

BRITISH FEDERATION OF PEDAL CAR RACING



BRITISH PEDAL CAR CHAMPIONSHIP

Minutes for BFPCR Committee Meeting of 17th October 2003.

ATTENDANT: Dave Relton, Jeremy Featherstone, Bob Budge, Chris Featherstone, Antony Hawkins, Liz Hawkins.

APPOLOGIES: Bob Robinson, Simon Gare, Roland Jones, Bill Gratrix.

1. Election of Officers:

Nominated for officer positions:

Position	Nominee
Chair	Dave Relton
Vice-chair	Bob Budge
Treasurer	Antony Hawkins
Secretary	Chris Featherstone
Publicity	Jeremy Featherstone
Comp. Secretary	Simon Gare*

*Subject to his accepting this role

As there were no votes required the Committee unanimously approved the appointment of these officers for 2005.

In addition, Gary and Simon have agreed to continue to be Chief scrutineer and Race controller respectively.

2. The minutes of the committee meeting of 11th January 2004 were read and approved.

3. Having kindly agreed to stay present for this part, Neil Carter filled the committee in on the situation with lap counting.

The problem appears to have been the intermittent success of the counting loop to energise the individual transponders.

With extra boards in the system it is possible to use two more powerful antennae and testing with HPV's has so far been very successful (this is higher speeds than pedal cars). The cost of the two boards would be £176.50.

Once again the need for pre-season testing was highlighted, with those present agreeing to test in the new year, possibly at Curborough, and giving Neil an open invite to any testing taking place.

A new laptop to run the system is needed and Bob and Neil agreed to source mats to keep the loops in permanently.

The system will be used from Round 1 next year, with transponders being fitted to cars in scrutineering.

Manual back-up will still be required. In view of this, the procedure for lap counting is exactly as it was stated in the minutes of one year ago (12.10.03). The need to get lap counters from as many different teams as possible during the race as expressed, and the idea of a fill-in sheet for time periods suggested.

4. The insurance situation is as stated in the AGM. It is likely to cost £550 - £600 and we will be able to renew this in November. Some other options may be available if this falls through. The importance of the completion of team sheets for every race was highlighted.

5. BFP CR Fees for 2005.

- i) The standard race fee of £12.50 per car will remain. However, it was agreed to increase this to £15 for all late entries, this being 4 weeks before any race.
- ii) Antony is working on tying up the online entry system so that race organisers know when teams have paid on-line.
- iii) The subject of multi-car group entries was discussed. The following policy was adopted:

“At the discretion of the race organiser, discount may be given for teams of more than 2 cars or solo drivers. These discounts are not valid for late entries.”

iiii) It was decided to offer one free race entry for new teams in the sport. This does not include BPCC or licence costs, which are necessary to pay for insurance. This will be in the form of a voucher to be sent to prospective new teams.

6. 2004 Calendar.

- i) The following calendar for 2005 was adopted:

ROUND 1:	April 17 th :	Castle Combe
ROUND 2:	May 8 th or 15 th :	Thurmaston
ROUND 3:	June 25 th /26 th	Margam 24 hours
ROUNDS 4 & 5:	July 23 rd /24 th	Preston
ROUNDS 6 & 7:	September 3 rd /4 th	Blackbushe
ROUND 8:	September 17 th	Curborough

The possibility of tracks in Sheffield and Peterborough were also noted. Thanks was noted for the Kat club which helps us use Blackbushe. They are extremely helpful and do not wish to have a donation. We are, however, to give them a perpetual trophy for one of their Championships.

Castle Combe is the new venue. This will be an event where the BHPC will use the main circuit and the BPCC the paddock area. This track will have some very fast sections and a complex more like Thurmaston/Swansea.

- ii) It was decided to run two regional sub-series in parallel with the main Championship:

Northern Series: Thurmaston, Preston (Sat), Curborough.

Southern Series: Castle Combe, Blackbushe (Sat & Sun).

There will be no series-specific prizes at the races. Overall prizes will be awarded at the last race of each series.

- iii) It was also decided to run a sprint sub-series at the following events:

Thurmaston (1-hour), Preston (Sat, 1-hour), Blackbushe (Sat, 90-mins), Curborough (1-hour).

These will all be the first race of their respective events. Once again, prizes will only be awarded for the overall at the end of the series.

7.

- i) The alteration of the rules regarding helmets in similar activities is being investigated with a view to changing the BPPC rules to being modified to reflect current health and safety at work regulations
- ii) Gary (scrutineer) is working on a system to enable repeatable brake testing in scrutineering. This may be of the form of a ramp, on which the car and driver must sit to demonstrate good brake actuation.
- iii) Much discussion was had regarding the increase in bodywork and the dangers this might bring with regards visibility.
Gary is also working on some quantifiable definitions for this.

“Clarification of the visibility rule is being considered with particular regard to the ability of the driver to see over the bodywork and also to the ability of the driver to hear, and be heard giving, audible warnings when racing above noise of car/bodywork.”

A better definition will follow ASAP.

8.

- i) It was noted that the introduction of the U14 (PC3) class has been a great success in giving some of the younger drivers something to aim for. However, it was decided to keep the parallel divisions systems the same as they are.
- ii) The committee unanimously agreed to an introduction of the all female team (PCF) class. This will be open and not have age sub-classes.

9.

After much discussion of the pros and cons, it was decided to reduce the number of allowed drivers in PC2 teams to four, for a single day and six in the 24-hour, in line with PC1. This is hoped to encourage more PC2 teams to join who can hope to compete at a race with fewer numbers and make transportation easier. This may be particularly helpful for teams not linked to a existing youth associations.

10.

It was decided to leave the points system exactly as it is for 2005. This followed another discussion regarding the option to allow a team to drop one result of the year. This was not adopted.

11.

- i) The committee unanimously agreed to adopt Geoff Brown's proposal of an indication of a rookie driver in a team by some mark on the number plate. This should alert faster drivers to a potential new driver when overtaking and give the rookie more confidence.

Cars should show this mark (to be determined) on the car at every race when at least one of the drivers is racing at their first ever BPPC event.

- ii) The committee noted that the licence system, though useful, seemed to fade out a little later in the season and many managers have paid for but not received 2004 licences. It was decided that this needed administrating specifically and Liz Hawkins agreed to do this.

Meeting ended.