



BFPCR AGM

Minutes

Sunday 19th November 2023

Via Zoom,.10.00



- 1 Apologies – Luke Chambers, Mark Williams, Cliff Poulton, Hannah Dyer, Alisa W, Rob D
- 2 Present – Jes Featherstone, Chris Featherstone, Dave Ralphs, Rose Ralphs, Ben Taylor, Thomas Scarsbrook, Tony Butterworth, Mark Butterworth, Alan Goodman, Steph Mills, Tom Haley, Alan Crane, Alexandra Bray, Rob Fulford, Jon Scholey, Gary Hollingworth, Pete Mooney, Nina Sparks.
- 3 Minutes of the last meeting, accepted
- 4 Matters Arising (*Brakes discussed in proposals*)
- 5 Officers Reports
 - a. Chairman – Encouraged by the increase of entries to an average of 20, including 4 entries from France.

The Lights and lap counting is working well.

On the track Royce were dominant, with best car, faster driver, winning all rounds. Congratulations.

There has been a big growth in youth teams, with 4 regular entries making it a good competition. The race hard and fair.

In the future we still require more volunteers for scrutineering and marshalling.

Thank to Thomas & Dave for Lap counting, Rose for co-ordinating marshals and Jon & Pete for race control
 - b. Treasurer – income is covering expenditure for races, but with the addition of official 1st aiders and covering expenses for marshals at Shenington, the decision has been made to increase race fees to £35 (£70 Shenington) with and whole season fee of £230, discount of £15.

5 Election of Executive Committee.

Present Committee

Jes Featherstone, Chris Featherstone, Rose Ralphs, Dave Ralphs, Gary Hollingsworth, Rob Fulford, Thomas Scarsbrook, Jon Scholey, Mark Williams, Claire Richards.

Additional member/s

Luke Chambers, (Proposed by RR, Seconded by JF)

Nina Sparks, volunteered

6 Election of Officers

Chairman, Jes Featherstone

Treasurer, Chris Featherstone

Secretary, Rose Ralphs

7. Clarifications and Supplements for the 2024 Season.

1: Committee to produce a "Race Controllers Handbook" with easy look-ups for penalties and rule clarifications. Committee to purchase a Penalty Record Book.

Why: To ensure consistency across the events when different people volunteer for this role.

2: Addition to rules: Teams must have enough battery life to run their full mandatory lights for 3 hours at day / night events (Blackbushe and Curborough currently) and 10 hours at the 24 hour race.

Why: Visibility in wet weather can be very limited in dusky conditions. At Curborough, a very experienced driver called for rear lights on cars to be switched on with 2 1/2 hours to go. This was not done on account that teams had only been asked to provide lights that would function for the last 90 minutes of the event and may not have sufficient battery life.

3: Race Payments

There will no longer be the ability to pay for entry by Cash. Only Paypal, Bank Transfers or cheque.

All payments must be completed within 48 hours of online entry. (7 day for cheque).

If payment not received, entry will be cancelled, team notified and entry will need to be submitted.

Why: We have to pay for everything up to 3 months in advance. Teams paying on the day is no guarantee of income. If every team paid on the day we would have nothing to pay with.

4: Entry Deadlines to go back to pre-covid: 4 weeks or previous round. After deadline, price goes up and entries can only be taken at committee discretion.

Why: If every team entered late, we would have to cancel the event. It is not fair on the teams who make the effort to enter on time, to ensure the event takes place.

The calendar is out in November. Entering in March is not unrealistic.

5: Number plate rules to be strictly enforced from round 1*. Including colours for all age classes and notifications for supplementary classes. As per Rule 11:-

- a) Each car must display the team's championship number and any additional markings for the class(es) they are competing in as described in the number plate requirements.
- b) Any team failing to display the correct championship number will not qualify for points from that round.
- c) Any team failing to display the markings, described in the number plate requirements, will not qualify for points any class for which they are not displaying the required markings.

Why: The colours are there for a reason to help drivers on track, supporters, officials and any spectators see who is in what class.

Once again, it is unfair on the teams who comply with the rules and spend time doing so that others do not. This is not new.

**Note: Only event where there this is open to "force measure" is round 5 (Blackbushe 100) if a team is forced to change classes overnight.*

6: Numbers for 2024 are only to be assigned to teams who have raced in 2023 as was done pre-covid.

Why: (At some point we will run out!). Teams who have not raced the previous season should not be able to choose their number based on what they have had previously. We can't please everyone so best to re-apply the rule and stick to it.

7. New cars under design or construction should use disc or drum brakes.

Existing cars running rim brakes should, when under refurbishment or major overhaul attempt to change to disc/drum where it is technically feasible and not cost prohibited

Pre rule change cars running rim brakes may continue to race subject to the below conditions.

- (a) Brakes must be efficient, effective, capable of stopping the car in the event of an emergency, and acting on at least 2 wheels.
- (b) Brakes must be demonstrated at scrutineering where they must meet the above criteria, have sufficient reserve travel and brake material, and all components must be in sound condition and securely attached.

Why: Caliper brakes acting on wheel rims can become ineffective through wear and especially in wet weather

If Race Control suspect at any time that a car's brakes may have ceased to meet these criteria, a car will be stopped until the team has proved otherwise. If found to be in breach of the rules a penalty as per technical regulations 16.2 will be applied.

If any driver is seen to be braking with their feet, or if a team is employing a team member to slow the car down from outside the vehicle at pit stops, this will be seen as proof of a car having ineffective brakes and the car will be made to stop immediately to rectify the situation. A penalty can be applied as per breach of technical regulations 16.2

8.Red flag protocol

It is the driver's responsibility to keep an eye out for flags/lights.

For any blatant disregard and running of red lights there will be an automatic 10 lap deduction.

A driver will be excluded from the rest of the event if a second incident occurs within a season.

*Why: To ensure the safety of marshals on the track, while dealing with a situation.
To ensure no team can gain an advantage on track under red light conditions.*

9. Each UK based team, who enters multiple cars over 2 or more races, to provide an adult representative to sit on committee.

Why: To best represent their interests and also expand the pool of volunteers available to organise the races, promote the sport and plan for the future.

It was felt that it is better to have people volunteer.

10. Additional Proposal from Steph Mills

If you are entering a 5th or more cars late (after having entered 4 on time) then they can enter at the cheaper price

Why: it would encourage more entries while rewarding those that already support the championship

It was felt that this would only benefit large teams, and contravenes point 4, late entry fees.

8. Approval of Race Programme 2024

Wombwell – March 24th

Entry Deadline Feb 28th

Evesham – 5th May

Entry Deadline March 24th

Shenington – 28th – 30th June

Entry Deadline May 5th

Blackbushe – 7th – 8th September

Entry Deadline August 10th

Curborough – September 28th

Entry Deadline 8th September

9. Date of 2024 AGM – 17th November.