

BRITISH FEDERATION OF PEDAL CAR RACING

PEDAL CAR NEWS

SPRING 2003

IS THE SUN SETTING FOR GREAT CENTRAL RACING?



THE TEAMS LOOKING TO TAKE OVER THE CHAMPION'S CROWN IN PC1

YELLO VELO? SWEBBELLI? KILLAY? OAKTEC?
WHO HAS WHAT IT TAKES TO RUN AWAY WITH PC2 IN 2003?

WHO WILL SHINE IN NEW - LOOK PC3 & PC4 CLASSES?

GOING IT ALONE: FOCUS ON PCzero CHAMPIONSHIP RUNNERS

FULL DETAILS OF EIGHT ROUND 2003 CHAMPIONSHIP
ENTRY FORMS FOR ALL RACES
ALL THE NEWS, GOSSIP, AND RUMOUR FROM THE PIT LANE

EDITORIAL

Welcome to the start of another British Pedal Car Championship season and it looks set to be a cracker with new races, new teams and a new championship format to provide more competition across the board.

Last year really saw the emergence of a new breed of sports prototype pedal cars designed with far superior aerodynamics in mind from the start and the increase in speeds as a result was incredible. Cars are now becoming lighter and faster in all categories of racing. Materials such as Kevlar are being used which were practically unavailable to pedal car builders just a few years ago.

This technology is rapidly trickling down from the car builders themselves to the "customer" teams who have not the facilities to build their own machines but perform extremely well in hired, borrowed or bought racing cars.

We even saw our own chairman Dave Relton fielding a car with what looked suspiciously like the beginnings of an aerodynamic shell on it at the last race... we await developments.

This season will be the biggest BPC year so far. Eight races will total around or about sixty hours of racing.

To put it in perspective, Micheal Schumacher raced for about thirty hours last year to win Formula 1.

Pedal car racing remains, and will always remain, an endurance sport. In these days of sound bites and perceived short attention spans I believe that this is more important than ever.

2003 should see faster, more competitive racing than ever before. But we are not just interested in the glory boys at the front of the field. We must recognise that the absolute core of the sport is made up of teams who do not run at twenty miles an hour all day and all night but turn up race after race to try their luck and compete with those running at a similar pace. To encourage competition in this "mid-field" area we now have the division system so that, whatever your standard, there should be a goal for you at the end of the season.

True, we want to attract faster, more "professional", more competitive teams in at the front of the grid but we must never forget that our roots actually lie in the scout teams, the youth club teams and the pure "fun" teams who continued to support us through the difficult years of the mid 1990's when the "better" teams decided pedal cars were not worth it any more and went to play with the HPV's.

It is through your energies, your commitment and your enthusiasm that we are at the stage we find ourselves at now.

Pedal car racing has emerged from those dark ages when we thought ten cars was a fair sized field but the work to maintain that level and move on to the next is only just beginning.

What happens next is up to you...

Good luck for 2003

J

In Committee.

Another excellent lunch in Desford and another vital BFPCR committee meeting which finalised how everything is going to work in 2003. Rules are generally held to be a bad thing which is why we try and make them as few and non-restricting as possible. However, as you will read everywhere in this letter, what rules we have must now be adhered to totally, or our event insurance is invalid.

Furthermore, cars must always conform to the IPCS even at the end of a 24-hour race! As well as insuring that this is the case there will be at every race a visible "Clerk of the course" in a high-vis jacket. He, or she, is your first port of call if you have a complaint, problem or even a question regarding the behaviour of other teams or a technical matter. So please refrain from pestering anyone you think might be important until you've spoken to the Clerk!

We are going further afield this year with an unexpected, but nonetheless welcome, new venue at Preston. I know this is a long way for some teams, but we try and have at least one race near everyone to balance things out. Yello Velo are a bit of an exception to this but it is good that Killay, South Berks, Barlestone, Amblecote and Oaktec all get a "home" race as we sincerely hope they will also travel to the far off races (especially the 24-hour).

The Championship is becoming truly "British" again but we know that travel takes time. For Sunday races, therefore, we are hoping to finish a little earlier so people can get home in the evening before work or school on a Monday.

Finally, you must remember this is your sport and we want you to have your say. The next committee meeting in October is our open "AGM" with every team having a vote (one per BPC fee) to elect people onto the committee. Furthermore, anyone is welcome to e-mail or write to me with ideas and suggestions for discussions and changes at any time. I will always try and get your point across at the committee meetings. This way we will always try to please as many of you as possible and maintain the sport in the best interests of you, the racers.

I know there are some new teams, cars and races on the cards this year and it is going to be one heck of a show! See you in just a short while!

Chris Featherstone, BFPCR Secretary.

BEFORE WE GO ANY FURTHER...

PLEASE READ THIS PAGE CAREFULLY!

Sorry to put this page so close to the beginning but it is the single most important part of this newsletter so please read this carefully:

We have struggled to obtain public liability insurance for the 2003 season and without this we cannot run the races. Eventually a suitable policy has been found although this has come at a price, both financial and in terms of what can and cannot be allowed at races. A copy of the proposal form and policy is available to all if you would like it. Feel free to request one.

The BFPCR insurance covers us for basic public liability in case one of our cars causes damage or injury to a member of the public or their property.

But this insurance is only valid under some conditions, the main conditions being that:

1: All cars conform to the International Pedal Car Specification AT ALL TIMES

2: All BPCC races are run to the British Racing Rules which are enforced AT ALL TIMES.

(You can see where this is leading...)

Car Rules

Last year we introduced formal scrutineering at all rounds. This year it is a requirement. Without it our insurance is invalid.

Last year some cars were allowed to pass scrutineering even if they did not quite meet the rules, teams being told to "sort it for the next race". Fair enough but that **absolutely cannot be allowed to happen** from now on.

Likewise, if a car for some reason becomes outside the specification during a race due to wear and tear or damage then the car must be removed from the track until it complies again.

The main things which will be picked up on are: bad brakes, lack of protection for forward mounted chain rings, missing or incorrectly operating lights (i.e: constant **not flashing**), poor or damaged steering.

For example, if a driver is seen braking into the pits by using his feet then the scrutineering team (Bob Robinson and Adrian Toms) will take that to mean the brakes are deficient and have the right to pull the car off the circuit for a brake test. Please note that this means they have to work in the wet as well!

Racing Rules

Obedience of the racing rules is also important particularly regarding pit lane discipline and lapping of back markers.

The rules are clear on this: It is the faster cars job to find a **safe** way round. It is the slower cars job to stay on the racing line and not to block. Faster drivers are advised ("advised", NOT "obliged") to call to the slower drivers informing them on which side to overtake.

Personally if the track is straight and it is an easy pass I would not call to every single car I wanted to lap but remember, if you do not call to the back markers (politely) and an incident results it will be seen as the fault of the faster car and penalties will apply.

Laps will not be discounted for dangerous driving, badly worn helmets etc. but instead stop/go penalties will be enforced. 1 minute for first offence, 3 minutes for second, 5 for third. In this way, teams can be informed of exactly what they are being penalised for at the time of imposition of penalty.

Enforcement

Adrian Toms and Bob Robinson will continue to act as scrutineers. They will also continue to race in the PCzero class. This has the advantage that as well as being officials they also have the best seats in the house to the action on the track. Effectively they are the BFPCR equivalent of motorway patrol cars!

Depending on the circuit there will be a number of marshals. Instructions from these must be obeyed at all times.

At every race there must now be a Clerk of the Course on duty at all times. The buck stops here.

He or she will be easily denoted by wearing a brightly coloured jacket or tabard (to be provided by the BFPCR). This person has ultimate power in all matters. In the case of longer races, several people may fulfil this role working a shift pattern. If there is a problem, if you see something dangerous, if you have a complaint, take it up with the person in the jacket.

All this sounds very boring and personally I hate that the law has to be laid down so strictly. But the climate we are living in now means that we absolutely cannot afford to take any risks.

If you have a problem with any of this or you think your car may not comply with the rules for any reason then please contact one of the committee **BEFORE** you travel to a race to avoid disappointment.

Adrian Toms is quite happy for you to call him at any time to discuss technical matters (see list of contacts)

I am sure you all understand and will see the reason why we have to take a very firm line on this from now on.

BRITISH PEDAL CAR CHAMPIONSHIP 2003

ROUND 1: Desford - Sunday 16th March - Sprint Races

The season kicks off at a brand new circuit.

The track consists of a fast sweeping outdoor section plunging inside for the pit area and a viciously sharp combination of corners.

No one has any idea quite what to expect as we have never had a circuit quite like this one before.

The format depends on the number of entrants but it will be "super sprints" of some kind.

If there is a large field then assume it will be like Spokesfest in 2002.

If it is a small field then assume it will be like Spokesfest in 2001 and you will not be far wrong.

This race will also see the fitting to all cars of transponders, a qualifying session (which will double as a transponder - check!) and a non championship single driver "Devil Take the Hindmost" race at the end.

Sounds like a full day.

ROUND 2: Darley Moor - Sunday 6th April - 100 miles or 6 hours.

The "Rugby 100" moves to it's third circuit in three years.

As it is no longer in Rugby, it is now renamed "The BFPCR 100".

The old track at ALSTOM was simply too small for more than 20 cars and the Sixfields circuit in Northampton was not much bigger (and the pits were far too small) so Darley Moor is the new venue.

We will not be using the whole 1.5mile circuit. Whereas this would be great for the PC1 runners, it would be too long and a lot of the track too remote for the younger drivers. Imagine an 11 year old stuck a mile away from the pits with a broken chain? Sorry, not something we want to have to deal with.

The track will be basically down the pit lane and back along the corresponding part of the circuit. We believe this to be about 400metres so race distance will be around 400 laps or 6 hours. The track will be properly measured and distance advised on the day.

Camping will be available the night before but not the night after the race.

ROUND 3: Wolverhampton East Park - Sunday 11th May - 6 hours

The classic circuit at East Park needs little introduction.

Splitting the pits totally from the track worked very well last year and so we expect this to be repeated in 2003.

Depending on the size of the field, the track may be extended down to the "Long Hairpin" at the bottom of the hill which gives a bit more straight and cuts out the tortuous Bandstand Complex.

Whatever, this is a race which everyone enjoys on a circuit which tests every part of the car: Speed on the straights, handling, stability, tyre changes and how it copes with pot holes...

ROUND 4: Margam Park (Port Talbot) - The Swansea 24 hour Race - Saturday 21st - Sunday 22nd June

For the third time, the Swansea scouts play host to the 24 hour race.

Over the last two runnings the part parkland, part "cones and car park" circuit, reminiscent in layout to that of the Daytona 24 hour in America, has become recognised as the best venue and the friendliest atmosphere we have had for a twenty four hour venue in recent years.

New and old teams alike are advised to check the rules on lighting.

Seeing as the lap counting will be done entirely by computer there is nothing now to stop teams fitting headlights which they can actually see their way round the track with and there are some good, bright LED's on the market these days which allow you to do this without too much of a weight penalty.

The challenge of a race twice around the clock, keeping the machinery running and the team together throughout, remains the greatest one in any form of racing and this race justifiably carries double points to reflect this.

It will most probably rain.

Quite a lot.

BRITISH PEDAL CAR CHAMPIONSHIP 2003

ROUND 5: Preston - Sunday 20th July - 6 hours or 120 laps

The city centre circuit in Leicester was becoming just too small to cope with a full round of the championship and, to be honest, it was an absolute logistical nightmare for the teams and organisers alike.

Preston represents a long way away for several teams and we appreciate this but please also spare a thought for the Oaktec teams who, if they want to compete in the BPCC, will be obliged to make the trips to Swansea and Bracknell during the year. Both 250 miles away. It is fitting therefore that, as well as Killay and South Berks, the Preston teams will also have a "home" fixture.

The track is long - about a mile - and it will be fast. Fast enough so that the flowing sequences of corners will be more than enough to catch out the unwary.

Camping is available over the weekend at the nearby scout campsite at Waddecar - details through the website - but we advise you to book early to avoid disappointment.

As for all distance / time races whichever of the two victory criteria happens the soonest will signify the end of the race.

ROUND 6: Panasonic, Bracknell - Saturday 30th August - 4 * 90 minutes

From the largest circuit in the calendar to one of the smallest.

For the second year running we will be using the facilities kindly provided by Panasonic.

The track is tight, twisty and whichever shape the collective minds of the South Berkshire team decide on the day so no one will have an advantage. How you deal with the traffic and how you set the car up to ride the bumps and hairpins will make a huge difference to your performance. Patience could be the key to a good result here.

The format of four short races rarely gives the teams chance to settle down into a rhythm so the younger crews tend to score well here against the older drivers who like to pound out the laps for hour after hour.

Facilities at the circuit are excellent with toilets and showers on hand right by the track.

ROUND 7: Panasonic, Bracknell - Sunday 31st August - 5 hours

The same venue but most likely a different circuit welcomes the teams back for the second day of the traditional "double header". Last year the circuit for day two was more flowing than that on day one and it certainly worked well.

The race will be an early start - 9am - so any tiredness from day one will need to be shaken out of those legs quickly.

Teams who have been up all night repairing cars from the first days sprint racing will probably wish they had not been.

The sun always shines in Bracknell so bring the factor sixteen.

ROUND 8: Curborough, Litchfield - Saturday 20th September - 5 * 60 minutes

Curborough has become the traditional venue for the season closer and the sprint racing format has always been well received.

This is possibly the fastest circuit on the calendar as well and we certainly saw some high speeds there in 2002.

The last race may, as last year, run as a non-BPCC handicap race but this is something to be decided nearer the time. It sort of worked running it like this before but too many teams used it as an excuse to break too many rules so the format will probably revert to points being scored in all five races adding up to the overall winner on the day.

The championship could go all the way down to the wire and in such short races we usually get at least one sprint finish every year.



GOING IT ALONE 1 - ADRAIN TOM'S THOUGHTS ON PCzero

Jeremy asked me to write this report about 2002's solo racing. All the reasons for and against this side of the sport.

If you race in a team, you will already know the pain of winning and losing but think how you would feel if you had to race the whole race on your own.

I started as part of a team, well three at the end. I had plenty of team members most of the time but as they drifted away for college and work, drink and girls, I found myself left with a shed full of cars and nobody to race them. I sold some off to other teams starting out, but could not part with my best car. It was a shame to see it sitting there in the shed doing nothing so I thought about racing on my own like a Mr Ken Brown was doing the year before.

The first year, 2001 I did some training, but because I was also part of the Official team with the Federation, I was called upon to help out at races, lap counting, marshalling etc. Also there was work that kept me away from some of the races but I think for the first year I did quite well, I won. That was only because Bob Robinson who was the only other solo that year, could only make the races that I could not.

2002, this year was the first year that I planned to race every race, even the 24hr, as a solo. I had a new job which allowed me weekends off and even lent me vans if needed.

Northampton was the Rugby 100 and flat it was not. A flat course when you are solo is fine, because you get into your stride and stay there all day if you can. When someone throws in a hill it makes soloing very hard. In a team you get the chance to do say 25 laps, then your resting on the grass till it's your turn again. Solo you have no one who can spell you for a rest, you do every lap all on your own. The first race saw three solo's Me, Bob, and an old team manager from Coventry, Barry. Welcome back Barry and please come again. Nobody knew the existence of the hill and how hard it would be to pedal. Gearing was everything and if you solo it means everything. My new car was working fine apart from jumping gears on the hill in first, so I only went down to second after the third lap. The gearing was just fine for me and I managed well all race. Barry was well out of condition and his car was set in too high a gear for the hill. Bob fared better and like me did quite well when his team allowed. Bob runs as many as 4 other cars along side his effort, and if they break he stops to help them out. This does not help his racing effort in his own class.

At one time in the race, near the beginning, so I have been led to believe, the solo men were right up in the top part of the field, in the top 10, but the teams below started to pull us back.

In a team you rely on everyone pulling their weight, putting in maximum effort to get you all further up the field, and to cross the line in front of all the others in your class. If someone in the team is bad, has a crash, breaks the car, or something else, the whole team is let down. I have seen teams split up because of one driver having a bad day. He may have been sick or just out of salts but the team has failed at that race. In solo races you race for your self, on your own and only let your self down if you don't finish. It's all down to how you trained, how fit you are on the day, how well you want to win and have you made sure the car is working right.

Wolverhampton saw another driver have a go along with Bob and me, his name was Jim from Swansea. He did very well even in a borrowed car and helped other drivers while he raced. We may see Jim at races this year racing solo or so I have been led to believe. Swansea was a race and a bath. I went with good intentions of getting 12 hours + in the race but things went from bad to worse. The weather was damp at the start and got wetter the longer we raced. Around 6pm I stopped to help a lad that had fallen out of his car and got his legs trapped underneath. In my haste to get out of the car I did not unstrap my foot from the pedal and twisted my knee. It kept me out of the race for the night and in the morning it felt better and so I decided to carry on. Bob had packed up and gone home in the night through problems of his own which left me a clear field, still not an easy task.

How do you make your body push pedals round after 4 hours the day before, a bad nights sleep, a stiff knee and wet weather? You get out of bed to a damp morning and know you have 6 hours of pedaling in front of you. You have a choice, get in the car and make the most of it, or pack up and go home.

You drive 4 hours to a race, race for 24hr, then have 4 hours drive back, then have to get up at 5.30am for work the next morning, why do it?

Leicester was one of the races that everyone likes and hates. It was fast, on a nice track, plenty of people watching and there is shops close by for the things you forgot to bring with you. This year was set up bigger and better. The track was longer, there was only half the cars on there at anyone time and you had a break between the heats.

My 20 minute heat was to be my best effort this year. I planned to go out quick and stay out in front because I didn't have to come into the pits to change drivers. There was a team from Leicester Racing Corporation, three drivers but in the heats they only used one. He followed me for 15 minutes then blasted past and just stayed out in front till the line. I tried all day to get faster but the knee from Swansea played up and stopped me going faster.

South Berks 2 day meeting was a stunner. The track was very good, there were toilets, food, showers and variations in the racing. Day one saw young Darren Carter join me and Bob, going solo in their spare car. He was good and took first place over all.

Day two saw two new drivers join me and Bob. A new driver in Barlestone's spare car, and a young lad take out Bob's spare car because his team failed to turn up.

The Barlestone driver drove a very tactical race, he stayed out for three hours without stopping, and when he did he just stopped for a toilet break then got back in to finish first. Ada came a close second, Bob's lad came home third and first in the PC3 class against a team from Swansea, while Bob came home fourth.

There was no solo racers at Curborough and so the race for solo championship was won at SB

Next year 2003 will be different. Bob plans to get fit, has a new car, has told his teams they are on their own and hopes to race every race next year. Darren from Barlestone has been told they will get him a car so he can race solo next season.

Jim has said he may race solo again next year. Barry may pop up now and then we hope.

I am getting my car refurbished for the coming season with a new nose cone and new running gear.

Is there anyone out there that fancies having a go at beating your self? Do you want a go but lack a car? If the answer to the above is yes, get in touch and I will lend you a car, even take it to the track for you with spares and have it race ready to go.

GOING IT ALONE 2 - BOB ROBINSON

The previous year (2001) saw both Adrian and Bob racing and winning (with little opposition) all their races, however they never met!

In 2002, the first meeting between the two contenders was Northampton. Half way through the race Bob was 15 laps ahead of Adrian. When Adrian realised he had someone to race he went for it and won the race by 20 laps. However the difference between the two was only 15% or so.

Onto Wolverhampton, here Bob's teams had many mechanical problems and Bob spent, as did Adrian, a lot of time off the track. In the end Bob was helping his crew so much the race was never going to be within reach. Bob settled for 3rd place behind Adrian and Jim.

Swansea saw just the two in PC0, Adrian and Bob again. By mid-night Bob was some 29 laps ahead of Adrian. However again Bob's team ran out of tyres, some of the team were wet and getting mild hypothermia. So home went Bob. If Bob had kept on Adrian would probably have been some 100 plus laps behind and Bob could well have won that race. However Adrian woke up to find Bob had gone home and he won (doing less laps than Bob did in 2001).

Leicester was now looming. Adrian had a great race here and Bob proved he had staying power too. A good race but again not Bobs time for a win against Adrian.

South Berkshire (2 day event) came. Bob at this time was overweight and trying a new car. The car was higher geared than Bob is used to and took its toll. Bob however only had to complete these two days to secure the runners up spot again.

Due to a 30th wedding anniversary (his own) Bob did not make Curborough.

In the end if nothing else Adrian had to compete in each race to gain his crown this year. In the end less than 40 points separated the two and with both contenders piling on the points.

Onto 2003. Bob is leaner, fitter and the car has been regearred. Adrian Toms will have to complete each race again next year if he wants the title because Bob will be there and in better form.

At the end of 2002 Bob felt he had a good year but could have done better. Having said that well done to Adrian for winning the championship.

To those who race now and again in PC0 you will need to attend every race if you are to topple either Adrian or Bob from the top two spots.

Robert Robinson

South Berkshire.

NEWS

BRITISH PEDAL CAR GRAND PRIX:

This, rather grandly titled, race will once again be held on the streets of Ringwood during the weekend of July 12th/13th.

We cannot bring you many details as we do not have many yet but when we have some they will be posted on the web site.

The race is likely to be a 2 hour sprint and, judging by the last running, the standard at the top will be very high. The course is on closed public roads and is about 1 km in length with only a couple of corners which should cause you any trouble.

Even though the race is a short one, it is a good day out with a great atmosphere and plenty of time to admire the opposition's machinery during the pre-race displays.

One notable team who started out here are BSE Racing, 4th in the championship last year, and we would really like to attract more teams of this quality into the BPCC so lets go down there and put on a show!

AROUND THE TEAMS:

Random Racing announced their entry into the BPCC for 2003.

Made up of three former drivers from the, now defunct, Swebbelli Racing PC1 team they will be campaigning a GCRE Apollo/C_aero prototype sporting a "Gulf-style" light blue / orange / silver livery.

The car is expected to be ready for testing by the team mid-February which is cutting things a little fine.

All being well, Random will be competing in all eight rounds of the championship.

Barlestone Guiding will be entering three cars this year.

Two will race in PC2 and PC3 or PC4 depending on availability of drivers race by race.

The third will be a PCzero entry. The driver is yet to be announced but we suspect it will be last year's round 5 winner Darren Carter. The team are keeping tight lipped about this as they are about the new car itself...

Everyone else is keeping very quiet about next seasons cars and their plans.

Geoff Brown is said to be working on "something very different" but our spy has been unable to find out more.

Great Central Racing say that the cars "will look very much the same" next year.

Lone Rangerz claim to have increased the weight of their drivers over Christmas in a bid to correct their overturning problem.

And as we go to press we have sketchy information about a new lightweight prototype recently seen testing at Castle Coombe but no details available as yet.

FROM THE USA:

Famous pedal car driver and ex-BPCC solo champion Ken Brown sends us this:

Parts are being sourced for the building of KGB-USA-01 development chassis.

A prototype is being constructed in the UK to prove some theories. [Is this the "something different" above? - ED]

KGB-USA's workshop is coming together, although a 1974 MG Midget & a 1944 Farmall tractor are getting in the way!

Training facilities for the engine (Me) are nearing completion.

Most of the above is being slowed by an inordinate amount of snow and corresponding low temps (-18C).

Basically Ken will soon be looking for someone to race against on the other side of the fish pond.

If you have any contacts over there who are interested in pedal cars then don't hesitate to put them in touch with Ken through the BFPCR.

AN APOLOGY:

To the people who read this who are not directly involved in the racing itself.

Our friends in the media, our supporters around the world and such like.

Much of the rest of this newsletter is concerned with the necessary but not very interesting business of rules, regulations and enforcement for the coming season. We hope you will bear with us until three or four pages from the end.

BRITISH PEDAL CAR CHAMPIONSHIP

2003 SEASON

IMPORTANT NOTES FOR TEAM MANAGERS

There are quite a few changes this year.

All the rules and regulations follow and things which have changed since last year are **highlighted in yellow** but there are some requirements for racing in BPCC races this year which all team managers should be made aware of so here goes:

1: REGISTRATION:

This is no longer optional.

All teams must register at or before the time they enter their first race of the season.

The registration fee is **£15 made payable to "B.F.P.C.R."** and entitles that team to run as many cars at as many races as they like. Registration details are on all race entry forms.

The reasons for this increase in fee have been well documented elsewhere but the main one is the fact that the insurance premium has quadrupled since this time last year.

2: LAP COUNTING:

After many years of faithful service, the BFPCR is moving on from the human - operated lap counting system to a totally automated system.

The software is being developed free of charge by Neil Carter and his team and the basic hardware has been purchased through a private donation from Bob Robinson. Many, many thanks to both.

However, every car will be required to carry a transducer and these must be purchased or hired.

Teams are required to purchase a transducer for each car. **The cost of this is £15 per car.**

Alternatively, if you are only doing one or two races, a transducer must be **hired for each car at a cost of £5 per car per race.** Purchase / hire details for these are on all race entry forms.

A transducer should last 4 or 5 years so this is effectively a one off payment.

Once you have your transducer, it is up to you to look after it and make sure it is **fitted to the correct car** for every race. Obviously lost transducers will have to be replaced at your own cost.

The transducers will be fitted at the first race of the season at Desford as part of pre-race scrutineering and teams will, within reason, be able to choose where they are fitted.

Once this system is up and running we will have no limit on the size of field which can be accommodated by the lap counting and no upper limit on the car numbers so teams will basically keep the same numbers year on year unless they earn a single figure number on account of being exceptionally talented.

We appreciate that, especially to teams which run multiple cars, this is a lot of money all at once.

Please don't sit in silence, mutter about it behind closed doors, or quit.

Call someone and talk about it something can probably be worked out.

The registration fee we can do nothing about and the new lap counting system will free up at least one or two extra people to fill much needed roles as marshals which we must now take a lot more seriously.

Also it is hardly fair to ask anyone to count laps when we have big fields on short circuits. Not now that there are hard fought championships at stake.

It always has been a thankless task and we owe an enormous vote of thanks to Bob, Neil, Mike and the many others who have travelled long distances and sweated long hours in the scorers caravan only to be subjected to abuse from irate team managers who are convinced that they have been deprived of a lap somewhere along the way.

Thank you to you all.

BFPCR Committee

INTERNATIONAL PEDAL CAR SPECIFICATION

These rules cover both BPCC and Scoutcar events

From the 2001 season onwards, the BPCC adopted this International Specification, as originally proposed by the Hong Kong Human Powered Vehicle Association.

The following technical specifications must be followed if you wish to enter any BPCC event.

It is expected that all entrants will comply with both the letter AND THE SPIRIT of its rules - there aren't that many, after all! (Please note that there is nothing in either the letter or spirit of these rules which excludes hand-powered vehicles).

Note

Anyone intending to take a car to Hong Kong should note that caliper brakes acting on wheel rims are outlawed in Hong Kong.

Certain rules below have differences depending on whether the car was substantially built before the implementation of these rules. **The BPCC's "rule date" is January 15th 2001.**

1: Number of Road Wheels

Four, all functional and load bearing.

2: Configuration of Road Wheels

Conventionally arranged in two pairs.

3: Dimensions

MAX. OVERALL LENGTH
2030mm
MAX. OVERALL WIDTH
1125mm
MAX. WHEEL DIAMETER (TYRES INFLATED)
560mm
MAX HEIGHT TO UNCOMPRESSED SEAT CUSHION
610mm
MIN. TRACK
650mm (<i>pre rule date cars = 550mm</i>)
MIN. DISTANCE BETWEEN FRONT & REAR AXLES
650mm•

4: Motive Force

Motive force is that of a **single driver**. (i.e: no **push starts**)

Any system to alter velocity ratio between input and output is permitted (e.g. gears).

5: Manoeuvring

5.1 Steering shall be provided such that the car has a turning circle of not more than 10,000mm diameter (which includes the width of the car) when underway.

5.2 The design of the steering shall be such that the wheels can be moved from full left lock to full right lock in one uninterrupted movement.

5.3 Steering must be effective on front wheels by a safe system of rods or cables. All linkages must be secure and free of excessive play. Four wheel steering systems are permitted. Steering systems acting only on rear wheels are banned.

6: Braking

Braking must be efficient, effective and balanced on at least two wheels with due allowance for wear during the racing.

7: Mirrors

Mirrors, if fitted, shall not extend outside the widest part of the car at any point as measured perpendicular to the centre line and must be plastic or otherwise rendered shatterproof.

8: Seating

8.1 The driving position will be between upright and supine (not prone).

8.2 The seat back recline angle must not be so excessive as to prevent a clear and easy view to the front.

8.3 The driver must be able to get into and out of the car unaided.

Safety Note: Excessive recumbent angles on seating which in the opinion of the organisers will endanger the driver in the event of a collision will fail scrutineering on safety grounds.

9: Fairing

9.1 If a fairing is fitted all drivers must either be tall enough to be able to see over it, or a section must act as a transparent windscreen. In either case good all round visibility for the driver must be demonstrated.

9.2 It should not have any sharp or dangerous edges which could cause injury in the event of a collision or rolling the car.

9.3 The design of the fairing should be such that, in the event of the car rolling, drivers can protect their heads with their arms. Where this is impossible roll bars must be fitted that are at least as high as the tallest driver in the team when seated and wearing a crash helmet.

10: Safety

10.1 Hand controls shall not be positioned near the chain or sprocket wheels.

10.2 No protruding parts, which in the opinion of the scrutineers could cause damage or injury, will be permitted.

10.3 Any entry, which, in the opinion of the scrutineers, is unsafe, will be refused permission to start.

10.4 For the safety of all, suitable protection must be provided, within the overall permitted dimensions, to any items considered a danger by the scrutineers. This could be in the form of bumpers, crash bars or a fairing. This especially applies to cars with chain rings in front of the front axle.

11: Identification

11.1 Racing numbers must be clearly visible from the front, back and both sides of the car, from any reasonable viewing angle, including those represented by other competitors, race marshals and possible manual lap scorers.

11.2 Racing numbers must be of highly contrasting colours and must be weatherproof (i.e. not paper)

11.3 Minimum height of numbers is 150mm and minimum width of stroke of each number 25mm

11.4 Race rules may mandate colour schemes for numbers and their backgrounds to enable competitors to identify racing divisions

12: Lighting

At least two headlights and two rear lights must be operational during any statutory lighting up period and shall be battery powered. Lights must be fitted on a stable base for scrutineering prior to any race with statutory lighting up periods, though may be removed outside any such periods. Restrictions on the type of lights (if any) may be found in the race rules.

BRITISH FEDERATION OF PEDAL CAR RACING:
RACE RULES FOR 2003 SEASON

1: TEAMS

Teams qualifying for PC2, PC3 or PC4 may consist of up to 6 drivers.

Other teams may consist of up to 4 drivers except in races of 24 hours or more, where teams in all age groups may consist of up to 6 drivers.

2: CLASSES

Age groups:

PC1: open

PC2: All drivers under 16

PC3: All drivers under 14

PC4: All drivers under 12

Additional groups (all ages):

PC0: solo

All ages apply as of January 1st of the race year.

(i.e. ALL drivers must have their 16th / 14th / 12th birthday on or after January 1st of the race year for the team to qualify for PC2 / PC3 / PC4 respectively)

All teams qualify for PC1.

PC3 teams also qualify for PC2.

PC4 teams also qualify for PC3 and PC2

To qualify for PC0 a team must use only one driver for the whole race.

In British Pedal Car Championship events, any one driver may only race in one car.

In scout car events, drivers may race once in each class for which they qualify and may use a different car in each class.

3: SUBSTITUTIONS

Substitutions are not permitted.

4: DRIVER CHANGEOVERS

Changeovers must take place in the pit lane only.

If there are cones splitting the racetrack from the pit lane, you cannot enter or leave the pit lane between the cones. If you do so, your team will be penalised for every offence.

PLEASE TAKE CARE WHEN ENTERING AND LEAVING YOUR CHANGEOVER AREA FOR OTHER TEAMS IN THE LANE.

PLEASE STOP AS FAR TO THE PIT SIDE OF THE LANE AS POSSIBLE TO LEAVE ROOM FOR OTHER CARS TO PASS SAFELY.

Except in "scout car" races, there is no limit on the number of laps a driver can do.

5: REPAIRS

Repairs must be carried out OFF THE TRACK.

A car may be stopped racing if it is considered to be unsafe due to design or damage until satisfactory repairs are carried out. THIS INCLUDES FAULTY BRAKES.

6: OVERTAKING

Cars being lapped must keep out of the way of faster cars if at all possible; however it is ultimately the faster driver's responsibility to find a safe way past.

When lapping slower cars, drivers of overtaking cars are advised to inform slower cars of which side they intend to overtake by shouting, e.g., "On your left", (i.e. "I am passing on your left hand side, so please move to your right."), "On your right", etc.

Please give slower driver time to react before overtaking.

7: FLAGS

Held Yellow Flag: Caution, waved yellow flag ahead.

Waved Yellow Flag: Single file and NO OVERTAKING until past the obstruction [at events without full marshal cover] or until green flag [at fully marshalled events].

Red Flag: Pull over to marshal, STOP THERE in single file at side of track and await instruction.

Green Flag: Resume racing.

Chequered Flag: Start or finish of race.

The amount of marshal cover (and therefore the meaning of a waved yellow flag) will be stated at the pre-race briefing.

These rules apply from the location of the flag and not before - e.g., after a waved yellow you may NOT overtake until you PASS the obstruction or green flag (as applicable); but overtaking prior to a waved yellow is not an offence. **Any infringements of the above rules will result in a penalty for your team.**

8: DANGEROUS DRIVING

Any driving that is considered dangerous shall result in immediate penalty to the offending team.

First offence: 1 minute stop / go penalty

Second offence: 3 minute stop / go penalty.

Third offence: 5 minute stop / go penalty.

This includes: deliberate bumping, barging, forcing other cars off the track, swearing, cutting up other cars, swerving dangerously etc.

NOTE: NO ALCOHOL is allowed on or near any racetrack.

9: CARS

Each team shall use only ONE car.

If a team is sponsored for charity, they may use a second car to complete the event but will not qualify for final placing or be awarded championship points.

Cars shall comply with formula as described elsewhere. (International Pedal Car Specification)

10: NUMBER PLATES

Each car must have **ALL number plates** coloured to aid class identification:

PC1: Black background with white numbers

PC2: Red background with white numbers

PC3: Green background with white numbers

PC4: Blue background with white numbers

PC0: White numbers. Background colour denoted by age category of driver.

11: HELMETS

A modern cycle helmet must be worn by all drivers whenever in the car. This rule applies at all times.

Helmets must be worn and fastened properly (i.e. the helmet must be on top of the head NOT on the back of the head, chin strap fastened under chin, etc).

Anyone found in a car, whether on the track or off, before or during an event, not wearing a correctly fitted cycle helmet will be **stopped from driving until** such time as a **suitable helmet is correctly fitted.**

Additionally they will have their name taken, they will be reported to their team manager, and the team will be penalised for every offence. **YOU HAVE BEEN WARNED.**

12: CHAMPIONSHIP POINTS

Points will be awarded at all BPC races in all 5 classes. (PC1, PC2, PC3, PC4, PC0) and in the divisions according to the scoring system described elsewhere.

PC4 teams are eligible to win places and score points in PC1, PC2 & PC3.

PC3 teams are eligible to win places and score points in PC1 & PC2.

PC2 teams are eligible to win places and score points in PC1.

It is up to the team to ensure they have the correct number on the car at the start of each race.

13: ENJOY YOURSELVES

BRITISH PEDAL CAR CHAMPIONSHIP RULES 2003

1: All teams are in a category or formula:

PC1: All teams of all ages

PC2: All drivers must have their 16th birthday ON OR AFTER 1/1/2003

PC3: All drivers must have their 14th birthday ON OR AFTER 1/1/2003

PC3: All drivers must have their 12th birthday ON OR AFTER 1/1/2003

PC0: Solo driver. One driver per car.

All teams qualify for all championships for which they are eligible.

2: The Points for Races are Awarded as Follows:

(NOTE: Points for 24 hour races are double (shown here in brackets))

1st: 40 (80)

2nd: 35 (70)

3rd: 31 (62)

4th: 27 (54)

5th: 24 (48)

6th: 21 (42)

7th: 18 (36)

8th: 16 (32)

9th: 14 (28)

10th: 13 (26)

11th: 12 (24)

12th: 11 (22)

13th: 10 (20)

14th: 9 (18)

15th: 8 (16)

16th: 7 (14)

17th: 6 (12)

18th: 5 (11)

19th: 4 (8)

20th: 3 (6)

2.1: To qualify for points, teams must complete at least 15% of the number of laps completed by the winner in that class.

2.2: Points are awarded per event. i.e: The four races that form day 1 of the Bracknell (Panasonic) meeting count as 1 event and therefore 40 points are awarded to the team winning overall on the day.

Basically, 1 days racing is worth 40 points; a 24 hour race is worth double

3: Further General Rules:

3.1: Points are awarded per car in the race. e.g: GCR1 and GCR2 are two separate teams

3.2: It is the responsibility of the team managers to ensure that the teams are correctly titled BEFORE THE START of each race and when registering the team at the start of the season.

3.3: In the event of a tie, the highest BPCC finisher will be decided on the following criteria:

Y a: The team who attended more events

Y b: The team which beat the other tying team the more times

Y c: The team with the highest race finish in the season

Y d: The team with the biggest winning margin over the other tying team(s) at any race, based on a percentage of the laps recorded by the leading tying team.

3.4: All standard BFPCR rules apply regarding team make up, car specification, scrutineering etc.

LEAGUE CHAMPIONSHIP RULES

Alongside the British Championship there is to be a league championship which will operate as follows from the 2003 season:

1: The teams are each in a category or class:

The teams, age ranges, points and format of races will be the same as that for the British Championship

2: The League Championship:

The cars entered in PC1, PC2 and, from the 2004 season, PC3 will be divided into two leagues.

3: The Leagues will Operate as Follows:

The cars in each league will be based upon their position in the leagues from the previous year.

PC1 class:

The PC1 divisions will comprise 20 cars in the 1st division and the remainder in the 2nd division
The top 4 in the 2nd division will be promoted to division 1 the next season.

The bottom 4 in the 1st division will be demoted to division 2 the next season.

PC2 class:

The PC2 divisions will comprise 15 cars in the 1st division and the remainder in the 2nd division
The top 3 in the 2nd division will be promoted to division 1 the next season.

The bottom 3 in the 1st division will be demoted to division 2 the next season.

PC3 class:

The PC3 division will operate from 2004 and will comprise the top 10 cars in the 2003 season in the 1st division and the remainder in the 2nd division.

The top 2 in the 2nd division will be promoted to division 1 the next season.

The bottom 2 in the 1st division will be demoted to division 2 the next season.

PC4 and PCzero classes:

Are to remain as a single division are there are, as yet, insufficient entries to warrant a split.

It should be noted that if a car does not race during a season but was in division 1, it will automatically be relegated at the end of the season.

4: The League Positions:

The cars racing in each division will be published at the beginning of each season in an insert to the information booklet which will be issued to all team managers at the first race.

5: Trophies and Certificates:

There will be trophies for the top two in each division at the end of the season.

There will be certificates for the top 4 in individual races for the league championship.

BRITISH FEDERATION OF PEDAL CAR RACING

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RACE ENTRIES:

Addresses are on the relevant entry forms attached to this newsletter if you are a team manager. If you did not receive these and would like to then please contact Jeremy on the number or e-mail address above.

CALL FOR E-MAIL ADDRESSES

Are you still receiving this newsletter through the post?

It saves us money and speeds up getting the information to you if you join our e-mailing list.

Pedal Car News will then be e-mailed to you in .pdf format which can be read by Adobe Acrobat Reader (available as a free download from the internet).

Also, this allows us to send you updates as and when they happen rather than having to wait until the next race or the next newsletter.

To received PCN electronically e-mail gcre@pedalcars.info detailing the address(es) you would like it sent to and whether you are a team manager / driver / official or member of the press (this will help us send you relevant updates rather than everyone getting everything).

The more we can distribute this way, the more money we will have available to improve our facilities and bring down our costs.

PREDICTIONS FOR 2003 - FROM AN ANONYMOUS PEDAL CAR DRIVER

January:

The committee announce radical changes and the addition of several new leagues and prizes.

There will now be trophies for:

Best team with "Racing" in the title

Best team from Brownhills

Team with the biggest tent.

After these announcements, the committee are committed.

February:

During testing, Great Central's lightweight car breaks in half. Weight saving "in the wrong direction" is the suspected cause.

Then the wheels fall off.

March:

Barlestone unexpectedly take pole position for round 1.

Every time someone else tries to qualify they find the doors are unexplainably shut just as they arrive.

The girls go on to win the race because no one else registers any laps on the new system.

Adrian Toms finishes second after welding his transducer to the back axle of the Barlestone Bullet by mistake.

April:

Darley Moor is washed out.

Roger Lovell and the Spokesfesters win in a car made from parts of an old GCR machine and parts of a human powered catamaran.

Adrian Toms comes second by building himself some scuba gear using parts borrowed from the St. John ambulance's oxygen equipment coupled with the exhaust pipe from Neil's landrover.

May:

The Wolverhampton 6 hour race is won by the Great Central "retro" team comprising the original drivers in the original Geoff Brown short wheelbase car.

Owing to a mix up with the bookings, the race has to take place with the barriers in place and this is the only car narrow enough to fit through the gaps.

Adrian Toms comes second after some hasty modifications. Everyone else spends the day in the pub.

June:

The Swansea 24 hour race is won by Pink Ladies after all the other cars are involved in a first lap pile up.

The winning team completes a total of ten laps.

Adrian Toms finishes second after building a car out of all the bits still left from everyone else's.

July:

The Preston 6 hour race ends in farce when the whole field stop for a picnic once they are out of sight of the pit lane. There are no marshals so no one realises.

Oaktec Juniors win because they are sent back to collect the pork pie and then the cheese sandwiches thus completing two laps.

Adrian Toms finishes second because he completes an extra lap looking for the lavatory.

August:

The South Berkshire races move to another new venue at short notice.

The South Berkshire Scouts win because they are the only ones who actually have airside passes for Heathrow...

Adrian Toms finishes second by chatting up a friendly stewardess and stowing away in her hand luggage.

Everyone else spends the day plane spotting from the local pub.

September:

The Curborough race is won by Pink Ladies after the rest of the field fail to take the first corner and end up in the ditch at the bottom of the hill.

The winning team completes five laps (1 an hour)

Adrian Toms finishes second by borrowing their car for a lap at the end to see how it goes.

The season ends:

Adrian Toms wins the overall, PCzero and division 1 completing less than 5 miles during the season in the process.

Pink ladies are second and win division 2. No one else scores more than 10 points all year.

Oaktec juniors win PC2 with Barlestone second.

The other PC2 teams somehow got locked in Desford seed warehouse back in March...

October:

As an insurance dodge, the BFPCR is placed under the control of the scouts.

The races are all reduced to 15 minutes each.

Team sizes are increased to 25 minimum each of whom must complete no more than 10 yards before handing over.

Circuit lengths are reduced to 50feet maximum and all cars must be constructed entirely in timber.

November:

Chairman Dave Relton resigns having read the new rules.

Charles and Tywyn Hawkins (the ex-treasurers cats) take over the chairmanship as the old committee are still locked away.

December:

Membership subscriptions to the BHPC hit an all time high.

Adrian Toms is named BBC sports personality of the year ahead of Mike Burrows and Tour de France winner David Millar. His debut single "Weld Baby Weld" reaches number 1 and the album out sells Sgt Pepper within a week.

BREAKING OUT OF THE MID-FIELD

The purpose of any racing team is to always improve.

Sometimes it is necessary to take a step back in order to take two forwards but the long term goal has to be to go further and faster than before.

Teams at or near the top of the BPCC do not really need to be told how to make their cars go faster for longer but what if you are a midfield team, perhaps not pedal car racing's answer to Lance Armstrong, racing a car that is slightly older than most of the drivers, and want to shunt yourself a few places up the table this year?

How do we go further?

What's wrong with this picture from 1999?

The driver was fit, the car was fast (for its day).

Only trouble is the front wheel is falling off. This car is going nowhere fast.

Reliability is the key to going the full distance.

For reliability read **preparation**.

Too many times you see cars embarasingly shedding their chains in the first few hours of a twenty four hour races for example.

The chain is the part of the car which sees most action. It is always moving.

Bike chains have a finite life. It is a long one. 1000miles at least but when was the last time you changed the one on your race cars?

If the answer is "1982 when they were built" or "can't remember" then don't be surprised when your drivers get more and more frustrated as they spend more time with their fingers stuck in the innards of the car trying to thread it back through the gear box.

This is just the most common example of poor preparation. It can equally apply to **brake pads** which are worn out, **lights** with old batteries, **tyres** which are already badly worn at the start of the race etc etc etc.

By spending a few evenings (and, yes, a few pounds) putting the little things right before the races you will find they stay out on the track a whole lot more and seem to be less magnetically attracted to the pits.

Oh, and if your car is making a horrible grinding noise it is trying to tell you something (even if it always has made that noise as long as you can remember). Sort it out, it is probably giving your closest rivals a headache.

Also worth mentionning is your **tyres**. I know they say "inflate to 45PSI" or something. Ignor it. You get a lot more rolling resistance at low pressure. **Get them up to at least 70PSI**. You will be amazed at the difference.

The drivers will enjoy themselves more and the team manager will be free to drink huge amounts of tea and chat to all the other team managers and anyone else who might be passing the pits on their way to the loo.

How do we go faster?

For the purpose of this article, lets assume that "build a better car and do lots of training" aren't the answers you are looking for here. Although in fact they are ultimately the right ones. But here are some other suggestions:

1: Wear the Right Clothes. You wouldn't go running or cycling any distance in jeans would you?

You don't have to dress like a pro-cyclist but T-shirt and shorts is a heck of a lot more comfortable.

Ultimately, cycling shorts are by far the best and most comfortable things to wear as long as they are worn correctly.

You can always wear a pair of shorts over the top if you are bashful...

Trust me, wearing clothes appropriate for the activity you are doing makes a huge difference.

2: Footwear and Pedals. You now have a reliable car and you feel comfortable driving it. What next? Shoes.

We found that the single biggest improvement in speed gained by any one factor is when you switch from plain pedals to pedals you can clip your feet into. Don't bother with toe straps. Any time you gain will be lost in lengthy pit stops.

Mountain bike style spd's or "Spuds" are now relatively cheap and the cleats can be fitted into a pair of trainers you wear every day. If you are attached properly to the pedals you will not only gain power but a lot of confidence as you will feel a lot more "attached" to the car.

If your car has conventional cranks, chances are someone in the team can lend their pedals for the race.

If not every driver has cleats, you can now even get pedals which are plain one side and clip-in the other.

Try it and see!

3: Practice and Testing. It is foolish in the extreme to put a driver into a race who has not practiced.

But most teams rapidly realise that the more they drive the cars the better they get at it.

You will learn the machine and all it's little quirks, you will be confident at what speed it can take corners and, without really trying, you will find you get fitter and can drive the car for longer.

Apart from splashing out for some new pedals and a chain once in a while, nothing listed above will cost you much money at all but getting all the little things right will make a big improvement to your performance.

Perhaps enough to move you up a division for next season. Give it a go - what have you got to lose?



BRITISH FEDERATION OF PEDAL CAR RACING

RACING CALENDAR 2003

Sunday, 16th March	BPCC Round 1	Desford, Leicestershire
Sunday, 6th April	BPCC Round 2 100mile race	Darley Moor, Derbyshire
Saturday, 10th May	Wolverhampton Scout Car Races	East Park, Wolverhampton
Sunday, 11th May	BPCC Round 3 Wolverhampton 6 hour race (BFPCR Nationals)	East Park, Wolverhampton
Saturday, 20th June- Sunday, 21st June	BPCC Round 4 Swansea 24 hour	Margam Park Port Talbot
Saturday, 5th July	National Scout car Races	Scarborough
12th or 13th July	British Pedal Car Grand Prix 2 Hour race	Ringwood
Sunday, 20th July	BPCC Round 5 120 laps or 6 hours	Sports Arena Preston
Saturday, 30th August	BPCC Round 6 4 * 90 minute races	Panasonic, Bracknell
Sunday, 31st August	BPCC Round 7 5 hour race	Panasonic, Bracknell
Saturday, 20th September	BPCC Round 8 "The Curborough Sprints" 5 * 60 minute races	Curborough Sprint Circuit Staffordshire

NOTES:

Races **in bold** count towards British Championship



NOT ALL PLAIN SAILING

*You thought teams such as Killay and Yello Velo made it all look so easy!
But it is when the chips are down that a good team will always shine brightest...*



Competitors at Panasonic day 2 last year could only have been impressed with Great Central's performance.

Or, if not, they might have been had they been a fly on the wall the night between the races.

In the foreground, on their sides, are the two GCR cars receiving attention to a broken drive shaft and a collapsed front stub axle. Both seem to have had large parts of the steering removed.

In between is the Swebbelli PC2 #14 having attention to the fairing and tyres changed and the background is littered with wheels, tyres and bits of bodywork.

The time is ten thirty at night, the place is 1st Crowthorne Scout hut and the race was to start in less than twelve hours.

For those competing at Panasonic next year, a word of advice:

Bring plenty of spare tyres. And wheels.

This was one of two catastrophic drive hub failures suffered by separate GCRC Apollo cars during the second half of day 1.

Unfortunately, when the drive hub lets go, the next thing the ground meets on its way up is the calliper for the disc brake

A complete set of new wheels had to be built between rounds 6 and 7.

Hubs, rims, spokes, the lot.



Yello Velo had a troubled run at Margam.

After challenging for the lead early on, problems with the brakes and then the steering necessitated long visits to the pits dropping them over an hour behind by mid race.

It is a measure of the dedication of the team that they fought back to fifth place overall, enough to keep alive their championship hopes.

Lone Rangerz so nearly had second place in the bag but this breakage, the third stub axle to let go during the second half of the race, dropped them behind both BSE and Killay.

Rebuilding the front right corner three times in ten hours when you have not slept for over twenty would tax anyone's limits of endurance but they made it back into the race to finish 4th.



Killay performed well all season but one race stands out.

At Margam they were without at least two key team members including 2002's fastest driver Ian Whitehead but they dug in grimly and drove both the car and themselves into the ground to finish third setting up the late season charge which so nearly brought them the championship.

The strain on driver and car alike are plain to see in this shot late in the race.