

HUMBLE PYE

TRACK RECORD BOOK OF '96 NATIONAL CHAMPIONSHIPS WILL DELIGHT CLUB RACERS



MARCUS PYE

For ardent club racers like you and me, the arrival this week of *Track Record 1996 Season* is long overdue, and particularly well-timed with Christmas looming large.

Published in association with our new sister newspaper *Motoring News*, it is the work of AUTOSPORT arch-contributor Paul Lawrence, which is a guarantee that it will be worth every penny of your £19.95.

The mighty 276-page large format tome from the Dent Publishing stable presents an overview of no fewer than 136 championships in England and Scotland, from the widely-publicised BTCC to the humble Scottish Citroen 2CV series.

Researched by stoic club raceophiles Lawrence, Dud Candler and David Finlay (all of whom regular readers will be familiar with), and commentator David 'Adipose' Addison, it puts overall and class winners at your fingertips.

An historical record in the style and spirit of the totally engrossing St Leonards Press/Formula One Register books, the data-rich newcomer is not illustrated, but will hopefully build year-on-year into an invaluable library and database. Your response will be the decider, I suspect.

Apart from Paul Harmer's brave attempt to publish a results part-work - *Racewise* - a few seasons back, the diverse club racing subject has not been covered in a book form since Mike Kettlewell's classic and much-missed *Motor Racing Directories* of the late 1970s.

These chunky books, of which the second attracted sponsorship from Pace Petroleum, solved literally hundreds of riddles in this office before they disintegrated through sheer weight of thumbing. That in this tatty state they were finally 'half-inched' by some unscrupulous devil is indicative of their continued worth.

It is for that precise reason that I commend *Track Record* to you, for it is a reference work for the immediate future, and something to look back on with the grandchildren in your dotage.

Buy the book, which will make a fine companion to Hazleton's *Autocourse British Motorsport Year 1996-97* in every national racing fanatic's stocking. The latter (due shortly at £20.00) will be without Speed Hill climbing this year, alas, for with a disparaging sweep of his axe, the editor cast away the 50th successive running of the RAC British Championship...

Meek plans infield track at Mallory

Mallory Park is on the verge of an exciting new era, if proposals by circuit owner Chris Meek are given the go-ahead by planners.

If the ambitious plans are approved, the Leicestershire venue could be completely transformed by a one mile extension to the 1.37 mile circuit within 15 months. New pit and paddock complexes, an indoor kart track and several race preparation workshops are also planned, to make 'The Friendly Circuit' a centre of motorsport excellence.

'We have had it in mind to extend the circuit for some time,' said Meek on Monday. 'We want to do this and it's not a question of money, it's a case of finding time to slot it in. The dilemma is that many of the drivers and public feel strongly about the atmosphere of Mallory in its current form. We value their opinion and would appreciate their thoughts on the proposals.'

The extension to the track - which would involve draining part of the lake - would take it through a right turn at Devil's Elbow, then left through the old paddock and anti-

clockwise around the lake, before turning right again to link up with the present track just after the Elbow.

The current circuit will remain however, leaving three layouts, including the popular 'Monster Mile' anti-clockwise oval which is home to the burgeoning EUROCAR circus.

The new paddock, which already has outline planning permission, would be transferred to the outside of the startline, closer to Gerards, thus ending the need to close the track to let competitors in and out.

Former racer Meek has been forced to abort several previous attempts to extend the track since he bought Mallory in 1982, due to the extraordinary planning restrictions placed on racing circuits. But he believes the current plans will be rubber-stamped as the extended track will be wholly encompassed within the existing oval, avoiding the need to obtain separate approval.

If the plans are passed quickly, the earthworks could be started this summer, and completed in time for the start of the 1998 season.



Meek: hopeful



Wheldon to take on Slick Formula Ford

Daniel Wheldon wants to contest the 1997 Slick 50 Formula Ford Championship, now that a ride in Paul Stewart Racing's Formula Vauxhall team is out of the question.

'I wanted to race with PSR,' said the FV Junior runner-up, 'but now I'm looking at Ford. I'd like to drive with the factory Van Diemen team, but then of course that is the logical goal for any quick young driver. I want to win a title in 1997, and this would seem the best way to do it.'

According to the factory, however, negotiations have yet to begin.

Formula 1 tuner joins FFord fray

Longtime Cosworth Formula 1 and F3000 engine specialist Nicholson-McLaren Engines is to tune Formula Ford Zetec units in 1997.

'We were encouraged by Ford to look into the arena,' said founder John Nicholson on Monday, 'and it seemed a logical step with the Formula Ford market growing at an astonishing rate, and new countries joining up. Globally it will be the unit to have in a few years' time.'

Nicholson said that no deals are signed as yet, but that development work on the engine is under way.

DFR bags Pyper in Junior title assault

Scottish club kart champion Gavin Pyper has signed with Formula Vauxhall Junior frontrunning team Team DFR to lead its 1997 assault.

The 17-year-old has only one Jim Russell School race at Donington Park behind him, but his record this season is impressive. Seven wins earned him the Crail Championship.

'I went to Larkhall to watch the karting and he stood out,' said DFR's Dave Forster. 'He's got great awareness, is good in traffic and is quick.'

Craig Murray won the last FVJ race of the year with DFR at Brands Hatch.

Global Lights aims for 20 car fields

Thirteen cars have been sold for the inaugural BRSCC-run Global Lights championship, according to manufacturer Phil Hassard, who is aiming to put 20 on the grid next season.

The scaled-down 350kg World Sports Car clones are now powered by 100bhp Yamaha Thundercat engines after forays with other suppliers, including AMW in the USA.

Testing of the prototypes is now complete, and one is claimed to have lapped the Brands Hatch Grand Prix circuit in 1m32s. Production versions can be seen at AUTOSPORT International from January 9-12.



Following a stunning pole position on its debut at Reno last month, with US Pro FF2000 champion Steve Knapp up, five Carbir CS2 Sports 2000 cars are now being laid down in Milwaukee. Designed by ex-Pratt & Miller engineer Carl Seaberg, and built in partnership with Brian Utt, the prototype is being developed this winter by the promising Jeff Glenn