

Welcome to the British Racing & Sports Car Club's 2012 guide on how to get started in motor racing.

This guide should be read in conjunction with our 'How to go racing' DVD, which features action from many BRSCC championships. This guide and the DVD have both been produced with the help and support of Grand Prix Racewear and Gaz Shocks. To get a free copy of the DVD just email your name & address to howtogoracingdvd@brscc.co.uk

how to go motor racing



The aim of this guide is to give you some basic information on the steps you need to take to start competing in domestic club circuit racing, what licence you will need and who to contact.



www.brscc.co.uk

WHAT WILL IT COST?

Of course the main stumbling block to get up and running in circuit racing is the cost. 'What level of budget will I need?' is a very common and important question. While there is no definitive answer to this, as it very much depends on which championship you choose and how competitive you can afford to be, we have indicated the approximate start-up costs for six BRSCC championships that you can expect to incur in your first year.

GETTING A LICENCE

Your first task on the road to getting on the grid is to contact the Royal Automobile Club Motor Sports Association, better known as the MSA. They are the governing body for motorsport in the UK and are the sole issuers of racing licences to competitors.

Before a licence can be issued you will need to complete a practical test called the Association of Racing Drivers Schools course. The ARDS course can be taken at most of the top race circuits in the country and the half-day session involves both a written and track driving test with an instructor.

To register for the ARDS course you must contact the MSA for the Go Racing pack. The pack, which costs £59, can be ordered via the MSA website and includes a great deal of information, a very useful introductory DVD and details of where you can take the course.

ARE YOU FIT TO RACE?

Also included is a medical form that has to be signed by a doctor. All race licence applications have to be accompanied by a medical report and most family GPs are happy to complete these reports for a fee. Once you have successfully completed the course you will be issued with a National B licence which is sufficient for the majority of BRSCC championships.

AND FINALLY...

You have to be at least 16 years old to take the ARDS course. You only have to pass it once, but you will have to renew your MSA licence each year, with a new medical required every two years.

MSA: Tel: 01753 681736 Email: race@msauk.org Web: www.msauk.org



Photos courtesy of: Rachel Bourne Photography, John Cooper, www.dennisg-photography.co.uk, Jakob Ebrey, Rachel Horgan.

CHOOSE YOUR CHAMPIONSHIP!

Saloons, single-seaters or sportscars? As the BRSCC organise over 25 championships we offer a unique selection of series to choose from so have something to suit most tastes and budgets. Here we have selected six of our championships that are ideal for those taking their first steps in competitive motorsport. It is by no means a definitive list and these championships and others offered by the BRSCC are featured on the accompanying DVD.



ALFASHOP ALFA ROMEO

The Alfa Romeo Championship will be entering its 31st season in 2012 and remains one of the most enthusiastically supported series in the UK. It offers the opportunity to race in a friendly, yet highly competitive environment, with a wide variety of budget options. Newcomers to racing are warmly welcomed and there are many long term competitors who have never needed to look for a challenge elsewhere! On the other hand, if you are looking for a stepping stone to greater things, again it is a good place to start. The Championship has also encouraged many women drivers over the years and for the last two seasons has produced different female champions!

Unlike most one-make championships, the Alfa Romeo series is not confined to a single model and this is one of its appeals to both competitor and spectator. The current six class structure offers plenty of choice - two classes are for fully Modified cars running on slicks, one for Modified Production and two more for Production machinery, the rules for which have evolved over the years. Finally, there is a class for Standard Production cars up to 2 litres running to a very strict set of regulations. The Production classes (other than B) all run on Toyo Proxes R888 control tyres. Whether you wish to race a recent 147, 156 or GTV, an earlier 33, 75 or Alfetta or a classic Giulia, there is a place for each model.

CLASS STRUCTURE

- A1 Modified over 2000cc (including all turbo charged and supercharged models)
- A2 Modified up to 2000cc
- B Production Modified up to 3000cc and Alfa Romeo diesel engine cars
- C Production 2001 to 3200cc
- D Production up to 2000cc (Ex Mito 1.4TB)
- E Standard Production 4 cyl 16v Twin Spark up to 2000cc

The Alfa Romeo Championship is run by the BRSCC but day-to-day administration is in the hands of the Alfa Romeo Championship Association. Title sponsorship comes, for a seventh year, from independent parts specialist Alfashop.

The Championship visits most major UK circuits including Brands Hatch, Silverstone & Donington as part of an 8 meeting, 12 round schedule.

CONTACT:

Graham Heels

Tel: 01483 834383
Mobile: 07850 218077
Email: graham@alfaracer.com
Web: www.alfaracer.com

COSTS:

Typical costs (for a Production class car)

- Race prepared second hand car: £4,000
- Second hand trailer £800
- Safety clothing/helmet £600
- Medical/ARDS test/MSA Licence £400
- BRSCC Racing membership/ARCA Registration £210
- Race entries (10 meetings/13 rounds) £2,500
- Fuel (races & travel) £1,600
- Consumables (oil, brakepads etc) £600
- Tyres £600
- Contingency budget £750

Estimated first year budget £12,060



AVON TYRES FORMULA FORD

For more than 40 years Formula Ford has offered new comers to motorsport an ideal first step into single seater racing.

Formula Ford is the quintessential jewel in the crown of entry level motorsport and has become a worldwide phenomenon. Tightly defined specifications that rarely change, coupled with restrictions on tuning mean that older cars remain competitive and hence in plentiful supply.

The cars in this category of Formula Ford are powered by the famous 1600cc Kent engine and there are different classes for new and older chassis. The Pre 90 class is for cars manufactured up to the end of 1989 while the Post 89 class caters for cars built from 1990 onwards. Within those categories there are further class divisions depending on the age of the car.

A multitude of internationally renowned drivers have used Formula Ford as a vital rung on the ladder of success including many of the current F1 grid with the 2009 World Champion Jenson Button amongst their number.

To ease the travel costs and make budgets go further the BRSCC will again run the successful Northern Championship, which has rounds at Oulton Park & Anglesey with a double header 'away day' at Donington. To cater for drivers in the Midlands and the South, there is the Formula Ford Triple Crown which will have double headers at Silverstone, Donington and Brands Hatch.

Specified rounds in the Northern Championship and all Triple Crown races are designated as points scoring races for the Avon Tyres National Formula Ford Championship. This format allows both career minded & 'club' drivers to enjoy their racing in a very competitive but friendly environment.

BRSCC Formula Ford racing is tough, close and very cost effective and for over four decades has proved to be the ideal training ground for young drivers looking to progress up the motorsport career ladder.

CONTACT:

Formula Ford National Championship: Ian Smith
Tel: 07939 107888
Email: ff1600@virginmedia.com

Formula Ford Northern Championship: Matt Hawkins
Tel: 07970 524394
Email: mj.hawkins@btinternet.com
Web: www.brsccformulaford.com

COSTS:

Initial Outlay

- Good complete second hand car £6,000
- Second hand trailer £800
- Safety Clothing/helmet £600
- Medical, ARDS test /MSA Licence £400

Total: £7,800

Season budget (for front runner)

- BRSCC Racing Membership £150
- Championship Registration £100
- Annual engine rebuild £1,600
- Set of Avon ACB10 tyres x3 £1,140 (Max of 4 sets permitted)
- Spare set of wheels £150
- Fuel per event £250
- Oil, Set of brake pads & consumables £370
- Race entries (10 events) approx. £2,000
- Maintenance £500

Total: £6,260 Estimated first year budget £14,060



CATERHAM ACADEMY

Over seventeen sell-out years, more than eight-hundred complete novices have become racing drivers through the Caterham Academy; the most successful starter race series in Europe and possibly the world. For 2012, the two parallel Academy championship grids will see yet another fifty-six new drivers take on the challenge.

The Academy's recipe for success is an entry-level Roadsport based race car, along with a comprehensive introduction to motorsport, including three sprints and four races, all included in one price, and all in the company of twenty-seven other drivers with no experience at all - just like you.

After meeting the group for an outline of the year in the winter, the new Academists will take their ARDS course together, followed by a car control clinic and then an exclusive test day during the early months of the year, before competition starts in the spring with a simple sprint. These get progressively more challenging, preparing the competitor for the ultimate competition: the first race.

During the course of the Academy year, trackside technical support from the team at Caterham is included in the package and no other professional team support is allowed. This ensures that not only are the cars even and the experience even, but that the level-playing field extends to experience in preparing and maintaining the cars. In this way, the Academy focuses on progressing driving like no other series.

The fully road-legal 1.6 Ford Sigma powered Academy car is designed and specified so that a novice driver can get to grips with learning the art of car control and race-craft. After the Academy year is complete, it can be simply and cost-effectively upgraded for use in the Roadsport, Tracksport or Supersport championships, giving at least four years of progression in the same car.

With seventeen years experience in perfecting the package, the Caterham Academy remains unrivalled in providing value, experience and good old fashioned fun.

CONTACT:

Jennifer Grace
Tel: 01322 625800
Mobile: 07808 776 366
Email: jennyg@caterham.co.uk
Web: www.caterham.co.uk

COSTS:

The Academy package takes the difficulty and expense out of going racing for the first time. As well as a road-legal Caterham 7 for you to keep, the package includes training, technical support and a season of Caterham racing! The package costs £20,495 and includes:

- Caterham 7 Roadsport 1.6 125bhp (self assembly)
- Academy Seminar
- Set-up day
- ARDS Test
- Medical
- Circuit test day
- All licence, club membership, entry fees and registration fees.
- Car control handling day
- Technical support
- Timing transponder
- Circuit guide
- 3 championship speed events
- 4 championship circuit races





FORD FIESTA

You want to go motor racing? You want to drive a cost effective Ford race saloon!

The Ford Fiesta Championship does what it says on the label. A fantastic opportunity to race in a four class championship and enjoy swift adrenalin rushing laps around the UK's premier tracks.

Check out the websites www.fordracing.eu and www.fiestajunior.ms and also tune into the action on MotorsTV.

The Ford Fiesta Championship collected the Ford manufacturer Fiesta championships together under one banner and turned them into an undoubted success story. The four classes are; Ford Fiesta Si (130bhp); Ford Fiesta Zetec (90bhp); Ford Fiesta ST and Ford Fiesta Zetec S (120 bhp). All cars are near showroom specification and use mostly standard Ford parts.

Think you are too young? Then for 14 – 16 year olds consider the Fiesta Junior Championship that made its circuit debut in 2011!

All Fiesta race cars run on the fabulous DUNLOP slick tyres which takes racing for the future one step closer.

The costs of participating in the Championship are very keen and people are amazed at just how viable they are. Obviously the second season and subsequent season costings will be easier as the capital costs of car trailer etc. may be taken out of the equation. Re-sale of the car attracts a good price with depreciation being small for well maintained cars.

CONTACT:

Ford Racing UK
Tel: 01323 895859

Ford Fiesta Championship
Email: info@fordracing.eu
Web: www.fordracing.eu

Fiesta Junior Championship
Email: info@fiestajunior.ms
Web: www.fiestajunior.ms

COSTS:

Fiesta Championship average costs (based on 2011)

- Individual competitor race entries paid direct to race clubs £2,665
- Incidental expenses including tyres and all consumables £2,335.
- Cost of race car from £2,500 – £13,000.
- Trailer £800

Approximate total cost in first year (less car) **£8,300**



MA5DA RACING

Ma5da Racing expanded their portfolio in 2011 with the introduction of the MK3 MX5 in the form of the "Ma5da MX5 Cup". Complementing the existing MK1 MX5 Championship, there were over 170 registrations and an average of 100 plus cars per meeting, which made it the largest single make, single class championships not only in the UK, but also across Europe.

Such was the demand for grid places a group system was used and this format will continue in 2012 season which will allow over 90 MK1's to race at any one meeting and up to capacity grids for the MK3's and the all new MX150R.

2011 saw the introduction of the all-new Ma5da MX150R. A lightweight, space-frame car, using over 70% of the Mazda MX5 1.8 MK1 road donor car. Simply remove the body and replace with the new space-frame chassis. With Championship status as a sub class of the Ma5da MX5 Championship and their own dedicated grid space, it is an exciting addition to the Ma5da Championship family.

The full kit costs only £3,600 inc VAT and with a donor car equates to a fully finished race ready car from only £5,000. Consequently, the 2012 season is shaping up to be even better with a 20-race calendar for the MK1 and 27 races for the MK3 and MX150R championships. There is a new 'Touring car style' profile and format for the MK3s but at a fraction of the cost, offering inexpensive racing with a global profile.

Ma5da drivers will enjoy even better value in 2012 with improved TV coverage and full driver hospitality, all at no additional cost to the drivers. The season concludes with an Autumn Championship at Silverstone GP in September and the Ma5da 12-hr Winter Endurance on the Snetterton 300 circuit in November.

Working with the BRSCC, the aim of Ma5da Racing is to run as a non-profit making club, giving value for money and providing a professional service to its registered members. Ma5da Racing is operated by drivers for drivers and will always put the majority first. Their motto is "Driving the Change, Making the Difference", where drivers instigate the changes that make the difference.

The MK1 Championship has been specifically designed to allow all MAZDA MX-5 1600 MK1 racecars to be eligible without major changes from their 2010 race specification. Therefore the racing is affordable, entertaining and is aimed at both new and experienced drivers.

Ma5da Racing looks forward to welcoming you onto the grid in 2012.

CONTACT:

Jonathan Blake (Championship Director)
Email: jblake@ma5daracing.com
Mobile: 07970 900520
Web: www.ma5daracing.com

COSTS (MX150R):

Typical costs –

- Race ready MX150R: from £5,000
- Second hand trailer £800
- Safety clothing/helmet £600
- Medical/ARDS test/MSA Licence £400
- BRSCC Racing Membership £150
- Championship Registration (per car) £225
- Race entries £2,500
- Fuel (races & travel) £1,750
- Consumables (oil, brakepads etc) £300
- Tyres (2 sets) £400
- Contingency budget £600

Estimated first year budget **£12,725**



MIGHTY MINIS

So you want to start racing...Mighty Minis offers you so much more than just racing. It is an established championship offering two great categories to choose from. Mighty Minis racing is action packed, exciting and fun! Visit the Mighty Minis racing website www.mightyminis.co.uk and listen to the online commentary to judge for yourselves. A race ready car can be bought from as little as £3,500 and the annual running costs are only around the £1,000 mark, obviously not including beer, fuel and entry fees!

Voted 'the best British club championship' Mighty Minis racing offers you everything that you have been looking for – from affordability to excitement and fun, both on and off the circuit this championship is simply the best. The cars are easy to maintain and great fun to drive, so the emphasis is on developing your own driving skill and building life long friendships whilst having a ball. Drivers pride themselves on the jovial, friendly and helpful atmosphere that coexists with the determined on track racing experience. Knowledge and help is never far away and these cars do not need constant fettling, it is just enjoy, enjoy enjoy!

Standard Mighty Minis is aimed at the novice who needs a friendly bunch of drivers to compete with. This does not in any way detract from the ferocious and immensely exciting on circuit battles that it has become known for....total entertainment!!!!

Super Mighty Minis is for drivers with at least of one year of motorsport experience in any discipline looking for a slightly higher technical challenge, but still the ethos of affordable racing is adhered to. With 30% more power, straight cut close ratio gearboxes, multi-adjustable suspension and lighter cars this is a step up from the Standard class.

We offer advice on car preparation maintenance and driving techniques to assist you throughout your development as a competitor. Mighty Minis are based on the 1991-1996 Single point injection Mini Cooper continuing the long heritage of truly fantastic Mini racing.

CONTACT:

Rodger Tello
Email: info@mightyminis.co.uk
Tel: 0207 790 5565
Mobile: 07850 883303
Web: www.mightyminis.co.uk

COSTS:

These listed costs are based on the experiences of the drivers already competing in the Championship. This will give you a fair indication as to the minimum cost which is needed to get started in the first year.

However in the year two the cost will be substantially less, as you will not need to build or buy another car and there is also a very good resale value on a race ready Mighty Mini.

Please note these prices do not include the travelling/hotel costs for an individual.

- Second hand road going Mini Cooper £1,200 upwards
- Race conversion kit £2,500
- Safety clothing, helmet/overalls etc £600
- Trailer (second hand) £800
- Medical/ARDS test/MSA Licence £400
- BRSCC Racing Membership £150
- Race entry fees £2,400
- Championship registration fee £150
- Tyres £300
- Consumables, oil, brake pads etc £100
- Fuel £150
- Contingency budget £400

Estimated first year budget from Class 'A' **£9,150**
Super Mighty Minis Class 'B' **£9,500**



JOIN THE BRSCC!

If you have any questions or need further information about how to get started in any of our championships you will find more details on our website, including the regulations, calendar, race entry forms and co-ordinator contact information.

The best way to learn about racing is to go to some of our race meetings and talk to the drivers and co-ordinators. The pits and paddock are totally accessible at all BRSCC 'club' meetings and you will find competitors and championship co-ordinators very friendly and helpful with advice, which could assist you in making the right decisions and avoiding some of the pitfalls.

If you are going to start attending race meetings then membership of the BRSCC is a great idea. As a member, amongst other benefits, you will get complimentary admission (worth £30) to Autosport International and free tickets for selected BRSCC race meetings. Just call our Membership Secretary on 01732 780100. You can also contact the BRSCC Competitions Department on the same number.

Good luck and we look forward to seeing you on the starting grid soon!



Fun Cup



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