

British Federation of Pedal Car Racing

AGM Agenda

30th October 2011

Venue: Force India HQ (Silverstone)

1	Attendees and Apologies	
2	Minutes of 2010 AGM <ul style="list-style-type: none">• Matters arising	
3	Chairman's report on 2011	Mark Williams
4	Treasurer's report on 2011	Mark Williams
5	Proposals for 2012 (details on following sheets) 5.1 Modification of BPCC Constitution 5.2 Acquisition of mobile internet connection equipment 5.3 Discontinuation of Sprint, Northern and Southern Championship sub-series 5.4 Changes to the BPCS rules 4, 6 and 10 5.5 Improvements to information regarding lap counting tags 5.6 Various changes to the BFPCR Rule Book 5.6.1 Table 1 5.6.1.a Classes for 2012 5.6.1.b Future consideration of classes 5.6.2 Rules 1.3.a and 2.2.e 5.6.3 Table 2 (and possibly Table 1) 5.6.4 Rule 4.1.a 5.6.5 Rule 15.2.a (may affect 2.2.d)	
6	Nominations for and election to the 2012 committee	
7	Presentation of the 2012 calendar <ul style="list-style-type: none">• BFPCR events• Other domestic events• European Championships and other overseas events	
8	Any other business	
9	Date of 2012 AGM	

Immediately after the AGM, the newly-elected committee will meet for its first committee meeting in the same venue.

AGM Proposals for 2012

5.1 Proposal that the constitution be altered (section 8.5 Registered Office) to reflect the fact that the listed PO Box address no longer exists.

From Antony Hawkins (Secretary)

Reasons:

The PO Box no longer exists!!

5.2 Proposal that the BFPCR should fund the purchase of the equipment necessary to allow us to transmit live timing and scoring to the internet at all races (dependent on mobile data coverage).

From Jeremy Featherstone (Shenington 24 organiser)

Reasons:

(i) With larger fields some teams are necessarily going to be a distance from the timing screen. Particularly at the far end of the pits at Shenington it is a long and difficult walk to check the scores. Teams being able to see them in real time on their iPhones, lap tops, iPads etc. will help them follow the race and make it far easier for any dropped laps to be spotted as they happen.

(ii) Several people who could not make it to the Shenington 24 hour this year have expressed their disappointment that they could not follow the race on line as they had in 2010. From what I have been told this could have happened had we had a suitable dongle in our dongle hole.

(iii) I don't think it is much money.

5.3 Proposed discontinuation of Sprint, Northern and Southern Championship sub-series.

From Phillip Griffiths-Owens (lap counting)

- (A) The championship for Sprints to be discontinued
- (B) The championship for Southern series to be discontinued
- (C) The championship for Northern Series to be discontinued

Reasons:

Savings of time and money.

Secretary's note: These sub-series are not currently written into the BFPCR Rule Book.

5.4 Proposal to make various changes to the British Pedal Car Specification (rules 4, 6 and 10).

From Antony Hawkins (Secretary)

(A) Rule 4, Motive Force, should be re-written for greater clarity. Suggested new wording:

"Motive force must be that of a single driver only, at all times during normal racing. Push starts, kinetic energy recovery systems, etc., are forbidden. It is permitted to push or carry a stricken or failed car clear of the track and to the pits for repairs."

Reasons:

This will remove any confusion about the legality of push starts. The sentence regarding gears being permitted should be removed, as we do not need to list technologies we permit.

(B) The clarifier sentence of British Pedal Car Specification rule 6, Braking, should be moved to section 10, Safety:

Currently rule 6 says:

"Braking must be efficient, effective and balanced on at least two wheels with due allowance for wear during racing. All components shall be securely fixed to the car and in good condition."

I propose the second sentence be removed from here and instead becomes a new rule in its entirety, within section 10, possibly replacing "good condition" with "serviceable condition".

Reasons:

Currently we only insist on brakes being securely fixed and in good condition (what about steering, wheels, seat, gear controls, pedals, drivetrain components...?).

5.5 Proposal for improvements to information regarding the mounting of lap counting tags.

From Phillip Griffiths-Owens (lap counting)

(A) Have an advisory on how lap counting tags should be mounted on pedalcars.

Something like:

-
- Secured to the car and face on to the direction of travel
 - Not in contact with any metal - eg suspend it by a 'zip tie'
 - No metal or any other material known to shield EM fields between it and the ground
 - No higher than 200mm above ground
-

Reasons:

This is to try and cut down missed lap counts

(B) Advise competitors that it is their responsibility to ensure their car(s) are 'counting' properly and in the instances of 'missing' laps to check that the tag is mounted as advised.

Secretary's note: Could be incorporated into Rule Book section 14, if suitably renamed.

5.6 Proposals for various changes to the BFPCR Rule Book.

5.6.1 Proposals regarding Table 1

5.6.1.a From Phillip Griffiths-Owens (lap counting)

To make multiple changes to classes and championships:

(A) The class known as PC0 to be discontinued

(B) The class known as PCD to be discontinued

(C) The class known as PC4 to be discontinued

Reasons:

In each case, a lack of support + will save time/money

5.6.1.b From Chris Featherstone (Bruntingthorpe organiser)

That in a year's time the 2012 AGM should take a serious look at the sense and viability of all classes, particularly PC4, PCD and PC0.

Reasons:

This is to ensure we don't keep adding classes to see if they work and then never ever remove them again.

5.6.2. Proposal to change rules 1.3.a and 2.2.e and Table 2

From Jeremy Featherstone (Shenington 24 organiser)

That during the 24 hour race the following changes are made to PC3 and PC4 classes:

(A) That the break is moved to between 11pm and 5am (change to rule 1.3.a).

Reasons:

This will reduce the "crazy hour" that we have experienced in the last few years where we have tired 12 year olds on the track.

(B) That the race is taken as 1 event with simply a break in between rather than 2 separate races (change to rule 2.2.e and Table 2). This will save the cost of a few trophies and take out 10 minutes of presentations that are irrelevant to most of the field.

Reasons:

In my opinion, splitting the race into 2 for junior teams has not increased the field.

In fact, the teams who were in favour of it in the first place did not enter the race in 2011 despite this rule being in place.

5.6.3 Proposal to modify Table 2 (and possibly Table 1) such that the break points in permitted numbers of drivers per class at any given event, and the break points in Championship Points allocated for an event, are in line with each other. This is not a proposal to necessarily change both tables, but a proposal that they should align and a chance to reconsider the break points.

From Antony Hawkins (Secretary)

Reasons:

A few years ago we changed Table 1 to give ranges of race duration, rather than having to think of a number of permitted drivers in the event of a new race format being run (e.g. 10 hours, the first time that duration was used, or 7 hours as Curborough has just become). I believe this is a sensible approach and it would seem logical for the championship points allocation table to be similar, rather than listing specific race durations (24 hours, 10 hours, other) as it currently does.

It would also seem logical for the two tables to then use the same break points, be they at 6 hours and 12 hours (as per Table 1 currently) or at some other splits.

It is odd, for example, that Curborough, at 7 hours, is deemed long/hard enough to grant PC2 teams the use of a fifth driver, but not long/hard enough to warrant the awarding of additional points (the same would be true if Curborough were 9 hours). I have no particular preference as to what the splits should be, only that they should be aligned and sensible.

5.6.4 Proposal to change rule 4.1.a

From Phillip Griffiths-Owens (lap counting)

Change 4.1 a to read:

"All cars must conform to the pedal car specifications defined in the BPCS and have submitted to the Race Official(s) a correctly filled in and signed Team Sheet."

5.6.5 Proposal for a clarification in the rules in the event of a discrepancy in the result which cannot be resolved before the presentations are made on race day (primarily rule 15.2.a, may also affect rule 2.2.d).

From Jeremy Featherstone (Shenington 24 organiser)

(A) It is up to a team who believe that there is a discrepancy in their score to alert the Clerk of the Course / Race Controller to this.

(B) In the event of a discrepancy in their scores which cannot be rectified on the day, a team must inform the Clerk of the Course / Race Controller as soon as practically possible - and certainly before presentations occur - that they believe there is a problem. (Chances are they will have done so during the race.)

(C) If the Clerk of the Course / Race Controller then deems that more investigation is needed they can announce the results as provisional and let any teams who are effected know there is going to be an investigation.

(D) The teams can then be asked to provide evidence within a mutually agreed time frame and the raw data file from the lap counting should be made available to them as soon as possible.

Reasons:

Some clarification is needed on the purpose of the "provisional" period in the race results.

The questions are:

- What is the correct procedure for informing the race officials that a team thinks there is a problem with the results as presented on the day?
- What is the correct way for the officials to respond to this?
- What evidence is admissible?
- What is the time frame for all this to happen?

I feel this needs addressing.

This has been brought to a head by the manner in which a complaint was dealt with after the Shenington 24 hour race where a team appeared to do everything "by the book" to get their score corrected but in the end were told that changes could no longer be made.

Also, there was a 2 week delay between the evidence being sent and receiving a response which seems a bit of a long time.

In this case both the team and the race controllers appear to have been let down by the rules not being clear when this happens.

Race controllers can hardly be expected to deal with this to everyone's satisfaction when there is nothing in the rule book to guide them.

Hopefully, with greater access to live timing and scoring, the chances of this are gradually being reduced and as far as I know this is the only time there has been a major problem this season but it could have affected the outcome of the BPC in a big way for the team involved - it could have made the difference between 3rd and 6th for example - therefore we need to put some procedures in place for the future I feel.

Provisional calendar for 2012

Round 1:

Sunday 25th March OR Sunday 1st April (tbc, dependant on other users of the venue, should be known early in November)

Wombwell (near Sheffield, M1 j36)

6 hour (10:30am – 4:30pm)

Round 2:

Saturday 28th April

Bruntingthorpe (near Leicester, M1 j20 or j21)

10 hour (race 2pm – midnight)

“Polkuautoilu/Pedalcar World Championships”:

Saturday 26th May

Keimola motordrome, Finland

10:00am – 10:00pm

Note we have an invite to this but little else as yet...

Round 3:

Weekend 30th June – 1st July

Shenington

24 hour (race noon – noon)

Non-BPCC event:

Sunday July 15th – Ringwood – 2 hours

Round 4:

Sunday 22nd July (tbc)

Solihull (Tudor Grange Park) (M42 j5)

Sprints – 3 hours, 2 hours, 1 hour

European Championship:

Weekend 18th – 19th August (tbc)

St. Etienne de Chigny, France

24 hour (race 2pm – 2pm)

Round 5:

1st September (tbc, should be confirmed early in November)

Blackbushe (M3 j4a or M4 j10)

Sprints (4x 45 minute, 1x 3 hours)

Round 6:

2nd September (tbc, should be confirmed early in November)

Blackbushe (M3 j4a or M4 j10)

100 miles (time limit 10:30am – 4pm)

Round 7:

29th September

Curborough

150 miles (time limit 1pm – 8pm)