

## Driving award for Reece

Caerphilly racing driver Barry Reece was awarded the British Automobile Racing Club's premier trophy at their annual dinner dance for his efforts in winning the 1982 Wendy Wools British special saloon car championship.

Reece received the huge silver Presidents Cup from club chairman Michael Groves and an inscribed gold watch from Wendy Wools.

Reece will have a more powerful one-litre engine for his title defence, which starts at Brands Hatch on Sunday.

## Reece steps up — and suffers

Wendy Wools British special saloon car 1982 title holder Barry Reece of Caerphilly stepped up a class for the first round of the 1983 series at Brands Hatch yesterday and did not have it easy.

Reece was third fastest in practice but as he was two seconds behind the fastest man it was clear that he was going to have a hard time in the race.

That was how it turned out, for although Reece finished second he was seven clear seconds behind the winner. The next round will be at Thruxton on Sunday.

## Barry goes 1000cc

CAERPHILLY'S Barry Reece, 1982 850cc class winner and overall champion in the Wendy Wools Special Saloon car Championship, will defend his championship title from the 1000cc class this season.

Reece recently took delivery of a Ray Payne engine from

Hartwell, after Isis Plant Hire (his employers) had announced its continued sponsorship. Other modifications to the successful combination will include Bilstein shock absorbers, but the biggest visible change will see the bespectacled Reece trying out contact lenses for the first time!

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0 4	14	4	9	1	9
0 4	14	0	12	2	2

## Rain aids Reece

A torrential mid-day downpour gave Barry Reece the opportunity to take an early season points lead in his efforts to retain the Wendy Wools British special saloon car championship.

The frantic mid-week changes needed after the previous week's dismal performance only partially worked and Reece was third fastest after the dry morning practice sessions at Thruxton.

However, heavy rain at mid-day washed the form book away, and after last book away, and after last off on the second lap of the race Reece was left in command to win by almost two seconds to take a two point title lead.

The next round is at Donington Park on March 27 when the Caerphilly racer will be hoping to have his ISIS Talbot in a more competitive trim.

## Reece takes the lead

BARRY Reece, Caerphilly, took an early-season championship lead in his bid to retain the Wendy Wools British Special Saloon Car title after a fortunate win in the wet at Thruxton yesterday.

He could only set the third fastest time on the dry track in practice, but torrential rain reversed the situation and after last week's winner had dropped out on the second lap of the race, Reece's Isis Talbot was left in command to win by two seconds to take a two-point title lead.

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## CHARLES BIDS TO BE A STAR OF TOMORROW

YOUNG AND enthusiastic new racing driver David Charles is to compete in the Dunlop-Autosport "Star of Tomorrow" championship in the 1983 season.

Charles, who lived originally in Forrest Road, Penarth, and whose parents still live there, has always had a burning desire to be a racing driver.

Driving a Van Diemen RF82, with an Auriga engine used previously by James Hunt's younger brother David, he hopes to emulate Hunt's successes of pole position with this engine.

Charles will be driving the single-seater Formula Ford 1600 racing car this season, but aims to be driving a winged car next year. He has an incredible determination to reach the top and, although he has never raced seriously before, the 1983 season promises to be the start of an outstanding career.

His racing is personally financed at present, but he hopes to secure a sponsor in the near future. "I have a lot to offer the company that decides to back me," he says,

"and so has motor racing."

Charles, aged 20, who now lives in Long Buckby, Northants, has his first race of the championship at Oulton Park on Sunday, March 20.

### Title defence

Caerphilly's Barry Rees, the 1982 Wendy Wools Special Saloon champion, will attempt to bridge the performance gaps exposed at the first round of his title defence at Brands Hatch last week by reverting to last year's successful specification for the second round at Thruxton tomorrow.

The changes required to Rees's Isis Talbot for 1983 did not all work and gross understeer in the corners cut his speed, forcing him to finish second, seven seconds adrift.

Rees described his performance as awful. "The engine was strong," he said, "but we need to work on the chassis and I hope to spend a day testing before the third round at Donington on March 27. In the meantime, I hope that we will be more competitive this week with just a few simple changes."

