

fearsome, even though I had been told the circuit was a real test of a driver's ability, and one on which passing was especially difficult.

Once safely delivered to the pits I hopped out of the Mini and was introduced to Robert Allender, secretary of the Welsh Racing Drivers Association, a leading figure behind the drive to encourage motor racing enthusiasts in Wales to become more involved in the sport.

Robert explained a little bit about the WRDA, and said membership is currently on the increase.

"We started the organisation back in 1981 as a kind of PR exercise to keep racing in the public eye," he said. "The idea was to get the enthusiasm for racing back, and from there build up our own championships."

With the bold development plans for the circuit now well past the planning stage, the WRDA has an ideal base from which to operate.

A number of top names regularly drive there, one of whom is Cardiff-based Del Delaronde.

It was with Del that I got a true impression of what it's like to race around Pembrey.

Hairpin

Having been securely strapped into the passenger seat of his M3 BMW, we pulled out of the pits and headed for the tightest bend on the track - Hatchets Hairpin.

From there we accelerated away through Spitfires and Diben Ben, the speedometer cruising past 100 mph. Then down the gears as we approached the other right-hand hairpin, Brooklands.

As the rear end of the two-and-a-half litre, 200bhp car skidded coming out of the bend (with Del blaming the wet tarmac) it was foot to the floor. We were soon hurtling along Speedway Straight, 120mph on the clock, then through the gears once more to negotiate Forest Curve,

Canadian-born Del had an excellent 1989, winning ten saloon class races and coming second in a further six.

This year he is sponsored by Brace Rees and Partners, a firm of chartered accountants with offices across South West Wales. He is the first to admit that saloon racing can be an expensive business.

"The car costs about £25,000, and then there's usually about £5,000 worth of modifications, such as fitting a roll bar and fire fighting equipment," he said. "From there you're talking about another £25,000 a year to actually race the car for a season."

Del is confident that the coming year will be a success for both himself and the WRDA's plans for Pembrey.

Sharing the track with him was a young driver who is starting to make his mark on the motor racing scene.

Mike Breslin has been racing one seater 1600 cc Formula Ford cars for the last three years. Formula Ford is the traditional testing ground for potential champions of the future, and numerous Formula One drivers including Nigel Mansell started their racing in these small but powerful machines.

"On a dry track they're quicker than a Porsche or a Ferrari," said 21-year-old Mike, who graduated from the same training school in France as Formula One ace Alain Prost.

To date Mike has not found a sponsor to help with the cost of his racing, so he is on the look-out for someone who could give him the backing necessary to compete with the best that Formula Ford can offer.

One of the most important aspects of the day was to ensure safety at the circuit was better than ever. Chief Executive of the British Automobile Racing Club, Dennis Carter, had travelled from Thruxton to check on the marshals' training.

"The marshals are of

Reporter Gary Marlow spent drivers and marshals as they the coming season.



Reporter Gary Marlow interviews Del Delaronde, lap record holder at £25,000 BMW. He admits he still gets nervous before racing, but once out disappear.

extreme importance," said Dennis. "Nothing would happen on race days without them."

With each of the 12 marshal posts needing to be manned by a least four people, the call for new recruits is always keen.

"Safety is paramount at these events, so we encourage racing enthusiasts to come and train with us," said Dennis. "It can often prove an ideal way of getting into racing."

As well as learning how

to communicate with drivers when they are racing, through a system of coloured flags, the marshals are also given regular instruction in how to deal with an emergency.

While I was there an old car was set alight and the marshals filmed as they tackled the blaze in teams of four. Following that a full rescue operation was put into action, with ambulance and doctors on hand to advise how casualties should be looked after if disaster strikes during a race.

All in all it was a thoroughly enjoyable day that I spent at Pembrey.

Having never been a motor racing fan until now, I'm sure I will follow the fortunes of the drivers in future, aware that a race day takes a lot more planning and co-operation than I ever imagined.



Ste

The demand for dance in Carmarthen is growing and as a response to this dance workers from the North Dyfed Dance Project recently conducted a day-long workshop at the further Education Centre.

Organised by Di Green who has for some time been keen to stimulate dance activity in the Carmarthen area, the workshop attracted 14 participants of all ages, abilities and backgrounds both male and female and was clearly enjoyed by all.

Linda Lewis-Smith and Christopher Lewis-Smith, both dance animators for the North Dyfed Dance Project, ran the workshop which they split into three sections.

The first part of the d