

Wales still waiting for Grand Prix joy

THE 10th anniversary of the death of top Welsh racer, Tom Pryce is now well past without sight or sound of anyone qualified to take up his mantle and the question must be asked, "What is wrong with Welsh motor racing?"

After a period when it looked likely that one, two or even three aspirants could be in Grand Prix racing before the end of the Eighties, it now seems unlikely that we will see international success before the 90's.

What, therefore, has happened to the brave Welsh challenge? In the 1970's Pryce was riding high with the Shadow team and crowds packed the circuit at Llandow.

Although Llandow is now history and did little to help Welsh racers it did supply a shop window for racing in Wales.

Llanelli Borough Council are trying valiantly to upgrade Pembrey to full race status to fill the gap,

but it could be the 1990's before its impact is translated into Grand Prix drivers.

However, as Clive Davies of Llanelli Borough Council says, "The demand is definitely there."

What then of Welsh sponsors? During his climb to the top Pryce had his biggest supporters in the North, particularly from Yorkshire, and was sponsored in his last season by Dutch Cigar Company Villiger.

Similarly, young Welsh hopefuls Tim and Robert Davies, Phil Kempe, Karl Jones and Peter Meyrick have either had to go it alone or find help elsewhere.

Whilst both Kempe and Davies have had support from Welsh firms it has been, in the main, a one-off situation.

Hicks International sponsored Kempe on a short season but their colours have not been seen since and Davies, who took on Professional PR person Georgie Shaw to give maximum value for money, did have sup-

port from Macsen, Moylet, and Selflock during 1986. None, however, have come forward to take up their options for 1987.

Perhaps a "Search for a Sponsor" is needed, someone in the mould of the ELF company of France, who took it upon themselves to make a production line of French Grand Prix drivers in order to produce a World Champion. Alain Prost has richly rewarded them.

Meanwhile, Kempe is looking abroad for support whilst Karl Jones has transferred to Saloon car racing.

Robert Davies is involved in business relocation and Tim Davies has the car but is still searching for the running expenses.

So unless Tim Davies comes up with another late deal, this weekend will be another when Welsh dreams of a successor to Tom Pryce remain in the garage.

Lucas British Formula 3 Championship Round 1 (15 laps Thruxton circuit 15th March, 1987):

1 - Johnny Herbert (GB), Reynard 873/VW, 18 min, 20.62 sec; 2 - Bertrand Gachot (Belgium), Ralt RT31/VW, 18.27.86; 3 - Niclas Schoenstrom (Sweden), Reynard 873/VW, 18.28.32; 4 - Peter Kox (Holland), Reynard 873/VW, 18.34.87; 5 - Gary Brabham (Australia), Ralt RT31/VW, 18.34.98; 6 - Thomas Danileson (Sweden), Reynard 873/VW, 18.35.96. Next round April 5th Brands Hatch.

rides at Manor

entered — Invincible Lad and Everest Domino — in the class on Sunday, April 12, the last day of the three day show at Portskewett, Gwent.

The Brown Group International class is the first of twelve qualifiers for the 1987 Championship which has a final at the Horse of

the Year Show at Wembley in October.

Marle will be all out to qualify at Mount Ballan Manor by being in the first two of the class.

There are two young riders — Alan Fazakerly and Amanda Gaskell — who also ride for Brown Group International.