

Minutes of the 2009 AGM
Of the British Federation of Pedal Car Racing

Meeting opened 11am

Present:

Simon Gare (SG)
Neil Carter (NC)
Alan Goodman (AG)
Darren Carter (DC)
Antony Hawkins (ADH)
Chris Featherstone (CTF)
Jes Featherstone (JPF)

1: Apologies:

Mark Williams, Gary Hollingsworth, Bill Gratrix, Gary Richard, Roland Jones, Rob Fulford, Alistair Brown, Derek Tweddle

2: Minutes of 2008 AGM and matters arising

Were accepted as a true record.
Proposed ADH, 2nded CTF

3: Chairman's Report

Races & Competitive Sprit

Participation at the races has on the whole been good; I personally attended 6 out of the seven rounds. The opening race at the Shrewsbury saw some new faces & new teams and many of our established teams. At the top of the leader board we saw a new team with some old faces facing stiff competition which was to play out through the rest of the season.

The second running of the Swansea 10 hour race was also well attended, many people seeming to enjoy the night racing without the massive efforts of a 24hr race.

The Shenington 24hr race was a big miss for me but from the team managers and competitors I spoke to this was a really well supported event delivering some great racing. Several new teams appeared and many were successful.

Silverstone was a great event held in difficult conditions, (Wet... need I say more?) and Blackbushe was a fantastic weekend. Sadly both poorly attended compared to the opening rounds of the season.

Curborough, the season finale, again produced some great racing.... Supported by a fly pass by the Red Arrows and what at one point looked like the landing of a hot air balloon in the middle of the event but it all passed off well. Great results for BAR and there first championship win, in PC2 Swebbelli conquered once again but met great competition from Revolution, Giles School and others. PC3 saw a fantastic overall win by 1st Brill, a new team but with many close competitors. This class also saw the most entries in terms of one offs from the Shenington event. PC4 was won by Killay and PCF by Swebbelli. PCZero saw some great performances, Nemo the class winner showing great persistence and improvements in performance.

We now offer six weekends with a variety of racing, set distance, straight six hour, to the 10 hour race, the 1,2,3 hour sprint events to massive 24hr endurance race. What else can we do?

New Teams

The model of Shenington 24 hr race seems to be an interesting one, advertising the race to local teams' swelled numbers in the field adding to the atmosphere of the race but also encouraged some new teams to enter more of the championship. The BFPCR and Championship aside for a moment this gives other organisations the opportunity to enjoy a different sort of event from their normal activities and helps us with the costs of our races, this is hopefully something we the committee can help race organisers to promote.

Appeals for Sponsorship

We must thank Dobson White Partnership for the support over the years, this has made it easier to develop and run the sport. Sadly due to the business climate they have had to withdraw their support we must therefore continue the search for external sponsorship. With many of the teams enjoying our events charities themselves, anything we can do to control the costs should help them keep on racing!

Secretary Job Description

My personal thanks to Jeremy Featherstone who has decided to step down as secretary of the committee. Below is a brief job description for those interested in taking up the post.

The Secretary is ultimately responsible for all non-financial documentation for the sport, e.g. the rule book, constitution, (pro-forma risk assessment?) etc. The Secretary does not have to write or publish these personally, but they do have to ensure they are correctly written and published by whoever volunteers to do so.

- 1: Take minutes at committee and AGM's and publish these to the committee for checking ASAP after meetings - certainly within a week.
- 2: Prepare literature for those meetings (previous minutes, lists of proposals etc). Includes collating and presenting (unedited) any proposals put forward.
- 3: Publish the dates of the AGM and committee meetings.

Face Book Group

Adding to our digital presence this September saw the creation of our face book group. This will not replace the website where we will continue to provide information and race details but will hopefully make it easier to contact new and old interested parties globally.

Closing Thoughts...

My summary of the season is that we saw a good competition, support by the competitors, race organisers, committee, race officials and others is making the sport safer, and faster. In my opinion as race controller at many of the events the application of the rule book continues to drive standards up and maintains fairness and across events. As our sport continues to evolve so will it. I look forward to friendly and open discussion later in the meeting to add to it and amend it.

The BPCC 2009, a huge effort to organise and to compete in, thanks to all of you who made this happen. What a great season! From when the flag drops to start the 2010 season to when the final chequered flag falls lets hope we have as much fun, if not more.

Simon Gare
Chairman.
BFPCR

30th October 2009

4: Treasurer's Report

[copy to be attached as appendix 2]

Antony presented the report in Mark's absence.

It was noted that 2 members of the committee had personally chipped in £600 between them to support the BPCC.

There is £2600 in the bank with an expected bill for £700 to come for insurance.

AG: Said that the BHPC insure with Tower Gate and he would send Mark the details as this insurance had covered both England and Jersey.

ADH: Re-stated that a sponsor is required to keep our heads above water in the long term.

JPF: Said that we would know by the end of the year whether the Dobson White Partnership would be able to help us in 2010.

JPF: Also stated that other people had chipped in for things. For example Geoff Tooke had kindly donated the perpetual shields for both PC1 and PC2 classes at Sherington.

5: Open Discussion Topics:

5.1: (Alan Goodman):

Proposal that there should be some indication (such as a bell) when a car enters its final lap of a race.

This would give all drivers the opportunity to plan for a sprint finish.

At most venues a bell could be heard from anywhere around the circuit and so would also alert slower cars to the fact that there are likely to be cars moving very quickly and racing hard for a finish.

That would help them to avoid impeding the progress of the faster cars and potentially avoid a collision.

ADOPTED

N.C: Said it was not always obvious which was the last lap.

AG: Suggested we could go to "time + 1 lap" like the BHPC do.

ADH: Put forward that it could be last lap in fixed distance races and last minute in timed ones.

S.G: Said that if someone will donate a bell then we will do it and when he decided it was the last lap then it would be the last lap. If that meant a race was a few seconds shorter than it should be then so be it.

5.2: (Jes Featherstone):

Proposal for simplification of the numbers of PC2 drivers in long races.

At present the rules for PC2 class are very specific for the races we organise at present: 10 hours = 5 drivers; 24 hours = 6 drivers; others = 4 drivers.

What I propose is:

For races where the total time is expected to be 6 hours or less: 4 drivers.

For races where the total time is expected to be 12 hours or less but more than 6 hours: 5 drivers.

For races where the total time is 24 hours or less but more than 12 hours: 6 drivers.

This gives potential organisers an instant answer as to what the rules will be without having to invent a new kind of race and then go to the next AGM to ask how many drivers should be allowed.

ADOPTED

No one could think of any reason at all why this should not be adopted.

5.3: (Antony Hawkins):

Proposal for additional rule regarding lighting on cars:

In rule book section 13, Lights:

We add "There is no requirement for events to provide any circuit lighting at any time.

Teams should be prepared to race in total darkness and light their cars accordingly"

...or something to that effect.

Why? We already say lights should provide assistance to forward visibility; therefore teams shouldn't have a problem if any circuit lights go off. If any such lights do go off, there should be no expectation that racing will be suspended or interrupted for the benefit of any team whose lighting is inadequate to cope with total darkness.

ADOPTED

S.G: Said this sounded sensible.

N.C: Asked if this was needed and what would happen if a circuit became unsafe due to it being too dark.

ADH: Reminded the meeting that the race controller had the power to stop any race at any time if a circuit became unsafe for any reason which covered it.

5.4: (Antony Hawkins):

Proposal for additional rule regarding pit lane discipline:

In rule book section 7, Pit lane:

We add a rule that any car entering the pit lane must come to a complete halt before exiting again.

Why? When drivers inadvertently go into the pit lane there's a temptation to power through.

Knowing you'll have to stop will concentrate the mind some and should give drivers a greater incentive to try harder to avoid the pit lane if they didn't intend to use it.

It will also give the race controller an easier job when compared to having rival drivers complaining about 'drive-throughs' and having to decide when to deduct a full lap from the offending team.

ADOPTED

S.G: Wondered how to apply this rule.

N.C: Said this might solve the problem of accidental drive – throughs.

D.C: Wondered how this would be applied in the case of an “open” pit lane.

ADH: Said an open pit lane it always more difficult.

S.G: Said this might penalise the faster / more competitive teams more than the slower ones and possibly won't improve the behaviour of poorer driving teams.

N.C: Said this might create more of a problem as people tried to avoid getting punted into the pits and therefore could end up with a worse accident.

D.C: Said that Rob Fulford went through the pit lane and overtook other cars at Silverstone.

JPF: Said that according to the rules 3 laps should have been deducted whereas actually only a 1 lap penalty had been applied.

N.C: Said there isn't a perfect solution and that was mainly down to race craft.

S.G: Thought it might be better to look at the design of all the pit entries and exits in the championship to see where they can be improved.

N.C: Said that whenever you go into a pit lane, as long as you stop, there can be no penalty.

S.G: Said that you can't impose a speed limit because there is no way to measure it and suggested the following addition to the rules:

“If a car enters the pits it must come to a complete stop.”

5.5 & 5.8:

Proposal for alterations to rules on head & tail lights.

Discussion on lights taken as 1 open topic.

Various changes to the rules noted in bold.

13. Lights

a) Lights must be carried by all cars within any statutory lighting up period and must meet the minimum criteria outlined in the IPCS and below (see 13c & 13d)

Amend:

13 a) Lights must be carried by all cars within any statutory lighting up period and must meet the minimum criteria outlined in the IPCS and below (see 13c, 13d, 13e, 13f & 13g)

ADOPTED

13b) A team whose car fails rule 13a must be pitted (immediately where a race official decides safety is being compromised) for maintenance to be conducted until a Race Official is satisfied the said car's lighting meets rule 13a.”

ADOPTED

13c: Front Lights:

Neither Simon or Mark had been able to get hold of the European or British standards.

N.C: Said that the standard meant that lights complied to the road traffic act and there are 2 sets of standards.

Not all lights have both.

CTF: Replied that we are not racing on the road and therefore do not come under the road traffic act.

ADH: Said that you can buy great MTB lights that do not comply to BS.

S.G: Asked what happened if people made their own, perfectly good, lights which of course would not have the BS marking.

CTF: Asked if we are going to send teams home at scrutineering just because they had headlights which were not BS marked.

N.C: Said that meant people could put any lights on at all. The question is – should they be “proper bike lights” or not. Too many people run home made lights, torches or pound shop lights and Killay always run poor lights.

S.G: Proposed that instead of a BS, “preferred good quality cycle lights” should be required.

N.C: Said that single LED's with no reflectors should be banned.

A.G: Said it was a good idea to have a standard and they should have to be effective but wouldn't want it to put the cost up.

Meeting agreed the following change to the rules:

“Front lights need to be purpose built cycle lights.”

13d: Rear Lights

S.G: Said introducing a rule that they must be cycle lights would be reasonable.

ADH: Disagreed. Take Calow as an example of a team who had made their own perfectly fine tail lights. They were not, strictly speaking, cycle lights but a good solution and surely this is the kind of problem solving engineering we should be encouraging.

JPF: Asked what was wrong with the single LED rear lights that all the Apollo's run.

N.C: Said that these were not proper bike lights.

JPF: Asked exactly why that made them unsuitable.

NC: Said it was because they were not proper bike lights.

S.G: Suggested that we either mandate proper cycle lights or allow rear lights which are deemed suitable by the scrutineer.

Meeting voted no change to the existing rule.

13e: A rear cycle reflector should be fitted.

PROPOSAL ADOPTED

CTF: Asked why this was needed.

N.C: Asked why not

13f:

Proposal covered above.

13g:

Meeting unanimously agreed the following rule change:

“Any additional lights that point backwards must not be white.”

“Any additional lights that point forwards must not be red.”

13h: Teams should note that there is no obligation for the race organiser to supply any circuit 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 daylight levels.

(See 5.3 above)

13i: Lighting up time.

PROPOSAL ADOPTED

S.G: Proposed addition to the rule book:

“The latest lighting up time will be announced at the driver’s briefing. If this has to come forwards for any reason then at least an hours notice will be given.”

5.6: (Mark Williams):

Amendment to the BFPCR Rulebook

“For clarity, consistency and the avoidance of doubt, the rulebook should be amended as follows to ensure all teams are aware of the means to determine the Grid Order for every race”

ADOPTED

5.7: Proposal to increase length limit to 3000mm

ADOPTED

A.G: Asked what was the basis for the current 2030mm limit.

ADH: Thought that it was the length limit from Hong Kong as stated in the original IPCS.

N.C: Said that with the exception of UK and HK everyone else has a 3m length limit except Italy and possibly Torquay (where you have to use one of their cars anyway). So by increasing the limit we could get more cars joining in.

There is no performance advantage in building a longer car but most record breaking HPV's are around 2500mm and the proposal would benefit BAR and the Relton's who want to put the driver in the middle of the car also it would allow designers of short wheel based cars to move the chain ring down and improve visibility. Gary thinks it would give more of a crush zone as well.

Also, Miles Kingsbury has come up with what he believes to be the ultimate design for a pedal car and this is 2200mm long.

CTF: Asked if we could unilaterally change the IPCS.

N.C: Said who cared about that because no one else actually follows it.

S.G: Responded that there has to be some basis for car design or we go back to using racing bikes with stabilisers. How do we physically change what a pedal car is?

JPF: Asked if we should change the rules just because someone has decided the ultimate pedal car should be longer than 2030mm.

N.C: Said there was no logical reason not to change it.

ADH: Said that the purpose of the IPCS was to encompass the pedal car world as we knew it then. Purpose was to build a car in 1 place that you could race everywhere. If we had known about all the other sets of rules at the time then we would have tried to get them on board then. It would be good to get some dialogue between all the other places as well.

N.C: Pointed out that we are the ones excluding others by our rules and we don't want to simply adopt the "lowest common denominator".

ADH: Said that South Africa don't actually mandate 4 wheels.

N.C: Said that at present our rules are stifling car design.

CTF: Said that if you turned up with a Varna Diablo with no visibility then this would still be outlawed by our other rules.

ADH: Said that longer length would give people the space to play with Corex.

S.G: Read objections from Roland Jones and Gary Hollingsworth

GH [via e-mail]:

I have been reading the topics of increasing the size of cars and are surprised by some of the discussions. Is it just me or is it the teams who have only 1 car and 4 drivers that are pushing this forward.

As there are more younger teams taking part and funds are not as easily available then newcomers with the cars they have would be obliged to spend money or just accept that they will just take part but unless they invest hundreds of pounds then they will never be able to compete on an even footing.

This being the case maybe multi teams would look at reducing their teams effecting race days and just concentrating on a small number.

This can not be good for the sport as the number of cars on the track seem to be increasing.

Like our team we have cars for scoutcar and cars for your racing maybe these teams should consider building a separate car for racing in races abroad.

N.C: Said that what Gary says is not based on fact. Apollo's bodywork and BAR's 2 wheel drive system are both designed to give those respective teams an advantage over the others and this is just progress that should be encouraged. A lot of Welsh teams run unfaired anyway.

CTF: Said he had no objection as long as people built cars that are safe.

6: Nominations and elections to 2010 committee

The following were elected unopposed:

Antony Hawkins, Mark Williams, Rob Fulford, Roland Jones, Alan Goodman, Jes Featherstone, Chris Featherstone, Darren Carter, Neil Carter, Bill Gratrix, Simon Gare, Gary Richard.

7: Presentation of 2010 calendar

[calendar attached as appendix 1]

The 2010 calendar was unanimously endorsed.

N.C: Said that Blackbushe is poorly attended because it is getting tired as a venue.

JPF: Said that Blackbushe was the driver's favourite circuit and should remain on the calendar.

SG: Suggested a 1 day (10 hour) race might work well there in the future.

8: Report on 2009 European Championship and plans for 2010.

NC: Said we are backing the wrong horses as far as the French and Italian federations which we have links with are concerned. We should be talking to Aolos and Serena rather than Karbyk and to someone other than the FILVP in France as these seem to be pushing things forward more.

ADH: Commented that we weren't "backing horses" per se with Karbyk and the FILVP; these just happen to be the organisations, in each country, of whom we first became aware.

9: Any Other Business

1: Lap counting hardware:

CTF (on behalf of Phil Griffiths-Owens): Said that we need to have back up for the lap counting hardware. In an ideal world, we would have a duplicate system. What happens if it "falls over" half way through a 24 hour race?

NC: Said that the critical bits are the mat and connecting box of hardware which together cost £1500. There was no benefit in spending this money if we can get replacement parts in 2 or 3 weeks.

DC: Said that if you buy one then chances are it will be out of warranty before we get to use it.

SG: Said that he would get together with Phil to sort out the mat.

ADH: Said that replacing the mat every 2 years was a good idea.

CTF: Asked if we needed new tags.

SG: Said the box was full of new ones so we are OK for next year.

SG: Asked if he could give Neil the box to check over and make good the connections while he and Phil did the mat.

NC: Reminded him to keep the mat dimensions exactly the same as they are now.

2: Child Protection Issues.

SG: Was worried about the extension of CRB checks etc. Many people are family / scout leaders but our "officials" are not CRB'd. When the specific rules come out we need to find out the process of getting checked.

JPF: Advised that we need to keep a close eye on how these rules develop.

NC: Said they would take a while to come it.

3: Drivers

JPF: Proposed that the rule that a driver may only driver in 1 car during any 1 event needed to be reinserted into the rules.

4: IPCS

SG: Re iterated his concerns that we were unilaterally changing the IPCS and was concerned as to how this could be universally implemented.

5: Attendance at the AGM:

AG: Said it seemed to be a very big problem as there were only 7 people representing 4 teams there.

SG: Suggested trying to allow people to attend remotely.

NC: Said that many wouldn't come anyway and lots of committee business is conducted over the forum but we should try it for the next AGM.

6: Pit lane demarcation.

NC: Suggested using a length of garden hose instead of tape in the case of an "open" pit lane.

DATE OF 2010 AGM: SUNDAY, 31ST OCTOBER
Meeting closed 1435

BRITISH FEDERATION OF PEDAL CAR RACING

RACING CALENDAR – 2010

Including the British Pedal Car Championship

SUNDAY, APRIL 11th :	100 MILES / 6 HOURS (BPCC ROUND 1)	SHREWSBURY
SATURDAY, MAY 8th:	10 HOURS (2pm – midnight) (BPCC ROUND 2)	MARGAM PARK (PORT TALBOT)
SATURDAY 26th – SUNDAY 27th JUNE:	SHENINGTON 24 HOUR RACE (BPCC ROUND 3)	SHENINGTON
SUNDAY, 4TH JULY	SCOUT CAR NATIONALS*	Manchester
SUNDAY, 11TH JULY	RINGWOOD GRAND PRIX* LEYLAND ROUND TABLE RACES*	RINGWOOD, HAMPS LEYLAND, LANCS
SUNDAY, 25th JULY:	3hr + 2hr + 1hr (BPCC ROUND 4)	TUDOR GRANGE,
SATURDAY, 4th SEPTEMBER:	45min + 45min + 45min + 45min + 180min (BPCC ROUND 5)	BLACKBUSHE (Euro's day 1)
SUNDAY, 5th SEPTEMBER:	5 HOURS (BPCC ROUND 6)	BLACKBUSHE (Euro's day 2)
SATURDAY, 25th SEPTEMBER	1hr + 2hrs + 3hrs (day/night race) (BPCC ROUND 7)	CURBOROUGH SPRINT COURSE (LICHFIELD)

Notes:

All Dobson White Partnership British Pedal Car Championship events are run by the British Federation of Pedal Car Racing.

Whilst every effort is made to provide good information here, the BFPCR cannot be held responsible for the other events listed (*marked with an asterix*) or any inaccuracies in the information relating to them.

BRITISH FEDERATION OF PEDAL CAR RACING

P.O. Box 3039; SHEFFIELD; S6 2XZ

BFPFCR 2009 Accounts - PROVISIONAL Summary

HSBC Current Account			
End of 2008 Balance brought forward	£ 1,996.27		
2009 Balance 1 Nov 2009	£ 2,560.09	£ 2,879.68	£ 3,443.50
Paypal Account			
End of 2008 Balance brought forward	£ 718.28		
2009 Balance 1 Nov 2009	£ 49.35	£ 1,535.27	£ 866.34
Account Transfers			
Paypal to HSBC 04/2009	£ 1,000.00		
Paypal to HSBC 10/2009	£ 500.00		
Adjusted Outgoings / Income		£ 2,914.95	£ 2,809.84
Combined End of 2008 Balance B/F	£ 2,714.55		
Combined 2009 Balance 1 Nov 09	£ 2,609.44		

Profit / Loss
-£ 105.11

Pending Items

£10.00 refund to BFPFCR
£665.50 2010 Insurance
Review of Federation Fees within Swansea Entries

Due from J Featherstone following overpayment of S.Berks Toilets Invoice
Due by 1 December 2009 if remaining with Zurich

BFPFCR LOSS OVER 2009

Detail Review

Income including in part			
		Fed Fees (18%)	£ 500.00
		Race Fees (74%)	£ 2,076.50
		Licence Fees (5%)	£ 131.50
Outgoings including in part			
	£ 698.78		
	£ 1,354.25		
	£ 343.60		
	£ 373.05		
		Insurance Costs (24%)	
		Circuit Costs (46%)	
		Trophy Costs (12%)	
		First Aid Costs (13%)	

Remaining Income from Tags / Paypal Orders

Individual Race Info

R1 Shrewsbury	£ -	£ 255.00	£ 255.00
R2 Swansea	£ 80.00	£ 97.50	£ 17.50
R3 Shernington	£ 1,008.37	£ 765.50	-£ 242.87
R4 Silverstone	£ 326.49	£ 260.25	-£ 66.24
R5/6 S.Berks	£ 427.19	£ 340.00	-£ 87.19
R7 Curborough	£ 323.50	£ 358.25	£ 34.75
Totals	£ 2,165.55	£ 2,076.50	-£ 89.05

Remaining Outgoings to Paypal
2010 Quotation of £665.50 received for payment by 1 December 2009
Shrewsbury Circuit cost paid by direct donation
For Shernington, Silverstone, S.Berks and Curborough
Kit and Shernington
£256.00 Circuit cost paid by direct donation
Refund to B.Gatrx due ??

MW
BFPFCR Treasurer
01-Nov-09

Antony,

Feel free to ad lib in reporting the details below, but it may pay to narrate these details, leaving the accompanying Summary Sheet to be copied and distributed to those attending the AGM.

Mark

BFPCR 2009 Accounts - PROVISIONAL

Commentary

Combined Balance at End of 2008	£2,714.55
Combined Balance at 1 November 2009	£2,609.44
Total Outgoings	£2,914.95
Total Income	£2,809.84
Current loss	£105.11

Pending Items which would further extend season loss:
£10.00 to return.

Monies to Bill Gatrix
2010 Insurance due

Note: Shrewsbury Circuit costs, Shrewsbury Trophy Costs and Shenington Catering Costs were not paid by BFPCR this season.

Actual Outgoings and Income costs are shown for information.

Primary income is naturally from Race Entries. I would also note that Federation Fees income does not cover the Insurance due for year.

Race Profit / Loss is shown for information again noting the race costs above have not paid by the BFPCR. Curborough was technically the only race that made any profit.

Whilst I am not proposing fee increases, one point to consider is that if Championship Sponsorship is not forthcoming for 2010, anticipated 2010 season expenditure would total approximately £3,500.00 (based on 2009 Outgoings to date + unclaimed circuit costs / trophy costs / catering costs). If similar fee incomes to 2009 of approximately £2,800.00 are achieved in 2010, a season loss of approximately £700.00 should not be a surprise.

The combined balance to date is approximately £2,600.00 but will reduce further, in finalising the pending payments (notably the 2010 insurance), to a level around £1,800.00.

In effect, the accounts as they stand should be anticipated to sustain the BFPCR for two years.