



Welcome
to Racing





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Congratulations on taking your first steps into motorsport

Motorsport is one of the most exciting, diverse and enjoyable sporting activities on the planet.

You are one step closer to joining an exclusive community of 45,000 competitors who hold a Motorsport UK competition licence.

The beauty of this sport is that it offers something for everyone. Very few activities allow men and women to compete against each other on a level playing field, regardless of their age, background and physical abilities.

The sport itself is as diverse as its competitors; there are many types of motorsport, all with two things in common: four wheels and an engine. More information on these different 'disciplines' can be found later on in this booklet.

You are also joining a sport that is rich in history. The world's oldest venue still in use, Shelsley Walsh in Worcestershire, ran its first events way back in 1905, and the first ever purpose-built venue, Brooklands in Surrey, opened in 1907.

As this suggests, the UK is widely considered not just to be the world leader in the sport but also

its spiritual home. This extends all the way up to Formula 1; Silverstone hosted the first-ever world championship grand prix in 1950, and since then the UK has produced a record ten F1 champions – over three times more than the next most prolific nations, Brazil, Finland and Germany, which have each had three.

Furthermore, more British drivers have won the 24 Hours of Le Mans than those of any other nation, including France, and over the decades we have also celebrated world champions in sports cars, touring cars, endurance racing, rallying and more.

However, the vast majority of competitors are not looking to become professionals. Most are amateur drivers with modest budgets who are just getting out there every weekend to have fun on four wheels.

In the UK around 5,000 events take place every year, from national down to club levels, organised by the 720 motor clubs that bring an estimated 100,000 like-minded enthusiasts together all over the country.

The British motorsport industry is also a thriving hub; most of the F1 teams are based in the UK, along with many of the leading race and rally outfits. There are a further 4,300 companies in the industry – mainly clustered around the Silverstone area in a region commonly referred to as Motorsport Valley – employing around 41,000 people.

So, by joining the ranks of UK competitors you are becoming part of an incredible success story, not to mention a thrilling sport that will deliver motorised pleasure for many years to come.

11,000

Motorsport UK-licensed circuit racers



So, what next?

This pack will guide you through the process to get you started in the sport, but if you have any questions, just give us a call and we can talk you through it.

370

Motorsport UK-permitted
race events

01 Read up and watch the film

Finish reading the rest of this booklet, which covers a few things you should know about the sport you're about to get involved in. The more you know, the better your experience will be and the more you will be able to get out of our great sport.

Also included is a USB stick containing the Motorsport UK Yearbook, commonly known as the Blue Book. This details all the regulations governing the sport to ensure safety and fair play. Please familiarise yourself with its contents; the greater your knowledge of the regulations, the more you will be able to enjoy the sport and the less likely you will be to come unstuck! Also on the USB is the Go Racing film, which is a must-watch for any newcomer.

02 Choose your ARDS school and book your Novice Driver Training Course

In order to gain your race competition licence, you need to attend a Novice Driver Training Course, which are run by members of the Association of Racing Drivers Schools (ARDS). At the end of the course there will be a test which you need to pass.

If you have never driven on a track before, it's a good idea to do some track days first and get some training. More information on ARDS can be found on the following pages.

03 Get a vision test or medical report

If you are aged 14 to 59, you will need to have a vision test before applying for your licence, which is easily available from an optician.

If you are aged 60 and above, a doctor's medical report (including a vision test) is required. Bear in mind that your application for a competition licence must be submitted within three months of your vision test or medical.

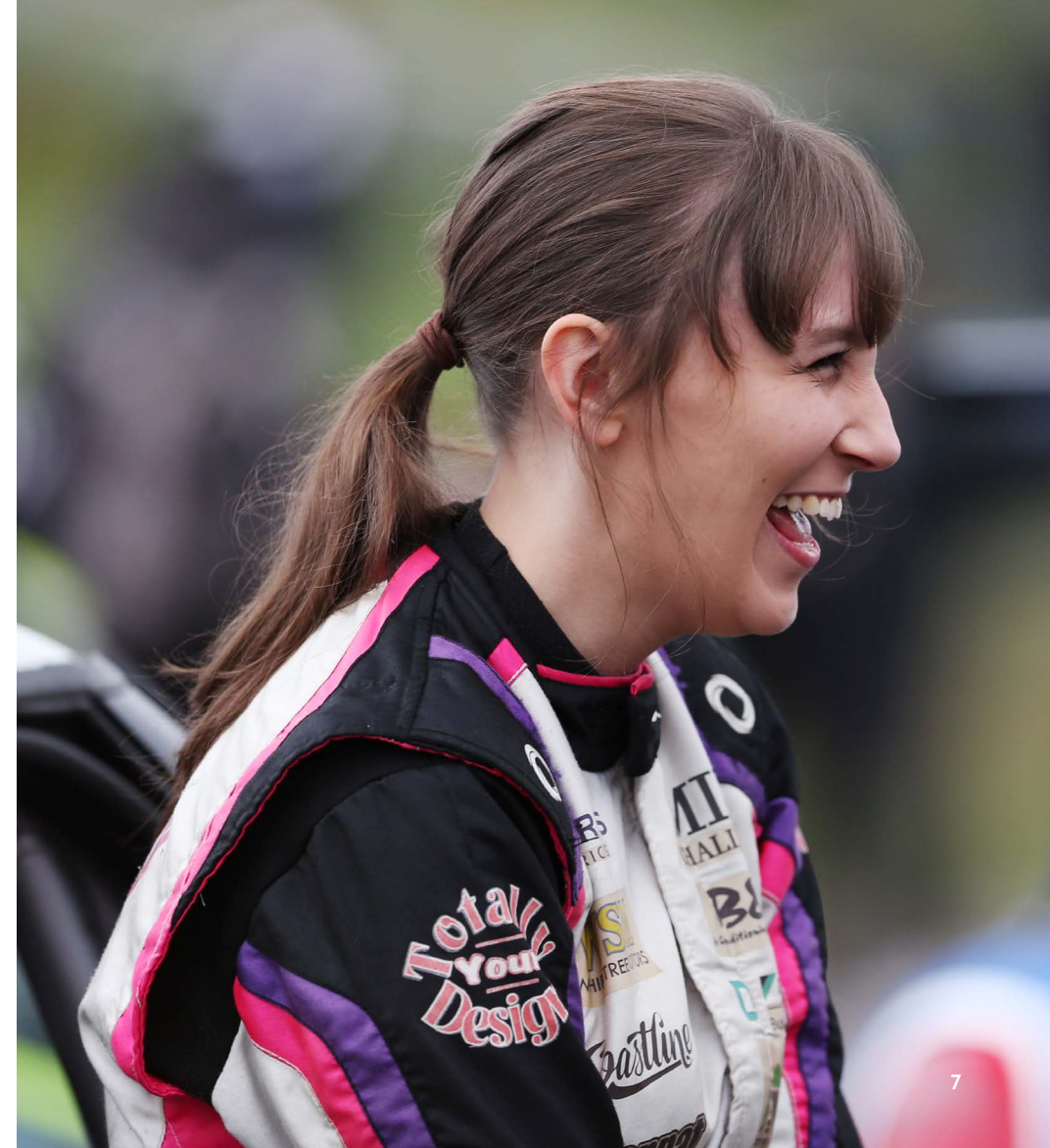
04 Complete and return the licence application form

An application form for a competition licence is provided with this pack. Fill in all the relevant sections, ensuring that an optician has completed section 4A, or if appropriate, a doctor has completed sections 4A and 4B. Tick to show whether you want a Race Club licence, a Truck National licence or a Race Club Junior Formulae Only licence (for 14 to 17-year-olds only). Once completed, post the form back to the Motorsport UK Membership Services Team in the envelope provided.

We will normally process this in three working days, meaning you should receive your licence within a week, but we advise that you make your application as soon as possible. Don't wait until the week before your first event!

05 Get your licence

Once you hold a Motorsport UK competition licence, you are eligible to compete in the relevant Club level events or championships of your choice. As you gain experience, you can acquire upgrade signatures that will allow you to take out a Race National licence, making you eligible for more events and championships. Further information on licence upgrades can be found in section H of the Blue Book.

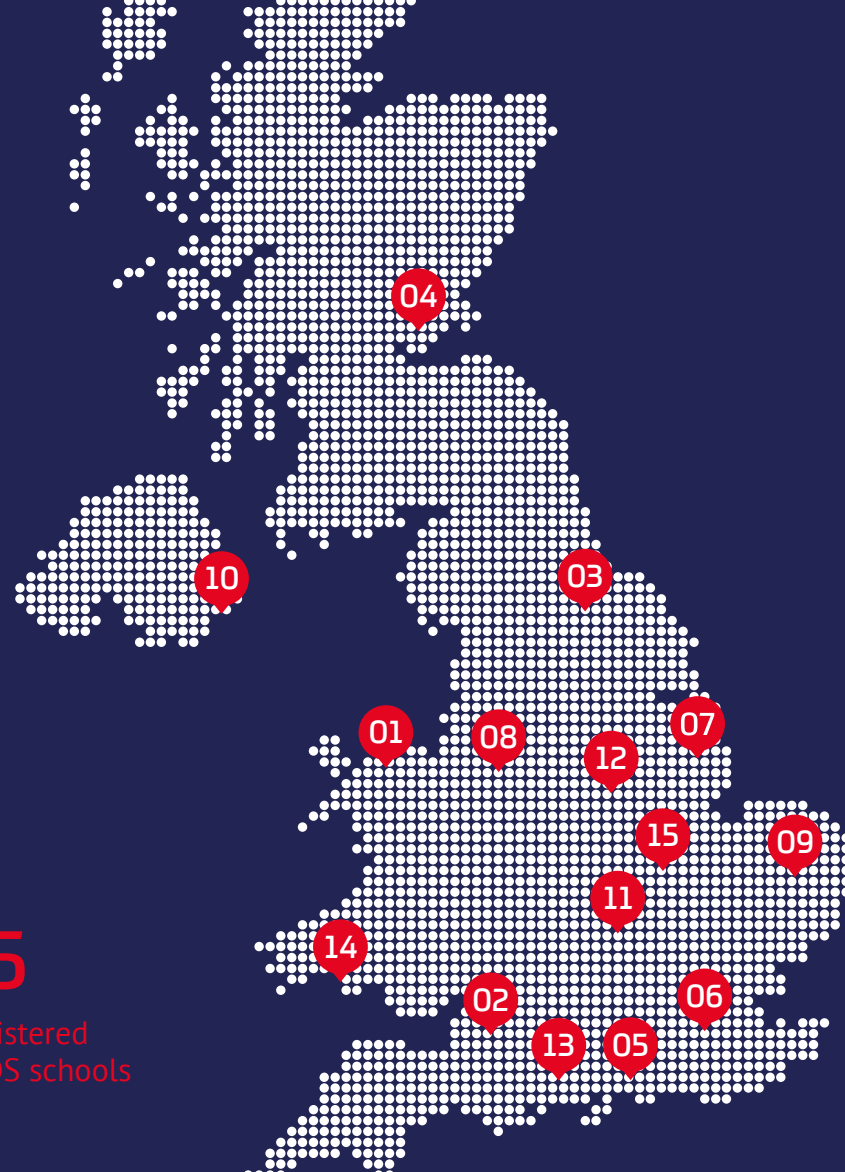


What is ARDS?

ARDS stands for the Association of Racing Drivers Schools. It is a Motorsport UK-recognised collection of race schools that train and test prospective competitors to ensure their suitability for holding a Motorsport UK competition licence.

Member schools run the Novice Driver Training Course, often referred to as the ARDS course, and they also offer training for those who have never been on track before. More information about the course and what to expect can be found overleaf, and opposite is a list of all the ARDS schools in the UK. You can do the course at whichever school you want, so just pick the one that's best for you and get in touch using the contact details provided to make your booking. For further information on ARDS schools and ARDS licenced instructors, please visit www.ards.co.uk

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Registered
ARDS schools



01 Anglesey Performance Driving Centre

Anglesey Circuit
Anglesey LL63 5TF
T: 01407 811 400
E: info@performance-drivingcentre.co.uk
www.angleseycircuit.com

05 Goodwood Motor Circuit

Goodwood Motor Circuit
West Sussex PO18 0PH
T: 01243 755 073
E: circuit@goodwood.com
www.goodwood.com

09 MotorSport Vision Snetterton

Snetterton
NR16 2JU
T: 0843 453 3000
E: ards@msv.com
www.msvtrackdays.com

13 Thruxton Motorsport Centre

Thruxton Circuit, Hampshire
SP11 8PW
T: 01264 774 921
E: info@thruxtonracing.co.uk
www.thruxtonracing.co.uk

02 Castle Combe Racing School

Castle Combe Circuit
Wilts SN14 7EY
T: 01249 782 417
E: info@castlecombecircuit.co.uk
www.castlecombecircuit.co.uk

06 MotorSport Vision Brands Hatch

Brands Hatch Circuit
Kent DA3 8NG
T: 0843 453 3000
E: ards@msv.com
www.msvtrackdays.com

10 Kirkistown Race School

Kirkistown Race Circuit
Kirkistown, County Down BT22 1AU
T: 02890 507 010
E: info@raceschoolireland.co.uk
www.raceschoolireland.com

14 Pembrey Circuit

Pembrey Circuit, Llanelli
Carmarthenshire SA16 0HZ
T: 01554 891 042
E: pembrey@barc.net
www.pembreycircuit.co.uk

03 Croft Promosport

Croft Circuit
North Yorkshire DL2 2PL
T: 01325 721 815
E: info@croftcircuit.co.uk
www.croftcircuit.co.uk

07 MotorSport Vision Cadwell Park

Cadwell Park Circuit
Lincolnshire LN11 9SE
T: 0843 453 3000
E: ards@msv.com
www.msvtrackdays.com

11 Silverstone Motorsport Academy

Silverstone Circuit, Northants
NN12 8TN
T: 08443 728 235
E: race@silverstone.co.uk
www.silverstone.co.uk

15 The Motorsports School (Mallory Park)

Mallory Park Circuit
Leicestershire LE9 7QE
T: 01455 502 412
E: themotorsportsschool@hotmail.co.uk
www.themotorsportsschool.co.uk

04 Knockhill Racing Drivers School

Knockhill Racing Circuit
by Dunfermline Fife KY12 9TF
T: 01383 723 337
E: enquiries@knockhill.co.uk
www.knockhill.com

08 MotorSport Vision Oulton Park

Oulton Park Circuit
Cheshire CW69 BW
T: 0843 453 3000
E: ards@msv.com
www.msvtrackdays.com

12 MotorSport Vision Donington Park

Donington Park Circuit
Derby DE74 2BN
T: 0843 453 3000
E: ards@msv.com
www.msvtrackdays.com

The ARDS course: what to expect

The exact format of the ARDS course can vary slightly from school to school, but a typical day involves several key stages.



01 Welcome briefing

The ARDS examiners will kick off by welcoming you and your fellow candidates to the school and briefing you on how the day will proceed. This will also include some guidance on what to expect at your first race meeting once you have completed the ARDS course.



02 Safety

There is a USB enclosed within this starter pack and you should endeavour to watch it before heading to your local ARDS School. However, safety is always the overriding consideration in motorsport, so expect a good deal of time to be spent covering this vital topic on the day, so that it is fresh in your mind before you go any further.



03 Written test

You will need to sit a 30-minute written test in a classroom environment. This test will cover the relevant section of the Motorsport UK Yearbook: Section Q, Circuit Racing. It will also test your knowledge of the various flags used to communicate important safety information and instructions to competitors on track. These flags are detailed on the following pages and your knowledge of them will need to be 100 per cent accurate.



04 Track test

In addition to the written test you will head out on track with an ARDS examiner in a road car. The examiner will evaluate your ability to lap the circuit in a safe and controlled manner, using the appropriate 'racing line'. There may be other cars on the track at the same time, so you must also demonstrate your ability to circulate among 'traffic'. Remember, this is not a test of your speed and skill; it is a test of your competency, so there is no need to try and show off!



05 Debrief

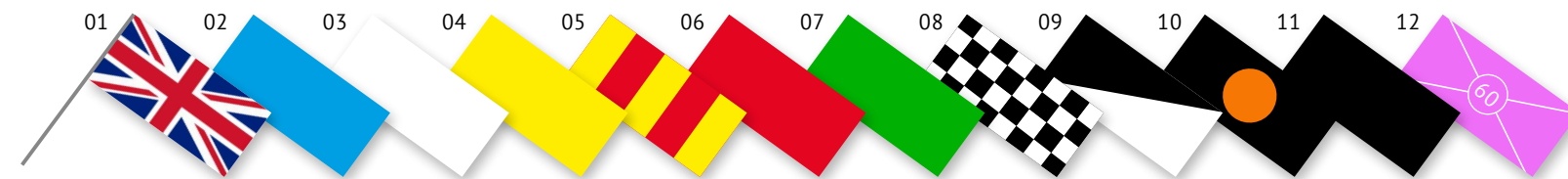
The final step is to debrief with your ARDS Examiner who, providing that you complete the course successfully, will be able to stamp and sign your application form, which you can then complete and return to Motorsport UK to receive your first competition licence!

Flags

These flags* are used during race meetings to communicate important information and instructions to competitors out on the track.

In order to compete the ARDS course successfully and acquire a Motorsport UK competition licence, you must be able to demonstrate knowledge of the flags with 100 per cent accuracy. Learn these flags before undertaking an ARDS course. Remember, you will not be able to refer to this document or any others during the written ARDS test.

*Subject to change. Please refer to the Motorsport UK Yearbook for the latest terminology and regulations



01 National flag

Start (for use where appropriate).

02 Blue flag

Stationary: Another competitor is following close behind.

Waved: Another competitor is trying to overtake.

03 White flag

A service car or slow moving car is on the circuit. The white flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.

04 Yellow flag

Waved: Danger. Slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

Double Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking.

05 Yellow flag with red stripes

Stationary: Slippery surface ahead.

Waved: Slippery surface imminent.

06 Red flag

Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to the pits or start line obeying marshals' instructions, and being prepared to stop should the track be blocked.

07 Green flag

Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during each formation lap.

08 Chequered flag

End of Race or Practice.

09 Black & white diagonal flag

A warning to the driver that his/her behaviour is suspect and that he/she may be black-flagged on further reports. Displayed together with the driver's number.

10 Black flag with orange disc

Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must call at its pits for repairs on the next lap. Displayed together with the driver's number.

11 Black flag

The driver must stop at his/her pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of disqualification may be enforced. Displayed together with the driver's number.

12 Code 60 flag

The Code 60 flag may be brought into operation to neutralise a race at the sole decision of the Clerk of the Course provided that all flag points are in communication with race control, its use will have been confirmed in the SRs, and its operation in accordance with Appendix 4, Operation of Code 60 and explained in the drivers briefing.

Safety

Wherever you go in the world of motorsport, you will come across the following warning triangle time and again. As the triangle says, motorsport can be dangerous. It is therefore vital that you accept responsibility for your personal safety and take all reasonable steps to minimise the risks to yourself and others.

Personal Protective Equipment (PPE)

Picture a racing driver and you will most likely visualise a helmet, overalls, gloves and boots, all of which are requisite items for circuit racing.

However, not just any helmet, overalls, gloves or boots will do; they must bear the correct 'Standard' label, indicating that their design has been tested and approved for use in motorsport. They must also be in good condition; for example, a cracked helmet will not be acceptable, whether or not it bears the correct Standard label.

Frontal Head Restraints (FHRs), often referred to as HANS devices, are mandatory across circuit racing, except for competitors in certain Period Defined Vehicles. FHRs are designed to restrain the driver's

head relative to the torso during frontal and angled-frontal impacts, thereby reducing the loads to the head and neck.

General regulations in the Motorsport UK Yearbook – plus any event or championship supplementary regulations (SRs) – detail the 'Standards' requirements for these various items of PPE. The general advice is always to buy the best safety equipment you can afford and look after it – why would you scrimp on something that is designed to protect you and possibly save your life?

Car

Just as your PPE has to meet certain Standards, so does your car. Again, the Motorsport UK Yearbook and the supplementary regulations of the championship or event will detail all minimum requirements for competing vehicles, covering areas such as, but not limited to, roll-over protection systems, seats, harnesses and fire extinguishers.

Scrutineering

Attempting to cut corners with PPE and cars is not only ill-advised from a safety point of view, but it is also likely to land you in varying degrees of hot water with event officials. All events have scrutineers on hand to check that competitors' PPE and cars comply with all the relevant regulations before they hit the track, and some events also run post-event eligibility scrutineering.

If a scrutineer finds a safety-related problem with your PPE or car, such as a helmet with the wrong Standard label or a fire extinguisher that is not connected properly, he or she may allow you to rectify it and present the item again for further scrutineering, as you will not be allowed on the track until it has passed.

If an eligibility issue is uncovered, such as an engine with greater capacity than the regulations allow for, the scrutineer will submit a report to the Clerk of the Course, who will then decide what action to take.

In more serious cases, this could be exclusion from the event. Please remember that scrutineering is not something to 'get through' – the process involves a brief inspection of your car and PPE to ensure compliance with the regulations.

It does not certify that everything is 'safe'; it is the responsibility of every competitor to take all necessary precautions to keep themselves and their fellow competitors as safe as possible.



Join your local motor club

Almost all racers automatically join the race club that organises the championship or series in which they compete, often without realising it. However, you should also be aware of the importance of local motor clubs as the bedrock of British motorsport.

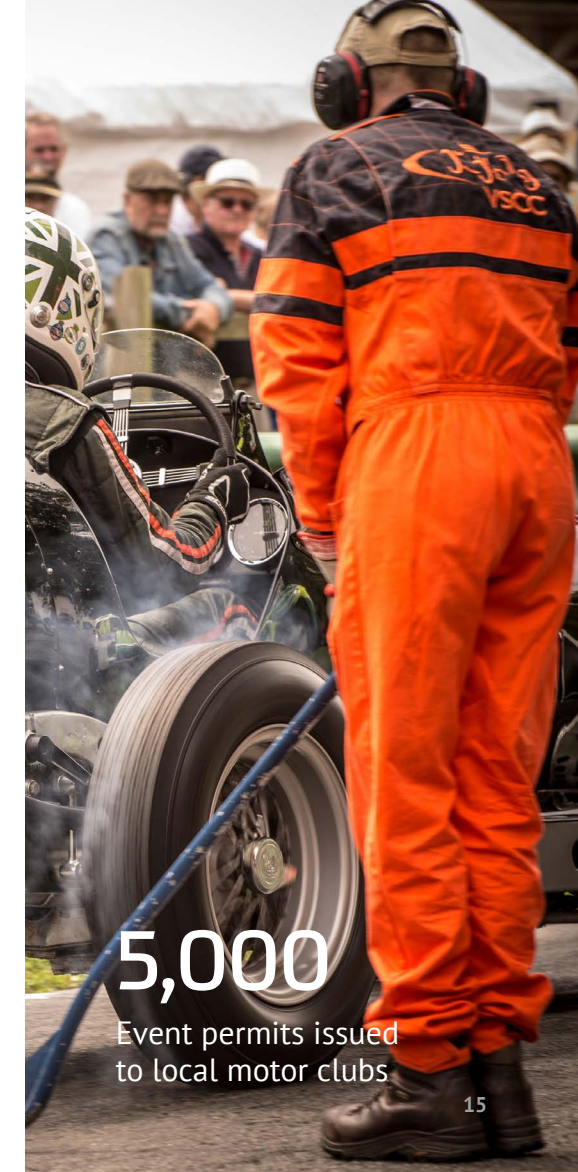
To get the most out of your motorsport experience, one of the best things a newcomer can do is to join your local Motorsport UK registered motor club. There are approximately 720 clubs across the UK, so there is always one near you, and between them they organise the majority of the UK's motorsport events.

As well as being event organisers, motor clubs are groups of like-minded people with a passion for cars and motorsport. Joining your local club is therefore a great way of meeting people who not only share your love of the sport but who can also offer invaluable help and advice as you get started.

While your passion might be for circuit racing, there is a whole world of fun to be had on four wheels with local car clubs, which will also improve your driving skills considerably. Events such as Autotests, Trials, Navigational and Road Rallies, Sprints and Hill Climbs are some of the more accessible disciplines of the sport, costing as little as £25 for a day's entertainment, often in a standard road car. See the next section for more details of these.

You can find your local club on the www.motorsportuk.org website.

Why not get involved in between your racing commitments? You will be assured of a warm welcome.



5,000

Event permits issued to local motor clubs

Other types of motorsport

One of the great things about UK motorsport is its diversity. There are many different types of motorsport to choose from, and while you have already settled on circuit racing for the time being, there is nothing to stop you from trying your hand at some others along the way. It will definitely help to develop your skills as a racer!

Autocross

Autocross involves drivers competing against the clock on a grass track, usually in a lightly modified road car. Normally there are heats of three or four laps, a practice run and at least two timed runs, the best of which counts towards the results. While it is not a racing discipline there may be multiple cars on the course at any one time, depending on space and conditions.

Autotest

Autotest is a timed test of handling skill and low-speed manoeuvrability. Drivers compete on courses marked out by plastic pylons or cones, and penalties are incurred for hitting cones, failing to stop on a line, or for taking the wrong route. AutoSolo provides a simplified version for normal road cars. Some events can be entered by drivers from 14 years of age.

Cross Country

Cross Country involves competing on arduous off-road terrain, typically in four-wheel-drive vehicles. There are various sub-disciplines; top-level events, such as those in the Motorsport UK British championship, feature 10-mile timed 'runs', while Trials involve driving as far as possible along tricky 'sections' without stopping or hitting a 'gate'. There are more sub-disciplines.

Drag Racing

Two cars line up side-by-side and race straight ahead to the finish line a quarter of a mile away. Top classes, such as Top Fuel and Pro Modified, feature extremely powerful machines that can accelerate to over 250mph in the prescribed distance. Other classes cover various performance levels, down to standard road cars in the 'Run What Ya Brung' category.

Hill Climb

The aim of hill climb is to complete a narrow, winding, uphill, point-to-point course as quickly as possible. Competitors are given practice runs and two competitive 'run-offs', with their best times counting in the final results. Hill climbing has been part of British motorsport since the early days and many famous drivers, including Sir Stirling Moss, have competed on the hills.

Karting

Karting is like circuit racing but it uses smaller, specialised vehicles and is open to a wider age range. Karting usually takes place on short circuits, although there are more powerful superkarts that run on full-length tracks. Karting is split into four main categories: Cadet, Junior, Senior and Gearbox. Most events comprise of practice, qualifying, heats and finals.

Rallycross

Rallycross combines circuit racing and rallying; up to eight cars at a time go wheel-to-wheel on a part-asphalt, part-gravel circuit. The races are usually short, usually just four to six laps, so events often comprise up to 60 separate races. There are many classes catering for everything from buggies to 'supercars' with classes for juniors from the age of 14.

Rallying

Stage rallying involves competing against the clock on closed 'special stages'. Road rallying, in its various forms, takes place on the public highway and entails maintaining a time schedule at an average speed of no more than 30mph. All rallying involves a co-driver or navigator, who aids the driver by reading the road ahead, using a map, road book or route instruction.

Sprint

Sprint is a high-speed discipline in which drivers take turns to set a time around a lap of a race circuit or a point-to-point course, with the fastest times determining the results; competitors are given practice runs and usually drivers will get two runs against the clock. Like hill climb, sprint is a very diverse discipline, with vehicles ranging from near-standard road cars to F1-style single-seaters.

Trials

Trials is a low-speed but highly challenging discipline that is all about finding grip in order to progress as far as possible along a course laid out on a hill side. There are three main types of Trials: Car Trials, using road cars; Sporting Trials, with specialist machinery; and Classic Trials, the original form of the discipline using cars dating from as early as the 1930s, plus more modern vehicles.

When you aren't driving, why not volunteer?

The wheels of motorsport would simply stop turning without the efforts of 14,000 volunteer marshals and officials, who give their time freely to ensure that motorsport events across the UK run safely, fairly and effectively throughout the season.



Volunteering allows fans to become more involved in the sport and join a like-minded community of enthusiasts. However, volunteering can also be a great way for competitors to give something back to the sport, while gaining a deeper understanding of – and appreciation for – the work of volunteers. Furthermore, a day's marshalling counts as a signature on your competition licence upgrade card.

There are several different volunteering roles you can try. Even if you ultimately don't give them a go yourself you should be aware of them all, as you will rely on them at any race meeting you compete in.

Marshals

Marshals are there to make sure that events are run safely and effectively. Duties range from displaying flag signals and clearing debris to providing communication cover as well as running a start, finish line or assembly area. They are easily identifiable by their orange overalls or tabards and Motorsport UK runs an extensive training programme that ensures that UK marshals are among the best in the world.

Scrutineers

Scrutineers check that kit and cars comply with the technical regulations to ensure safety and fair play. While experience in engineering or a similar technical field is usually an advantage, it is not essential.

Rescue and recovery crews

Rescue personnel provide immediate medical and extrication facilities at the scene of an incident, while recovery personnel retrieve stricken cars. Both crews use the latest medical or recovery equipment.

Timekeepers

Timekeepers record competitor's times and positions in order to determine the event results. Tools range from hand-held stopwatches to electronic timing systems that can measure to the nearest thousandth of a second.

Event Officials

Once you've gained some experience in one or more of the above roles you can consider becoming a Steward, Secretary of the Meeting or Clerk of the Course, who are collectively responsible for ensuring that events are run in accordance with the sporting regulations.

Safeguarding Officer

Club and Championship Safeguarding Officers (CSO) play a crucial role in ensuring that the Motorsport UK Safeguarding policies and procedures work in practice, and act as the first point of contact for club members or event participants who wish to raise a concern regarding a child or an adult at risk of harm. Previous experience in this area is welcomed but not essential as Motorsport UK provide training and support.

It's not 'them and us'

Volunteering should not be seen as the poor relation of motorsport participation – in fact in most areas of the sport, people spread their time between organising and competing. Remember, if there were nobody to organise, you'd have nowhere to race! So at the very least, please remember to thank the marshals and officials every time you compete.



Good luck and enjoy motorsport

So, you have read through this booklet and familiarised yourself with the Blue Book, watched the safety film, completed the ARDS course, taken out your licence and hopefully joined your local motor club. You are now ready to enjoy the sport for many years to come.

Motorsport UK and its event-organising member clubs do their utmost to minimise motorsport's inherent risk, but ultimately only you are responsible for your personal safety.

Motorsport volunteers are just that – volunteers. They are there because they love the sport and their only job is to help you to enjoy it in a safe and fair environment, so please treat them with the respect that they deserve.

Always respect your fellow competitor, who shares your love of motorsport and is likely to have invested just as much time, effort and resource as you have.

Now there is just one thing left to do:

Go racing!



We are the national membership organisation and governing body for four-wheel motorsport in the UK, representing competitors, volunteers, clubs and fans.

Motorsport UK is a not-for-profit organisation (limited by guarantee) that exists to service and grow the sport. We are a member of the world governing body, the Fédération Internationale de l'Automobile (FIA).

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