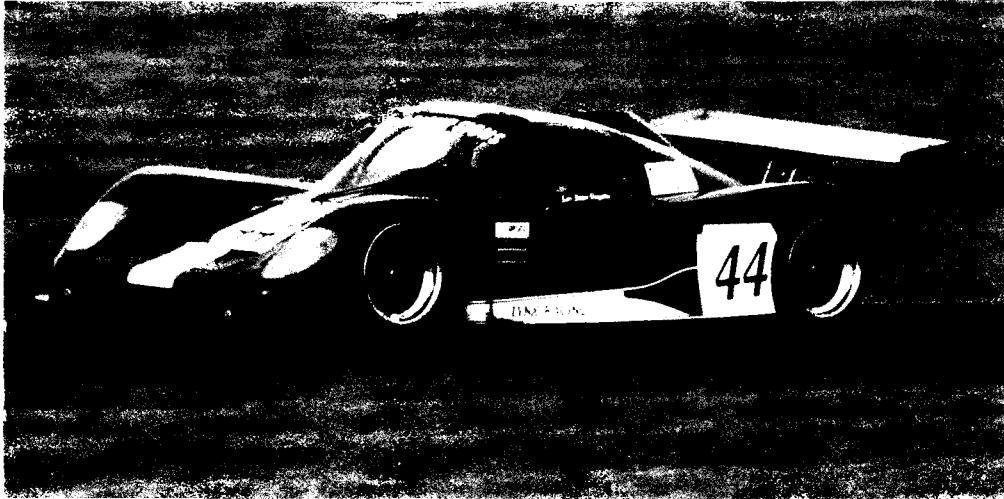


WRDA Newsletter 2001
 Merry Christmas & A Happy New Year!
 2001 Terry's title triumph!



Inside -- reports from the final rounds of the 2001 Championship
 AGM minutes & address from the new Chairman Rhodri Jenkins

AUTOSPORT
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 January 10-13th 2002
 NEC BIRMINGHAM

Visit us at the Autosport show Stand CM16 Hall 6



Terry gives Grand daughter Anaghard a spin in his Championship winning car
 "Grandad do we have to have Des O'Connor on the stereo!"



3 of the best
 Terry Brown – 2001 Welsh Champion
 Martin Jones – 2nd overall
 Rhodri Jenkins – 3rd

Merry Christmas and a Happy New Year to all our members

WRDA 2001 newsletter

Chairman. Rhodri Jenkins, 66 Higher Lane, Swansea, SA3 4PD. 01792 366876. Vice Chair Clive Hayes. Caerfai Road, St Davids, SA62 6QT 01437 721788. Secretary. Robert Allender. 50 Trallwn Road, Swansea. SA7 9XA. 01792 791686. Alan Jenkins. 63 Greenwood. Newport NP19 7NR. Geoff Edwards, 10 Haisbro Ave, Newport, NP9 7HY. 01633 262521

Terry Brown takes the 2001 Welsh title The Welsh Sports & Saloon Championship Round 13, Pembrey Circuit, 20th Oct

Entry & practice

The weather and the entry really seemed to pick up for the final rounds of the championship, with Pembrey basking in some fine, bright and mild autumn weather. There were some welcome new additions as well as the championship stalwarts. Heading the list of newcomers was Dave Green and his self built (actually built by his dad) open top Darren Mk6. Obviously the typist were more used to the usually Darrians, and that's how it appeared in the time sheets. Daves' car was using Peter Darks' Mazda rotary engine, so although he was there in spirit, it was a shame Peter couldn't make it himself. Another entry with a challenge to the typesetters was Lindsay Ward as his rare and unusual Italian steed, the big Lancia Thema turbo. However on the time sheets it appeared as a Lancia Themla! It was just as well we didn't have a Lotus Louise (Elise) as well, or we would have had a commentators dream with Thelma chasing Loiuise! Alan Ellis (Caterham) was out on a signature hunt prior to moving to the ARP single seater series next year. Special mentions were also due to Nick Spence who was having his first race in his gorgeous black Marcos Mantis, and Paul Gibbs who was having first ever race having bought Sean Jones Renault Clio. It was baptism of fire with a track greasy with overnight rain and liberal spread of unburnt derv! It was also very nice to see Sean himself in the paddock looking well, after his Mallory Park accident.

Fastest in practice on the greasy track was Terry Brown, the 2001 Championship leader on what was virtually a lap of honour. Terry was only on pole by a small margin from an

on form Alvin Powell, whose car was finally straight after much care and attention, many months after he was heavily t-boned by that errant Caterham. 3rd fastest was Dave Green, with Martin Davies 4th. Four-wheel drive wasn't much help in the circumstances with Martin getting into all sorts of slides, ending with a half spin at Diben. 5th was Keith Whites Corrado whilst 6th was Martin Jones in Terrys' 5 litre Skoda! Jonesy certainly likes to ring the changes.

Newcomer Nick Spence was 7th with the Marcos Mantis, ahead of Mark Fennells' Corrado and newcomer Lindsay Ward in the Lancia Thelma (no it's a Thema! Write out 100 times Thema). Rhodri Jenkins was next followed by Peter Salter, Huw Williams and the remaining newcomers Alan Ellis and Paul Gibbs.

During the break it was time to congratulate the 2001 Champion, Terry Brown. Terry has had his share of near misses, having lost out by one point on two occasions, and having several other near misses too. However his commitment to the championship has never wavered and he surely justly deserves the 2001 title. "It's nice to win it at last having had so many near misses, however I'm really out to race, to win, and have some fun; that's what it's all about isn't it."

The race 12 Laps

Well it's just as well that Terry likes to race because he certainly had one on his hands as Dave Green shot to the front as the light changed and took the early lead. Alvin was in for a wild ride after his tyres collected a lot of dirt, on the wide outside at Hatchets! It all ended in grassy moment on the outside at Diben, and it took Alvin a whole lap to get back on the track. However he then began a big fight back, setting his fastest ever lap times in the blue Mondeo. 3rd off the line was Martin Davies with Keith White in close attendance. On lap 2 Keith got by Martin, but was there a yellow flag showing? The stewards took a long time to discuss that point with Keith after the race. The gaps between Dave Green & Terry and Keith & Martin Davies were close and then

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closer than close depending on the lap, the traffic, and some spirited driving from each of the contenders. However whilst there was a gap between the battles for 1st & 2nd and 3rd & 4th Martin Jones was getting in the swing and began to close onto the back of Martins car, and on lap 5 made a big effort going into Hatchets. However Martin Davies emerged with his place intact with Jonsey some way back having missed a gear. At the front the battle for the lead was becoming more and more intense with Dave seeming to find a response to Terrys' pressure. until he ran wide at Brooklands on lap 8 and Terry slipped by. However now the boot was on the other foot with Dave putting Terry under immense pressure with less than second between them at the flag. A similar narrow margin separated Keith White and Martin Davies. Martin Jones, Mark Fennel and Alvin crossed the line in sight of each other, if not in touch. Other drivers having fun included Nick Spence and Rhodri Jenkins, with Rocket Rods Honda Civic giving the back of Nicks Marcos very close attention. Lindsays lovely Lancia was 10th, posting some very respectable lap times on road tyres! Huw Williams was 11th but it was a miracle he was racing at all Peter Salter made heavy contact after Huw spun at Debeni in practice. The contact ruled Peter out but some quick fettling saw Huw take the start and make it to the finish too! A sterling effort. Alan Ellis and Paul Gibbs were the final finishers.

The Welsh Championship 2001

Round 14, Pembrey Sunday 21st Oct
Qualifying

Unbelievably, Sunday was a sunny day, all day! No head scratching about tyre choices - it was definitely a day for slicks, even if the trucks had left ominous swathes of black rubber/oil/grease all over the racing line! Qualifying was less eventful than Saturday, with Terry banging in a 57.47s to take pole. Dave Green was again next up with 58.56s, and Martin Jones was getting the hang of the 5 litre Skoda with a 61.1s. Elsewhere, Nick found a few seconds in the Marcos, coming in 7th with a 66.1, and Lindsay qualified

ahead of Rhodri this time with a 66.8. Martin Davies had problems and was down in 9th place on the grid.

The Race

Terry and Dave put on another great show for the first few laps, with never more than a hair's breadth between the cars, but unfortunately something snapped on the LM3000 after 5 laps and Terry had to coast to a halt in the relatively safe tarmac area just past Diben. He was joined in exactly the same place a few laps later by Martin Davies, whose Sapphire Cosworth had blown a head gasket. Dave Green went on to record an impressive win in the Darrian Mk6. The closest racing was between the Corrado of Keith White and the Skoda of Martin Jones. There seemed to be a towbar on the back of the Skoda for much of the race! Martin held on to take 3rd place, just a fraction of a second ahead of Keith, but behind 2nd placed man Alvin Powell in the Mondeo. The points Martin gained confirmed him as runner up in the Championship. The other contender for overall 2nd place, Rhodri Jenkins, was unable to do much as there were no other 1600cc cars out after Peter Slaters' mishap on Saturday. After chasing Lindsay's Lancia for the first few laps, Rhodri decided discretion was the better part of valour and coasted the Civic R to a finish (and back on the trailer for the winter in one piece!) and 3rd place overall in the Championship. Nick found more pace in the Marcos and finished 12 seconds clear of Lindsay. Huw Williams in the Darrian, Alan Ellis in the Caterham and Paul Gibbs in the Clio completed the finishers, all posting better times than on Saturday despite the unpredictable surface. All in all, a very good end to a season which showed some encouraging improvements.

Championship Awards & Dinner Dance

The 2001 event was held at the Bear Inn at Cowbridge and a thoroughly good time was had by all. Terry, Martin Rhodri, Sean & Huw, picked up their awards. As Heulwen Brown commented "The food and the atmosphere was excellent. We were given a great welcome and the evening was a great success."

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Merry Christmas and a Happy New Year to all our members

2002 Autosport Show. The Welsh Championship, the WRDA & BARC Wales will be combining forces again and will be represented on Stand CM 16 in Hall 6. Come along, and more importantly bring a friend, preferably one that wants to race with us on 2002. Clive and Cindy will be heading the display team and should have full details of the 2002 dates and regs. See you there!

Other news

From the USA, Andrew Williams writes. I hope everything is going well with the WRDA. As to my own activities, I got off to a late start this season since the car was rebuilt with a coil-over suspension and was only ready in August. I only had time for a test day and one race. The car ran well and I qualified it on the pole. I was pleased with this since I hadn't raced in two years and the suspension was still being sorted out.

During the race, I built up a good lead but had to slow considerably to lap some back markers and I was tagged by a Mini and put out of the race. Apparently he must have been upset that someone was running 5 seconds faster! I understand he had his license pulled at the next race for similar behavior. Well, that's racing. Anyway, I'll build a new engine this winter and should have a full season in 2002. Hopefully, I'll have a good amount of news for you next year. Best regards, Andrew

From London, Mike Hopkins reports. I got the car sorted out and did several rounds of SEMSCC championship single seater championship. There were several races at Lydden Hill and one on the Stowe Circuit at Silverstone, which was the highlight of the year in one way as I got into the lead, but then fell off into the gravel trap! Over the winter I'll be looking to sort some oil pump problems, and then I hope to get out at the next WRDA race day.

Motor Sport Association & Motorsport Industry Association Club Sport Seminar Stoneleigh 19/12/01 There was a packed meeting with over 50 delegates from grass roots clubs, and the larger clubs who came together to consider the future of Club motorsport. One of the misconceptions that

was quickly dispelled was that every competitor was looking to progress to professional status. The increase in circuit hire fees was having a very great effect the club racing scene. The circuit owners seemed to be unsympathetic as they appeared to making so much money from track days that racing was taking 2nd place. Also there was little or no pre event publicity. However there was hope, clubs could band together to negotiate with circuit owners, a Foundation could be set up to promote club meetings and clubs could band together to run championships and race meetings. Also they could consider adding value by arranging track time for spectators. There is much work to be done but ultimately the future of club racing is in all our hands and by working together there is much we can achieve.

New Members

We have been joined by Richard Culverhouse. Richard is knowledgeable and widely known throughout the country, and his depth of knowledge will be a valuable asset to us in the future. Greg Hill-Howells joins us from Newport. Greg is hoping to do his ARDS course at Pembrey in the New Year, so we hope to see him on the track soon

News

Circuit du Val de Vienne has just opened in France in between Poitiers and Limoges and is available for testing and trackdays. Check it out on www.circuit-valdevienne.com

Intercomp Advanced Weighing Technologies who are big in NASCAR racing are now in the UK. Contact Clint Bower on 0778 7542262 or www.intercomp-rcaing.com

Discounts

The Circuit Guide Collection offers fully update guides and subscriptions to Circuit News only £20.00. www.CircuitNews.co.uk

Haynes Publishing. Don't forget there is a club discount. Check out the full list on www.haynes.co.uk **High Performance Engine Management** gives the low down on the 'black art of engine management'. It comes with a CD-ROM demonstrating engine management software, with a virtual engine display.. Contact Emma on 01963 442031 for more details.

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Final Points 2001 The Welsh Championship

supported by Pembrey Performance Driving School. Jointly organised by the WRDA and BARC Wales.

Overall points

Position	Driver	Town	Car	Points
1st	Terry Brown	Carmarthen	Skoda\LM3000	44
2nd	Martin Jones	Carmarthen	Sierra Cos t	27
3rd	Rhodri Jenkins	Swansea	Honda Civic	25
4th	Peter Dark	Mid Wales	Darrian T90	21
5th	Chris Crocket	Bath	Mondeo	16
and	Keith White	Glastonbury	Corrado	16
7th	Huw Williams	Lampeter	Darrian T9	12
9th	Alvin Powell	Troerchy	Mondeo	11
10th	Sean Jones	Windsor	Rover Tomcat	10
11th	Maurice Crocket	Bath	Mondeo	9
and	Ian Stinton	Belbroughton	Westfeild	7
12th	Geraint Rees	Swansea	Sierra Cos t	4
and	Neil Clark	Kidderminster	Westfeild	4
and	Mark Fennel	Thornbury	Corrado	5
15th	Elir Morris		Skoda Coupe	2
and	Peter Salter	Swansea	Rover 216 Gti	2
17th	Nigel Bowen	Penarth	Porsche 911	1
and	Mark Chandler	Huntingdon	Mini	1

Class Winners

Class A Martin Jones Carmarthen Sierra Cosworth turbo

Class A1 Chris Crocket Bath Mondeo

Class B Sean Jones Windsor Rover Tomcat

Class C Rhodri Jenkins Swansea Honda Civic

Class D Huw Williams Lampeter Darrian

Class E Terry Brown Carmarthen Skoda

Merry Christmas and a Happy New Year to all our members

AGM minutes, Ramada Jarvis Sat

8/12/2001 2.00 pm

Members present. Tony Allen, Robert Allender, Marion Allender, Nigel Bowen, Terry Brown, Heulwen Brown, Roger Clements, Graham Cole, Martin Davies, Ken Davies, Geoff Edwards, Mark Fennell, Alan Jenkins, Rhodri Jenkins, Clive Hayes, Alvin Powell, Cindy Pearce, Martin Jones, Sean Jones, Peter Salter, Dave Scriven, Martin Williams

Apologies. Stuart Toye, Peter Evans Nick Kern, Jeremy Hayhurst, Richard Culverhouse, Mike Hopkins, Neil Clark, John Loughman, David Barnes.

Minutes of the previous AGM were read and agreed. There were no matters arising.

Chairman's report.

In the past year amongst other things, the Autosport show was a success and we were indebted to Clive & Cindy for setting up and running the stand. We successfully completed our upgrading meeting, and are have been upgraded to run National B race meetings. The Secretary gave an update on the MSA seminar at Stoneleigh and the challenges that will be facing clubs like ours in 2002 and beyond. Guidelines for club racing championships will include a max of 12 rounds over 8 weekends, and Regional Championships with smaller championships combined. However we had been given the opportunity to contribute to the debate by the MSA.

Financial Report. The accounts for 2000, audited by Peter Evans & Co, were available for inspection. In view of the effects of inflation the retiring committee would recommend a £5.00 increase in subs. The Chairman appealed to everyone to pay their subs as soon as possible, as we have the immediate expenditure of the Autosport to shown contend with.

Election of Officers. There were several candidates for election and at this point the present committee of Geoff Edwards, Clive Hayes & Robert Allender stood down and Roger Clements took over to conduct the election. There were 3 candidates for Chairman; Geoff Edwards, Terry Brown and Rhodri Jenkins. Terry Brown announced his withdrawal, and therefore speeches were heard from the remaining 2 candidates prior to the vote.

Following the vote Rhodri Jenkins was declared as the winner and took over as Chairman. The other posts were filled by Clive Hayes, Robert Allender, and Alan Jenkins.

Resolution The £5.00 increase in Subscriptions was agreed.

The meeting closed at 3.00 pm

A Message from the new Chairman

Rhodri Jenkins

First, thanks very much to all who voted for me to take over as Chairman of the WRDA. I would also like to thank Geoff Edwards for all the work he has done for us in the past (and I hope very much he will continue to do for us in the future!)

As I said before being elected, we face a difficult year in 2002. Put simply, we must have more cars on the grid at each race we have a round at if we are to ensure the continued existence of a circuit racing Championship based in Wales. 15 cars for each race is a MINIMUM – the eyes of the MSA are on us (and other local Championships)! So - Your country needs YOU, in YOUR CAR, ON THE GRID!! I will make no apologies in advance for hassling to death anyone who should be out there but can't be bothered!

Lecture over. Now let's look at the positive aspects. Towards the end of 2001 I know I'm not the only one who saw a new enthusiasm and belief in the Championship which was reflected in increasing grid sizes and a new buzz about competing. If you weren't there, you should have been – the atmosphere was brilliant! Next year promises a lot, with the regulations expanded so that you can race pretty much anything with us! We are the inclusive Championship of Choice! We hope to attract more Radicals, Hot Rods and a plethora of other machines. PASS THE WORD! You'll see in this newsletter that we'll have a significant presence at the Autosport Show in January. Make sure you come and say hello, and bring other drivers with you.

Have a great Xmas and New Year. See you in January or on the grid in Spring!

Best Regards and Seasons Greetings
Rhodri

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Looking forward to seeing there!