

## **Brick & Steel Junior 1000 Ecosse Challenge**

### **Update – 23<sup>rd</sup> April**

#### First Event

The first of 6 events for 2012 was held at Charterhall on 31<sup>st</sup> March. We had 10 Juniors out. We received a registration from our first “English” competitor 2 weeks before the event. The lad is 14 and called Alex Vassallo. He has a load more experience than any of our competitors and came away with a resounding victory. This did cause a wee bit of “sour grapes” but with support from the F1000 Chairman and MSA we “sat on it heavily” and it seems to have gone away.

That first event was probably the toughest test for Junior drivers and their cars and the terrain claimed a couple of cars. One retired and one finished. The only other Non Finisher was because of a blown clutch. But there was only one puncture – to the winner.

The event and the concept of the Junior 1000 was a big success and we did meet a couple of future interested parties.

#### Other Events

The second event is at Ingliston on 5<sup>th</sup> May. We are expecting 12 crews out on this one. This will be a total change from round 1 and we are indebted to Knockhill and GMSC for helping us stage a practice session before a PCA on 22/4. We set up a course to demonstrate the worst of Ingliston – loadsa square corners. This was well attended and well received.

There is a teleconference meeting on Wed 25<sup>th</sup> to discuss the other rounds with the organisers.

#### Competitors

At this point we have 14 Junior drivers who have passed their Junior BARS (or will have by the end of the week) One unfortunately seems to have had second thoughts. We will be joined by one more early in July and another early in August. A few others are looking and may try for the end of the season. Interest is growing at a steady rate.

#### Co-drivers

We have an ample supply of quality people and an untapped reserve. Once again enthusiasm is high.

#### Cars

Not a real problem. Cars are being built or sourced. The Micra remains the most popular. But we do have one C1, a 107 and a Corsa.

## Other

The support we are getting is extremely encouraging in all areas. One area is the MSA Academy who attended our first event and then met a lot of the Juniors at the McRae Vision Junior Day in 1<sup>st</sup> April. We have now pencilled in a date of 28<sup>th</sup> June for them to come to Knockhill and run one of their Performance Master Classes. This will run subject to take-up. It will be free to all competitors.

When we met with Greg Symes of the MSA Academy on 1<sup>st</sup> April he did talk about their new U18 accreditation. This is a bit vague at the moment but basically it defines a Championship's commitment to good practice between motorsport and education for Juniors. We do plan to join when we know what is required.

## Child Protection

We have processed 16 people through the PVG scheme and have 3 in the pipeline. The CR computer system is still not able to take people who are on another system yet. That affects DIGB whose disclosure is held with the MSA.

Jim Aitken ended up as Child Protection Officer for both the Championship and the event at Charterhall. He now has a natty bright yellow tabard with his CPO motif on the back.

## Recruitment

Another active summer is planned and Knockhill are finally going to add specific Junior Rally courses to their product list. The first big promo event will be the Scottish Motor Show on 16/17<sup>th</sup> June when we will be joined by John MacCrone and Team Scotland.

We are getting a lot of interest at rallies and a few youngsters and parents are serious and will come on board in their own time. But so far the only conversion was at the Granite when Ryan Weston (son of David Snr, brother of David Jnr) joined the fray.

## Financing

Remains satisfactory for 2012 but is an unknown for 2013.