

BRITISH FEDERATION OF PEDAL CAR RACING

PEDAL CAR NEWS

AUTUMN 2002

GREAT CENTRAL WIN BPCC NAIL-BITER



OAKTEC WIN FASTEST EVER CHAMPIONSHIP RACE AT CURBOROUGH



YELLO VELO FIGHT BACK TO TAKE PC2 TITLE

KILLAY WRAP UP PC3

FULL DETAILS OF 2003 SEASON - CALENDAR & RULE CHANGES

EDITORIAL

"OH MY GIDDY AUNT..."

Rarely do I quote the great Geoffrey Chaucer in Pedal Car News but I think the above sums up the season better than any words of mine could.

This season has been the most enjoyable and satisfying one which I have ever had the privilege to be part of. We have seen five different winners in the seven races and most of the races themselves have been run at a pace which would have blown away the whole field just a few years ago.

There has been an influx of new talent from all over the country (and further afield as well) and a quantum leap has been made by much of the field in terms of aerodynamics, chassis design, reliability and the sheer hard work that brings power, fitness and therefore speed.

All this added up to make for a very high quality championship which went right down to the wire in both PC1 and PC2.

To put it into context, the previous record number of laps in an hour at Curborough was 48 set at the end of 2001. This year the first four teams in the race all clocked over 200 laps during the first four sixty minute races and Yello Velo now hold the course record for 52 laps in the hour.

This is twenty miles an hour average.

In a pedal car.

Many 2 wheelers don't go that fast for that long.

Wow.

But it is not just at the front of the field that we have seen improvements. Many of the more junior teams have entered more races and gone faster this year as well and everyone should remember that the purpose of a racing team is to always improve. If this is clocking ten miles an hour instead of nine the year before then it is just as much an achievement.

Pedal car racing remains one of the few sports where all classes get to race together at the same time and there is a championship table at the end of the year where you can directly compare yourselves to everyone else. Also, it is fantastic to see everyone getting along so well despite the increasing intensity of the racing on the track. If only all car racing series were so closely contested in such a spirit of friendly sportsmanship.

But we need not to be complacent and we must not rest on our laurels.

2002 has shown how vital it is to a championship to have new blood coming in.

We now need to be recruiting 2004's Oaktec's, Lone Rangerz' and BSE Racing's or we will be in danger of stagnating again.

So get out there and spread the word! Don't be shy, tell people what a great time you are having racing pedal cars. Point them at the website. Give them a leaflet, let them have a go in your car. Do whatever it takes to interest more and more people.

The first sponsor we, in GCR, ever had said "Everyone who knows about pedal cars thinks it is great. Trouble is, hardly anyone knows about it."

Let's work together to put that right and let 2002 be remembered as the first in a line of great years for our fantastic sport.

Thank you for a brilliant year.

Jeremy

In Committee..

Sunday 20th October saw the most recent BFPCR committee meeting. Thanks to Neil's great hospitality it all went very well, but the decisions made were many and extensive. All the major changes will become obvious soon enough but I thought I'd just run through some of the most exciting developments:

The Championship is finally getting an automatic lap counting system! Thanks to Neil, and a major contribution from Bob Robinson, from Round 1 next year we will start using a computerised transponder system which will provide faultless lap counting without the need for more than a human "baby-sitter". **Teams will need to buy or hire transponders at £15 total or £5 per race** but what a small price to pay for accurate lap counting...

We will have an extra race next year. **The season will start early with the opener in March** at Desford. This will be a sprint series, like Leicester on a tremendously exciting indoor-outdoor circuit. The second race will be at a new venue, most likely in Derbyshire where the Scout Nationals were this year, and some other races (notably Swansea) will shift about by a week or so to try and avoid main exam periods and extend the season a little.

We also have a **new age class for under 14's** which will add yet more interest to the middle-order teams who are usually in the lower age ranges. For even more interest, a **divisional system running in parallel with the main Championship** will keep action tight and tense right through the season.

Car rules are basically unchanged but we will be **much more strict** on these as more aerodynamics, faster races and larger grids mean safety must always be paramount. We don't impose rules out of some self-gratifying pleasure, but to make sure everyone has a fair and safe race.

If you are on the internet then you know how enthusiastic everyone is right now about our wonderful sport. This meeting I believe set in place many things which will mean it should get better and better. You have just four months to prepare. Good Luck!

Chris Featherstone, BPFRC Secretary.

BRITISH PEDAL CAR CHAMPIONSHIP 2002

ROUND 1: THE SIXFIELDS CENTURY (NORTHAMPTON)

The 2002 championship kicked off at a brand new venue at Northampton's Sixfields Community stadium.

The track itself was challenging for the teams as it sloped all the way meaning the pit straight was up hill and the back straight, including a nasty left / right chicane was a steep drop ending in a tight hairpin.

A championship record of thirty five cars lined up on the grid on a windy, overcast day typical of the midlands in spring.

PC1:

A storming start put Great Central's number 2 car into the early lead, hotly pursued by Killay, Yello Velo, GCR 1 and newcomers Oaktec Racing. During the first twenty minutes however, the number one machine reeled in the early leaders and then broke away to establish a lead of a few laps.

It looked like business as usual as the rest of the field squabbled for second position.

During the second hour, Oaktec had a run in with a back marker necessitating a complete rebuild of the front left corner of the car and dropping them down the order.

About this time Pisces also collected one of the PC3 runners in the hairpin, but the damage to their Geoff Brown chassis was terminal and their race was over almost before it had begun.

Then, with a third of the race gone, the lead started to come down. Something was wrong with the leading car and it appeared to be the drivers, unable to respond as first their team mates and then Killay stormed past them to set up a thrilling battle in the last two hours as they raced head to head, rarely apart on the track, for the win.

With fifteen minutes to go, a rear wheel blow out agonisingly ended the Welsh team's hopes of taking their first BPCC win leaving a surprised but delighted GCR 2 to take the flag. Behind, Yello Velo had got the gap down to just seven laps but had to settle for fourth ahead of the recovering Oaktec and lacklustre Swebbelli Racing.

Further back, two rookie teams, BSE Racing and Lone Rangerz had their own private battle with BSE just edging into the last top ten position despite car problems in their borrowed machine.

PC2:

From the start, Killay's number 6 car took the lead in the class it was widely tipped to dominate all season. Behind the battle for second was on between Amblecote, Yello Velo and Swebbelli Racing (the last two teams effectively in their first races in class). Gradually Swebbelli edged ahead, making the best use of a car slightly better suited to the track leaving the others to scrap it out for third place.

Killay looked set fair for an easy win when, with less than an hour to go, the transmission failed and they could only watch from the pits as the three teams behind moved past.

Swebbelli took the win by eight clear laps but the battle for second came all the way down to the wire with Amblecote squeezing out Yello by a handful of seconds after a full six hours of racing.

PC3:

PC3 brought the closest battle of the race as old sparring partners Amblecote and Killay went head to head for the entire race.

The racing may not be as fast in the most junior class but in this case it was just as intense on a course which was, to be honest, a bit of a handful for the younger drivers.

At the flag, Killay had managed to pull ahead by just a single lap from their midland rivals to take the first win of the new season.

Northampton had thrown up a whole raft of surprises and gave rise to a number of questions:

Could Great Central run a competitive 2 car campaign this year? Could Killay challenge for the BPCC? How close were Yello Velo to race winning pace? Who the heck are Oaktec Racing and how come they can go so fast so soon?

In PC2 it still looked like Killay would dominate the season if they could get their reliability problems sorted out but Yello and Swebbelli would certainly be in the running.

In PC3 it looked like there was a real possibility of Amblecote challenging this year, they had also given Killay something to think about.

Nothing was certain any more and that was just the first of seven races!

POS	NO.	TEAM	LAPS	POINTS			
				PC1	PC2	PC3	PC0
1	2	GREAT CENTRAL RACING	392	40			
2	3	KILLAY RACING	387	35			
3	1	GREAT CENTRAL RACING	379	31			
4	11	YELLO VELO	372	27			
5	12	OAKTEC	365	24			
6	4	SWEBBELLI RACING	331	21			
7	14	SWEBBELLI RACING	328	18	40		
8	35	AMBLECOTE	320	16	35		
9	5	YELLO VELO	320	14	31		
10	38	BSE RACING	310	13			
11	37	LONE RANGERZ	303	12			
12	32	KILLAY RACING	294	11			
13	22	55th DONCASTER	291	10			
14	8	KILLAY RACING	285	9	27	40	
15	9	AMBLECOTE	284	8	24	35	
16	21	CALOW	280	7			
17	6	KILLAY RACING	274	6	21		
18	20	CALOW	274	5	18		
19	23	55th DONCASTER	267	4	16		
20	31	LEICESTER RACING CORP.	266	3			
21	40	S.B.R. "ED The Dog"	263	3			
22	33	PINK LADIES	257	3	14		
23	29	BARLESTONE	241	3	13		
24	19	CALOW	235	3	12	31	
25	18	CALOW	226	3	11	27	
26	34	5th MITCHAM	225	3	10		
27	30	BARLESTONE	217	3	9	24	
28	7	KILLAY RACING	214	3	8		
29	24	55th DONCASTER	201	3	7	21	
30	16	S.B.R. "Beaky"	178	3	6		
31	25	T.O.G. RACING	158	3			40
32	15	S.B.R. "Forest Ranger"	153	3			
33	17	S.B.R. "Cromwell"	124	3			35
34	39	BW RACING	45	0			31
35	10	PISCES VENTURES	41	0			

BRITISH PEDAL CAR CHAMPIONSHIP 2002

ROUND 2: THE WOLVERHAMPTON SIX HOUR

The sun shone on the glorious East Park circuit as the championship made it's annual pilgrimage to the most popular venue on the calendar.

The track is a wonderful mixture of fast straights, sweeping corners and tight hairpins. Very difficult to get quite right, very unforgiving if you get it wrong, this is a true drivers circuit.

PC1:

From the rolling start, Great Central Racing took the lead with the number one car at the head of the order. This was the first racing outing for the 2002 machine, having been awaiting it's post 1000mile record rebuild at Northampton, and it was immediately showing it's pace gradually easing away from the field into a lead that, this time, would not be thrown away. The real battle was for second with Yello Velo, GCR2, Killay and Oaktec still on the same lap halfway through the race. Oaktec dropped out of this battle with two tyre changes which could have been accurately timed on a calendar costing them over ten laps leaving the other three to battle for the position.

All three machines were being driven on, and sometimes over, their limits and we were entertained to a fight right down to the dying minutes of the race as Yello gradually pulled away to a slender lead ahead of GCR2 and Killay with a rejuvenated Swebbelli Racing (who had lost some dead wood from the team between races) charging hard to just squeeze out Oaktec from 5th spot. Also not far off the pace in their unlikely looking car were BSE Racing who came home seventh and could then be seen in earnest conversation with Great Central Race Engineering...

Pisces had another disastrous race, breaking the car within the first hour and switching to a different machine, they finished the race but were therefore disqualified from championship points.

PC2:

After the drama of Northampton, more of the same was expected here but this time PC2 was a much more cut and dried affair.

Swebbelli took the lead after the first hour and never looked back from there, lapping consistently quicker than the opposition to cruise home to a twelve lap victory over Yello Velo. Surprise of the day was a superb performance by the Calow team who brought their car home third in class just six laps adrift of Yello and comfortably ahead of Killay who had a poor race with more problems afflicting the car. Also behind the Calow car were such well established PC2 teams as Amblecote and South Berks which goes to show just what a good drive the Chesterfield outfit had had.

PC3:

On home ground, Amblecote never looked like losing this one but Killay stayed close enough to keep them honest without ever challenging for the lead. Knowing the Amblecote 24 hour phobia it was a good tactical decision to drive a steady race and take the points for second.

Behind, 55th Doncaster claimed a podium position in only their second race in the class underlining their potential for the future.

So, the order was re-established?.

Or was it?

True, the GCR cars were together at the top of the table but they had both been beaten and Killay and Yello Velo were snapping at their heels.

The question remained, who would take the fight to GCR for the rest of the year?

POS	No.	TEAM	LAPS	MILES	POINTS			
					PC1	PC2	PC3	PCzero
1	1	GREAT CENTRAL RACING	245	87.2	40			
2	11	YELLO VELO	233	83.0	35			
3	2	GREAT CENTRAL RACING	232	82.6	31			
4	3	KILLAY M/SU RACING	230	81.9	27			
5	4	SWEBBELLI RACING	221	78.7	24			
6	12	OAKTEC	221	78.7	21			
7	38	BSE RACING	219	78.0	18			
8	14	SWEBBELLI RACING	212	75.5	16	40		
9	32	KILLAY M/SU 2 RACING	207	73.7	14			
10	5	YELLO VELO	200	71.2	13	35		
11	36	AMBLECOTE	196	69.8	12			
12	22	55th DONCASTER	196	69.8	11			
13	20	CALOW	194	69.1	10	31		
14	37	LONE RANGERZ	189	67.3	9			
15	6	KILLAY RACING	187	66.6	8	27		
16	9	AMBLECOTE	186	66.2	7	24	40	
17	27	CRUDE ENGINEERING	185	65.9	6			
18	35	AMBLECOTE	181	64.4	5	21		
19	8	KILLAY RACING	180	64.1	4	18	35	
20	29	BARLESTONE	174	61.9	3	16		
21	30	BARLESTONE	172	61.2	3			
22	10	PISCES VENTURES	170	60.5	n/c			
23	24	55th DONCASTER	168	59.8	3	14	31	
24	23	55th DONCASTER	168	59.8	3	13		
25	33	PINK LADIES	167	59.5	3	12		
26	28	TEAM RHIDDINGS	159	56.6	3	11		
27	13	OAKTEC	158	56.3	3	10		
28	21	CALOW	152	54.1	3			
29	19	CALOW	150	53.4	3	9	27	
30	40	S.B.R. "ED The Dog"	143	50.9	3	8		
31	15	S.B.R. "Forest Ranger"	134	47.7	3	7		
32	34	TEAM RHIDDINGS	129	45.9	3	6	24	
33	18	CALOW	125	44.5	3	5	21	
34	25	T.O.G. RACING	111	39.5	3			40
35	39	KILLAY RACING	100	35.6	3			35
36	16	S.B.R. "Beaky"	75	26.7	3	4		
37	17	S.B.R. "Cromwell"	62	22.1	3			31

BRITISH PEDAL CAR CHAMPIONSHIP 2002

ROUND 3: THE SWANSEA TWENTY FOUR HOUR

The Swansea 24 hour, set in picturesque surroundings at the edge of Margam Park, has rapidly established itself as a favourite amongst the championship teams. The relaxed and friendly surroundings contrast with the seriousness of the racing and the efficiency of organisation essential for running a race on this scale.

This year, the race track had been graced by a royal visit just a few days beforehand which meant it had all been swept clean but with the down side that all the rubbish skips had been removed.

A field almost twice the size of the one which had contested the inaugural *24 heures du Margam* in 2001 lined up on a dry track but under threatening skies ready to tackle the biggest race of the year.

PC1:

From the start, the question was who would take the fight to Great Central? And the answer was Yello Velo and Killay who pegged the early lead to just a few laps after GCR had made the initial break during the first stint.

During the opening hours Yello kept the pressure on but Killay, lacking two key drivers, made the sensible decision to run at their own pace looking twenty hours down the road rather than at the current battle.

Three hours in, the first of a series of mechanical problems beset the Yello machine as first the front hub brakes and then damage to the steering necessitated long visits to the pit lane, dropping the car over fifty laps down by the end of hour five.

Just as Great Central thought they could relax, Lone Rangerz were suddenly running at the same pace and then they were going faster, pegging the gap as they moved into second place and starting to eat into the lead. As night fell, the two leaders were racing mano-a-mano, trading seconds as the gap fluctuated and the rain started to come down hard.

The harder it rained, the better it suited the leaders tucked away in their fully enclosed cockpit whilst the opposition literally floundered in the deep puddles but Lone Rangerz kept the pressure on and never let GCR take a moment's rest.

The rain also spelled disaster for the South Berkshire teams who were forced into retirement a little after midnight with a mixture of mechanical problems and illness afflicting the younger drivers. It had been a brave effort and much credit is due to the drivers for the way they never gave up before bowing, in the end, to the inevitable.

The race for dawn ended prematurely at 2a.m. when a front stub axle let go on the number 37 machine with a sickening crack. A visit to the cafe to plug in the welder (do they do that at le Mans?) got the car back on the track but not until ten laps were lost.

Meanwhile, BSE Racing (racing their newly acquired ex-GCR Apollo/B chassis) had moved up into third place ahead of Killay although still some way off challenging for second who were in turn many many laps behind Great Central. Fastest on the track as dawn finally broke over the wet circuit and drenched drivers were Yello Velo, gamely fighting back up to fifth overall.

With twenty hours gone, the front right axle on car 37 heartbreakingly gave way again pitching the car out of a seemingly certain second place. This left BSE to inherit the position ahead of Killay with whom they had been battling for the past twelve hours.

During the closing stages, Great Central were happy to maintain a steady pace at the front whilst the battle for second was resolved in favour of BSE and Yello Velo continued to chase in vain, 36 points their reward in the end.

Most of the surviving teams took the flag more or less together and the longest day of the year was over.

PC2:

The two local Killay teams set off at a cracking pace and established an early lead. This was short lived as the championship front runners rapidly reasserted themselves at the top of the order with Yello Velo going ahead and stretching the lead to over twenty laps by night fall.

To be fair, the junior Killay cars were short of drivers as several had been seconded to boost the under strength PC1 team and the remainder performed admirably in the circumstances.

Through the night, Swebbelli gradually clawed the gap back, to ten laps with fourteen hours gone and then to just two laps a few hours later.

However, the battle was resolved just after day break when a puncture pitched the 14 car off the track and sidelined the injured driver for the rest of the race.

Try as they might, the now 5 man Swebbelli gradually lost ground to Yello and the point was conceded with an hour to go, both teams over 100 laps ahead of their nearest rivals in class.

PC3:

In PC3 class, the Killay team finally got their just rewards, gradually stretching their lead over local rivals Team Rhiddings who had an excellent race. These were the only two finishers in the class and the high rate of attrition through the field as a whole showed how tough on drivers and machinery this race had been.

Special mention must be given to brand new teams Nationwide, Trwp Defaid Mawr, 44th Swansea and Ffynone School Scouts who all acquitted themselves well in what was a very hard race for first timers.

POS	No.	TEAM	LAPS	Miles	POINTS			
					PC1	PC2	PC3	PC0
1	1	Great Central Racing 1	1313	359.1	60			
2	38	BSE Racing	1227	335.5	53			
3	3	Killay MVSU Racing	1211	331.2	47			
4	37	Lone Rangerz	1176	321.6	41			
5	11	Yello Velo	1144	312.8	36			
6	5	Yello Velo	1139	311.5	31	60		
7	14	Sw ebbelli Racing	1125	307.6	27	53		
8	7	Killay Racing	1024	280.0	24	47		
9	26	Team Nationw ide 1	996	272.4	n/c			
10	6	Killay Racing	984	269.1	21	41		
11	32	Killay MVSU 2 Racing	935	255.7	18			
12	31	Team Nationw ide 2	928	253.8	n/c			
13	36	Trw p Defaid Maw r	892	243.9	n/c			
14	28	Team Rhiddings	844	230.8	16	36		
15	22	Cw m New ydd Scouts	765	209.2	n/c	n/c		
16	33	Pink Ladies	759	207.6	14	31		
17	35	44th Sw ansea	618	169.0	n/c	n/c		
18	8	Killay Racing	595	162.7	13	27	60	
19	34	Team Rhiddings	556	152.0	12	24	53	
20	15	South Berkshire Racing "Forest Ranger"	443	121.1	11			
21	40	South Berkshire Racing "Ed the Dog"	378	103.4	10	21		
22	20	Ffynone School Scouts	378	103.4	n/c	n/c	n/c	
23	16	South Berkshire Racing "Beaky"	360	98.4	9	18		
24	27	South Berkshire Racing	225	61.5	0	16	47	
25	25	TOG Racing	214	58.5	7			60
26	17	South Berkshire Racing "Cromw ell"	121	33.1	6			53

BRITISH PEDAL CAR CHAMPIONSHIP 2002

ROUND 4: THE SPOKESFEST SUPER - SPRINTS

The annual return of Karbyk to the BPCC, the first "split field" championship race, the first actual qualifying sessions in recent years and the shortest, tightest circuit on the calendar. All would add up to make Leicester's Spokesfest Super Sprints a race of startling unpredictability. The field was split through qualifying into a "fast" and a "slow" group each of which would contest a sprint and a feature race. This allowed some of the teams who reside in the middle order of the field a chance to show that, even if they do not go so fast, their racing is just as competitive.

Local team Leicester Racing Corporation took the win in the first of the "slower" races ahead of soloist Adrian Toms with Barlestone hot on their heels, also with the benefit of local knowledge.

Then in the feature race it was the turn of another as yet little recognised team to shine as Oaktec Juniors put in a star performance to run away with the win, and £100 of Alder's vouchers, ahead of a terrific scrap between South Berkshire's PC2 team and the Barlestone guides. It was a classic showdown between brute strength and fine engineering (I will leave the reader to guess who qualifies for which) but Barlestone eventually came out on top overall for the day.

PC1:

All the championship contenders qualified in the faster group.

From the off 2 teams surged ahead, leaving the rest of the field trailing behind, and it was Karbyk and Oaktec disputing the lead throughout the 40 minute sprint race with the Swebbelli and Killay teams doing battle behind for third place.

Through superb tactics and brilliant race craft which could have been taken from a velodrome sprint race Karbyk let Oaktec lead them out until a couple of laps from the end of the race when they made a rapid driver change and sprinted past to take the win. Swebbelli squeezed out Killay for a surprising third ahead of Yello Vello and Lone Rangerz.

There was more of the same in the feature race but in this case the Italian team were able to gradually draw clear of the field whilst Oaktec were pushed all the way by the Killay / Yello Velo battle, these teams both lapping fast enough to make up their race 1 deficit on Swebbelli who found themselves suddenly in a three way battle for third.

This was the real battle of the race as Killay and Yello were determined claim the final podium place and the extra points on a day when Great Central were putting in a dreadful performance hardly worthy of a championship leading team. The three teams finished separated by just two laps (less than fifty seconds) after over two and a half hours of racing but Killay were not to be denied.

Lone Rangerz finished in a strong sixth but could have joined the third place battle had they kept the car on four wheels slightly more often. However, they had made up vital ground on BSE Racing, who also had a lousy day with an under strength team, and this was now developing into an intriguing battle for fourth in the championship.

Special mention must go to Pisces who finally finished a race at their third attempt in 2002 and to Leicester Racing Corporation who were the only team from the "slow" half of qualifying to put in enough laps overall to break into the top fifteen.

PC2:

Killay finally got their just rewards for a hard trying season, easing away from the field over the whole day with their closest challengers being their team mates in car 7 who did an excellent job as "rear gunners" to make it a Welsh 1, 2 in class.

Behind the Yello / Swebbelli battle never really materialised with the Rugby outfit lacking drivers, direction and determination in equal measures and lucky to complete enough laps to stay ahead of the Oaktec Juniors.

Overall, not a good day to be leading a championship.

PC3:

That is, of course, unless you carry number eight as the most junior of the phalanx of Killay teams took the class win convincingly over their countrymen from Team Rhyddings with the second Barlestone Car coming home third.

And so the spell had been broken, Great Central had been weighed, measured and found wanting on the streets of Leicester and the question was, could they recover from the physical and mental kicking they had received at the hands of not just Karbyk but the championship contenders as well quickly enough to hold onto their title?

Great Central were still leading on paper but the momentum was now very much with the title chasers.

Likewise in PC2, Swebbelli's lead which had looked so good after Wolverhampton was now looking increasingly slender.

Three races, totalling fifteen hours, in the space of just fifteen days in September would decide the BPCC for 2002.

BRITISH PEDAL CAR CHAMPIONSHIP 2002

POS	No.	TEAM	LAPS	POINTS			
				PC1	PC2	PC3	PCzero
1	26	Karbyk	269	30			
2	12	Oaktec 1	264	26			
3	3	Killay MVSU Racing	260	23			
4	11	Yello Velo	259	20			
5	4	Swebbelli Racing	258	18			
6	37	Lone Rangerz	253	16			
7	1	Great Central Racing 1	249	14			
8	2	Great Central Racing 2	238	13			
9	6	Killay Racing	236	12	30		
10	10	Pisces	234	11			
11	32	Killay MVSU Racing 2	232	10			
12	38	BSE Racing	230	9			
13	7	Killay Racing	230	8	26		
14	5	Yello Velo	227	7	23		
15	31	Leicester Racing Corporation	218	6			
16	14	Swebbelli Racing	213	5	20		
17	13	Oaktec 2	209	4	18		
18	29	Barlestone Guiding 1	209	3	16		
19	16	South Berkshire "Beaky"	208	2	14		
20	28	Team Rhyddings 2	203	1	13		
21	23	55th Doncaster "Dog"	194	1	12		
22	40	South Berkshire "Ditch Witch"	192	1	11		
23	25	TOG Racing (Adrian Toms)	187	1			30
24	8	Killay Racing	184	1	10	30	
25	33	Pink Ladies	179	1	9		
26	34	Team Rhyddings 1	171	1	8	26	
27	15	South Berkshire "Forest Ranger"	170	1	7		
28	22	55th Doncaster "Cat"	152	1			
29	30	Barlestone Guiding 2	151	1	6	23	
30	17	South Berkshire "Cromwell" (Bob Robinson)	128	1			26

ROUND 5: THE BERKSHIRE QUAD

The sun always shines in Berkshire and this year it was shining on another new circuit at Panasonic in Bracknell, replacing the late and much lamented Blackbushe kart track.

For some reason the Berkshire races are not as well supported as the others but twenty cars was pretty much full capacity on a circuit which taxed drivers, machinery (and the lap counters) to the limit with the faster teams lapping in a shade under forty seconds, negotiating three hairpins in the process.

PC1:

From the beginning of the first of the four ninety minute races, it was clear that the three teams heading the championship were once again all right on the pace and over a second a lap faster than the rest of the field.

Killay set the early pace and took the win in race 1 ahead of Yello Velo and Great Central.

Behind, the battle for fourth was also full on between Lone Rangerz, GCR 2 and Swebbelli. Lone Rangerz were if anything slightly faster on the track but were once again having problems keeping their car upright, a surplus of grip from the tyres blamed for making the car very easy to roll while Swebbelli were struggling to hold the pace in their, suddenly outdated, ex-GCR Apollo.

Race 2 saw another close battle for the lead but this time it was Great Central who took maximum points ahead of Yello and Killay to keep their hopes alive for the rest of the day. Meanwhile Swebbelli were starting to find their feet and a roll for GCR2 dropped them down the order but at least crash tested the new bodywork.

BSE Racing joined the fray for Race 3, having spent several hours broken down on the motorway on the way to the race, so another car was added to the midfield scrap as they struggled to make up for lost time and try and put some points on the board to keep alive their hopes of that 4th place in the championship. At the front, however, it was all Yello Velo leaving Killay and Great Central several laps adrift fighting for second.

The final race of the day began with all three of the front runners still able to take the win and the GCR2 / Lone Rangerz / Swebbelli battle still also unresolved. The second of these battles was decided when both Swebbelli and, shortly afterwards, GCR2 had rear wheel hub failures dropping them several laps away from the steady pace set by Lone Rangerz. Then towards the end of the race, a coming together between GCR2 and BSE resulted in a front stub axle failure dropping them out of the race and down to seventh overall after a strong performance.

Killay did everything right, going out hard to stamp their authority on the race from the start but Yello Velo were in hot pursuit. Great Central were sitting in third and making no impression on Yello, choosing to save themselves and (after 2 failures to similar machines) the car for the five hour race the next day. Also, championship tactics meant that it was better for GCR that Yello should take the overall win rather than Killay and the Boston outfit was not to be denied today.

With only six points dropped from a possible 160, Yello Velo crossed the line to take their first ever PC1 victory with Killay a disappointed second and Great Central in third, just glad to be back in the fight after their Leicester debacle.

Lone Rangerz came home fourth ahead of Swebbelli, who took their collective eyes off the ball somewhat in the last race, with Yello Velo's second (PC2) team popping up into sixth taking advantage of the troubles afflicting the second Great Central machine.

PC2:

Order was restored in PC2 for this race with the two championship contenders fighting at the front well clear of the field.

There was never more than a couple of laps in it for every race as both teams struggled to get every last second out of their cars. The tactical driver changes became more and more involved as the day progressed and the Rugby based team fought to try and get on the pace of their rivals.

It was not to be. Yello were simply too good this time and they took a clean sweep of all four races with Swebbelli bagging a hatful of seconds and one third to make sure of second place in class.

Behind, Killay, Barlestone and Mitcham fought for third place with Killay eeking out a very slender advantage in the last race leaving the other two tied on points behind. But the championship lead had changed and Yello now led by a single point.

PC3:

Killay found themselves alone in the class but showed their speed by beating two of the teams in PC2 above.

So Yello Velo had broken their duck, the championship had closed up again and Great Central were back. Anything was now possible with two races remaining.

POS	No.	TEAM	EVENT POINTS	BPCC POINTS			
				PC1	PC2	PC3	PCzero
1	11	Yello Velo	154	40			
2	3	Killay MVSU Racing (S)	150	35			
3	1	Great Central Racing 1	150	31			
4	37	Lone Rangerz	126	27			
5	4	Sw ebbelli Racing	120	24			
6	5	Yello Velo	116 160	21	40		
7	2	Great Central Racing 2	115	18			
8	14	Sw ebbelli Racing (S)	104 150	16	35		
9	6	Killay Racing (S)	86 136	14	31		
10	29	Barlestone (S)	83 134	13	27		
11	34	5th Mitcham (S)	77 134	12	21		
12	7	Killay Racing (S)	77 126	11	24		
13	30	Barlestone (S) (0)	73 122 (0: 158)	10	18		40
14	15	South Berkshire Racing "Forest Ranger" (S)	68	9			
15	25	TOG Racing (0)	65 (0: 154)	8			35
16	38	BSE Racing	60	7			
17	8	Killay Racing (S)	57 98 160	6	16	40	
18	17	South Berkshire Racing "Cromw ell" (S) (0)	50 (0: 144)	5			31
19	16	South Berkshire Racing "Beaky" (S)	31 52	4	14		
20	40	South Berkshire Racing "Ed the Dog" (S)	30 50	3	13		

BRITISH PEDAL CAR CHAMPIONSHIP 2002

ROUND 6: THE BERKSHIRE 5-HOUR

Day two of the Berkshire meeting promised more of the same hot sunny weather making for high tyre wear on the abrasive surface at Panasonic.

The track had been revised somewhat from day one and the flowing corners were a welcome relief from the hairpins of the day before. Two teams failed to make the grid for this race, Mitcham and GCR2. The Great Central / Swebbelli group of teams had had a long evening making three race worthy cars from the four they started with.

Also, it was noticeable that GCR were using the car driven the day before by their second team, reckoning the wider chassis and newer body shell more suited to the twisty track.

PC1:

The decision seemed to be paying off for Great Central as an excellently driven first stint caught Killay unawares and a gap was established early on ahead of Swebbelli, making their usual fast start, and Yello Velo who already looked as if they were paying for their efforts of the previous day.

There followed one of the most intriguing battles the BPCC has seen for many years. The youth and talent of the Killay drivers versus the experience of a Great Central team who were, and had to be, performing better than they had all season. The battle was made even more intense by the championship situation with Killay starting the day just a few points adrift of Great Central. Behind there were two further battles raging. For third between Yello Velo and Swebbelli, a fight Yello desperately needed to win to keep their own championship alive, and for fifth between BSE and Lone Rangerz which was effectively for fourth in the championship.

At the front, Great Central and Killay were matching each other second for second, lap for lap for much of the middle section of the race and the gap refused to budge for long periods. In one half hour stint, both the leading cars were half a lap away from each other but the gap never fluctuated by more than five seconds either way, it was epic stuff.

Gradually, through a combination of clever use of the substitute and the faster wheel changes made possible by disc brakes, Great Central began to pull clear but the final gap of thirteen laps does not do justice to the fight put up by Killay or the effort the whole of GCR had to make to win this race.

The battle for third was even closer, never more than two laps in it either way, but a late tyre blow out for Swebbelli cost them too much time at a vital moment in the race and eventually they had to concede to Yello.

BSE Racing had an easier time of it, perhaps helped by only racing half a day on day 1, and they gradually pulled clear of Lone Rangerz to set up a "winner takes it all" finish to their 4th place battle at Curborough.

PC2:

Whatever the PC1 boys could do, the PC2 front runners could do better and this one was always going to be close.

Yello Velo were on a roll and buoyed up from taking the championship lead but there was no way that Swebbelli were going to let them have this one easily and no one could predict the outcome of this one. Yello had the early gap but then it was brought down again by a mid race charge by the Rugby team, stabilising at two laps. This gap then refused to budge an inch as both team managers tried all the tricks they had up their sleeves to try and settle the race one way or the other and the pace pushed both cars well inside the top ten overall.

In the end Swebbelli simply ran out of time and energy, Yello taking the flag just three short laps ahead giving themselves a handy six point cushion going into the last round.

Behind, the scrap for third was even more intense between the boys from Killay and the girls from Barlestone.

Killay were faster on the track but a series of problems with the car, brought on by a combination of bad luck and not so clever preparation, meant that the Barlestone car was able to keep with them with a fast and, just as importantly, a trouble free run.

But there was nothing anyone at Killay could have done about the final drama. Just seconds before the end and the number seven car was ahead by the best part of a lap, there was no way back for Barlestone from there and the race was effectively

over. Then, with a bang they probably heard in Crowthorne, a tyre let go in Manselesq style on the Killay car and they could only watch as the Barlestone Bullet breezed past to cross the line just before the flag came out for the end of the race. Because of this, Barlestone completed an extra lap but the gap on the track was a matter of seconds leaving Killay wondering where it had all gone wrong.

PC3:

Two cars contested the class this time but, incredibly, it was the solo driver from South Berks who comfortably took the win ahead of the Killay team. After a season of trying, South Berks had finally got themselves a win in the most unlikely of circumstances.

So, with one round to go, three teams could still win PC1 and two could still win PC2

All would be decided at Curborough...

POS	No.	TEAM	LAPS	POINTS			
				PC 1	PC 2	PC 3	PC 0
1	1	Great Central Racing 1	550	40			
2	3	Killay MV/SU Racing (S)	537	35			
3	11	Yello Velo	514	31			
4	4	Sw ebbelli Racing	513	27			
5	38	BSE Racing	498	24			
6	37	Lone Rangerz	492	21			
7	5	Yello Velo	483	18	40		
8	14	Sw ebbelli Racing (S)	480	16	35		
9	29	Barlestone (S)	413	14	31		
10	7	Killay Racing (S)	412	13	27		
11	15	South Berkshire Racing "Forest Ranger" (S)	383	12			
12	30	Barlestone (0)	366	11			40
13	25	TOG Racing (0)	360	10			35
14	27	South Berkshire Racing (S) (0)	301	9	24	40	31
15	6	Killay Racing (S)	274	8	21		
16	8	Killay Racing (S)	260	7	18	35	
17	17	South Berkshire Racing "Cromw ell" (S) (0)	216	6			27
18	16	South Berkshire Racing "Beaky" (S)	186	5	16		

BRITISH PEDAL CAR CHAMPIONSHIP 2002

ROUND 7: THE CURBOROUGH SPRINTS

There has never, in recent times, been a field like this one with literally everybody who is anybody competing at the same time from the old established teams like Crude Engineering and Great Central to the newcomers such as Oaktec, BSE and Lone Rangerz. Everyone had something to prove and everyone was determined to finish the season on a high.

Days like these come far too rarely to cheapen them with heavy handed words...

PC1:

Swebbelli Racing came off the start line for race one as if they had a turbo under the seat and set a cracking early pace which was just too hard for most teams to live with. These included BSE, Lone Rangerz and, most notably, Great Central who found themselves struggling in fifth and out of the battle for the lead which was between Swebbelli, Oaktec, Killay and Yello Velo.

Swebbelli dropped off the pace during the second half of the race and had a small problem with the transmission which dropped them to fourth, just ahead of Great Central. Yello took control and stormed away from the other front runners to win the race, beating the previous record by four clear laps in the hour ahead of Oaktec who once again were doing Great Central no harm at all by keeping Killay down in third.

The new record was equalled in race two where Oaktec's Paul Andrews sprinted home ahead of Crude Engineering (Andy Chant also riding solo in his latest "last ever race") but Great Central had recovered and finished just a lap down ahead of Swebbelli who significantly demoted Killay and Yello to 5th and 6th respectively, a good way of thanking GCR for the loan of the latest specification aero-package.

Then the tables were turned in race 3, Killay taking the win ahead of Yello and Oaktec with GCR in fourth.

Going into the last of the four races, Killay could still win the event and Great Central could still easily finish fourth, a result which would give the Welshmen the title.

GCR attacked right from the start, driving away from the rest of the field like a man possessed with only Oaktec able to follow albeit dropping a second or so a lap. What followed was pure racing drama. On lap 25 the number 1 car suddenly slowed into Fradley hairpin, the driver suffering from cramp in both legs and having to "wheelchair" the car to the pits where the driver change could legally take place. By the time the new driver was in the car GCR were a lap down to Oaktec and level with Killay.

The final half of the last race of the season produced some of the most absorbing racing we had seen all year as, when the chips seemed down, GCR produced their trump card and substituted in an as yet unused driver. A fresh pair of legs amongst a field which had been hard at it all day provided exactly the right result as firstly Great Central lapped the entire field to draw level and then win the race in a sprint finish with Oaktec.

Oaktec took the overall win ahead of Killay with the last race result popping GCR into third ahead of Yello, all three championship front runners completing exactly the same number of laps.

Behind, the fight for fourth also went all the way with BSE Racing just getting the better of Lone Rangerz by a single point, both teams virtually inseparable for speed and both a long way ahead of the other "unfaired" machines.

Third place was good enough for Great Central to take their 5th championship but they had never had to work so hard for it, holding on by just ten points from Killay with Yello Velo hard on their heels in third.

PC2:

Yello Velo only had to finish second here to take the title and they didn't put a foot wrong all day, winning all four races in class to come

home ahead of Swebbelli. The gap was never more than a lap in any of the races but Swebbelli once again found themselves manager - less and therefore less well equipped to respond to the tactics of their rivals. Despite this they only completed three laps less than Yello Velo.

But even if Swebbelli had won, they would have needed another car in between and the expected challenge from Killay never materialised. Instead it was the Oaktec junior team who impressed, lapping consistently quickly to come home third ahead of Amblecote, 55th Doncaster and Killay trailing in 6th at the end of a season where they were expected to take the championship at a canter.

Special mention must go to the team from St Peter's school in Stoke whose first race also turned out to be the fastest ever in the BPCC. They stuck to the task admirably in their very neatly designed prototype which featured, amongst other things, perspex wheels and home made disk brakes. Very impressive and we hope to see them back soon.

PC3:

Amblecote got the better of Barlestone who just squeezed out the second Amblecote car for second with Killay happy to treat the race as a lap of honour having comfortably wrapped up the championship two weeks beforehand.

And so the season ended.

Great Central had somehow hung onto a championship that they thought they had wrapped up after round 3.

But the era of predictable races, in the BPCC at any rate, is long gone and next year any of four teams could take the title.

This has been the closest season ever, and it's still getting better...

Book now for 2003!

POS.	No.	Team	PTS	[LAPS]	[MPH]	POINTS		
						PC1	PC2	PC3
1	12	Oaktec Racing	8	203	19.2	40		
2	3	Killay MV SU Racing	12	200	18.9	35		
3	1	Great Central Racing 1	13	200	18.9	31		
4	11	Yello Velo	13	200	18.9	27		
5	4	Swebbelli Racing	21	190	17.9	24		
6	38	BSE Racing	25	187	17.7	21		
7	37	Lone Rangerz	26	185	17.5	18		
8	5	Yello Velo	36	168	15.9	16	40	
9	14	Swebbelli Racing	40	165	15.6	14	35	
10	13	Oaktec Racing	44	157	14.8	13	31	
11	27	Crude Engineering	47	164	15.5	12		
12	35	Amblecote 1	51	155	14.6	11	27	
13	23	55th Doncaster	52	152	14.4	10	24	
14	6	Killay Racing	56	149	14.1	9	21	
15	22	55th Doncaster	59	145	13.7	8		
16	20	1st Calow	65	140	13.2	7	18	
17	29	Barlestone	70	137	12.9	6	16	
18	9	Amblecote 3	72	139	13.1	5	14	40
19	24	55th Doncaster	72	138	13.0	4	13	
20	34	5th Mitcham	75	135	12.8	3	12	
21	7	Killay Racing	85	104	9.8	3	11	
22	31	St Peter's Green Machine	90	123	11.6			
23	30	Barlestone	93	120	11.3	3	10	35
24	36	Amblecote 2	97	119	11.2	3	9	31
25	33	Pink Ladies	97	116	11.0	3	8	
26	8	Killay Racing	100	112	10.6	3	7	27
27	18	1st Calow	102	113	10.7	3	6	21
28	19	1st Calow	103	114	10.8	3	5	24

BRITISH PEDAL CAR CHAMPIONSHIP 2002

PC1:

An casual observer of the sport would glance at the final points table and sigh, seeing that Great Central had won again and assume that Great Central had merely continued their Audi-style domination of the sport for another year. But that is far from the truth.

This is one championship that no one was going to be allowed to win comfortably and GCR had to dig very deep and pull every trick out of their sleeves to out drive and outwit two teams who were both potentially faster on the track. For Killay and Yelo Velo, it was a season of "what if's".

What if Killay had not had a blow out and lost laps due to a helmet infringement at Northampton? What Karbyk had not taken maximum points away at Leicester? What if Yello had had a trouble free run and Killay had had a full team at Swansea? What if Killay had won round six? What if Oaktec hadn't blitzed the field to take the win at Curborough. The answer to the round six question is that, if first and second had been the other way around, Killay would have won the championship with the scores level but having beaten GCR more times. As it is, Great Central beat the runners up only three times out of seven this year.

Further down, we have another set of quality new teams doing battle with BSE and Lone Rangerz proving just how important a single figure number is to them by battling right down to the wire. Once again, a broken wheel hub at Swansea cost Lone Rangerz dearly.

Then there is the superb Oaktec who burst spectacularly on the scene, dazzlingly quick in their gorgeous looking short wheel based prototype, and promising even better things next year.

Finally, don't discount Swebbelli Racing. This was their last season in PC1 but the remnants of the former venture scout team are starting afresh next year as a brand new team. They came 6th this year despite missing a race - you have been warned!

PC2:

This should have been Killay's year but through a series of mishaps, most of which were plain bad luck, they never picked up the momentum needed to challenge for the title.

Yello Velo were virtually a new team and Swebbelli (a.k.a. S-Club Juniors!) were brand new this year never having raced together before Northampton.

But the ferocity of the battle between these two teams literally blew the opposition away at all but one of the races and neither was going to give up easily.

It is rare that you can say a season turned at a single moment, but Swebbelli's 4a.m. tyre blow out and subsequent crash at Swansea was that moment. From then on they were on the defensive and they also found themselves managerless too often compared to the slick operation of the Boston outfit.

Further down, notice Barlestone gate crashing the party, popping up into 6th ahead of all but Killay, Swebbelli and Yello. There is more to this team than meets the eye and they have some of the lightest cars on the track, ideal for a young PC2 team.

For anyone with an eye on next year, they had better keep that eye on Oaktec juniors. They were the only PC2 team to take aerodynamics seriously at Curborough with the result that they came home third ahead of many teams who had many more years of experience and much more muscle power at their disposal.

PC3:

What can you say? Killay were so far ahead that they could have missed the last 2 rounds and spent the day on the beach instead. They also beat a huge number of PC2 teams and these teams need to have along, hard look at themselves over the winter...



BRITISH FEDERATION OF PEDAL CAR RACING
RACING CALENDAR 2003

Sunday, 16th March	BPCC Round 1 Desford, Leicestershire	
Sunday, 6th April	BPCC Round 2 <i>Darley Moor, Derbyshire</i>	100 mile race
Saturday, 10th May	Wolverhampton Scout Car Races East Park, Wolverhampton	
Sunday, 11th May	BPCC Round 3 Wolverhampton 6 hour race	(BFPCR Nationals)
Saturday, 20th June- Sunday, 21st June	BPCC Round 4 Margam Park	Swansea 24 hour,
<i>1st w/e in July</i>	<i>National Scout car Races</i>	<i>T.B.A.</i>
Sunday, 20th July	BPCC Round 5 <i>Leicester</i>	Spokesfest Super Sprints <i>(4*45 minute races + 1*120minute race)</i>
Saturday, 30th August	BPCC Round 6 Panasonic, Bracknell	4 * 90 minute races
Sunday, 31st August	BPCC Round 7 Panasonic, Bracknell	5 hour race
Saturday, 20th September Sprints”	BPCC Round 8	“The Curborough Curborough Sprint Circuit Staffordshire 5 * 60 minute races

Information *in italics* subject to confirmation.

UPDATES TO BE FOUND ON:

www.pedalcars.info

BPCC RULES FROM 2003 SEASON ONWARDS

There are some changes here resulting from the committee meeting.

Full rules will be posted in the January newsletter and are on the BPCC web site.

Here are the major changes:

1: At the start of next season, teams will have to purchase a transponder for each car for lap counting. **This will cost £15 per car but it is a 1 off cost** as a transponder should last for ever and the batteries should last at least 5 years. This is not a BPCC rule as such but it is worth reiterating. Transponders can also be hired at £5 per event if you are only racing once or twice a year.

2: There will be 5 classes next year:

PC1 - open - 4 drivers ONLY except in 24 hour races where 6 drivers ONLY may be used

PC2 - U/16 - 6 drivers ONLY, all born ON OR AFTER 1/1/1987

PC3 - U/14 - 6 drivers ONLY, all born ON OR AFTER 1/1/1989

PC4 - U/12 - 6 drivers ONLY, all born ON OR AFTER 1/1/1991

PC5 - SOLO DRIVER

As always, cars score points in all classes for which they qualify so a PC4 team will also score points in PC1, 2 and 3.

3: Leagues shall run in parallel to the championship - explained opposite.

4: Points have been simplified and will be awarded as follows:

	24 HOUR RACES	ALL OTHER EVENTS
POS	PTS	PTS
1	80	40
2	70	35
3	62	31
4	54	27
5	48	24
6	42	21
7	36	18
8	32	16
9	28	14
10	26	13
11	24	12
12	22	11
13	20	10
14	18	9
15	16	8
16	14	7
17	12	6
18	10	5
19	8	4
20+	6	3

Basically, a day's racing scores 40 for the win and a 24 hour race counts double.

To qualify for points teams must complete at least 20% of the laps completed by the winner in that class and, obviously, must do so in the same car they started the race in!

THE NEW LEAGUE SYSTEM EXPLAINED

One of the more major changes, or rather additions, to the pedal car competition scene in 2003 will be in league system. Here's how it works:

As well as the overall PC1, PC2, PC3, PC4 and PC5 championships there will be a league system. This will run in parallel with the BPCC and is a totally separate competition so the overall championship is not affected.

Based on their performances this year, each class will be divided into two divisions. As yet, this will not apply to PC4 as numbers do not warrant it.

In PC1, the top 20 from 2002 will be div 1, the rest div 2.

The numbers will vary slightly in the other divisions due to fewer entries.

Any new teams will automatically be in division two as, effectively, they finished last the year before.

At every race, as well as scoring overall BPCC points, each team will score points in their allocated division.

At the end of the season, divisional champions will be announced at the same time as the overall BPCC champions. Also at this time, the top 4 from division 2 will go up and the bottom 4 from division 1 will go down.

The thoughts behind this is to provide some of the teams in the lower half of the field with an opportunity to fight for a position in a league perhaps more suited to their level of resources and abilities thus encouraging more of these teams to more races.

Taking this year as an example:

PC1 (div 1) would have read: 1st GCR, 2nd Killay, 3rd Swebbelli (#4)

PC1 (div 2) would have read: 1st Yello Velo (#11), 2nd BSE Racing, 3rd Lone Rangerz

PC2 (div1): Yello Velo, Killay (#6), Killay (#7)

PC2 (div2): Swebbelli (#14), Barlestone (#29).

I keep repeating this but the **OVERALL BPCC RANKINGS ARE UNAFFECTED IN ALL CLASSES.**

Hopefully these changes will broaden the appeal of our sport to teams who otherwise feel themselves a little out of their depth.

2002 GALLERY



YELLO VELO LAPPING GCR AT SPOKESFEST



SWEBBELLI RACING – LAST RACE IN PC1



KILLAY AND GCR BATTLING HARD AS EVER



THE INNOVATIVE BARLESTONE BULLET



BSE RACING AND LONE RANGERZ FOUGHT A SEASON LONG BATTLE FOR 4TH PLACE IN THE CHAMPIONSHIP



AS SWEBBELLI AND YELLO VELO WRESTLED OVER PC2



THE GCR D-TYPE WON 2 RACES. 1 MORE THAN ANY OTHER CAR IN 2002!