

Blackbushe 2018 Race Information Pack



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1. A word from the race organizers - Thanks and credits

Firstly, thank you for supporting this event! No amount of work from the race organiser, race officials, helpers, sponsors or anyone else counts for anything if no-one enters; equally without the race

officials, helpers and sponsors, who all freely contribute time, money and resources there would be no event to enter.

The Blackbushe Race Weekend is formed from two diverse days of racing; it is also rounds 4 and 5 of the 2018 British Pedal Car Championship. I expect this to be an exciting, enjoyable and memorable event.

Many thanks too to Camberley Kart Club for letting us use their fabulous venue once again. It is much appreciated and of course we couldn't run this event at all without their generous support. www.camberleykartclub.com

If you need to contact me my phone number is 07802 350556 or email:

blackbushe@pedalcarracing.info

If you don't already know, we have a website at www.pedalcarracing.info and a facebook group at <https://www.facebook.com/groups/128453854681/> (search for "British Pedal Car Championship")

Thank you all and I look forward to seeing you there!

Dave & Rose Ralphs (Falcon ESU)

Race Organiser

2. Rules and Regulations

These events are run under the auspices of the British Federation of Pedal Car Racing and form part of the British Pedal Car Championship. You are expected to have acquainted yourselves with all BFPCR car, race and championship rules, as published at <http://pedalcarracing.info/information/rules-regulations/>

3. Camping for 2018

There is limited camping on site, approximate numbers need to be supplied to Race Organiser. Please note limited facilities (Flush Toilets but no Drinking Water or Showers). Alternatively some Scout teams are camping at Earleywood Campsite (<http://www.earleywood.org.uk/>) which is about 20 minutes from the circuit or there are Travelodges or similar in the immediate area

Once we have set up the circuit and the pits, a suitable area for pitching tents will be located. This will probably be by "The Chicane" . Campers will be notified where this is during Saturday.

4. Notnray Noshery Catering Menu

Falcon ESU & Notnray Network are offering a catering option comprising dinner/breakfast/Sunday lunch. Catering must be pre-booked and last orders are required by Tuesday 28th August (Payment can be made in cash/cheques at the race). Menu and Order form can be downloaded at <http://pedalcarracing.info/download/races/blackbushe/Blackbushe-Menu-and-order-form.pdf>

5. Circuit: location & information

The race circuit is Blackbushe Kart Track, home of Camberley Kart Club who very kindly permit us to use their fabulous facility, arguably one of the finest pedal car circuits in the World.

Getting there

Blackbushe Kart Track is at Blackbushe Airport, just off the A30 to the west of Camberley and Blackwater.

Google Maps link:

<http://maps.google.co.uk/maps/ms?ie=UTF8&hl=en&t=h&msa=0&msid=210885305175702070348.000498df4141f9ba54e56&z=15&iwloc=000498df44dc9ce3f3fc3&f=d&daddr=Blackbushe+entrance+%4051.322486,-0.861461>

Or search Google Maps for “Blackbushe entrance @51.322486,-0.861461”

The roundabout on the A30 that is the entrance to Blackbushe can be found by searching your SatNav or Google maps for a latitude/longitude of “51.320716, -0.860968” or +51° 19' 14", -0° 51' 39"

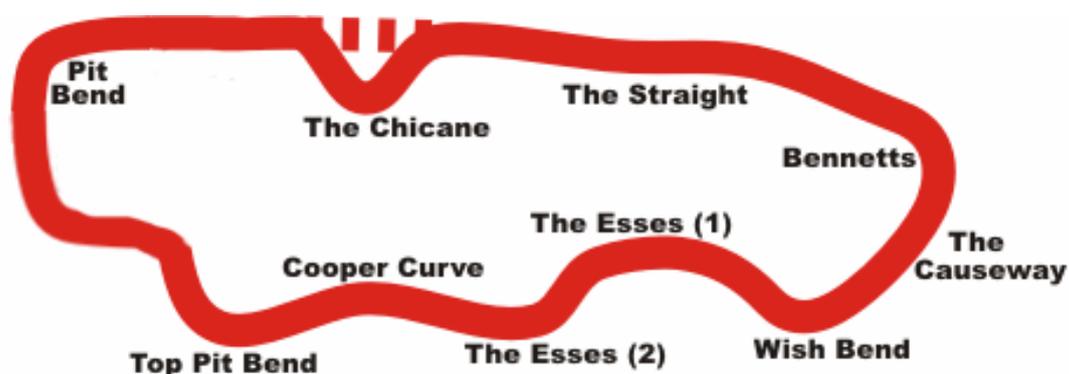
Ordnance Survey map sheet 175, grid reference SU794585

Written directions are in [Appendix A](#).

Motor vehicles may be brought on to the circuit for unloading. Vehicles carrying only people and their kit should be left in the car park - it's not far to walk. Please unload as quickly as possible and then remove your motor vehicles as this will help us keep to the race timetable.

ALL MOTOR VEHICLES ON THE CIRCUIT ARE RESTRICTED TO WALKING PACE AND MUST PROCEED WITH HAZARD LIGHTS FLASHING. Yes, it's a race track. Yes, it's tempting. However, it's a kart track, with expensive tarmac designed to take the load only of karts and that Camberley KC paid for yet graciously permit us to use. We will respect that above all, at all times. Anyone speeding around the track, wheel-spinning, etc, will be asked to leave immediately, and their team may be excluded from the event and the results. Please do not drive over the timing mat.

6. Circuit plan



All races will be run clockwise and will use The Chicane and we will be running the new setup. Unfortunately it is not a quick change to revert to the old track as the safety tyres have to be unbolted.

The lap counting / finish line is shortly after the exit of “The Chicane”; pits are along “The Straight”, on the infield (right hand) side of the track. The track climbs gradually from The Straight until the apex of

The Esses (2), then fair plummets back down to Pit Bend. Somehow, like an M.C. Escher drawing, this seems to give more descending than climbing every lap, which can't be a bad thing.

Pre-race practice is very strongly recommended for all drivers as this is a circuit where good line choice can make as much difference as an extra energy bar. If you want a heads-up as to what the circuit looks like, roughly speaking and at twice our speed, see this excellent video: www.youtube.com/watch?v=U1Pns8EgkY

7. Facilities

Toilets are now in the cabin by the pit bend but the **water supply is unsafe to drink**, please make all team members aware of this. There is no mains water supply, food sellers or mains power (the site is on a generator), so bring your own drinking water and food. There are various supermarkets within the surrounding few miles.

Please take your litter home with you each day. Do NOT leave it at the race track - we want to retain our good relations with the circuit owners and there is an amount of local wildlife that we don't want to affect.

If you bring a generator, you must also bring suitable and adequate fire-fighting equipment in case of incident, but we may be able to offer power from the site supply to run power tools for repairs.

8. Volunteer helpers

Each team may be requested to provide a volunteer for short periods during the weekend, to help set up or take down the circuit, keep an eye on the lap counting, and marshalling to wave a flag, etc.

9. First Aid

First aid will be provided by Race control & Falcon Notnray. If there are any incidents, please call the first aiders immediately rather than trying to treat the injured person yourself.

10. Race Timetable

Saturday timetable – Sprints 5 x 1Hr

We are starting 30 minutes later to give teams time to travel, but will end in dusk, lights may be advisable for your pit and whilst not required on your cars may be useful.

09:30	Circuit gates open.	
10:00	Booking in and scrutineering (If possible we will start these earlier).	
11:40	All motor vehicles must be clear of the circuit. Practice will be permitted once the circuit is declared open, for cars that have passed scrutineering.	
12:40	Pre-race briefing and form up grid	
13:00 - 14:00	Race 1.	1Hr with 20 min break between races
14:20 – 15:20	Race 2.	1Hr with 20 min break between races
15:40 - 16:40	Race 3.	1Hr with 20 min break between races

17:00 - 18:00	Race 4.	1Hr with 20 min break between races
18:20 – 19:20	Race 5.	1Hr with 20 min break between races
19:20	Racing Ends – Non camping teams pack up	
19:45	Presentations.	
20:15	Circuit Closes All non-camping teams off site. Gates Locked at 22:00	

If due to weather or delays the light becomes too poor to safely race we may end race 5 early.

Sunday timetable

08:30	Circuit gates open.
09:00	Booking in and scrutineering; as per Saturday.
09:30	All motor vehicles must be clear of the circuit; practice as per Saturday.
10:10	Pre-race Drivers briefing and form up grid
10:30	Race starts.
16:00	Race ends if no team has yet completed 100 miles (286 laps on new circuit).
16:30	Presentations will be roughly 15 minutes after the end of racing.
17:00	Circuit Closes - All Teams off site

11. Entry list

The provisional entry list for the weekend, split by age class, is:

Saturday Sprints R4		Sunday 100 mile R5	
PC1 (Open)		PC1 (Open)	
1	Apollo Racing	1	Apollo Racing
2	Apollo Racing	2	Apollo Racing
3	Odd Balls	3	Odd Balls
4	Royce	4	Royce
6	Apollo Racing	6	Apollo Racing
7	Wing Racers	7	Wing Racers
9	Royce (Steph) PC1ZF or PCDF	9	Royce (Steph) PC1ZF or PCDF
10	Royce	10	Royce
11	Team 105 Racing	17	Odd Balls Too
17	Odd Balls Too	18	Falcon Notnray PC1 DF
18	Falcon Notnray PC1 DF	19	Swebelli Racing
19	Swebelli Racing	24	Falcon Notnray PC1D
24	Falcon Notnray PC1D	58	Swebelli Racing VC
25	Team 105 Racing		
58	Swebelli Racing VC		
PC2 (Under 16)		PC2 (Under 16)	
5	Swebelli Racing	5	Swebelli Racing
PC3 (under 14)		PC3 (under 14)	
14	Swebelli Racing	14	Swebelli Racing
PC4 (under 12)		PC4 (under 12)	
	None		None
Total 15 + 1 +1 + 0 = 17		Total 13 + 1 +1 + 0 = 15	

These details may change up to the start of racing on each day. For scoring and results purposes, all cars score points in all classes for which they are eligible - e.g. a team of drivers who are all under the age of 12 are all also under the ages of 14 and 16, and therefore score in every class. If a lone 11-year-old female driver won the event she would do so in all age classifications, the female category and the solo and duo categories. And lots of older drivers would be very embarrassed.

12. Pit allocation

Pits will not be marked out but as space is limited please be sensible so everyone can fit in. The first three pit spaces (nearest race control) will be reserved For Falcon Notnray Racing who will be helping out at race control and in their pits.

Please do not pit in the dip through Bennets. In the event of significant rain, the stream through the site can flood this area.

13. Scrutineering

All cars must pass scrutineering on each day. Scrutineering is to check cars for a bare minimum safety standard and rule compliance - it is not a target to aim for but a hurdle that should be cleared with ease. If your car fails, listen to why the Scrutineers have failed it, put it right then bring it back. There are a number of experienced teams on-site and as a friendly sport, there will be no shortage of help if you're really stuck.

In all cases, the Scrutineers have the final word on whether a car passes or fails.

14. Race formats and grid order

Saturday sees 5 x 1hr sprint races running into dusk. Sunday has a single 100 mile race (312 laps old track 286 new track) with a 5½ hour time limit. In 2010, the leading team completed this distance in 5 hours.

The grid for Race One on Saturday will be in PC1 Championship order: Any additional late entries not listed above will start at the back of the grid. The grid for each subsequent race, including Sunday, will be the finishing order of the previous race. Any cars that did not compete in the previous race will start at the back of the grid.

There is only a 20-minute break between most of the Saturday races, therefore as soon as the grid order is known for the next start, cars will be called to the grid. Cars can be worked on in the grid, at any point up until the Race Controller instructs the grid to be cleared. At this time, all support personnel must leave the track. Any car not capable of taking the start at this point, either mechanically or due to an absent driver, must also be removed to allow the race to start.

If a driver has a problem on the grid (or during racing), please wave a hand clearly to alert following cars.

15. Racing etiquette

Racing etiquette forms part of our racing rules and will be covered by the Race Controller at the Race Briefing each morning; however, here are some key points for those new to the BPCC, which may differ from pedal car races you have previously experienced.

1. No push starts! It is forbidden to give your car a push-start from the pits or at any other time when racing. Cars must be powered solely by the driver at all times. (It is permitted to push a broken car back to the pits).
2. It is the faster driver's duty to overtake safely. The driver of the slower car is free to take any reasonable racing line but must not deliberately impede any other car; if this means

you cannot get past the car in front immediately, so be it. Traffic management is all part of the armoury of a talented racing driver so you may as well be ready to practice it.

3. If you have a complaint about another team or driver, tell the Race Controller as soon as possible.
4. Remember, you cannot win a race in the first corner, or on the first lap - but you can lose it!
5. Flags and/or lights will be displayed to warn of incidents etc. Yellow means slow down and be prepared to stop, Red means stop and await instructions. A black flag shown to a driver means proceed to pits and fix issue with car or drivers helmet/clothing.

16. Pit Lane

The pit lane is NOT part of the race track. It is there to allow pitting cars to stop and restart safely, out of the racing space. The pit lane will be "open", i.e. cars can enter and leave the pit lane at any safe point. If you cross the pit demarcation line (tape on the tarmac), you must come to a stop in the pits before continuing.

When pitting, it is your responsibility to leave the circuit safely. Please stop your car using the brakes, not by using feet or assistance from a team member and park at the very edge of the tarmac, to leave as much space for moving cars as possible. If you need to do repairs, please remove your car from the tarmac and into your pit space.

When leaving the pits, it is the responsibility of the driver and team of the departing car to ensure it is safe to do so without forcing passing cars to take avoiding action.

17. Inclement weather

For anyone new to the sport or simply lucky enough to have only ever raced in warm and dry conditions, be aware that in the event of inclement weather, racing continues regardless. If you personally consider the conditions to be too hot / cold / dry / wet / bright / foggy / slippery / etc. to continue racing, you are free to stop, but you should not expect anyone else to agree, or to stop with you.

As the circuit is a kart track, next to an airport, in a dip, surrounded by trees, the surface can get slippery when damp - however, Camberley Kart Club race 60mph-capable karts around the same ribbon of tarmac come rain or shine, so we don't really have any excuses. It remains up to each driver to drive according to the prevailing conditions at all times, whether those conditions are lovely or lousy.

In the event of torrential rain, the inside line through Bennetts will quite probably flood to a depth of several inches as the storm drain fails to cope, as it did in 2011. We didn't interrupt racing then, we won't if it happens this year either.

18. Lap counting and results

Lap counting will be done via the BFPCR's automatic lap counting system. It is each team's responsibility to ensure a lap counting transponder is securely attached to their car at all times. Guidance on fitting these will be available at Scrutineering if required.

Live lap scores will be displayed at Race Control during each race. Occasionally the system does fail to count a car, if you believe yours has been missed please contact the Race Controller or the Lap Scorer as soon as possible - it is normally possible to investigate and correct such omissions.

In the event of a system failure, racing will continue and the lap counting will revert to a manual system until such time as the automatic system is restored.

Saturday results

Saturday's overall result will be decided on a points system. Each of the 1 Hour races is scored as 1 point for the win, 2 points for 2nd place, 3 for 3rd, etc. Overall victory for the day in each class will be awarded to the team with the lowest combined points score in that class.

In the event of a points tie for any positions in any classes on Saturday, the tied places will be decided using the following criteria, applied in the order shown:

1. The team who participated in most races.
2. The team who beat the tying team(s) more times in their class.
3. The team with the highest overall race finish of the day.
4. The team with the biggest winning margin over the tying team(s) in any race, based on a percentage of the laps recorded by the leading tying team.

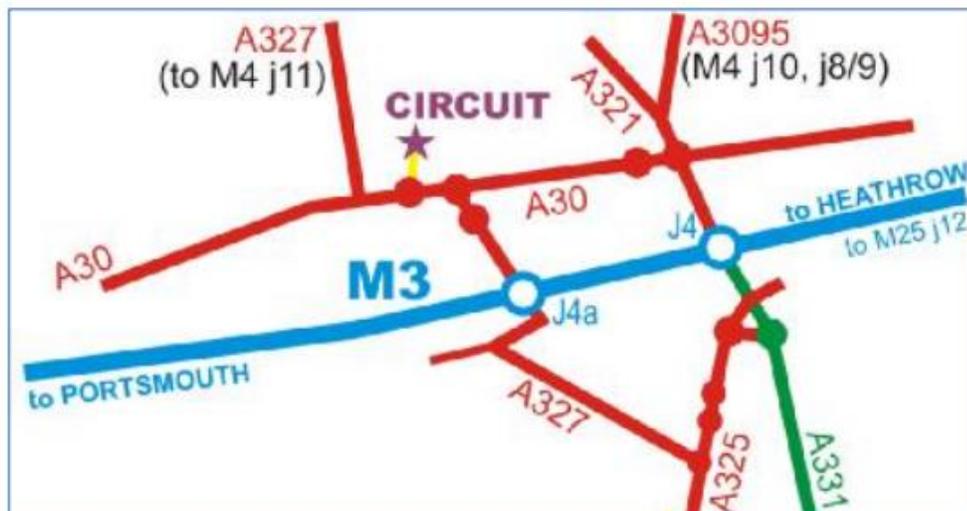
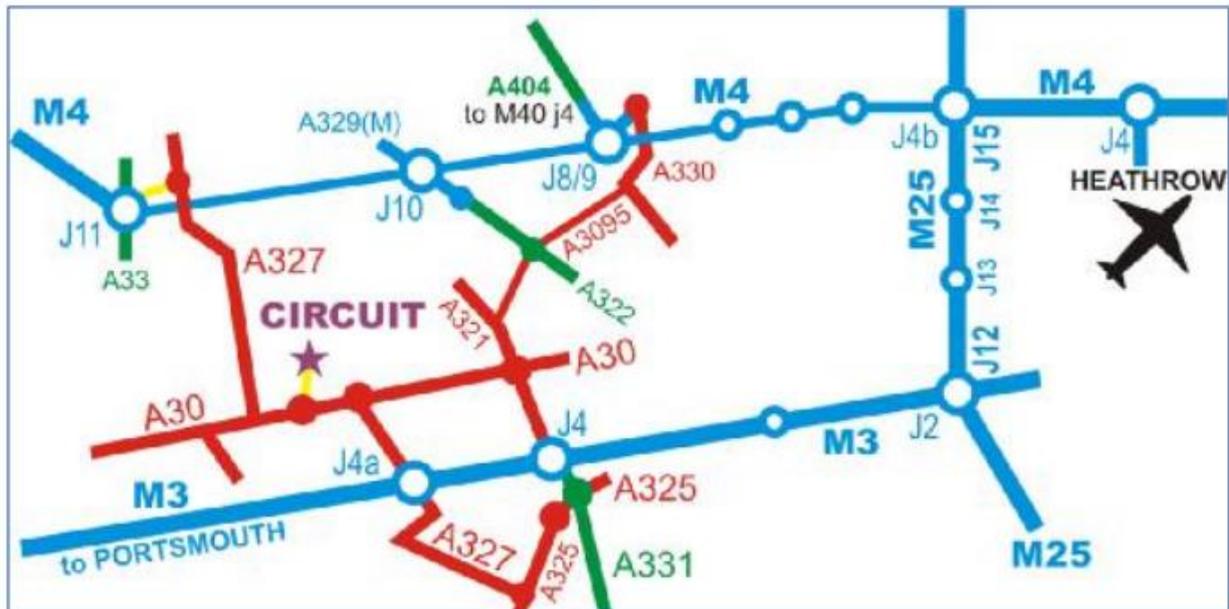
Obviously with 5 races, point (2) will determine the classifications unless by some amazing coincidence neither of the tied teams competed in all of the races.

Sunday results

Sunday's race is simple - first to 100 miles (312 laps old track or 286) new track wins!

Appendix A: Sketch maps and written directions

I strongly recommend you use a proper map / sat-nav for navigation and take a good look at how to get here in advance (see section far above). As a last resort I have provided these sketch maps, which are not to scale.



Written directions to the circuit

- From M3 junction 4a
- Take the A327 north-west, to the A30

- At the A30, turn left and head west. You will pass the airport, complete with a Robinson R22 helicopter on a pole (certainly as of 2010). Keep going...
- At the next island, turn right, off the A30, for “British Car Auctions” (possibly also signed “Blackbushe Sunday Market”)
- Go over the next island and past the security hut. If you arrive early the gates may be down, tell the nice man you’re going to the kart track with the pedal car race.
- Keep going past all the auction buildings and car storage yards on your right, then past the vast expanse that is the Sunday Market site, also on your right. **THERE IS A 20MPH SPEED LIMIT, PLEASE STICK TO IT.** Anyone reported to be speeding may be asked to leave.
- At the next small hut and barrier, go straight on - again the barrier may be down. Note that on Sunday, when the market is opening, some market visitors will get confused and try to follow you at this point. You may also need to explain to the nice man that you’re going to the kart track and not the market. .
- Keep going to the airport perimeter road, where you need to turn left, probably navigating around some steel barriers and normally through a large puddle.
- Go along the (wide) perimeter road until almost the end, where there is a gap in the bushes on your left. Go through here and through the gates, then straight on and down the steep slope into the car park.

