

15 May 2010

## New Fiesta Junior outing at Lydden Hill - Saturday 15th May 2010



Lydden Hill circuit played host to the first airing of a Fiesta Junior liveried race car. The 1600cc engined car based on the 2007 Ford Fiesta was to be seen on a few parade laps at the Kentish track. The championship car will feature DUNLOP slick tyres, a Custom Cages full safety rollcage, Team Dynamics/Rimstock PR-12 race wheels, LEDA suspension, and Pipercross air filter kit. The coming months will see the car tuned to championship specifications and the press car will be displayed at forthcoming Competition Car Insurance Ford Fiesta Championship rounds and various static displays including Ford Fair at Silverstone on Sunday 8th August. Contact [info@fiestajunior.ms](mailto:info@fiestajunior.ms) .

Acknowledgements:

Daniels Motorsport for the Junior Car.

Lydden Hill Circuit (Amy Doran) for the use of the circuit.



01 April 2010

Ford Racing UK today announced news for Fiesta Junior. The following companies have now committed to supporting the brand new Fiesta Junior Championship. Dunlop Tyres, Team Dynamics, Custom Cages and Pipercross Filters are looking forward to supporting the championship. Things are now moving forward and taking definite shape for 2011. Please keep reading this page.

26 March 2010

The specification of the 2011 Fiesta Junior cars have now been unveiled. Based on the 2007/8 model year three door Fiesta. The car will look very similar to the current senior championship Fiesta ST with the exception of some special planned graphics which will identify the Fiesta Junior cars. Permission has been granted by the MSA for this championship to happen. Sponsorship talks have been opened and two major global companies have expressed a keen interest.

19 January 2010

It was announced today that the MSA have now granted permission for Fiesta Junior to have a championship permit. In a document sent to the BRSCC and Ford Racing UK, the MSA ruled that objections by the 750 Motor Club were noted but overruled and that subject to sporting and technical regulations being approved the long awaited project could now become reality.

This is great news and was warmly received by all concerned. Commentating today, Kevin Shortis of Ford Racing UK said, "This is great news and now we will devote energies to making Junior Fiesta a reality. 2011 now looks more realistic, but we will look at the options".

The proposed 2007 three door Fiesta 1600 may yet be upgraded to a 2009 brand new Fiesta three door 1600 Zetec S. Some hard work beckons and this opportunity is not going to be wasted. Already, two potential sponsors have shown major interest.

11 January 2010

*An update*

The MSA have now had the revised paperwork for Fiesta Junior for well over a month. To date nothing has been heard from the motorsports governing body. A reminder request for information has been lodged via the BRSCC to the MSA today - 11th January 2010.

01 December 2009

*An update*

The MSA have today received a revised set of regulations which inserts a modern Ford Fiesta to be used as the race car for Fiesta Junior. This is a 2007 model year Ford Fiesta 1600 and is a three door shape car and looks

similar to Fiesta ST. We await the outcome !!!

06 October 2009

Having granted permission for a championship for 2010 the MSA today have now withdrawn the same on the grounds that the proposed car does not meet safety standards. Quite how this can be so given that the same car runs in a senior championship and complies fully with 2009 MSA Bluebook regulations is somewhat unclear. This seems at odds with another junior championship where the cars may also be old and upto 13 years old. The organisers are now considering their position. A clarification on the future of Fiesta Junior will be made in due course.

05 October 2009

The MSA have now granted in writing permission to apply for a championship for 2010 for Fiesta Junior. The MSA are now considering the technical submissions made by the organisers over the accepted format of the car and regulations pertaining to it.

A draft of words which should only give guidance at this stage are available to download here and are intended to only give guidance as to the proposed format of the car and safety aspects. These are not regulations as this would breach MSA protocol.

Visitors will be welcome to attend Brands Hatch Fiesta Championship rounds over the weekend of 17/18 October and come and see a championship car and speak with championship organisers and associated teams. Tickets may be available on request from 01323 895859 or 07801 594022 or email [fiestajnrchamps@aol.com](mailto:fiestajnrchamps@aol.com)

11 September 2009

To those of you that read this page, and we gather it runs into dozens and dozens now, we have to report that no news is good news. The MSA are still 'considering' the technical commissioners report.

Today a draft press release has been sent to the BRSCC with a request to pass it on to the MSA. It states that the release would like to go public on 21st September to announce - *quote* -the championship will go ahead in 2010 - *unquote*.

As time marches on, it is becoming frustrating to everyone now that this matter has not been given the go ahead it so richly deserves. I would ask you to support the Fiesta Junior by voicing your support in emailing [fiestajnrchamps@aol.com](mailto:fiestajnrchamps@aol.com) . We wish this project to get going and with your support we will achieve it by demonstrating how many potential teams and drivers are looking to join.

20 August 2009

A Ford Fiesta Si prepared to proposed Fiesta Junior regulations was today examined by an MSA Technical Commissioner. The car and proposed regulations were discussed by the TC and championship representatives. Parties will now stay in contact to implement an agreed set of championship regulations as soon as possible. Safety for the young drivers is a primary concern for championship organisers and every effort will be made to ensure the regulations reflect this.

16 August 2009

Arrangements are now in hand whereby an MSA Technical Commissioner will be examining a Fiesta Si on 20th August 2009 with a view to signing off the final agreed specification for the 2010 championship.

11 August 2009

The MSA race committee met on 30 July 2009 and we are now anticipating that MSA approval for the championship may follow in the near future subject to certain formalities being met.

The next step is for an MSA Technical Commissioner to inspect and confirm the safety of the car to be used in the category. We are making arrangements for this to be done in the next few weeks.

30 July 2009

The MSA race committee meet today to discuss the application to grant Fiesta Junior a championship status for 2010. There is expected to be some opposition to this from within the committee but for legal reasons are unable to go into detail.

23 July 2009

The MSA meeting with a representative for Fiesta Junior produced a response from the MSA. That response will be subject to a final agreement and ratification of the go ahead for Fiesta Junior in a race committee meeting at the MSA on 30 July 2009. Watch this space.

30 June 2009 - statement

A multi-page legal submission has now been made on behalf of Ford Racing UK and the BRSCC. As a result of this being lodged with the MSA they have now responded and wish to have a meeting at MSA HQ on 10th July 2009. It would be imprudent to prejudge the outcome of this meeting, but it is a significant move forward and Ford Racing UK is now hoping to hear positive news which may see the project moving ahead.

04 May 2009 - statement

Ford Racing UK has now received written contact from the MSA. A copy of their response is available for you to read.

[Copy of response from MSA re Club Fiesta Junior proposal.](#)

[Submission for Club Fiesta Junior as put to MSA](#)

The project is still being pushed and I hope to have further news soon. There is a real need and support for a junior category within our club scene and 14 - 16 year olds driving Ford Fiestas is the way to go!

23 March 2009 - statement

Ford Racing UK has now made written contact with the MSA on two separate occasions in recent months. The last was a few days ago. The situation seems that our communication is 'being considered somewhere at the MSA'. Watch this space. The outcome of our request will secure the value in the many Fiesta Si race cars and

provide a platform for 14 - 16 year olds to have a good safe race. This has proved a frustrating exercise in having to wait so long for the sports governing body to deal with something which was put to them as long ago as the early part of 2008. Ford Racing UK is considering its position carefully before looking at using other options.

10 February 2009 - statement

01323 895859 email [fordracinguk@aol.com](mailto:fordracinguk@aol.com)

Club Fiesta Junior, racing for 14 – 16 year olds

Building on great foundations

The Ford Fiesta Championship is probably one of the more successful and enduring saloon car championships run under a British Racing & Sports Car permit. The championship continues to grow year on year and bucks the trends of some other championships which sadly do not see the same sustained growth. To date the Ford Fiesta Championship has grown since its Club format launch in 1997 and saw a 2008 grid average of over 30 cars per race.

The interest

Because of the profile and perception of the Ford Fiesta Championship, many approaches have been made by younger drivers and teams for Ford Racing UK/BRSCC to introduce a category for 14 – 16 year olds to be able to drive a Ford Fiesta race saloon in their own dedicated races. After some initial research and from various discussions with all interested parties we have reached the point whereby we feel the time is right to seek to introduce a series of races for juniors in 2009. With the demise of T Cars there is scope to replace that partially successful project with one which will attract more drivers/competitors into a very keen and cost effective basis. The financial outlay has been realistic. The interest has been received from outside the current motorsport catchment and around 40 to 50 enquiries have been made with some 25 + which may be termed as serious to commit to such a venture.

The Car

The Ford Fiesta Championship already has a three class structure consisting of Class A – Ford Fiesta Si, Class B – Ford Fiesta Zetec, and Class C – Ford Fiesta ST. Fiesta ST has now become the car of choice with some 20 cars anticipated to campaign alongside a dozen plus Class B and up to a dozen Class A cars in 2009. The Fiesta Si has been largely overtaken by the ST and therefore we will currently see around 30 cars becoming available in time to run in the junior venture. The Ford Fiesta Si have proved a strong, safe sturdy competitive car and one which should satisfy all safety requirements for the 14 – 16 year old driver. Cars are now coming to the market place as drivers build their STs.

The Cost

2009 will be a particularly challenging year for many reasons, so costs have to be attractive and the primary concern for competitors. To this end, we have determined that a race car, second hand trailer together with race entries and running costs may be obtained for a figure under £10,000. This is broken down to reveal that race entries and running costs should be around £5200 - £5350. This is not a plucked from the air figure but based on an actual audit of costs by a leading Ford Fiesta Si driver and based on his outlay for the past three seasons.

The 2009 plan

The object was to receive permission to introduce a few races in the second half of the 2009 season and gently introduce the venture onto the market. Mindful of the ages involved we feel that utilising the usual school holiday periods will make the racing easier for the competitors and teams involved. Although many competitors have expressed a view that other weekends of racing should be manageable by them, we are looking to make this venture have the best possible start and to succeed with a good level of support which will then grow year on year.

The Bonus

Kept until last, this venture may yet see an additional bonus as if approved, the juniors will have their own exclusive race and then we feel that some parents or senior drivers will be able to race the same car on the same day within the Ford Fiesta Championship proper. This will at least give both parts an opportunity of additional usage.

Conclusion

This venture should not go into any direct competition with any similar existing racing as our customers are new to racing. The costs will be unlikely to affect the types of competitors who may have raced in something akin to T Cars or Ginettas etc. The BRSCC have given full support for this venture and in replacing the only junior championship they had permit for – T Cars, it would provide a cheaper and more cost effective platform for young drivers to be able to start in saloon car racing.