

# BRITISH FEDERATION OF PEDAL CAR RACING



## BRITISH PEDAL CAR CHAMPIONSHIP

### Minutes for BFPCR Committee Meeting of 12<sup>th</sup> October 2003.

**ATTENDANT:** Dave Relton, Neil Carter, Jeremy Featherstone, Tom Murphy, Bob Budge, Chris Featherstone, Antony Hawkins, Adrian Toms.

**APPOLOGIES:** Bob Robinson, Simon Gare.

1. Election of Officers:

Nominated for officer positions:

Position	Nominee	Proposed	Seconded
Chair	Dave Relton	JF	NC
Vice-chair	Neil Carter	AH	AT
Treasurer	Antony Hawkins	AT	DR
Secretary	Chris Featherstone	AT	DR
Publicity	Jeremy Featherstone	CF	AH
Chief Scrutineer	Adrian Toms	CF	AT
Race Controller	Simon Gare	CF	JF

As there were no votes required the Committee unanimously approved the appointment of these officers for 2004. It was considered that the Chief Marshal was usually appointed by the race organiser and to work with the Race Controller.

- The minutes of the committee meeting of 5<sup>th</sup> January 2003 were read and approved.
- The insurance purchased for 2004 was explained in more detail. Unlike 2003, this covers any event or race during the term purchased as long as the Committee of the BFPCR sanctions such events or races. Key points of the insurance will be made available to all race organisers and teams.
- BFPCR Fees for 2004.

It was proposed that racing licences be introduced for all participating drivers. This would aid cross checking of drivers and teams age class status before races and also act as some proof of a team manager's agreement of a driver's capability and fitness to participate. These licences need only be obtained for each driver once per year, pre-season if possible for a nominal fee. The driver will then receive a laminated license which will display name, date of birth, class and ID number.

Fees for 2004 will be: BPCC fee (one per team): £12.00  
BPCC fee (associate): £5.00

Racing License (adult): £1.00  
Racing License (junior (under 16): 50p.

Proposed: Neil Carter. Seconded: Jeremy Featherstone.

The Committee voted unanimously to adopt these fees and the racing license system.

5. 2004 Calendar.

Bob Budge suggested the use of Bruntingthorpe for a pre-season “friendly” test session. This venue cannot be officially booked so although a date is proposed it will be confirmed close to the time.

A venue is still to be found for the opening race of the year in South Berkshire. With the continued rise in the number of teams and race speeds, all tracks should now be able to cope with 40 cars and so, unfortunately, venues such as Panasonic, Wolverhampton and Desford are no longer viable options. Ideally the venue will be announced within weeks but Jeremy is to look into the possibility of Darley Moor as a fallback option.

Due to the fixed positions of the European Races (Leicester) and Margam 24-hour in June, and the long school holidays, it was decided not to place a BPCC race in late July. Ringwood is going ahead again in 2004 on 11<sup>th</sup> July and all are welcome to race in this unique event.

To close the gap a little, the Preston weekend of racing will no be over the final weekend in August, with Curborough three weeks later. Races on the Saturday at Preston will start around midday and the Sunday race will start early. This should help teams travelling long distances to the event.

It was proposed that each race organiser should make a race risk assessment. Bob Budge is to provide a standard template, which will be distributed accordingly.

Dave Relton, seconded by Jeremy Featherstone proposed the calendar and details outlined above The Committee voted unanimously to adopt them.

6. Lap Counting.

Several of the Committee commented that, despite the problems this year, a few of which remain, the automatic lap counting was, at Curborough, significantly the more accurate of the two systems.

Neil Carter outlined some of the technical details and plans for improvements. It is hoped that the automatic system will have had all the problems solved early in the course of the next season. However, as with any system, there will always be a few problems occasionally. Therefore, the following guidelines were proposed:

1. From the start of next season, both automatic and manual systems will be used together.
2. It should always be clear which set of lap counts are being used and only these should be on display.
3. Any information and appeals for help with lap counting should be the sole responsibility of the Race Controller.
4. One the automatic system is adopted as the sole system, there may be a point at which it malfunctions. In this circumstance the race will either stop or be run under a pace car until such a time as manual lap counting can begin.
5. It is the race organiser’s responsibility to provide lap counters whilst both systems are being used. The Race controller can appeal to all present to assist. Point 4 can then come into place until sufficient lap counters are found.

The Committee unanimously approved these guidelines.

7. Race Numbers.

The Committee unanimously agreed that the rule on race numbers in the IPCS is sufficient and that the Chief Scrutineer has the mandate to uphold it especially when the Race Controller or lap counters have an issue with reading car numbers.

Correct templates are to be made available on the internet which will be printable.

8. Classes and Divisions.

The Committee unanimously agreed that the age-classes and division system should stay un-altered for the 2004 season.

9. Number of Drivers at 24-hour races.

Bill Gratrix proposed raising the number of drivers to 8 in all junior classes which would also allow all ages to race throughout the night. Partly this was in response to Swansea running two four-man junior teams this year.

Concern was voiced that most teams would probably struggle to get so many drivers and that overall it was beneficial to encourage more teams to race than make teams bigger. There are also increased logistical problems in taking such large teams to races. In the event of teams of particularly under 12's not finding enough drivers then 6 or less may still feel obliged to race throughout the night with the obvious safety hazard that presents.

Neil Carter proposed that teams remain at six drivers but that under 14's also should stop racing for six hours to maintain competition between PC3 and PC4 teams. However, it was suggested that under 14's are more alike to under 16's and "looking up" to the challenge of racing their older rivals and this would be taken away from them despite under 14's being much more capable of racing through.

Chris Featherstone proposed lowering the allowable numbers in PC1 teams to 5 in a 24-hour and voiced other racers opinions that it should even be limited to four to make it less of a disadvantage for teams unable to find the extra drivers. However, it was considered that as most teams ran with four or five drivers anyway there would be little difference and that, in the event of injury or illness, a team could be left with only three drivers. Also consideration was made regarding new and charity teams who race at such events who may be put off by such an extreme endurance proposition.

It was also proposed that PC0 drivers are limited to 18 hours of racing after safety concerns were raised following this year's event. Whilst this may remove a little of the challenge (?) it was reasoned that most PC0 drivers will probably pedal less than this time anyway and that limiting it to 18 hours may make for safer and more competitive racing.

After lengthy consideration of all the points mentioned and more the Committee unanimously agreed to leave all the rules regarding number of drivers in 24-races unaltered for 2004. PC4 teams only would be limited to 18 hours. It is proposed that PC0 drivers be limited to 18-hours but that this shall be agreed at the next meeting after consultation with current and likely participants.

It was noted that, with regards to finding spare drivers, more used could be made of the "drives" board on the website.

10. Points System.

Antony Hawkins proposed a revision to the points system which reduces the points for a win but maintains the point differentials in the top positions. The idea is primarily to give teams a better chance to "recover" from a bad result or even missed event.

The Committee unanimously agreed that the points from 2004 onwards should be awarded as follows:

1<sup>st</sup>: 25, 2<sup>nd</sup>: 20, 3<sup>rd</sup>: 16, 4<sup>th</sup>: 13, 5<sup>th</sup>: 11, 6<sup>th</sup>: 10 the 9, 8, 7, 6, 5, 4, 3, 2, and one for 15<sup>th</sup> and below.

After consideration of results this year the Committee unanimously agreed to change the rule on the minimum requirement for scoring BPCC points to:

“Teams can only score points in their class if they complete at least 30% of the appropriate class-winner’s total laps / distance.”.

11. The issue of young riders representation was discussed and agreed at the AGM.

12. European Championship.

The weekend of the 5<sup>th</sup> / 6<sup>th</sup> June will make up the European Championship. Each day will count as a separate BPCC round but a specific points system running over the weekend will determine the European Championship.

Saturday will consist of a 1 hour, 2 hour and 3 hour race ending in the evening (around 8 PM). Sunday will be a six-hour race. The points system will be on a similar basis to Curborough but weighted according to race length, so each race in turn will be more important than the last.

This weekend should be the highlight of the year with teams from Italy and France attending and we will be mounting a campaign to try and get other European Country’s HPV groups to take up the challenge. It is hoped that we will have a few “extra’s” including commentator, covered pits and camping from Thursday or Friday through to the Monday.

13. The date for the next meeting was set for January 11<sup>th</sup> 2003. Venue to be decided.