

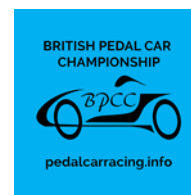


BFPCR AGM

Agenda

Sunday 14th November 2021

Via Zoom,.14.00



Present

Jes Featherstone (Chairman) Chris Featherstone (Treasurer) Rose Ralphs (Secretary), Dave Ralphs, Rob Fulford (Wing), Steph Mills (Royce), Mark Butterworth (Oddballs), Gary Hollingsworth (105), Nina Munchkin (Trinity Zoomers), James Heydon (Falcon), Jonathan (Shoe Racing)

Apologies – Thomas Scarsbrook, Mark Williams, Alan Goodman

Minutes from 2020 – accepted as accurate

Chairman's report.

Jes Featherstone presented a PowerPoint presentation. He stated that it had been a hard year but we made it happen, from 2020 with no racing to 2021 with some racing. Wing had dominated when sunny, Royce when wet and Apollo popped up in between.

2021 was not about trophies but about racing and keeping pedalcar racing alive. Congratulations to all.

Vision from 2021 –

- Separate timing from scoring – achieved

- Marshalling at the correct level for safety – achieved

- Driving standards – improving

- Mutual Respect – achieved

- Visibility, brakes, handling, stability of pedalcar – improving

- Confidence and competence of driver – improving

Would like to introduce Free Practice for all juniors teams for the 1st 30 of Shenington.

Still an issue with not enough people helping to set up and take down at each race.

2023 and beyond – races to happen where local people can help to set up, possible review venues or do we have to pay for marshals?

We need you, the teams to get behind us and get back racing. Major event will be Shenington 24hr race, get the word out now.

We have to tell people, using social media, publicise locally, make it accessible, keep the calendar 'stable' and make then Events not Races. Use the tag lines

Most fun had on 4 wheels. Fast, friendly and fun

Rose thanked Jes for everything he has done over the past year.

Treasurer Report

Report attached,

Chris explained that we made a profit of £758.27, this was mainly because we didn't buy any trophies.

There is £555 in account being held over from teams who paid for 2020 but couldn't race.

It was agreed that Chris will ask these teams if they are happy for us to bank it for future, or whether they would like a refund.

Election of committee.

Chairman – Jes Featherstone

Treasurer – Chris Featherstone

Secretary – Rose Ralphs

Committee members

Dave Ralphs

Rob Fulford

Gary Hollingsworth

Thomas Scarsbrook

Mark Williams

Claire Richards – Scrutineer

Race Programme 2022

27th March – Wombwell - Sprints

7th May – Kinsham – 6hr

25th – 25th June – Shenington – 24hr

3th September – Blackbushe – Sprints

4th September – Blackbushe – 100 miles

1st October – Curborough – 6hr

Proposals

Proposal from Mark Butterworth –

A double header at Wombwell, like Blackbushe, as Wombwell is the furthest north, or a twinned event at a different circuit up north on the same weekend?

Would look into different venues and possibility.

Proposal from The Chair

Drivers in Junior Classes

1: Driver Numbers:

There have been instances in the 2021 season of teams running very few, very young, drivers in long races.

This is not only counter-productive in nurturing youngsters in the sport but also has knock-on effects on safety not only of the young competitor but also of others on track.

Therefore the proposal is:

PC4 & PC5 classes:

Teams should not run less than 4 drivers in any one car in 1 day races.

Teams should not run less than 5 drivers in any one car at the 24 hour race.

PC3 class:

Teams should not run less than 3 drivers in any one car in 1 day races.

Teams should not run less than 5 drivers in any one car at the 24 hour race.

Note:

These intended as “advisory” rules for 2022.

If they are broken, except in the case of “force measure” – i.e: drivers dropping out in the 48 hours prior to the race start, the intention is to make them mandatory for 2023.

Agreed by all

2: Driver Ages:

A limit has to be drawn somewhere, on grounds of safety, on the age at which it is considered sensible to have drivers on the same circuit at the same time as PC1 cars which are hitting speeds approaching 50km/h.

All team managers are reminded that they must be sure that their drivers are Competent, Confident, Cognizant and In Control of their vehicles before allowing them on track at a race weekend even for practice sessions.

Following incidents at Blackbushe (driver had not been made aware of where the brakes were on the car or the layout of the circuit) and Curborough (driver permitted to leave pit box at right angles to the circuit through the cones across a live race track) and similar, this has been brought to a head.

However, what we do not wish to do at this time is to “ban” drivers who have already taken part and proved competence.

Therefore the proposal is:

No driver, who has not taken part in BFPCR races previously, is to be permitted on track at a race meeting before they reach their 10th birthday.

Agreed by all

Trophy Presentations

A volunteer – or volunteers – are sought for the role of assisting with trophy presentations.

Role(s):

1: Prepare and arrange the trophy presentations on race days having been supplied with the results from Timing & Scoring.

[This can be a different person at each race].

2: Prepare and arrange the end of season trophy presentation having been supplied with the championship standings from Timing & Scoring.

3: Contact teams with previous championship trophies to remind them to return them at the final race of the season.

This role should take no more than 45 minutes of time on race days, possibly an hour at Curborough.

This person does not necessarily need to be the one standing up in front of everyone making the presentations but it can be if they are happy to do so. Until this role is fulfilled, trophy presentations will not restart.

Agreed by All

1: Race-Day Trophies:

Subject to a suitable volunteer coming forward, trophies for 1st, 2nd and 3rd places are to be awarded in the classes on race days.

2: Championship Trophies:

Trophies shall be awarded for 1st place in each class only.

This is due to the difficulty we have every year in retrieving championship trophies – particularly for the minor placings – and the length of time trophy presentations take after the final race.

3: Care and Engraving of Trophies:

Teams returning trophies requiring engraving or repair will be invoiced for the required work to be carried out.

This invoice will be required to be settled before their entry is accepted to the next season.

After much discussion it was proposed and agreed that there would be no race day trophies, but certificates. The present championship trophies to be updated each year and store by committee and the winning team to be presented with a trophy to keep. This will save money and eliminate the need to 'chase up' trophies at the end of the season.

Changes to British Pedal Car Specification

1: Lights:

Remove the wording requiring head and taillights to be "purpose built cycle lights".

Reinforce that head lights should be of sufficient brightness to allow the driver to confidently drive at full race pace in the total absence of circuit lighting.

Reinforce that at least 1 head light on either side should be near the extremities of the car – or at least the bodywork of the car (therefore ensuring an approaching car can be seen from either side).

Reinforce that at least 1 taillight on either side should be near the extremities of the car – or at least the bodywork of the car (therefore ensuring an approaching car can be seen from either side).

There was discussion around the positioning and angling of the lights to avoid dazzling the driver in front. The positioning of lights on the helmet was also discussed, it was felt that this was not a safe practice as the helmets were not designed for attachments and if the car rolls could cause injury to driver's head. It was agreed that this practice should cease.

2: Reflectors:

Remove the need for a reflector on the rear of the car.

3: Maximum Height

Rule to be added to govern the maximum height of the car and driver (including driver's helmet and any helmet mounted lights, cameras or cycle computers).

This height is to be 1050mm. This is was changed in the meeting to -
This height is to sufficient to clear the height if the gantry which is set at 1050mm

Date of 2022 AGM, 20th November