

You Want To Race Cars?



I'm sure the majority of young drivers who start out racing karts have the ambition to one day progress into car racing as so many champions have done.

Some are able to make that huge transition, many realize that due to a lot of factors it won't happen and continue in the kart scene happily for many years. For a lot of people it is easier to keep treading water, until at some point in time they realize they have missed the boat and they are too old, married or settled down for serious Motorsport to be a possibility.

And then there is the group that have the ambition, the talent and possibly the budget to have a go and get it all wrong. Due to bad advice, dodgy race teams and the inability to put together a sustainable long term plan that will see a driver develop a career in Motorsport.

Mark Williamson has been through it all in his own racing career of 33 years starting in karts. He has seen drivers go on to great success as well as talented drivers who fall by the wayside when it could have been possible for them to have long and successful racing careers.

Tracktime Asia partner Mike Reedy has a record as one of Australia and Europe's foremost driver trainers with vast experience of all of the latest categories in Europe, as well as the New Zealand Toyota racing series.

Together they can help young drivers through the minefield.

One of the real difficulties facing young Australian drivers is knowing which step to take and when. There are so many possibilities where it can all go wrong, but you only have to look at the success of Mark Webber and Daniel Ricciardo to know that the dream can become reality.

Therefore the first steps taken from kart racing are absolutely critical. You need to be in the right series driving the right car, with the right advice and training.



If an Aussie driver wishes to become a V8 driver the path is quite straight forward, success in karts, Formula Ford in Australia, V8 development series and then the main game. All it takes is money.

On the other hand if a driver wishes to build a career on an international level, perhaps looking at a path in single seaters, sports cars or even Formula 1 the path is full of multiple directions and many pitfalls. The upside is the chance to build a really interesting career with opportunities in many directions.

This is where Tracktime Asia's experience comes in.

For the driver who wants to make the first steps, there is a cost effective way that can lead to the path of becoming a professional driver. This first step involves a step out of most peoples comfort zone and into another country.

Formula Renault Asia consists of five race meetings held in mainland China. One in Shanghai at the Formula One circuit and four at Zhuhai in Southern China. Each event consists of two races making up a ten round championship.

With our team based directly at the Zhuhai track it makes testing and racing very easy logistically and you know that your budget is not going into flash transporters and unnecessary costs that really don't help laptimes. Our drivers will work with dedicated European data engineers whose job is not only to help achieve results, but to train the driver in the art of race car engineering.

Formula Renault Asia has proven to be a perfect first step for some of the worlds best up and coming professional racers including. Felix Rosenqvist European Formula Three

front runner and F3 Masters winner, Jazeman Jaafar 2nd in last years British F3 series and front runner in Renault World series this year, Alex Imperatori Japanese Formula 3 and Formula Nippon front runner and a star of the Japanese GT series and current Porsche Cup Asia champion. As well as front running FIA GT driver and former Formula Renault Asia champion Alon Day.

Drivers will gain experience in a wings and slicks formula that is of direct relevance to all the major race categories around the world.



A key area of driver development that is usually overlooked is media and presentation skills. Ultimately we want our drivers to be in a position where they no longer need to bring a budget to race, but at that point the game changes somewhat and it's where a lot of talented drivers fail to progress.

At this point a driver may gain a position with a factory or sponsored team and this is where they need to be media savvy. A modern professional driver needs to be able to speak confidently at public gatherings whether they be at the track or at promotional events. Drivers need to know how to talk to all ranges of people from the sponsors who are paying for him to race to the fans who are lining up for his autograph. They need to be able to handle press conferences and journalists as well as they handle the tracks. (pics of podium)

At Tracktime Asia we will help the driver to develop these skills right from the outset. The Formula Renault Asia series provides proper podium celebrations and press conferences and Mark Williamson will be there to help and advise the driver through these learning phases. As well as passing on his knowledge of how to deal with sponsors, press and fans gained in many years as a professional driver in Europe, Asia and Australia.



We believe the best and most cost effective way to a career in Motorsport is to start in Asia. After an initial year in Formula Renault, Tracktime Asia can arrange the pathway to Formula Master and then through our friends and associates to the Audi R8 LMS Cup and then to Porsche Cup Asia. All taking in events throughout China, Malaysia, Japan and Korea.

These categories enjoy generous factory backing and provide excellent foundations for building a full time career in Asia or as introductions to a career in Europe.

Once success has been achieved in Asia it is possible if a driver wishes, to step into the European racing scene with Tracktime Asia. Long term business partner [Mike Reedy](#) has been working in the European racing scene for the last 3 years and is currently coaching and managing an Australian driver in the Euro F3 championship and has worked closely with GP3 and GP2 teams. He can provide the guidance, advice and direction to make the most out of an investment in building a career in the most competitive racing environment in the world.

Of course the main question you have is how much will this cost??

Budgets naturally can vary somewhat, but you can be confident that a season budget will come out at around half of a front running Australian national Formula Ford budget. Excluding travel budgets it should only be around 25% more than a State series Formula Ford budget.



Please get in touch and we will be happy to tailor a budget to your requirements. It is possible to make, it's all about making the right steps.

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