

BRITISH FEDERATION OF PEDAL CAR RACING



BRITISH PEDAL CAR CHAMPIONSHIP

Minutes for BFPCR Committee Meeting of 11th January 2004.

ATTENDANT: Dave Relton, Neil Carter, Jeremy Featherstone, Bob Budge, Chris Featherstone, Antony Hawkins, Adrian Toms, Simon Gare.

APPOLOGIES: Bob Robinson, Roland Jones, Bill Gratrix.

1. Reading of the minutes for meeting of 12th October 2003.

Proposed (DR) and seconded (NC) as correct. Carried by full committee.
Insurance documents received and checked. General details will be sent to all race organisers.

2. Election of Roland Jones onto the committee.

Proposed (DR), seconded (JF) and carried by full committee.

3. Financial Position of the BFPCR.

BFPCR has £886.32. In real terms is better than same point in 2003. Will now pay for venues such as Preston and Curborough. Will also be able to repeat subsidy of Margam 24-hour as in 2003.

4. Race Calendar.

ROUND 1:	Sunday April 18 th :	Thurmaston (Leicester)	100-mile race.
ROUND 2:	Saturday June 5 th :	Leicester	1 + 2 + 3 hrs.
ROUND 3:	Sunday June 6 th :	Leicester	6-hour race.
<i>ROUNDS 2 AND 3 WILL MAKE UP THE EUROPEAN CHAMPIONSHIP.</i>			
ROUND 4:	Sat/Sun June 26 th /27 th :	Margam	24-hour race.
NON-BPCC:	<i>Sunday 11th July:</i>	Ringwood	<i>2-hour race.</i>
ROUND 5:	Saturday 17 th July:	Preston.	125-mile race.
ROUND 6:	Saturday August 28 th :	South Berks.	4 x 90-mins.
ROUND 7:	Sunday August 29 th :	South Berks.	5-hour race.
ROUND 8:	Saturday 18 th September:	Curborough	5 x 1 hr. sprints.

By use of digital video the committee viewed two possible race venues near Leicester which had been visited by Antony Hawkins and Bob Budge on the morning of the meeting. The first was an old coal depot in Ashby with a good track but totally unacceptable for holding a race due to lack of facilities and dangerous surroundings. It was decided to keep an eye on this for possible further developments.

The second is the Raynsway carpark in Leicester, a secure venue with possible camping room and at least a 350m circuit (bigger than the old Rugby track). Verbal agreement has already been received and the committee decided that it will be the venue for Round 1 on Sunday 18th April. Management of this will be a joint effort between Bob Budge (track and toilets), Jeremy Featherstone (entries and admin) and Neil Carter (first aid). 100-mile race as usual.

Bob Robinson has provided information on the South Berks races. Likely venue is Wellington College, a large boarding school (out of term time): “a wide track all round, plenty of grass for pits, some uphill and interest on the course.” This was warmly received news as despite the great racing had at Panasonic in the last 2 years it was felt that the grid size has somewhat outgrown the nature of the track at that venue (particularly with regards to safety).

The committee approved the revised calendar in full.

5. Racing Licenses.

These will go ahead as planned in 2004. Exact nature and method of operation will be described in full in a specific document. It was decided that licenses would not need to carry photographs this year. Forms for licenses will be prepared and sent out with the pre-season race entry forms. This also leads to a tightening up of the scrutineering procedure, to be set out in another document.

6. BFPCR Fees.

The fees and license costs were confirmed as laid out in the previous meeting. A standard race entry fee (one day) was kept at £12.50, £25.00 Margam but £15 a day for the European weekend due to the special extras for this event.

7. Lap Counting.

Neil requested £25 for some new software, which should speed up tag recognition. Work continues to improve the system to where it was hoped to be last year. There will be information in the race information and website about how best to mount the tags. It is hoped to find a mat to protect the wire loop better and have a proper robust housing for the equipment. A clearer “front end” (score viewing) package should also help everyone see what is going on better.

The team managers on the committee emphasised that Neil was welcome at any practice session to help test the system with cars at race-speed before the season. The checking of the tag recognition will also become part of the scrutineering procedure.

8. Race Organisation.

Jeremy will be putting together a document to go to all race organisers with information about what is required or preferred in terms of race marshalling, pit space, course layout, camping (especially for the 24-hour) and other things.

This would also have contact details for Neil Carter so that all issues regarding power and positioning of lap counting equipment can be thoroughly considered before the race.

With regards to the 24-hour concern was raised about the camping behind the pits. This is excellent and much better than to separate pit and camping areas (like we used to have at Bolton) but last year there had been new trees and saplings planted before the event. We appear to have been very lucky (thanks to a sympathetic groundsman) that this did not cause a serious problem. Also a general comment was made that at all venues of a “cones and carpark” nature it is preferable, with the increased numbers racing, to use all the available space, even if that means that the track is longer than it was the previous year (whilst if possible keeping the general nature of the course the same).

It was noted that in mailing teams in acknowledgement of race entry, all race organisers should assume that the team has not raced at the venue previously and provide necessary information (and preferably site map) regarding pit and camping position.

It was also noted that due to safety and possible liability, motorised vehicles of any sort should not be used as pace cars at any point.

9. Number of drivers in teams.

The issue of driver numbers in the 24-hour race was once again discussed in some detail following Bill Gratrix' proposal to increase PC4 teams to 8 drivers. Whilst there was understanding of the problems posed in such a race, the point was again raised that most junior teams find it very difficult to get even six drivers to the 24-hour and that some large differences in team numbers might reduce any chance of good racing.

Enforcing a 6-hour break for the PC4 class helps the problem of time-off, sleep and eating requirements.

It was noted that for ALL junior teams (PC2 and below) and junior PC0 drivers the team managers and leaders have responsibility for the health of the racers and should respond accordingly especially if injury or illness occurs.

A note was made to ensure the rules on drivers numbers were made clear at all races, especially for teams racing less often and particularly that since 2002 substitutes have not been allowed in any race.

After further intense debate it was decided that any PC0 (solo) driver of any age would also be restricted to 18-hours of racing as per the PC4 teams. It is technically possible for a solo driver to complete the full 24 hours by entering more than 1 rider on the team sheet. However, by definition this would not then be a PC0 entry and the entrant would forfeit any Championship points or prizes in PC0 at that event. The committee agreed that any driver should be discouraged from this option.

10. European Championship.

This is progressing well. Neil has three sponsors lined up and three possible campsite venues for accommodation. It was noted that some European teams may well want to arrive on the Thursday or earlier.

A site meeting at Leicester will occur soon and Leicester County Guides will be catering the event. St Johns will also be arranged along with for the first race.

Saturday will be a more technical track for the shorter races while the Sunday 6-hour will hopefully use the full outer roads round the stadium for a faster circuit. It was noted that marshals would be required particularly for the longer track.

Perpetual trophies will also be provided in all classes with suitable wording in the four main European Languages (French, English, Italian, German). Various members hoped to have friends attending who could be useful interpreters.

Hugh Porter has been contacted with regards to commentary but as yet no response. The need for clear lap scores at this event was emphasised and regular race position multi-lingual announcements. It is intended to get a local celebrity to start the race. There is also the possibility of attending the venue the weekend before to promote it.

Concern was raised regarding the 2005 Championship and it was suggested that communication should begin with the Italians about this ASAP with a meeting to be held in June. This is particularly with regard to concern about the number of Italian teams likely to be present.

11. Junior Forum.

The junior forum will be activated shortly on the website with discussion meetings to take place at the weekend races.

12. Any Other Business.

Race Numbers: Jeremy will put these together for 2004. In 2005 the allocation will be: 1 – 4 for PC1, 5 & 6 for PC2, 7 & 8 for PC3, 9 for PC4 and 10 for PC0.

Website: it was agreed that up-to-date pictures were essential for the website and especially one permanently on the front page.

The divisional trophies, which were mislaid by the shop, have not been awarded yet. It is suggested that these should be presented at the start of this season. Also some of the overall winners trophies need replacing due to being too small or full up.

13. Next Meeting.

Not everyone would be staying over the Saturday at Waddecar so it was proposed to have a short meeting in June at Leicester.

With regards to circuits for 2005 it was agreed to aim to keep a six-weekend Championship but aim to race in May, rather than two rounds in June. Venues should be investigated soon and by July we should start putting together a provisional program with the hope of confirming this in October 2004 rather than the next January. Possible venues include Castle Combe.