



# THE RAC MOTOR SPORTS ASSOCIATION LIMITED

RL/KW/21.

12th April, 1983.

R. E. Allender,  
The Welsh Racing Drivers Assoc,  
10 Gaer Park Lane,  
Newport,  
Gwent,  
NPT 3ND.

Dear Mr. Allender,

Thank you for your letter dated the 11th April 1983 regarding Pembrey.

I was down at the venue some 10 days ago when the main reason for the visit was to check and approve the proposed Rallycross track which will be getting under way in the very near future. However, I did avail myself of the opportunity of looking at the entire venue while I was there and having seen it I can only express my quite definite enthusiasm for the development of the entire area.

A representative of the Llanelli Council who accompanied me presented some alternative ideas for the racing circuit which would somewhat reduce the original conception of 2.35 miles using the entire perimeter road. To my mind a shorter circuit is what we should aim for and as soon as I have had a little more time to go over their new suggestions and possibly incorporate one or two ideas of my own, I will be in touch with them again. Please do not think that you are being left out of discussions at this stage, but that initial visit of mine was purely because of the urgency for the Rallycross people. One thing does concern me very much and perhaps you could put your mind to it and see if you can think of any good suggestions, is the question of the approach to the venue. There is no problem until one turns off the 484, but then one has a section of narrow road over an even narrower railway bridge as the only means in and out. I do feel that should any event be envisaged at which there were a large number of spectators, this could create the most appalling bottleneck.

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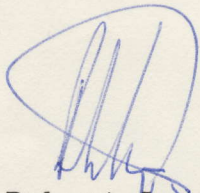
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With regard to your question concerning the concrete slabs, I suppose that in some circumstances, if they really are in good condition and that the edges between the slabs are not breaking away and causing bad ruts, they could be considered. However, it might be a much more intelligent approach to retain them as good foundations and lay a simple top dressing on top of them. In all events, when the planning stage gets that far, we will certainly have to look at it very carefully as there are sections of the perimeter road which will obviously need to be widened as they do not conform with the minimum width of 9 metres. I also feel that we should really be trying to put a plan together which is going to give us the best initial development for motor-sport as if we fail to aim to a reasonable height, it will be very difficult to upgrade the venue at a later stage when small club events have established themselves there. While saying this, it is obvious that we are not looking for Grand Prix standards, but it would to my mind, be a tragedy if any development were to go ahead and the result be not acceptable for even a Formula 3 race.

Yours sincerely,



Robert Langford.  
RACE EXECUTIVE.