was easing off a bit. Terry eventually made it across the line just over 4 seconds ahead of Peter, whilst there was less than a second between Malcolm Cook and Chris Crockett. Maurice Crockett made it into 5th place followed at a distance by Alvin Powell who just couldn't get going at all. Martin Jones was next up in 7th following a fine duel with Huw Williams, whilst Geraint Rees had a quiet debut in 9th. Rhodri Jenkins was 10th followed by Elir and Gareth Pitts in his pretty MGB (it was pretty effective too, with some decent laps time!). Afterwards Terry revealed that he was slowing on the final laps as the engine temperature had gone up, but he had already done enough to secure the win. However if the battle behind was anything to go by, things could get a whole lot hotter if they catch him during the race.

**Round 7, Silverstone Circuit,
Saturday 16th June**

The race was unfortunately cancelled following a big crash in the Mini race.

**Rounds 8 & 9, Pembrey Circuit,
23/24th June**

(By our Rhodri reporter)

Qualifying Round 8

There was a disappointing turn out of only 5 Welsh cars for the BARC Cefn Sidan meeting in the blazing sunshine of 23rd and 24th June. The race was consequently amalgamated with the Toyo Tyres Modified Production Saloon class, and so there were 18 cars in qualifying, mainly big BMWs (3 M3s, 1M5 and a "BMW Batmobile") along with a Rover SD1, Golf VR6s and a visiting green Radical driven by Tony Rodgers. The WRDA cars almost took a clean sweep in qualifying, taking 1st and 3rd- 6th, with Terry Brown taking pole with 1.00.273. The Radical was 2nd, with Peter Dark in his Darrian, Martin Jones in the Cossie, Huw Williams' Darrian and Rhodri Jenkins' Civic taking places 3 - 6. There were some puzzled looks on the faces on the M power boys!

The Race

Terry and Peter had a good dice throughout the race, with Terry just holding Peter off to take the win by less than 2 seconds. Tony Rodgers was 3rd, and Huw, Martin and Rhodri had a real scrap for 4th after they all managed to get past the BMWs, with Huw taking the honours from Rhodri by less than a second after Martin spun on the last lap. The race was slightly marred by the Batmobile having a major off into the tyre wall by Hatchets. Driver was OK but the car looked in a very sorry state sat on its trailer for the rest of the meeting.

Qualifying round 9

Huw had work commitments for Day 2, but Keith White came in with his Corrado looking particularly on song, qualifying 3rd in 1m 2.968s. Terry had a great lap to gain pole with a fantastic 58.731 seconds, with the Radical 2nd. Peter Dark was 4th, Martin Jones 5th and Rhodri 7th, with a BMW getting past for the first time (today even more BMWs had joined - there were no less than 5 M3s, an M5 and a 325i!).

The Race

Terry had problems with the Skoda (he'd been working on the clutch before the race) and retired on the first lap. Peter Dark was out early too, retiring with engine problems after 4 laps. This left the way clear for the Radical to win, but he was given a big fight from Keith White's Corrado, which finished 6 seconds behind. Martin Jones and Rhodri Jenkins had a good dice for 3rd after managing to clear the BMWs in the first few laps (those M3s are quick off the line! Despite a spin the power of the Cossie was too much and Martin took 3rd with Rhodri in 4th place, 4 seconds behind. The assortment of BMWs, Peugeots and VWs followed. All in all, a great few days, but it would have been so much better if more of us had been there.

P.S Did you have a good race in one of the rounds of The 2001 Welsh Championship? If you did why not tell us about it! Email to wrda@ntlworld.com

For full times of June 10th and other races try this website <http://www.mst-group.co.uk>