

BRITISH PEDAL CAR
CHAMPIONSHIP



2014

SEASON
GUIDE

BRITISH PEDAL CAR
CHAMPIONSHIP

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Welcome to the 2014 season

...and here we go again for another fascinating and exciting season of pedal car racing. I hope that you will come and join us and get involved, whether a new team or season regulars, whether for a few races or all of them. Come and take part and have a great time!

Last year saw some extra-ordinary racing, from a chilly Wombwell, through Bruntingthorpe to an amazing Shenington - where BAR set a new distance record with just four drivers. Then Solihull at the end of the heat wave and Blackbushe where Apollo sneaked back ahead in the title race. Finally Curborough finished things off in the traditional way with presentations, barbecues and celebrations!

Whilst Apollo, BAR and Velo battled for overall supremacy, there were terrific races behind between the likes of Wing, Swebbelli and Crude. Team MK were the stand-out juniors, taking PC3, narrowly missing out on PC2 to Swebbelli and getting 9th in PC1!

Team 105 took PC4 and also made some sterling performances in the solo class along with Bob, Steph and others.

So much did people enjoy this that it's all pretty much the same this year - with a few improving tweaks we hope! This handbook is a new venture which should guide you through all the races of the year - including those outside of the BPCC - and help you be as best prepared as possible to maximise your enjoyment of every event.

The rest is up to you, so get out there and build, train and prepare for another brilliant season. Good Luck!

THE SEASON GUIDE 2014

Design by

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FOR NEW TEAMS

A quick-start guide to pedal car racing

Pedal car racing is a demanding but friendly endurance team sport featuring races of up to 24 hours duration, with a minimal rule set. You'll need a few things to get started:

YOU'LL NEED A CAR

A pedal car is simply an HPV (Human Powered Vehicle) with four wheels. There are three main options for getting hold of a vehicle:

Borrow

As teams build new and better cars, so older machines can become available for sale or rental - an ideal and cost-effective route into the sport. Contact a few teams to see what's available, or come along to a race to chat.

Buy

Brand new cars will probably set you back £500 - £1500 and up if commissioned. Good quality second hand cars can be found for around £300 or even as little as £100.

Build

If you are up for a challenge you may wish to build your own car. Based heavily on bicycle technology, parts can be very cheap and you can be as adventurous as you like. There will always be people to talk to and gain ideas, advice, component sources and information from.

Your car must be safe and conform to the International Pedal Car Specification (available at pedalcars.info).

YOU'LL NEED A TEAM

Pedal Car Racing is all about people. Four drivers are all you need for most events and races have been won with less. This means if you don't have the luxury of a van, you can get a full team into a hatchback and strap your car to the roof rack.

If you don't have a team, the forum has a section where drivers without a car and teams in need of drivers can advertise. There is also a solo championship.

If you want to win races then obviously training and fitness will become a part, however you don't need to be super fit to have a great time. You just need a little imagination, a sense of humour and a determination to enjoy yourself - and that's not hard! If you're fit enough to enjoy, for example, a mountain bike ride each weekend, or you cycle to work or college, you're fit enough to start racing.

HOW MANY DRIVERS?

PC1 / PC2 = 4
PC3 / PC4 = 6

EXCEPTIONS:

Round 2 PC2 = 5

Round 3
Everyone = 6

“
**WHEN I SEE AN
ADULT ON A
BICYCLE, I DO NOT
DESPAIR FOR THE
FUTURE OF THE
HUMAN RACE.**

H.G. WELLS

”

FOR NEW TEAMS

YOUR CREW

In addition to your driving crew, teams are permitted technical support staff, such as pit crew, catering staff, etc. who should never be underrated - they can make a huge difference to your chances of success. Your support crew have to keep the car running smoothly, have the spare parts and tools easily to hand, keep up morale, remind the next driver when it's their turn, fix anything that breaks and make the tea.

Additionally, if they do find anything needing attention they will have to make a tactical decision on the spot as to whether to fix it now or leave it until the next stop. Getting it wrong can be costly.

WHAT DO I NEED?

Nothing much. A cycle helmet is a mandatory and apart from that it's all down to you. More specific cycling gear will be more comfortable - you can also use SPD pedals.

You'll soon find out what works for you, if in doubt there are always people to ask.



THE CHAMPIONSHIP

The British Pedal Car Championship (BPCC) currently consists of 7 rounds, spread across the country. If some races appear to be "a long way away", that's precisely because it is a British Championship! Most races are "local" to at least one enthusiastic racing team who have put the time and effort into organising it.

The races themselves are run on a variety of tracks and in a variety of formats, from the 45-minute sprints of Blackbushe to 24-hours at Sherington. While each race stands up as a separate event in its own right, they are also linked by a points system to form the BPCC. Within the overall (PC1) points system, there are classes for under-16 (PC2), under-14 (PC3), under-12 (PC4) and solo (PCzero) drivers

It's certainly not compulsory to race the entire season, you're free to race as many or as few races as you wish - however, to be in with a chance of championship success then the more races you enter, the better your chances, even don't win them all (or any of them!).

RACE ENTRY

Race entries generally cost £12.50 per car for at least 5 hours of racing (to around £40 for a 24-hour race) and there is an additional registration fee of £25 per year per team (irrespective of number of cars raced or races entered).

Each driver will also need a licence, at a cost of 50p for under-16s and £1 for older drivers. One license will cover you for the whole year.

BPCC ROUND 1 06/04/14

Wombwell

LENGTH: 760 M

INCLINE: MED

TYPE: SPRINT

Station Road, Wombwell,
South Yorkshire, S73 0BJ

DIRECTIONS >

Wombwell is around 800m of beautifully smooth tarmac, mixing a variety of corners and three main straights. The circuit is, for the most part, not massively wide, especially past the pit areas, so driving skill and traffic management is necessary.

In the event of a tie: From 2013 onwards the rules state that points can be split evenly if count-back cannot separate the tied contenders...

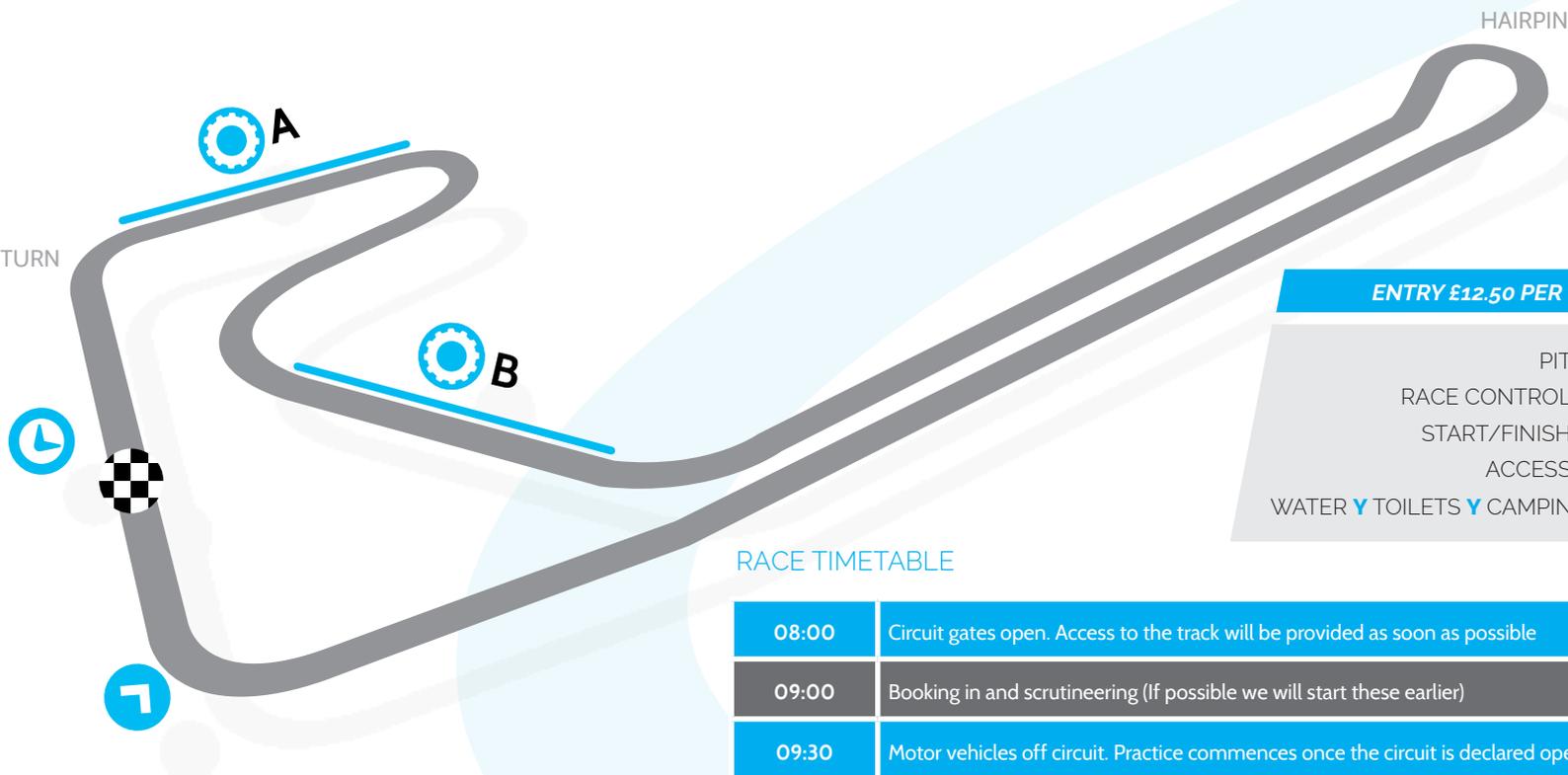
EVENT INFORMATION

Motor vehicles are allowed onto the main kart circuit for unloading / loading only, subject to the usual walking pace speed restriction as at all races.

You must ensure you DO NOT DRAG anything across the tarmac - please ensure trailer legs are retracted and secured, nothing is hanging down and dragging from your car or van, you don't drag heavy toolboxes around, etc.

You MUST NOT stray onto the model car circuit (the twisty sections on the infield) as this does not have foundations capable of supporting the weight of a road vehicle (including trailers).

VELO TURN



ENTRY £12.50 PER CAR

PIT 
 RACE CONTROL 
 START/FINISH 
 ACCESS 

WATER Y TOILETS Y CAMPING N

RACE TIMETABLE

08:00	Circuit gates open. Access to the track will be provided as soon as possible
09:00	Booking in and scrutineering (If possible we will start these earlier)
09:30	Motor vehicles off circuit. Practice commences once the circuit is declared open
10:15	Pre-race briefing
10:30 - 12:00	Race 1 (clockwise using the long configuration)
12:15 - 13:45	Race 2 (anti-clockwise using the long configuration)
14:00 - 15:30	Race 3 (clockwise using the long configuration)
15:45 - 17:15	Race 4 (anti-clockwise using the long configuration)
17:45	Presentations
18:30	All teams off site

On all counts, South Yorkshire Kart Club have very kindly permitted us to use their very nice and VERY EXPENSIVE tarmac and we must not damage it.

Generators in the pits are permitted provided you also supply suitable fire fighting equipment. There is no official noise restriction but please respect the fact this race is in a residential area on a Sunday, so it is only polite to keep noise to a minimum, especially in the early morning.

The car park is publicly accessible from the adjoining footpath so please ensure your vehicles are locked and don't leave any valuables on display, just as you would in any public car park.



The four races will be scored as 1 point for each win, 2 points for 2nd place, 3 for 3rd, etc., with the team with the lowest combined points score in each class being declared the winner overall in that class.

BPCC ROUND 2 10/05/14

Bruntingthorpe

LENGTH: 420M

INCLINE: LOW

TYPE: ENDURO: 9HR

Bruntingthorpe Proving
Ground, Lutterworth,
Leics, LE17 5QS

DIRECTIONS >

Possibly the shortest, twistiest track used by the BPCC, Bruntingthorpe will test handling and traffic strategy more heavily than outright top speed.

Some corners are so close - drivers who learn to compromise quickly will have an instant advantage.

Close run thing: In 2012, Rugby Velo and Apollo were only separated by 40-seconds after 10-hours and 612 laps - one of the tightest endurance race finishes ever!

EVENT INFORMATION

Bruntingthorpe returns for 2014 for round two, with an adjusted 9-hour format ending at 10pm to give more time for teams wishing to go home directly after the race to do so.

Bruntingthorpe remains the twistiest track used by the BPCC for several years and as such will be something 'new' for some teams, where handling, car control, traffic management and driver skill must come to the fore while aerodynamics and outright top speed take a back seat. Uniquely amongst BPCC events there is also a properly segregated pit lane, with armco and everything!

Racing will start at 1pm and the chequered flag will drop at 10pm, after which teams can camp at the track before departing on Sunday morning, should they wish.



ENTRY £20 PER CAR

PIT

RACE CONTROL

START/FINISH

ACCESS

WATER TOILETS CAMPING

RACE TIMETABLE

10:30	Venue open for teams to start setting up
11:00	Booking in and scrutineering (If possible we will start these earlier)
11:30	Practice commences once the circuit is declared open for cars that have passed
12:00	Pre-race briefing - practice suspended
12:45	Cars assemble on grid
13:00	Race begins - rolling start in championship order with 1 slow lap (no overtaking)
22:00	Race ends
23:30	Presentations
8-10sun	Breakfast served
11:00sun	All teams off site



1st: 25 points, 2nd: 20 points, 3rd: 16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3 points, 14th: 2 points, 15th: 1 point.

BPCC ROUND 3 28-29/06/14

Shenington 24hr

LENGTH: 1012M

INCLINE: LOW

TYPE: ENDURO: 24HR

Shenington Kart Circuit,
Shenington Airfield,
Banbury OX15 6NW

DIRECTIONS >

A fast, flowing track with a good surface and great facilities. Although in most places the runoff is smooth you may need to get over a sizeable concrete kerb to get there..

Record distance: A longer, faster track was used in 2013 for the first time, as 40 cars took the start. BAR won with just four drivers and averaged 19.7mph over the event - the fastest 24-hour race on record.

EVENT INFORMATION

NOISE RESTRICTIONS INCLUDING GENERATOR BAN

Due to noise restrictions at the circuit, no generators or other similarly-noisy equipment is permitted at this event. This is to maintain 'good neighbour' relations with the local residents. Note we only get to use Shenington because the circuit is limited to the number of 'noisy' days per year it is permitted to operate; if we become a noisy day we'll lose the venue!

For the 24 hour race, it also sprouts the 'Bear Grills' cafe - open from early Saturday morning, right through the race and up until the trophy presentation on Sunday afternoon.

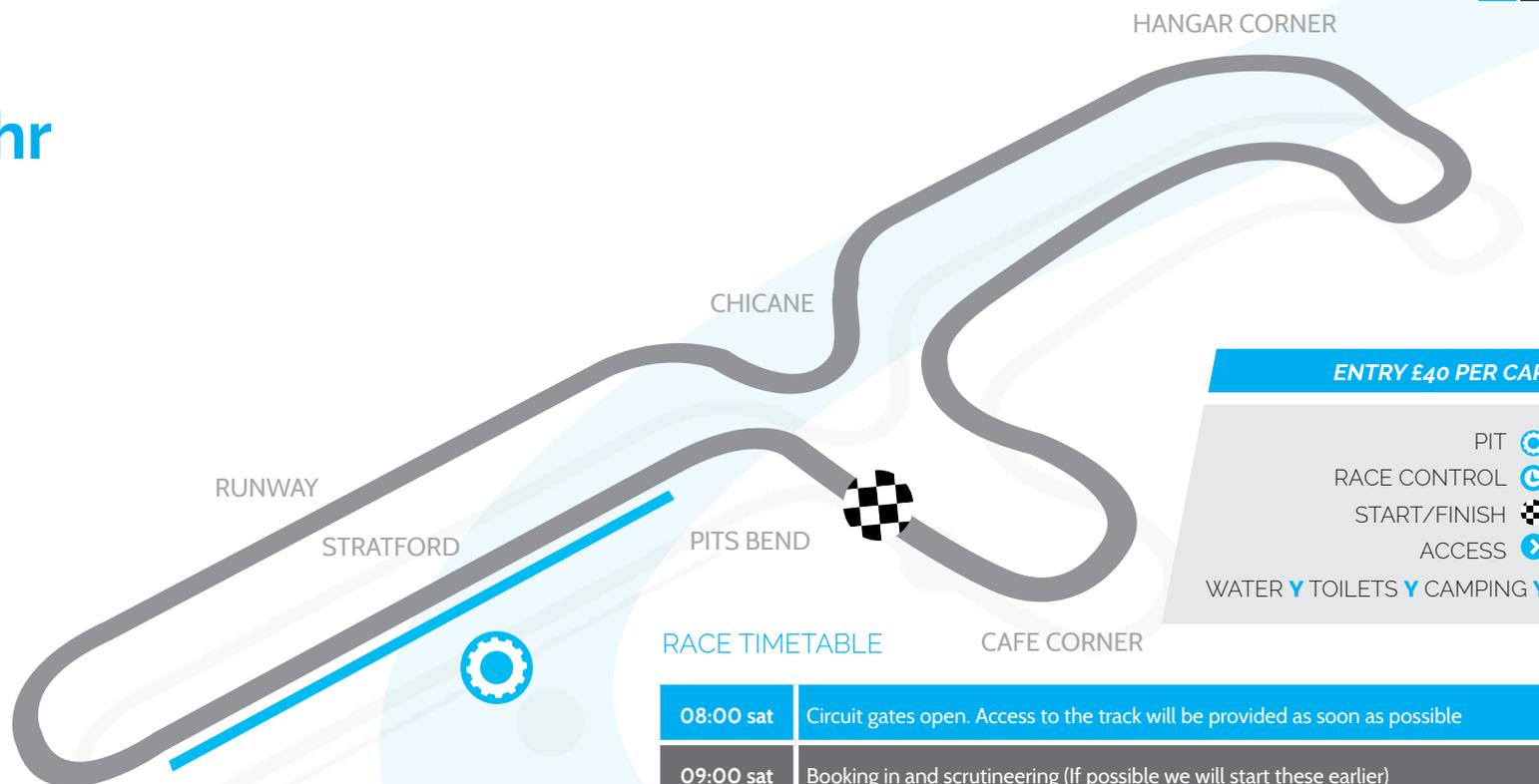
Weather warning: 24 hours is a very long time to be wearing wet clothes. Regardless of any

forecast you may see prior to the race, it would be a huge leap of faith to even consider coming here without every piece of racing clothing you possess and a full set of clothes to travel home in, securely sealed into a waterproof container of some description...

Camping is available from pretty much any time on Friday night if required. For those turning up on the Friday night to camp there are two practise sessions where you can learn and understand the track both in the evening and in the dark. This is especially useful for teams new to the sport or the event.

Please see the [British Pedal Car Specification](#) and the [BFPCR rule book](#) for information about the lights your car must have for this race.

Visit www.shenington24.com for more info.



ENTRY £40 PER CAR

PIT

RACE CONTROL

START/FINISH

ACCESS

WATER TOILETS CAMPING

RACE TIMETABLE

08:00 sat	Circuit gates open. Access to the track will be provided as soon as possible
09:00 sat	Booking in and scrutineering (If possible we will start these earlier)
09:30 sat	Motor vehicles off circuit. Practice commences once the circuit is declared open
11:30 sat	Pre-race briefing
12:00 sat	Race begins
12:00 sun	Race ends
12:30	Presentations



1st: 50 points, 2nd: 40 points, 3rd: 32 points, 4th: 26 points, 5th: 22 points, 6th: 20 points, 7th: 18 points, 8th: 16 points, 9th: 14 points, 10th: 12 points, 11th: 10 points, 12th: 8 points, 13th: 6, 14th: 2 points, 15th +: 2 points.

BPCC ROUND 4 20/07/14

Solihull

LENGTH: 800
 INCLINE: HIGH
 TYPE: SPRINTS

Monkspath Hall Rd, Solihull,
 West Midlands

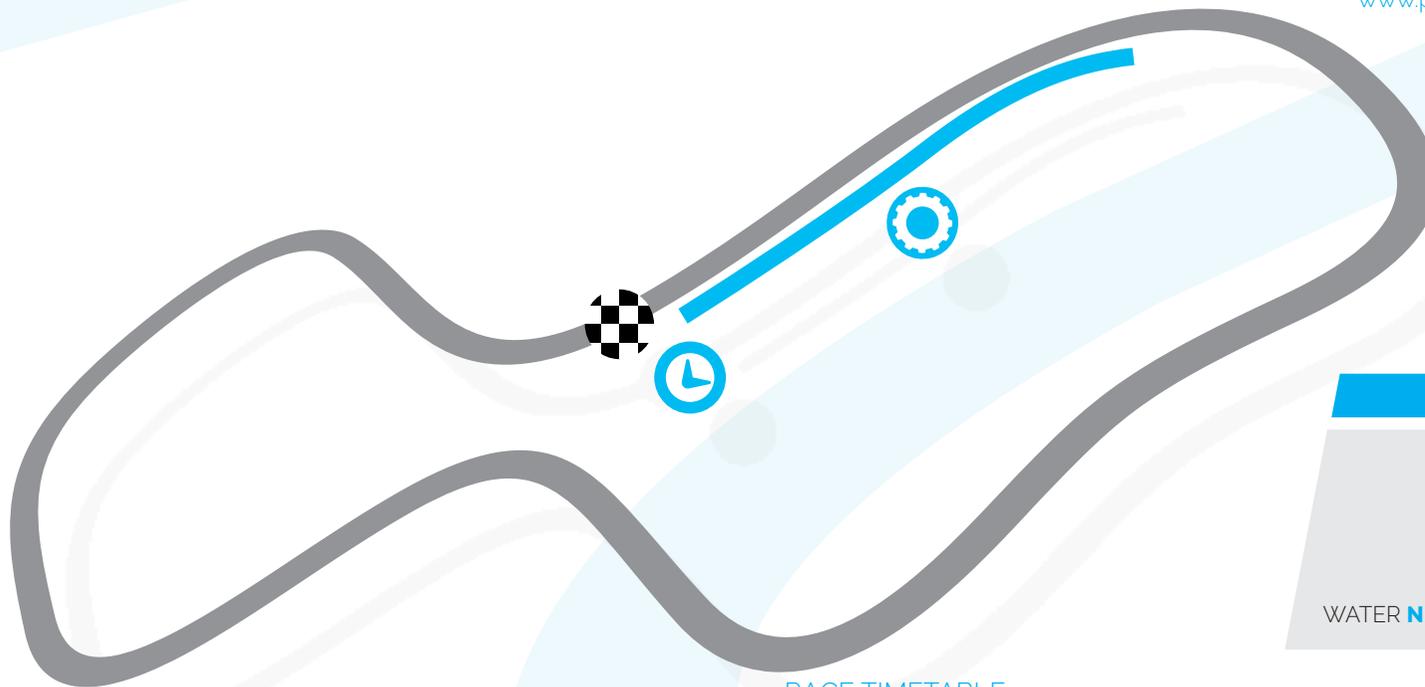
DIRECTIONS >

Super-fast: Even with a steep hill half-way round the lap, Solihull is the fastest circuit of the season. BAR averaged 22.3mph over the six-hours of racing in 2013.

The racing is smooth and fast and always exciting, with two different track setups used in the day. Both include a steep hill so come prepared with your gears!

EVENT INFORMATION

Tudor Grange is a lovely park in Solihull where there is an open cycling circuit which we use. The open nature of the track means a few people enjoying a lazy Sunday afternoon will come and spectate and usually there are steam-hauled trains passing by on occasion! Oh and parking is the other side of the main road, and there is a small charge... sorry!



ENTRY £12.50 PER CAR

- PIT
- RACE CONTROL
- START/FINISH
- ACCESS
- WATER **N** TOILETS **Y** CAMPING **N**

RACE TIMETABLE

08:00	Circuit gates open.
09:00	Booking in and scrutineering (If possible we will start these earlier)
09:45	Motor vehicles off circuit. Practice commences once the circuit is declared open
10:15	Practice closed - Driver briefing
10:25	Form grid
10:30-13:30	Race 1
13:45-15:45	Race 2
16:00-17:00	Race 3
17:30	Presentations
18:00	All teams off site



1st: 25 points, 2nd:20 points, 3rd:16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3points, 14th: 2points, 15th: 1point.

BPCC ROUND 5 06/09/14

Blackbushe - Sprints

LENGTH: 515M

INCLINE: MED

TYPE: INCREMENTAL SPRINTS

Blackbushe Airport,
Camberley GU17 9LG

DIRECTIONS >

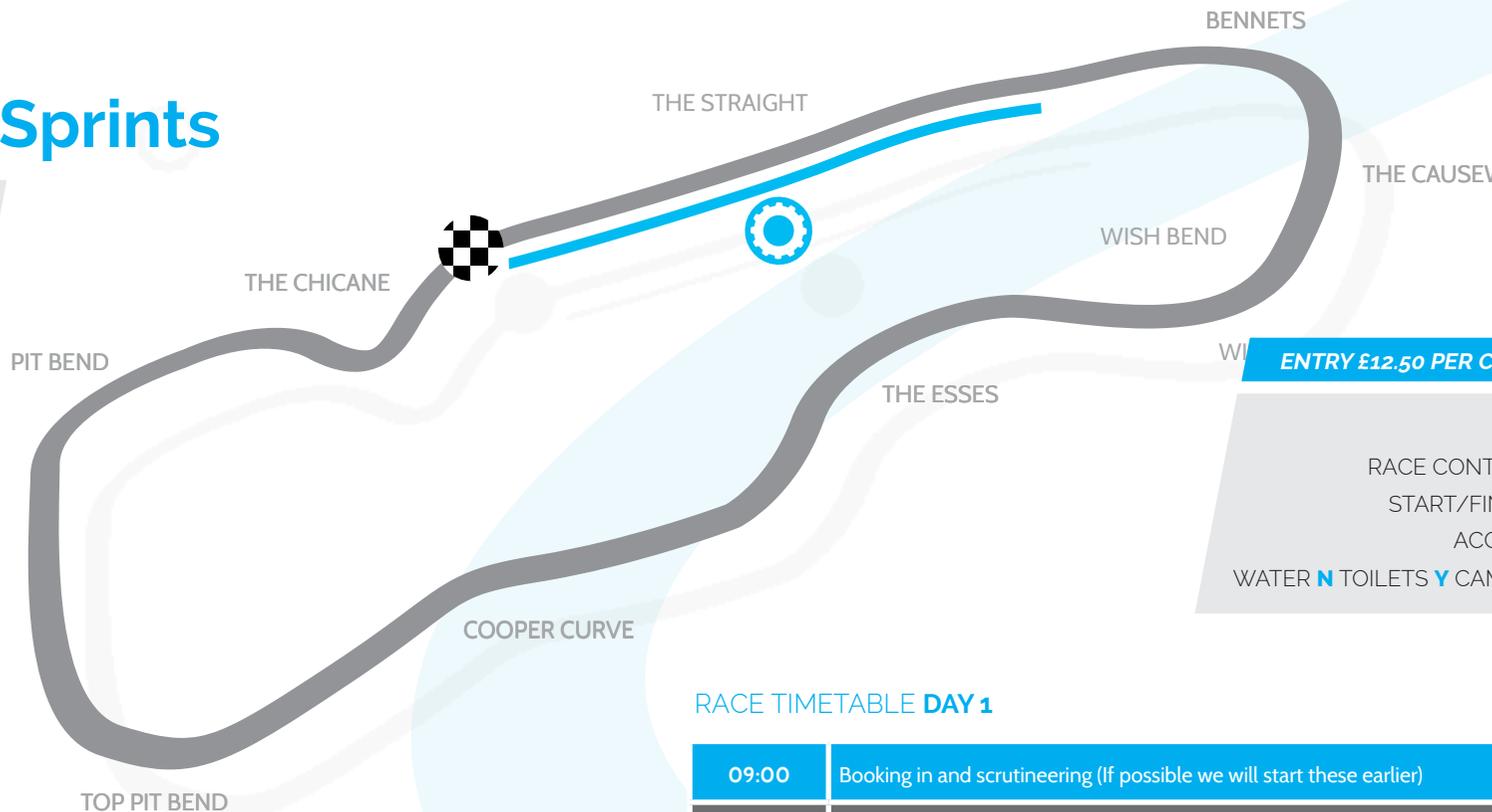
Welcome to one of the finest circuits ever used in British pedal car racing, a true "drivers' circuit". If Wolverhampton was the Spa of pedal car racing and Preston the Nurburgring, Blackbushe is our very own Oulton or Donington Park.

Record weekend: The Blackbushe circuit has been in use since 2000. In 2013 Apollo won both the 3-hour and 100-mile races with the fastest average speeds for the venue. On Sunday, Bristol Racing took a second place with just two drivers!

EVENT INFORMATION

Overnight camping (and a wide array of other accommodation for those who prefer more comfort) is available in the area, but not on-site.

Be warned that many camp sites in the area will be getting full at this time of year so you are advised to book your camping well in advance to be sure that you will have somewhere to sleep! If you leave it to the last minute, you may end up in the back of your car in a lay by somewhere.



RACE TIMETABLE DAY 1

09:00	Booking in and scrutineering (If possible we will start these earlier)
10:15	Drivers briefing
10:30-11:15	Race 1
11:30-13:15	Race 2
12:30-13:15	Race 3
13:30-14:15	Race 4
14:30-17:30	Race 5
17:45	Presentations



The races on Saturday are totalled up on a points league basis to gain an overall BPCC result, with BPCC points awarded for the overall result. Saturday races are scored as follows: 45 minute races: 1 point for each win, 2 points for 2nd place, 3 for 3rd, etc. 3 hour race: 3 points for 1st, 6 for 2nd, 9 for 3rd, etc. Lowest combined total at the end of the day wins!

BPCC ROUND 6 07/09/14

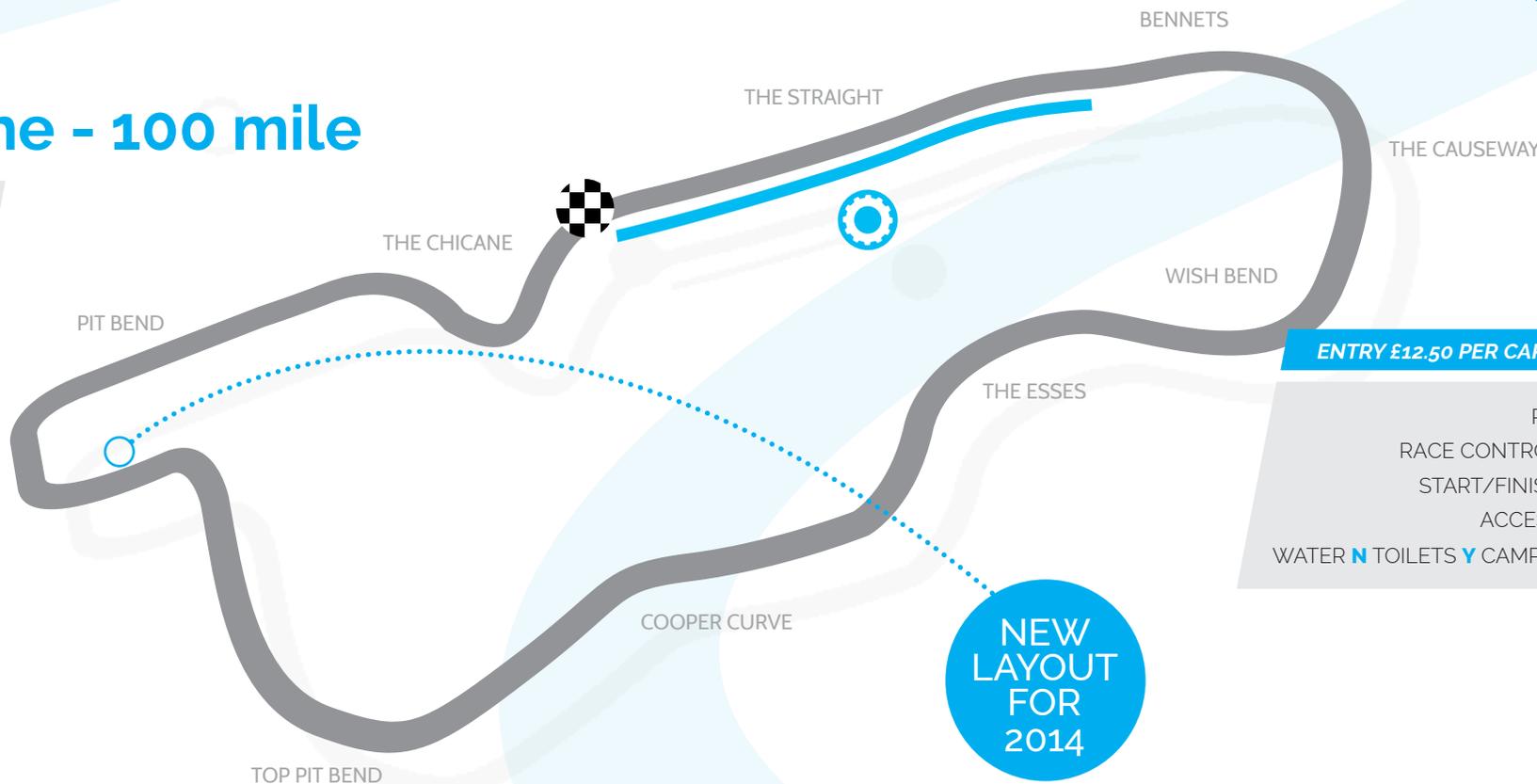
Blackbushe - 100 mile

LENGTH: 525M
 INCLINE: MED
 TYPE: ENDURO: 5HR

Blackbushe Airport,
 Camberley GU17 9LG

DIRECTIONS >

Welcome to one of the finest circuits ever used in British pedal car racing, a true "drivers' circuit". If Wolverhampton was the Spa of pedal car racing and Preston the Nurburgring, Blackbushe is our very own Oulton or Donington Park.



ENTRY £12.50 PER CAR/DAY

- PIT
- RACE CONTROL
- START/FINISH
- ACCESS
- WATER **N** TOILETS **Y** CAMPING **N**

EVENT INFORMATION

Day two is set to test your endurance after a hard Saturday of sprinting.

Cars already checked on the Saturday do not have to be checked again for Sundays racing.



RACE TIMETABLE DAY 2

09:00	Booking in and scrutineering (If possible we will start these earlier)
10:15	Drivers briefing
10:30	Race starts
16:00	Race ends if no team has completed 100 miles
16:45	Presentations



Sunday races use standard points system: 1st: 25 points, 2nd: 20 points, 3rd: 16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3 points, 14th: 2 points, 15th: 1 point.

BPCC ROUND 7 27/09/14

Curborough

LENGTH: 600M
 INCLINE: LOW
 TYPE: ENDURO: 7HR

Curborough Circuit, Lichfield, Staffordshire, WS138EJ

[DIRECTIONS >](#)

Curborough demands a different technique from many other pedal car circuits, as there really is only one perfect line, despite the apparent width of the track - if you pick a bad line your rivals will be off into the distance before you're half way through the turn.

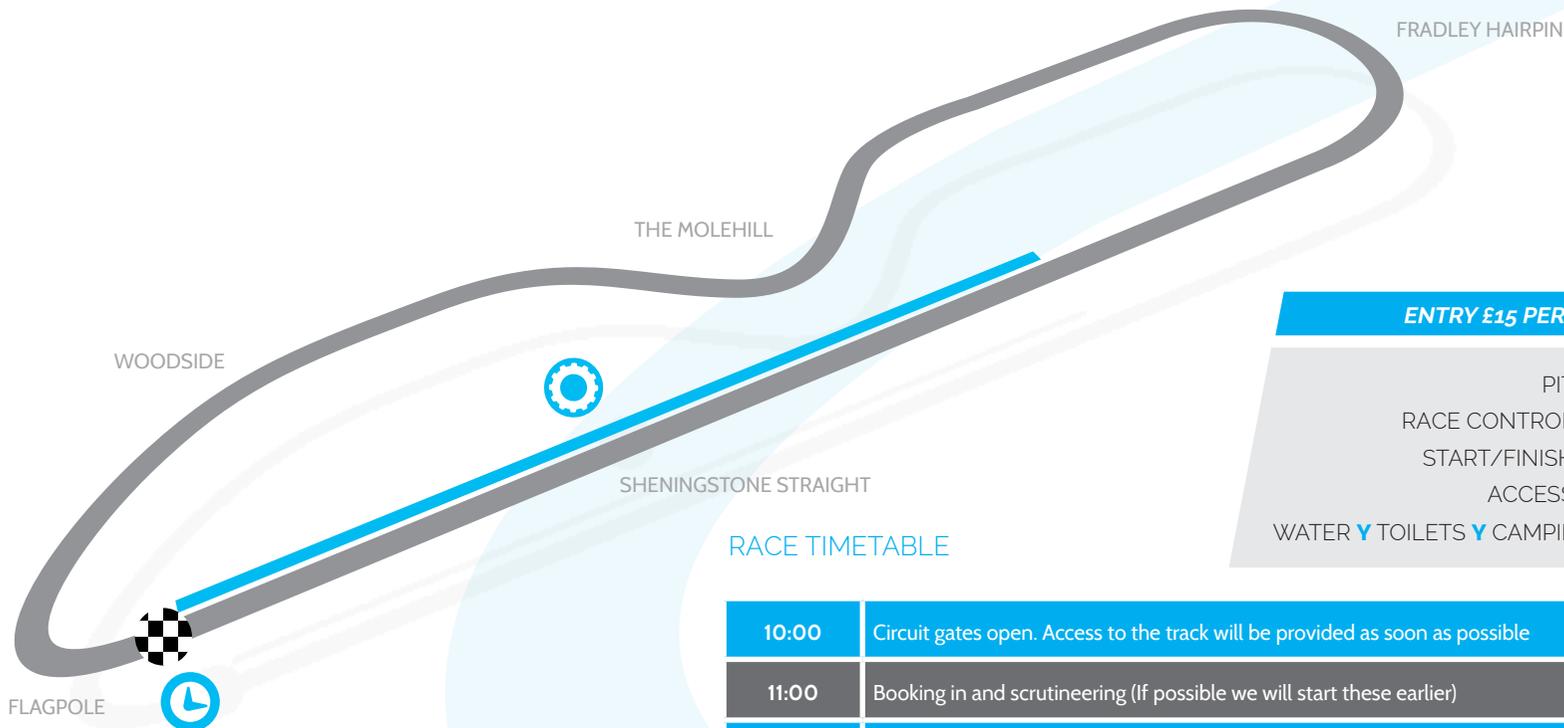
An old favourite: Curborough has been used for the season closer every year since 1998. It is now a much loved and established venue, hosting a day-night event and the season ending barbeque.

EVENT INFORMATION

First used in 1998, Curborough is one of the finest venues currently on the BPCC calendar, due to its perfect surface, gentle gradient and mixture of sweeping curves and straights. Teams who do not attend this event miss out on one of the most enjoyable circuits of the year.

In 2011, Curborough became a 150 mile day/night race (with a 7 hour time limit), giving an experience of night racing without the demands of a 24-hour race.

Following the race there is the opportunity of a post-season BBQ (provided, at a cost) and social



ENTRY £15 PER CAR

- PIT
- RACE CONTROL
- START/FINISH
- ACCESS
- WATER
- TOILETS
- CAMPING

RACE TIMETABLE

10:00	Circuit gates open. Access to the track will be provided as soon as possible
11:00	Booking in and scrutineering (If possible we will start these earlier)
12:00	Motor vehicles off circuit. Practice commences once the circuit is declared open
12:45	Practice closed - Driver briefing
13:00	Race starts
20:00	Race ends if no teams has completed 150 miles
20:30	Presentations and barbeque
10:00 sun	All teams off site

gathering on site; post-race overnight camping is available.

Toilets are provided on-site but that is about all, so bring all your own food, water & cooking gear.

We expect up to 1 hour of darkness at the end of racing. There will be some flood lights opposite the pit lane and at the lap counting but the rest of the track will be essentially unlit.

Teams are responsible for providing their own lighting in their own pits. This can be battery, gas, or generator powered.



1st: 25 points, 2nd:20 points, 3rd:16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3 points, 14th: 2 points, 15th: 1 point.

Night racing

Shenington offers the ultimate test, Bruntingthorpe and Curborough may not have the same total length, they also offer similar challenges of extended racing and night-time action.

Night racing is great fun, but also needs to be safe. Here are some tips and the basic rules for racing the midnight oil.

LIGHTING BASICS:

To save on costs (and race fees) tracks used in night-racing are much less lit than some years ago. Super-bright LEDs are now available at relatively low cost and enable you to see where you are going if used well – which helps!

Ensuring your rear lights are on the near extremities of the car really does help following cars to avoid you!

Like in a road-car, adjusting your front beams to see the road ahead (rather than the sky or the ground) is useful – even if you can't practice, checking this in the dark before you come to the event is a good idea.

If you have very bright front lights (or indeed use a helmet-mounted light) please try to set this up so you don't dazzle people around you (other drivers, lap counting, marshalls etc).

In the dark it is not always easy to tell which is your car, but very cheap single-coloured LEDs are permitted, and you can put these where you like to make a recognisable configuration. NOTE: do not use RED LEDs for this except on the back of the car.

[CLICK HERE FOR FULL RULES AND CAR SPECS](#)

BPCC LIGHTING RULES:

- a) Lights must be carried by all cars within any statutory lighting up period and must meet the minimum criteria outlined in the BPCS and below:
- b) A team whose car fails rule a must be pitted immediately) and maintenance conducted until a race official is satisfied the said car's lighting meets regulations.
- c) Front lights must be purpose built cycle lights and must be white (or close to white) in colour and, as a minimum be 2: off fitted as close to the extremities of the car as possible pointing forwards (i.e. one each side of the car minimum).
- d) Rear lights must be red in colour and, as a minimum be 2: off fitted as close to the extremities of the car as possible pointing rearwards (i.e. one each side of the car minimum).
- e) A red cycle type reflector must be fitted to the rear of the car
- f) All mandatory front and rear lights must be on constantly during the hours of darkness (i.e. fixed not flashing).
- g) If cars carry additional lights to those that meet the minimum requirements, these must not shine red if pointing forwards or white if pointing backwards.
- h) There is no obligation for the race organizer to supply any lighting nor stop an event if any lighting that is provided fails during the event. The above mentioned obligatory lights are required to ensure safety whilst drivers race to the prevailing track conditions with due regard to weather conditions and light levels.
- i) The latest lighting up time (i.e. time at which all mandatory lights on the car must be lit) will be announced at the drivers' briefing. If this has to come forwards for any reason then at least 1 hour's notice will be given.



Going the distance: Enduro events

Shenington offers the ultimate test in pedal car racing – twice around the clock – and is where the sport started many years ago. Whilst Bruntingthorpe and Curborough may not have the same total length, they also offer similar challenges of extended racing and night-time action.

DRIVER ROSTERS:

There are many ways to use your 4, 5 or 6 drivers, and everyone has a preference.

The simplest is just to run through each in turn – and was used remarkably effectively by BAR to win Shenington 2013.

This gives each driver a decent break, but no long lay-off periods.

Another oft-used option is to split the team into sub-teams and get each to do a certain period (the most common being two teams of three drivers working three-hours on, three-hours off).

You get a set of stints in quick succession but then a longer period of rest to eat and have a lie down (and maybe sleep).

There are many other ways to roster drivers which, especially for the 24-hour, can allow you to only have some drivers present at the race for a limited period (if they have other commitments).

Even for the junior (PC3 / PC4) teams, who have 6-hours off, it may not be the best option just to run all the drivers until midnight and then again from 6AM. Splitting the team could enable all drivers to have a full nights rest, and provide another impetus later in the morning.



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Scrutineering: Basic Checklist

Car rules are mainly there for your safety – so please make sure your car is within specification and fit to race before race day. To help smooth the process, here are some basic essentials to check before sending any car to scrutineering:

- Length and width, wheelbase and track conform to the rules.
- Braking is easily operated and effective on two wheels.
- Wheels are in good order and robustly attached to the car.
- The car is easy to steer and the steering linkages are well secured.
- There are no sharp or pointy objects sticking out of the car.
- Numbers are clear, conform to regulations for your class and visible all around the car.
- You have a transponder fitted (if you have it already).
- You have all team sheets filled with the correct license numbers and transponder number.

THE GOLDEN RULE

Helmets are absolutely mandatory when in a pedal car – even if you are not moving – failure to comply with this will result in laps being deducted.

[CLICK HERE FOR FULL RULES AND CAR SPECS](#)

NEW for 2014:

3.4. Maximum height of uncompressed seat cushion above ground level is now 500mm

NOTE ON GEARING RULES FOR PC2/3/4 TEAMS

The maximum distance a PC4 car can travel from one revolution of the pedal is **6mtrs**, PC3 – **6.5mtrs** and PC2 – **7mtrs**.

The purpose of the gearrestrictions is to prevent young racers from damaging their knees by pushing gears that are too big. The idea is to teach young riders to pedal at a high cadence rather than use a higher gain ratio.

Other Events

There are more races you may be interested in, which are not run by the BFPCR and do not form part of the BPCC:

SCOUTCAR NATIONALS: 5TH JULY, MANCHESTER.

An exciting day of sprints and short Grand Prix for teams in the Scouting organisation.

www.scoutcars.org.uk email: leachmf@aim.com

"BRITISH PEDAL CAR GRAND PRIX": 13TH JULY, RINGWOOD.

A street circuit event on the closed roads of the New Forest town. Amazing atmosphere!

www.britishpedalcargrandprix.org email: jim@strides.me.uk

BRISTOL 24-HOUR RACE.@ 11TH – 12TH OCTOBER, BRISTOL.

The long-awaited return of the classic enduro in Bristol. On closed roads in the city!

www.bristol24race.co.uk email: pedalcar@bristol24race.co.uk



“

**IT DOESN'T GET
ANY EASIER.
YOU JUST
GO A BIT FURTHER
EVERY TIME.**

”

www.pedalcars.info

BRITISH PEDAL CAR
CHAMPIONSHIP

