

MINUTES OF THE 2016 ANNUAL GENERAL MEETING OF THE BRITISH FEDERATION OF PEDAL CAR RACING

Conducted: 20th November 2016

Venue: Midlands Air Museum, Coventry

Meeting opened 11am

1: Attendance & Apologies:

1.1: Attendance:

Steph Mills (SM)	-	Royce
Mark Williams (MW)	-	2016 Treasurer
Jes Featherstone (JF)	-	2016 Competition Secretary
Chris Featherstoe (CF)	-	Apollo Racing
Jacob Spencer (JS)	-	Swebbelli Racing
Alan Goodman (AG)	-	2016 Chairman
Gary Hollingsworth	-	Team 105
Graham Barton	-	Wing Racers
Kevin Haydon		
Dave Ralphs	-	Falcon Notnray

1.2: Apologies:

Bob Robinson	-	2016 Secretary
Alan Crane		
Gary Richards	-	Scrutineer

2: Minutes of last year's Annual General Meeting:

The minutes were approved as a correct record of the 2015 AGM subject only to the following amendments being included:

2.1: Jes Featherstone stated at the 2015 AGM that he would be giving up the organisation of the Sherington 24 hour race after the 2017 edition.

2.2: Gareth Lloyd was not elected onto the 2016 committee, nor did he request to be so.

2.3: Note was to be made of the much discussion at the 2015 AGM regarding financial matters, the total lack of any publicity effort what so ever during the 2015 season, and the lack of any interest in taking on the role of Communications which Chris Featherstone desired to pass on.

3: Actions Taken since the 2015 AGM:

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| <u>3.1:</u> Membership fee proposal to be implemented: | Actioned |
| <u>3.2:</u> Publicity officer to be sought: | Not Actioned |
| <u>3.3:</u> Computer to be made available to BFPCR by B Robinson | Actioned |
| <u>3.4:</u> Comments book to be made available at races: | Not Actioned |
| <u>3.5:</u> Lamps to mark pit lanes purchased: | Actioned by DR |
| <u>3.6:</u> 2016 race program to be implemented: | Actioned |
| <u>3.7:</u> Risk Assessments to be produced & circulated: | Not actioned* |

*Risk assessments were produced but not circulated.

DR proposed that these now be circulated to all the committee and to race organisers.

4: Chairman's Report for the 2016 season:

Chairman (AG) gave thanks on behalf of the whole sport to those who had made racing possible during the 2016 season.

Particular mention was given to Phillip Griffiths-Owens who has attended all but one race during the last ten seasons to run the lap counting but has now ended his regular involvement. He will be very hard – if not impossible - to replace particularly when things run less than smoothly!

Although the racing at the front was still as close as always, general attendance is down particularly in the junior classes.

AG stated that the only way to improve this is by attention to publicising the sport at every opportunity.

5 Finances:

5.1: Financial Report

Treasurer (MW) presented the financial report for the year ended.

(A copy will be attached to this document).

The balance available at the end of the 2016 season is approximately £2500.

The loss made over the season was £1561.32 with the loss on running events being £932.72

5.2 (combined with 5.3): Membership and Race Entry Fees for the 2017 season:

For reference: For the 2016 season, the entry fees were £15/car for a 1-day race and £45 for the Shenington 24 hour race.

SM questioned why we had taken out the Solihull race as it made money.

MW proposed that with or without the loss of a round, the race fees need to rise to £20 for 1 day races and £50 for Shenington to cover costs.

MW presented a series of statistics showing by how much the race fees would need to rise given entry numbers and numbers of races.

CF asked that, given that in particular the numbers of junior teams were down, how much would putting entry fees up put people off? Will we just end up with less teams paying more each to support the sport? Could PC1 teams pay £20 and the others pay £15?

DR stated that the race entry fees are not a particular issue compared to other costs and teams would probably pay £25

DR asked if the "Federation Fee" of £25 per team was putting off once-a-year teams.

CF reminded the meeting that, at the 2015 AGM, we knowingly dropped licences and re-introduced the multi-car discount in the knowledge that this would reduce the available income for the 2016 season.

GB proposed that upping the race entry fees to £25/car and dropping the "Federation Fee" might solve the issue.

MW outlined a proposal to change the "Fed Fee" to "£10 per car" rather than "£25 per team" and questioned how the income would be effected.

SM stated that "Silly Army" did not pay a registration fee as they were entered under the Royce team.

DR stated that "Yarnton Scouts" did not pay a registration fee as they were entered under the Falcon Notnray team.

MW replied that this meant that the BFPCR was £50 more out of pocket than had been accounted for.

Two proposals emerged for entry and registration fees for the 2017 season:

Proposal 1: £25/car for 1 day races ; £55/car for the 24 hour race ; no registration fee

Proposal 2: £20/car for 1 day races ; £50/car for the 24 hour race ; £5/car registration fee

Proposal 1 was adopted.

Race fees for the 2017 season will be:

Rounds 1, 2, 4, 5 & 6 - £25/car

Round 3 - £55/car

The multi-car discount (“buy 3 get 1 free”) will remain in place for all races.

5.3: Insurance:

The insurance previously arranged through “Bluefin” has been found to be lacking in it’s cover.

GB is persuing an alternative.

It is expected that the insurance premium will fall.

5.4: Asset list:

Start gantry lights & pit lane lights need to be added to the inventory.

DR stated that we need to keep up to date with which assets are where – and with whom – at all times.

6: Constitutional Matters:

6.1: To consider whether the AGM could be held via the internet:

The meeting considered a paper prepared by Bob Robinson (included as an appendix here).

This proposal was rejected for practical and constitutional reasons.

6.2: To consider who can vote at the AGM:

CF & JS stated that as the "Federation Fee" is no longer applied, how does the meeting determine who can vote at the AGM given that the constitution states that it is one vote per team?

DR proposed that race organisers and officers of the committee should be added to those who can vote at the AGM.

KH asked if we were putting people off coming to the AGM as they knew they did not have a vote,

CF asked if anyone knew of anyone who had not attended the 2016 AGM for this reason.

The following change to the constitution was carried:

The following can vote at future AGM's:

- 1 representative per team
- 1 representative per race organising team
- Chairman
- Secretary
- Treasurer
- Scrutineer
- Competition Secretary
- Publicity Officer

The AGM shall be considered quorate as long as 25% of the electorate are present.

7: Elections to the committee:

The following were elected unopposed to the 2017 committee of the British Federation of Pedal Car Racing:

Alan Goodman, Mark Williams, Jacob Spencer, Jes Featherstone, Gary Hollingsworth, Graham Barton, Dave Ralphs, Chris Featherstone, Gary Richards.

8: Future of the Sport:

GB asked on the progress of the "Youth Council".

JF replied that this was proposed and accepted at the 2015 AGM but nothing had been done to action it.

GB suggested a youth Suggestions Book should be provided at races.

9: Handbook and Rules:

JF proposed 2 changes to the British Pedal Car Specification:

9.1: That rule 3.4 be amended to:

"The maximum height of uncompressed seat cushion (above ground level) is 400mm."

This was unanimously carried.

DR reminded the meeting that this rule was discussed and agreed upon several years ago but had never made it into the rule book!

9.2: That rule 3.5 should be amended to:

"The minimum distance between the centre of the wheels (track width) measured between the contact patches of the tyres on the ground is 650mm except if the height to uncompressed seat cushion is 200mm or less whereby the minimum track of 1 pair of wheels (front or rear) may be reduced to 500mm provided the track of the second pair is 600mm minimum."

This rule is proposed to allow the commercially available "Quatrovelo" to take part in BPCC races whilst maintaining our standards regarding safety and stability.

This was unanimously carried.

10: Members Agenda Items:

10.1: (Proposal from JF): That for the 2017 BPCC. A team's worst points score will be deducted from their final result:

DR said that this would be awkward to work into the existing championship tables on the website.

SM pointed out that we had already dropped Solihull so why would teams effectively drop another race?

CF questioned whether teams would make the effort to travel to races a long way from their homes if there were no points on offer.

This was unanimously rejected.

10.2: (Proposal from JF): Clarification on yellow and red flag (and yellow and red light) rules:

10.2.1: Suggest the rule when a yellow flag or yellow light is shown be amended to:

"Cars will slow down and there will be no overtaking until a subsequent green light is shown or the drivers are advised of the removal of the hazard by the race controller."

MW pointed out that this is entirely self-regulating.

SM said that it is only at Blackbushe where a yellow flag situation would ever occur.

JS suggested that this needs to be added to the race briefing

MW advised that it was up to the marshals whether a yellow or a red flag was appropriate.

This was unanimously carried.

10.2.2: Suggest the rule when a red flag or red light is shown be amended to:

"Cars will drive caution to their pit boxes and stop until further instructed."

CF said that "Stop" should mean "Stop Immediately".

JF pointed out that that was all very well but when we had a red flag at Shrewsbury the whole field stopped except cars 1 & 2 which carried on at a walking pace. Either way, it must be clarified.

This was unanimously rejected.

The rules for yellow and red flags were agreed to be:

Yellow flag / yellow light: CAUTION. SLOW DOWN. NO OVERTAKING

Red flag / red light: STOP IMMEDIATELY AND AWAIT INSTRUCTIONS

10.3 (Proposal from DR): That the end of season BPCC trophies should be awarded at the AGM.

DR outline the proposal: This may increase attendance at the AGM and the opportunities for photos of the winners will be better. Appreciate you may not get the teams or drivers at the AGM but you may also not get them at Curborough either.

AG pointed out that transport issues for junior teams may prove a problem but it may well help to make the AGM better attended.

DR suggested that this be reviewed after 1 year, and also we will keep listening to the teams during the season to see how they felt - and if they would be happy to attend the AGM for this purpose.

This was carried by 2 votes to 0.

10.4 (Proposal from DR): That the age ranges need to be clarified better on the race entry forms in the following wording:

PC1: Open class – any age

PC2: All drivers to have been born on or after 1/1/2001 to qualify for this class in 2017

PC3: All drivers to have been born on or after 1/1/2003 to qualify for this class in 2017

PC4: All drivers to have been born on or after 1/1/2005 to qualify for this class in 2017

This was unanimously carried.

10.5 (Proposal from Falcon Notnray via DR): That PCD and PC0 are run as separate championships and class points are kept separate as we feel that – like PCF – the PC0 and PCD should be kept separate to acknowledge the efforts of the drivers in respective classes.

I.E: That PC0 (solo) cars will no longer be eligible to score points in PCD (2 drivers or less) class.

DR said that this was necessary to encourage teams who can not get 4 drivers per car into the sport.

AG questioned that, should a PCD pair suddenly find themselves a driver short on race day, they would be running solo through no fault of their own would they be ineligible to score points in their chosen class.

CF pointed out that PCD teams had finished high in the overall standings previously. Most memorably, Bristol Racing finishing second in the 100 miles of Blackbushe with just 2 drivers.

GB said that many teams do not race for points and championship so this would not matter to them.

SM said that 2 driver teams should be easily beating 1 driver teams anyway.

DR clarified that PCD and PC0 teams would still score points in their age (or gender) class and everyone would still score points in PC1.

This was rejected by 4 votes to 1.

10.6 (Proposal from Falcon Notnray via DR): That a constructors / team trophy be awarded each season to the constructor / team (defined as has registered as a team) that gains the most points. Points be totalled in a similar manner to F1 etc i.e; add up points for each car they enter to each race. We hope this may encourage teams to possibly build a 2nd (or subsequent) car and enter more races throughout the year.

CF asked if this is “team” or “constructor” as the two are different.

DR proposed that if this was accepted, the committee would have to define it but this would be per team and overall only (not in each class).

GH asked if this isn't already covered in the Chairman's Trophy?

GB offered to remake a trophy if required.

JS stated that it was difficult to have a vote on this, or any, subject if the voters were not fully aware what the consequences might be should the proposal be carried.

This was unanimously carried. Subject to CF proposing the terms under which such an award may be made and presenting them to the committee.

10.7 Clarification was sought on the “20% rule”:

DR said that the perception was that, to score BPCC points, cars needed to complete 20% of the total laps of the overall race winner and be running at the start and the end of the race.

MW clarified that there is no requirement for any car to be on the track at any time so cars do not need to take the start or the finish of the race to be classified.

AG reminded the meeting that all cars must pass scrutineering before being allowed to race.

10.8: Clarification on rules for solo drivers at the 24 hour race.

DR said that the current wording of the rules – firstly dictating that there was no PC0 class in the 24 hour race and then stipulating the time that PC0 cars may be on the track during the 24 hour race was confusing.

The AGM voted unanimously that: There is no PC0 class in 24 hour racing and rule 1.3A should be amended to remove reference to PC0.

10.9: Clarification on rules for the event of a tie.

DR said that currently there is a possibility that, say in PC4 class, 2 teams could finish equal on points having completed the same number of races but never having actually have raced against each other.

MW proposed that, if at least 3 criteria had already resulted in an equal result, then it should be declared a draw.

This proposal was unanimously accepted.

11: 2017 Season

11.1: 2017 Race Calendar.

The following BPCC calendar was proposed by JF following consultation with the committee:

Sunday, 26 th March	-	Wombwell	-	3 * 2 hours
Saturday 22 nd April	-	Bruntingthorpe	-	6 hours
June 24 th – 25 th	-	Shenington	-	24 hours
Saturday September 2 nd	-	Blackbushe	-	Sprints
Sunday September 3 rd	-	Blackbuse	-	100 miles
Saturday, September 24 th	-	Curborough	-	7 hours

The floor was opened to comments.

SM asked why Solihull had been dropped when it cost nothing.

JF replied he would answer in his comments following the discussion.

There followed discussion over accommodation for Wombwell as it is considered to be a long way North.

AG asked if there were any non-scout camp sites nearby and highlighted that there was a Travelodge close to the track.

GB asked where trailers could be left as a Travelodge is not suitable for this.

JF said that Swebbelli would be at Hesley Wood Scout Camp Site and, whilst only those with a valid scouting DBS check could stay there, they would be happy to look after trailers.

DR offered to check to see if there were scout huts nearby which would offer accommodation.

The format of the Blackbushe race was discussed:

SM said that most Ringwood / New Milton teams are not up to 6 hours of racing in a day and this was putting some of them off.

DR said that having many gaps in the racing cost a lot of time – particularly in the light that we have no lap scorer for the 2017 season.

SM stated that this was the only real sprint event (3 * 2 hours hardly being sprints) and the 45 minute format made it different.

GB agreed that the short races suited them and was a good format.

JF said that racing Blackbushe in the darkness would be an incredible event but we lack the facilities at present to light the pit lane which would be required.

DR suggested that 5 * 45 minutes + 2 hours might work but running into darkness would not be wise.

It was agreed that the racing on the Saturday of Blackbushe 2017 would run from 1pm to 7.30pm so that it would finish in dusk but there would be no mandatory lights needed on the cars. The format is to be agreed.

GH asked if he could be sent information for race organisers so that he could attend a meeting regarding Wombwell. MW to send.

11.2: 2017 Competition Secretary

JF closed the discussion on the race calendar with the following statement:

I have been asked to put together a job description for British Pedal Car Championship competition secretary as I wish to pass over the role for reasons I will give below:

Job Description:

1: Take the lead role in setting the race calendar for the following year:

Draft calendar by end of June

Final “provisional calendar” by start of September

Calendar to be ratified by the AGM.

2: Liaise with other organisations to avoid calendar clashes – and attempt to complement each other’s events – where possible:

British Human Power Club

Scoutcar Nationals

British Pedal Car Grand Prix

3: Liaise with venue owners if no specific race organiser has yet been appointed.

And my personal thoughts as to what should also be involved:

Attempt where possible to provide a variety of circuits to test different features of car design and driver skill throughout the season.

Attempt where possible to distribute the races evenly around the country – North and South.

Provide back up to race organisers to promote their events in their local area.

And finally...

During the process of putting the 2017 calendar together I have become aware that I no longer represent the views of many of the committee as to where and when races should take place.

Criteria have been imposed which were not even considered when I first started taking this on about ten years ago. Criteria such as weather at previous events, clashes with other events I have no knowledge of, and geographical limitations which have resulted in a smaller area in which we can get agreement to hold races than we used to

I have been guilty of letting my love of driving pedal cars on challenging tracks in difficult conditions – and giving others the challenge of doing so – override the financial and geographical concerns which are now seen as more important.

An event where 10 cars race on an 800m circuit which costs us nothing seems to be perceived as more successful than an event where 17 cars race on a 400m circuit which costs £600 in circuit hire and I simply can't get my head around that although to others it is obvious!

Therefore, if the committee wish to appoint someone else to this role I will give it up and hopefully enjoy driving endurance races on circuits such as Wombwell and Bruntingthorpe for one last time during the 2017 season.

No volunteers were forthcoming so the role of competition secretary is now vacant.

11.3: 2017 Race Controllers:

CF and DR reminded the meeting that as of the end of the 2016 season we have lost Phil as our regular lap counter and, as yet, nothing had been done about finding a suitable replacement.

The following were confirmed for each race:

Round 1:	Organiser = team 105;	Scoring = vacant;	Controller = MW
Round 2:	Organiser = MW / JF;	Scoring = vacant;	Controller = MW
Round 3:	Organiser = JF & team;	Scoring = P G-O;	Controller = MW & GB
Rounds 4 & 5	Organiser = DR & team;	Scoring = vacant;	Controller = DR

Round 6: Organiser = JF & team; Scoring = vacant; Controller = MW

AG said that setting up and running the system was not the issue. The difficulty was the procedure to finish the race and also how to retrieve data in the event of a failure.

MW made it very clear that, in the event of a lap counting failure, he would throw a red flag until such time as the members of the committee present sorted out the problem.

JF said that, as a race organiser the situation was that his team would put in all the effort required to put the race on. Mostly this is administrative but, in the case of races where effort is required to make them “more than just a race” such as Sherington, there are many hours of work put in beforehand. In return he expects “The BFPCR” to supply insurance, lap counting and a race controller because it is “The BFPCR” who collect the race entry fees.

JF totally accepted that “The BFPCR” was basically the dozen people sat in the room. We are a tiny organisation and do not have resources of manpower available that people seem to think we have.

MW asked the question: what would happen if for any of these races he happened to be ill or injured? What is the backup plan?

AG will talk to Phil to get all the information on how to run the system.

12: Action list:

CF asked how we hold people accountable to do what they say they will do at past AGM's. For example in 2016 we did not receive the promised help in race control – particularly at Sherington.

13: 2017 AGM

JF suggested Hillingdon on 22nd October 2017 to coincide with the last round of the BHPC championship and AGM.

No other suggestions were put forward.

The committee are to advise on date and format.

Meeting close 1.30pm.