

be a great deal of action, especially when you compare it to karting. Naturally, I've followed Ben Barnicoat's progress in GT3 and if he should make it into F1 then my interest in Grand Prix events would certainly increase. Karting for me is a leisure interest rather than a means of advancing through other motor racing formulae. I took part in the CIK/FIA 2016 European Junior Championships with Baby Race. I've won a couple of X30 Junior races in Singapore over the last two seasons. The first was an X30 Challenge event in 2016. I followed this with a win in the 2017 South East Asia Junior competition. There was also a 3rd place finish in last year's X30 Asia Cup Final held in Thailand. More recently, I finished 3rd in the X30 Asia Cup for Seniors in Sri Lanka. The competition over here is much more intense. I'm looking at the LGM Series on a round by round basis, knowing that I'll only be able to compete in five or six of them so my overall standing in the championships isn't a real issue for me."

He has mixed views about the front bumper rule. "I think it has definitely helped to keep some of the crazy guys in check," Alex concedes. "However, there are times when it operates very unfairly by penalising drivers who have been completely innocent of any wrongdoing. In WSK meetings, the penalty is only 3 seconds but that doesn't seem enough to me. If you are going to impose time penalties then I think 10 seconds is probably about right. Place penalties would maybe work more fairly as there'd be some consistency at least. If forced to choose I prefer Timed Qualifying to the mixed grid system. However, it's a good idea to alternate between the two as you do in LGM. I'd guess that there might be an increase in the number of displaced front bumpers at those rounds where mixed grids are used. Because I don't have to attend a formal school, Friday practice doesn't pose any problems for me. However, I can understand perfectly why it isn't part of the LGM programme."

In choosing to go with the Mick Barrett Racing team, Alex has followed a path previously taken by some of karting's legendary names. They include Daniel Wheldon, Tom Sisley, Mike Spencer, Daniel Barrett, Lando Norris, Ben Barnicoat and Alexander Albon. "We've been operating as a team for more than 30 years," Mick points out. "Clare Brogan ran with us when she became the first ever British cadet champion in 1989. Back at home I still have her Nassau panel with the number 1 on it. We've bred a lot of champions, but every driver that comes to us is equally important. Our goal is to get them all performing to the best of their abilities. It's been encouraging to see Alex making steady progress since he joined our outfit. We believe that there's still a good bit more to come from him, so watch this space."

