

HOW TO GO MOTOR RACING



Welcome to the British Racing & Sports Car Club's guide on how to get started in motor racing. This guide should be read in conjunction with our 'How to go racing' video, which can be viewed at www.youtube.com/TheBRSCC

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.



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 £64, 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, although there is a Junior Course for 14-16 year olds. You only have to pass the course 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



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 video.



BRSCC FORMULA FORD

Formula Ford 1600 continues to be the ideal first step into single-seater racing and the two regional and one national championship that the BRSCC runs allows both career minded & 'club' drivers to enjoy their racing in a very competitive but friendly environment.

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 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, we have the Formula Ford Triple Crown, which has double headers at Silverstone, Donington and Brands Hatch.

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 Northern Championship
Matt Hawkins
Tel: 07825 547587
Email: matthawkinsmotorsport@gmail.com

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

COSTS

Typical costs

Race prepared second hand car:	£7,500
Second hand trailer	£800
Safety clothing/helmet	£600
Medical/ARDS test/MSA Licence	£400
BRSCC Membership/Championship Registration	£250
Race entries (10 Meetings, 18 races)	£3,335
Fuel (races & travel)	£1,500
Consumables (oil, brake pads etc)	£700
Tyres	£1,300
Contingency budget	£1,000

Estimated first year budget £17,385



FORD FIESTA

The Vortex Dunlop Ford Fiesta Championship was again one of the successes of the 2013 season with almost 60 drivers scoring points. Indeed, at the closing race of the season, a record 32 Class C cars occupied one grid alone.

The Championship incorporates four models of Fiesta:

The Class A Fiesta Si 1800cc produces 130 bhp and is probably one of the most consistent Ford race cars.

The Class B Fiesta Zetec 1400cc boasts one of the best engineered cars for corner taking and dazzles higher opposition. This 90 bhp car always guarantees exciting race action.

Class C features the Ford Fiesta ST, which had an increasingly significant presence on the track in 2012 with 36 drivers competing within the class.

Class D will be for the new and current Ford Fiesta Zetec S which has a 1600 120 bhp engine.

One of the reasons why the championship is so popular, is that it offers very good value for money. This is partly due to the cost effective nature of the Championship. Strictly enforced regulations that prohibit performance modifications also help to keep costs down.

For the 2014 season all meetings are double header weekends providing 16 races. Most meetings will include a Saturday morning free practice and then afternoon qualifying. Sunday will feature two races, which are to be filmed for broadcast on MotorsTV. There has never been a better time to start racing in the Ford Fiesta Championship.

CONTACT

Ford Racing UK
Tel: 01323 895859
Email: info@fordracing.eu
Web: www.fordracing.eu

COSTS

Fiesta Championship approximate costs (based on 2013)

Race entries fees (8 double headers)	£3,195
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)	£8,830



PRODUCTION GTI

The Teekay Couplings Production GTi Championship is a single make championship for the VW Golf GTi Mk2 and was introduced to the BRSCC portfolio as a series in 2011. The iconic 1980s hatchbacks are divided into 2 classes, 16V and 8V models, both in either 3 or 5 door variants. Strictly enforced production style regulations and monitored driving standards keep the focus of this club level series on fun, safe, affordable racing.

After being granted Championship status by the MSA for the 2012 season, Production GTi has gone from strength to strength and continues to attract novices from all age groups. The drivers contested the 2013 Championship at the UK's major circuits and travelled to Europe for two races at Zandvoort in The Netherlands.

Close racing is a trademark of any successful single make series and the Teekay Couplings Production GTi Championship produced four different winners from twelve races during the 2013 season. With grids continuing to grow at each meeting, the Teekay Couplings Production GTi Championship is the ideal platform for the aspiring club racer.

CLASS STRUCTURE

Class A – Mk2 Volkswagen Golf GTi 1800cc 16V
Class B – Mk2 Volkswagen Golf GTi 1800cc 8V

CONTACT

Robert Sadler
Mobile: 07872 045061
Email: rob.sadler@ProductionGTi.com
Web: www.productiongti.com

COSTS

Typical costs:

Race prepared second hand car:	£3,000-£4,500 (8V) £6,000 (16V)
Second hand trailer	£800
Safety clothing/helmet	£600
Medical/ARDS test/MSA Licence	£400
BRSCC Racing Membership/PGTi Registration	£260
Race entries (6 Meetings, 12 Races)	£2,000
Fuel (races & travel)	£1,000
Consumables (oil, brakepads etc)	£600
Tyres	£600
Contingency budget	£1,000
Estimated first year budget	£10,260



THE BRITISH RACING & SPORTS CAR CLUB



MIGHTY MINIS

CATERHAM ACADEMY

ALFA ROMEO

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, both on the circuit and off! With regular evening BBQs and friendly banter, including technical knowledge which is freely shared. A race ready car can be bought from as little as £3,500 and the annual running costs are only around the £1,500 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
Tel: 0203 417 2959
Email: info@mightyminis.co.uk 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 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 Post 1991 Mini	from £1,200
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 approximately	£2,600
Championship registration fee	£160
Tyres	£300
Consumables, oil, brake pads etc	£100
Fuel	£150
Contingency budget	£400

Estimated first year budget	
Standard Mighty Minis Class 'A'	£9,360
Super Mighty Minis Class 'B'	£9,700

Over nineteen sell-out years, more than nine-hundred complete novices have become racing drivers through the Caterham Academy; the most successful starter race series in Europe and possibly the world. For 2014, the two parallel Academy championships will see nearly fifty more drivers take to the grids.

The Academy's recipe for success is an entry-level Roadsport based race car, along with a comprehensive introduction to motorsport, including (revised for 2014) two sprints and five races, all included in one price, and all in the company of more than twenty 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. A simple first round sprint is followed by a more challenging sprint, 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, then Tracksport and Supersport championships, giving at least four years of progression in the same car.

With nineteen 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 776366
Email: jennifer.grace@caterham.com
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 £21,495 inc VAT 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
- 2 championship speed events
- 5 championship circuit races

The Alfa Romeo Championship is one of the most established series in the UK - 2014 will be the 33rd season for the Championship. One of the Championship's major strengths is the wide range of classes that cars can compete in - appealing to all levels of ability, budget and modification level. 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 in 2010 and 2011 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, Class E is our Standard Production class offering competitors large grids, close racing and regulations that reward good driving and preparation and not those with large budgets. If you are thinking about starting to race in 2014 then Class E is the ideal introduction to motorsport.

CLASS STRUCTURE

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

In 2014 the Championship will visit Silverstone, Snetterton, Oulton Park, Cadwell Park, Rockingham, Anglesey & Donington as part of a 8 meeting/14 race calendar.

CONTACT

Email: info@alfaracer.com
Web: www.alfaracer.com
Twitter: @alfaracer
Facebook: facebook.com/AlfaRomeoChampionship

COSTS

Typical costs (for a Production class car) -

Race prepared second hand car:	£3,750
Second hand trailer	£800
Safety clothing/helmet	£600
Medical/ARDS test/MSA Licence	£400
BRSCC Racing membership/ARCA Registration	£210
Race entries (9 meetings)	£3,000
Fuel (races & travel)	£2,000
Consumables (oil, brakepads etc)	£600
Tyres	£600
Contingency budget	£750

Estimated first year budget £12,710



THE BRITISH RACING & SPORTS CAR CLUB

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 the contact information for each championship co-ordinator.

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, Liz Goodrich, 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!



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