

# BPCC



## 2015 SEASON GUIDE

**Join us for the 20th British Pedal Car Championship**

BRITISH PEDAL CAR  
CHAMPIONSHIP







THE 2014 SEASON/04  
FOR NEW TEAMS/06  
VENUES/08  
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Design by

**MARC  
LOHEZ  
DESIGN  
NINJA**

ninja@marclohez.co.uk  
marclohez

# BPCC XX

## Welcome to the 2015 season

2015 marks a very special milestone:  
the 20th BPCC.

From 1996 – when we first started  
awarding points for races to determine  
the best team of the season – the  
sport has grown and flourished  
into what never ceases to provide  
excitement, fun and a lot of laughs  
and friendship.

Look out for our  
new website at  
[pedalcarracing.info](http://pedalcarracing.info)

## YOUR SPORT NEEDS YOU!

Races are only as good as the teams which compete, and we are on a real drive to up the grid numbers this year. This in turn makes the sport more exciting and attractive to new teams. We think there are three things you could do to help grow the sport:

### ENTER RACES!

It seems obvious, but more cars = better racing = more fun and excitement. How about trying to get to at least one more race this year than previously?

### BE A LOCAL CONTACT

We can advertise and spread word about the sport by many means (and we will) but what we then need is the ability for new teams to meet existing enthusiasts to talk about the sport and gain knowledge and maybe parts!

### LEND YOUR CAR

If you really can't make a race – can you make your car available for others to use? We'd rather you used it of course, but often getting a new team into the sport is by borrowing or buying an unused machine. Can you help?

If you can help out by being a local contact, please contact  
[publicity@pedalcars.info](mailto:publicity@pedalcars.info)



# 2014: A REVIEW



UK Youth will need a bigger trophy cabinet!

A brilliantly strategic campaign saw **UK Youth** and Steph Mills take the solo, duo and female classes in 2014. There was opposition from, amongst others, **Notnray, Andy Chant, Bob Robinson and Gary Hipwell** in PCD and PCF but Steph crafted the season with skill to do just what was necessary and end on a high with a top ten at Curborough – few will forget the duo running in the top five early in the race!

PC3 was dominated by **Team Bike Bus** – but the real battle came in the PC2 class where they were victorious, but challenged by a superb **Flying Penguins**. Often running with just three drivers the new team took a maiden win at

Solihull, and repeated the result at the 100-miler on Blackbushe Sunday. However, Bike Bus had a hefty points advantage after the first half of the year and there was no stopping the junior team. We all hope this contest will be resumed in 2015.

After the shock early exit of **BAR** just 10-minutes into Wombwell, it looked like **Rugby Velo** were favourites to take the PC1 title again after a solo 6th in Round 1 and a victory in Round 2. Even after third at Shenington they were still well within range of shooting for the Championship. A shame

then that such a clearly talented set of drivers did not emerge to challenge in the second half of the season.

All year long the mid-field battle was between the second Apollo car and the coupe of **Swebbelli**. After a promising third place at round 1, it all seemed to be slipping away for the explorer scout team after a difficult mid-season and a podium at Solihull for the **Apollo 7** car. However, Swebbelli came roaring back with three third places in a row to end the year rightly in third overall.



Wing took a deserved maiden victory at Solihull

At the front, then, the battle was between the reigning Champions Apollo, and the up-and-coming **Wing Racers**. Apollo took Wombwell (just) with Wing behind. Wing appeared to 'settle' for second at Bruntingthorpe, but did beat Apollo into third. The gap was just one point therefore! The first six-hours of Shenington were nip-and-tuck before Apollo stretched away during the night to take the 24-hour win and an 11 point lead. The gap would not get bigger than this the rest of the year.

Wing took a deserved maiden victory at Solihull, and another win on the Sunday of Blackbushe. Probably the decisive moment was during the sprints of Blackbushe Saturday. Wing pitted from the lead of a 30-minute race with Apollo struggling in third at the time. The pit stop enabled Swebbelli to overtake for the race win, and that points difference enabled Apollo to stay enough in touch to take the event by winning the afternoon 3-hour. This ten-point turn-around would have heaped the pressure on Apollo at Curborough by making it a winner-takes-all shoot-out.

As it was, the gap was six points (still one of the closest battles in years) going to the final round and Wing needed to win and have **Apollo** third or lower to take the title. After a close start, Apollo got into their stride and took a clear victory – and a distance record for the seven-hour format. **Following on from 2012 and 2013 it was another close, exciting and hard fought year for the overall Championship.**



Apollo took the 24hr victory



Team Bike Bus dominated PC3



Apollo champions for 2014



## FOR NEW TEAMS

# A QUICK-START GUIDE TO PEDAL CAR RACING FOR NEW TEAMS

Pedal car racing is a demanding but friendly endurance team sport featuring races of up to 24 hours duration, with a minimal rule set. You'll need a few things to get started:

## YOU'LL NEED A CAR

A pedal car is simply an HPV (Human Powered Vehicle) with four wheels. There are three main options for getting hold of a vehicle:

### Borrow

As teams build new and better cars, so older machines can become available for sale or rental – an ideal and cost-effective route into the sport. Contact a few teams to see what's available, or come along to a race to chat.

### Build

If you are up for a challenge you may wish to build your own car. Based heavily on bicycle technology, parts can be very cheap and you can be as adventurous as you like. There will always be people to talk to and gain ideas, advice, component sources and information from.

Your car must be safe and conform to the International Pedal Car Specification (available at [pedalcarracing.info](http://pedalcarracing.info)).

## YOU'LL NEED A TEAM

Pedal Car Racing is all about people. Four drivers are all you need for most events and races have been won with less. This means if you don't have the luxury of a van, you can get a full team into a hatchback and strap your car to the roof rack.

If you don't have a team, the forum has a section where drivers without a car and teams in need of drivers can advertise. There is also a solo championship.

If you want to win races then obviously training and fitness will become a part, however you don't need to be super fit to have a great time. You just need a little imagination, a sense of humour and a determination to enjoy yourself – and that's not hard! If you're fit enough to enjoy, for example, a mountain bike ride each weekend, or you cycle to work or college, you're fit enough to start racing.

### Buy

Brand new cars will probably set you back £500 – £1500 and up if commissioned. Good quality second hand cars can be found for around £800 or even as little as £500.

## HOW MANY DRIVERS?

PC1 / PC2 = 4  
PC3 / PC4 = 6

### EXCEPTIONS:

Round 3 (24h)  
Everyone = 6

## YOUR CREW

In addition to your drivers teams are permitted support staff, such as pit crew, catering staff, etc. who should never be underrated – they can make a huge difference to your chances of success. Your support crew have to keep the car running smoothly, have spares and tools easily to hand, keep up morale, remind the next driver when it's their turn, fix anything that breaks and make the tea. They also make tactical decisions as to when any repairs are done... Getting it wrong can be costly.

## THE CHAMPIONSHIP

The British Pedal Car Championship (BPCC) currently consists of 7 rounds, spread across the country enabling more teams to race.

The races themselves are run on a variety of tracks and in a variety of formats, from the 45-minute sprints of Blackbushe to 24-hours at Sherington.

Within the overall (PC1) points system, there are classes for under-16 (PC2), under-14 (PC3), under-12 (PC4) and solo (PCzero) drivers

It's certainly not compulsory to race the entire season, you're free to race as many or as few races as you wish – however, to be in with a chance of championship success then the more races you enter, the better your chances, even don't win them all (or any of them!).



## WHAT DO I NEED?

Nothing much. A cycle helmet is a mandatory and apart from that it's all down to you. More specific cycling gear will be more comfortable – you can also use SPD pedals. You'll soon find out what works for you, if in doubt there are always people to ask.

## RACE COSTS

We are committed to keeping costs low to keep racing open for all, and compared to average cycle fees of £20 per rider, we think we're doing ok!

£25	Annual fee per team (covers multiple cars)
£15	Race entry per car (24hr race £45)
£1	Annual licence per driver



BPCC ROUND 1 29/03/15

# WOMBWELL

LENGTH: 760 M

INCLINE: MED

TYPE: SPRINT

Station Road, Wombwell,  
South Yorkshire, S73 0BJ



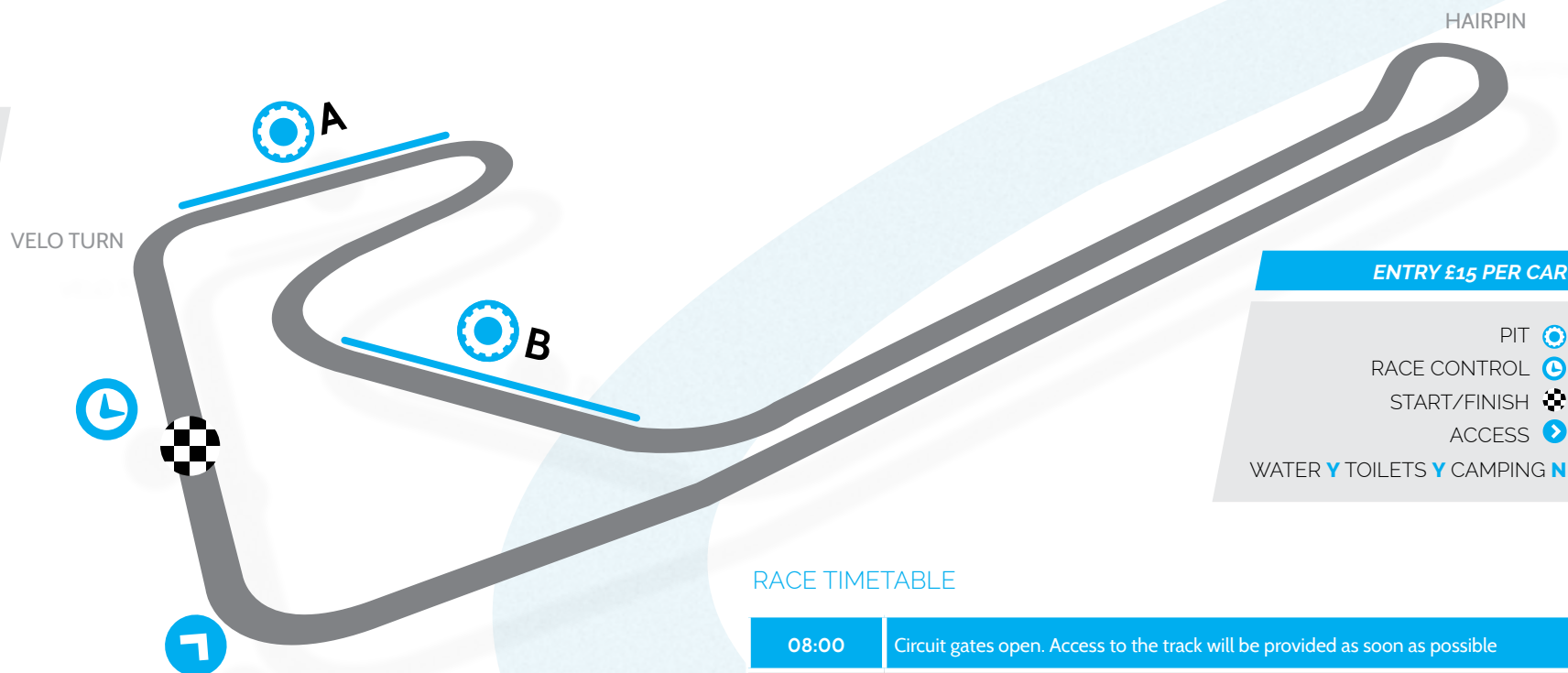
## CIRCUIT INFO

Wombwell is around 800m of beautifully smooth tarmac, mixing a variety of corners and three main straights. The circuit is, for the most part, not massively wide, especially past the pit areas, so driving skill and traffic management is necessary.





In a slight change to previous editions there will be 3 x 2-hour races to maximise racing time and give a slightly earlier finish. Also therefore there will be no tie on points!

## EVENT INFO

Race specific info, directions and all that are all available online when you enter at [pedalcarracing.info](http://pedalcarracing.info)



ENTRY £15 PER CAR

PIT   
RACE CONTROL   
START/FINISH   
ACCESS 

WATER Y TOILETS Y CAMPING N

## RACE TIMETABLE

08:00	Circuit gates open. Access to the track will be provided as soon as possible
09:00	Booking in and scrutineering (If possible we will start these earlier)
09:30	Motor vehicles off circuit. Practice commences once the circuit is declared open
10:15	Pre-race briefing
10:30 - 12:30	Race 1 (clockwise using the long configuration)
12:45 - 14:45	Race 2 (anti-clockwise using the long configuration)
15:00 - 17:00	Race 3 (clockwise using the long configuration)
17:30	Presentations
18:30	All teams off site



The three races will be scored as 1 point for each win, 2 points for 2nd place, 3 for 3rd, etc., with the team with the lowest combined points score in each class being declared the winner overall in that class.



BPCC ROUND 2 25/04/15

## BRUNTINGTHORPE

LENGTH: 420M

INCLINE: LOW

TYPE: ENDURO: 6HR

Bruntingthorpe Proving  
Ground, Lutterworth,  
Leics, LE17 5QS



ENTRY £15 PER CAR

PIT

RACE CONTROL

START/FINISH

ACCESS

WATER Y TOILETS Y CAMPING N

## EVENT INFORMATION

Bruntingthorpe returns for 2015 for round two, with an adjusted 6-hour format to give more time for teams wishing to go home directly after the race to do so.

Bruntingthorpe remains the twistiest track used by the BPCC for several years and as such will be something 'new' for some teams, where handling, car control, traffic management and driver skill must come to the fore while aerodynamics and outright top speed take a back seat. Uniquely amongst BPCC events there is also a properly segregated pit lane, with armco and everything!

As a one day race there will not be camping available on site, but please contact the organiser for information and advice on accommodation options:

[bruntingthorpe@pedalcars.info](mailto:bruntingthorpe@pedalcars.info)

## EVENT INFO

Race specific info, directions and all that are all available online when you enter at [pedalcarracing.info](http://pedalcarracing.info)

## RACE TIMETABLE

9:30	Venue open for teams to start setting up
10:00	Booking in and scrutineering (If possible we will start these earlier)
10:30	Practice commences once the circuit is declared open for cars that have passed
11:30	Pre-race briefing - practice suspended
11:45	Cars assemble on grid
12:00	Race begins - rolling start in championship order with 1 slow lap (no overtaking)
18:00	Race ends
18:30	Presentations
20:00	All teams off site



1st: 25 points, 2nd: 20 points, 3rd: 16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3 points, 14th: 2 points, 15th: 1 point.

BPCC ROUND 3 27-28/06/15

## SHENINGTON 24HR

LENGTH: 1012M

INCLINE: LOW

TYPE: ENDURO: 24HR

Shenington Kart Circuit,  
Shenington Airfield,  
Banbury OX15 6NW



This will be the 8th running of the epic endurance event at Shenington and it is one not to miss. With 35 - 40 teams usually present, optional Friday night practice and camping, and the café serving through the weekend this event has an unrivalled atmosphere.

Add to that the prestige of this race is almost equal to that of the overall Championship and you have a perfect summer's weekend.

## EVENT INFORMATION

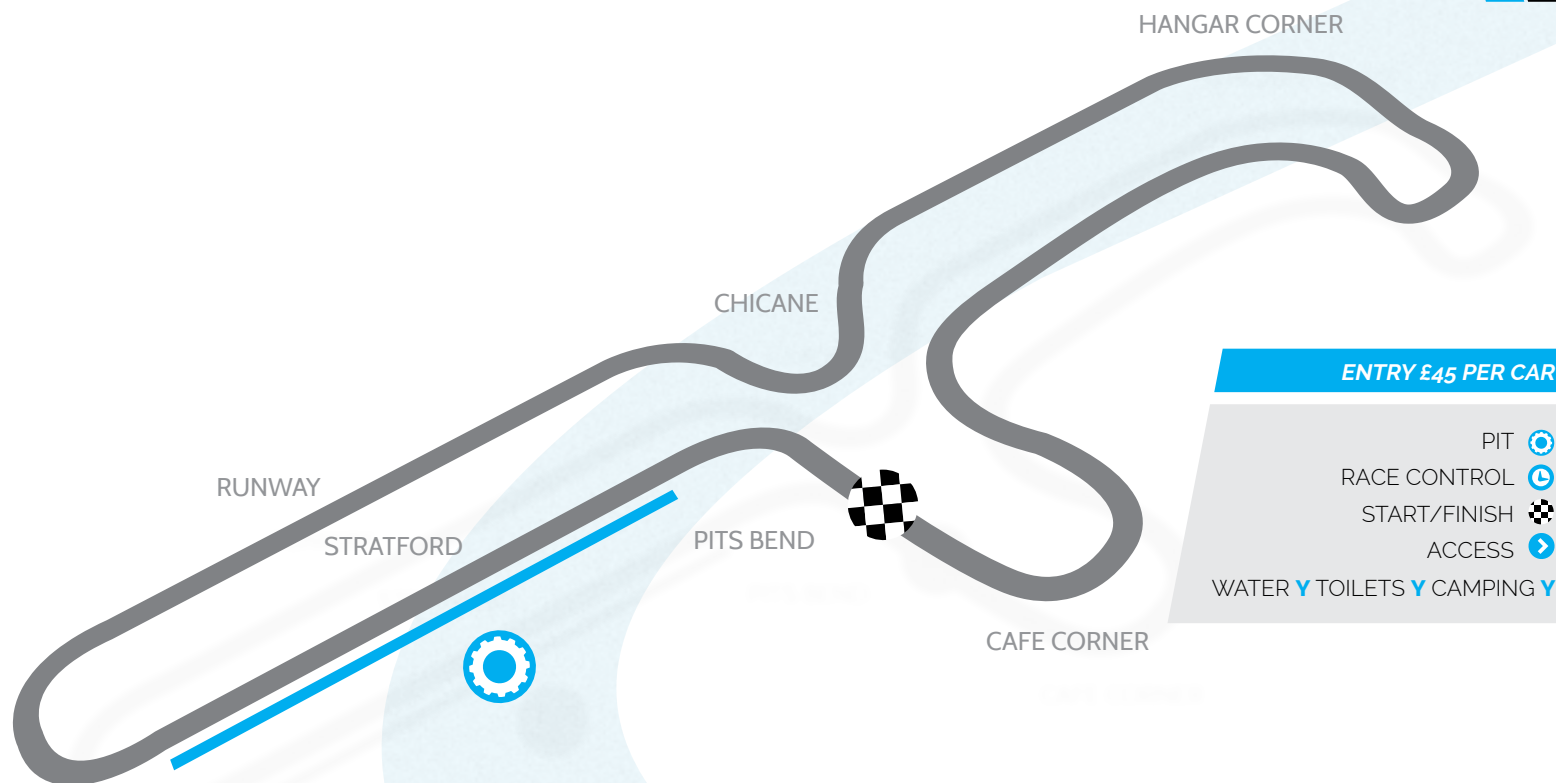
## NOISE RESTRICTIONS INCLUDING GENERATOR BAN

Due to noise restrictions at the circuit, no generators or other similarly-noisy equipment is permitted at this event. This is to maintain 'good neighbour' relations with the local residents. Note we only get to use Shenington because the circuit is limited to the number of 'noisy' days per year it is permitted to operate; if we become a noisy day we'll lose the venue!

Camping is available from pretty much any time on Friday night if required. For those turning up on the Friday night to camp there are two practise sessions where you can learn and understand the track both in the evening and in the dark. This is especially useful for teams new to the sport or the event.

Please see the [British Pedal Car Specification](#) and the [BFPCR rule book](#) for information about the lights your car must have for this race.

Visit [pedalcarracing.info](http://pedalcarracing.info) for more info.



ENTRY £45 PER CAR

PIT   
RACE CONTROL   
START/FINISH   
ACCESS   
WATER TOILETS CAMPING

## RACE TIMETABLE

08:00 sat	Circuit gates open. Access to the track will be provided as soon as possible
09:00 sat	Booking in and scrutineering (If possible we will start these earlier)
09:30 sat	Motor vehicles off circuit. Practice commences once the circuit is declared open
11:30 sat	Pre-race briefing
12:00 sat	Race begins
12:00 sun	Race ends
12:30	Presentations



1st: 50 points, 2nd: 40 points, 3rd: 32 points, 4th: 26 points, 5th: 22 points, 6th: 20 points, 7th: 18 points, 8th: 16 points, 9th: 14 points, 10th: 12 points, 11th: 10 points, 12th: 8 points, 13th: 6, 14th: 2 points, 15th +: 2 points.

BPCC ROUND 4 19/07/15

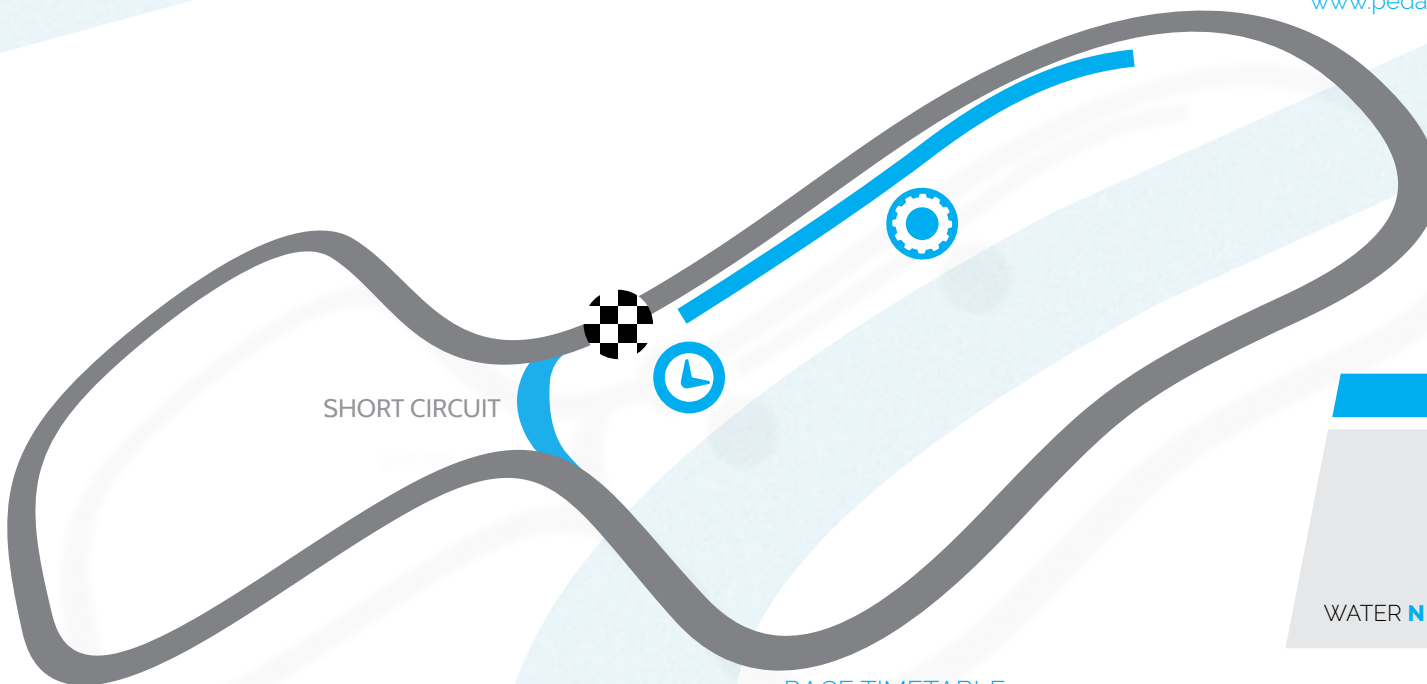
# SOLIHULL

LENGTH: 800/500

INCLINE: HIGH

TYPE: SPRINTS

Monkspath Hall Rd, Solihull,  
West Midlands



ENTRY £15 PER CAR

PIT

RACE CONTROL

START/FINISH

ACCESS

WATER **N** TOILETS **Y** CAMPING **N**

## RACE TIMETABLE

08:00	Circuit gates open.
09:00	Booking in and scrutineering (If possible we will start these earlier)
09:45	Motor vehicles off circuit. Practice commences once the circuit is declared open
10:15	Practice closed - Driver briefing
10:25	Form grid
10:30-13:30	Race 1
13:45-15:45	Race 2
16:00-17:00	Race 3
17:30	Presentations
18:00	All teams off site

## CIRCUIT INFO

The second sprint event of the year is likely to get an exciting tweak this year.

Tudor Grange is a lovely park in Solihull where there is an open cycling circuit which we use. The open nature of the track means a few people enjoying a lazy Sunday afternoon will come and spectate and usually there are steam-hauled trains passing by on occasion!

We plan to use only the top section of the track for some of the races - taking out the steep hill - resulting in short, fast oval-style racing. This will be a unique feature for the season and enhance what is always a hugely enjoyable day in the park!

## EVENT INFO

Race specific info, directions and all that are all available online when you enter at [pedalcarracing.info](http://pedalcarracing.info)



1st: 25 points, 2nd: 20 points, 3rd: 16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3 points, 14th: 2 points, 15th: 1 point.



BPCC ROUND 5 05/09/15

# BLACKBUSHE - SPRINTS

LENGTH: 515M

INCLINE: MED

TYPE: INCREMENTAL SPRINTS

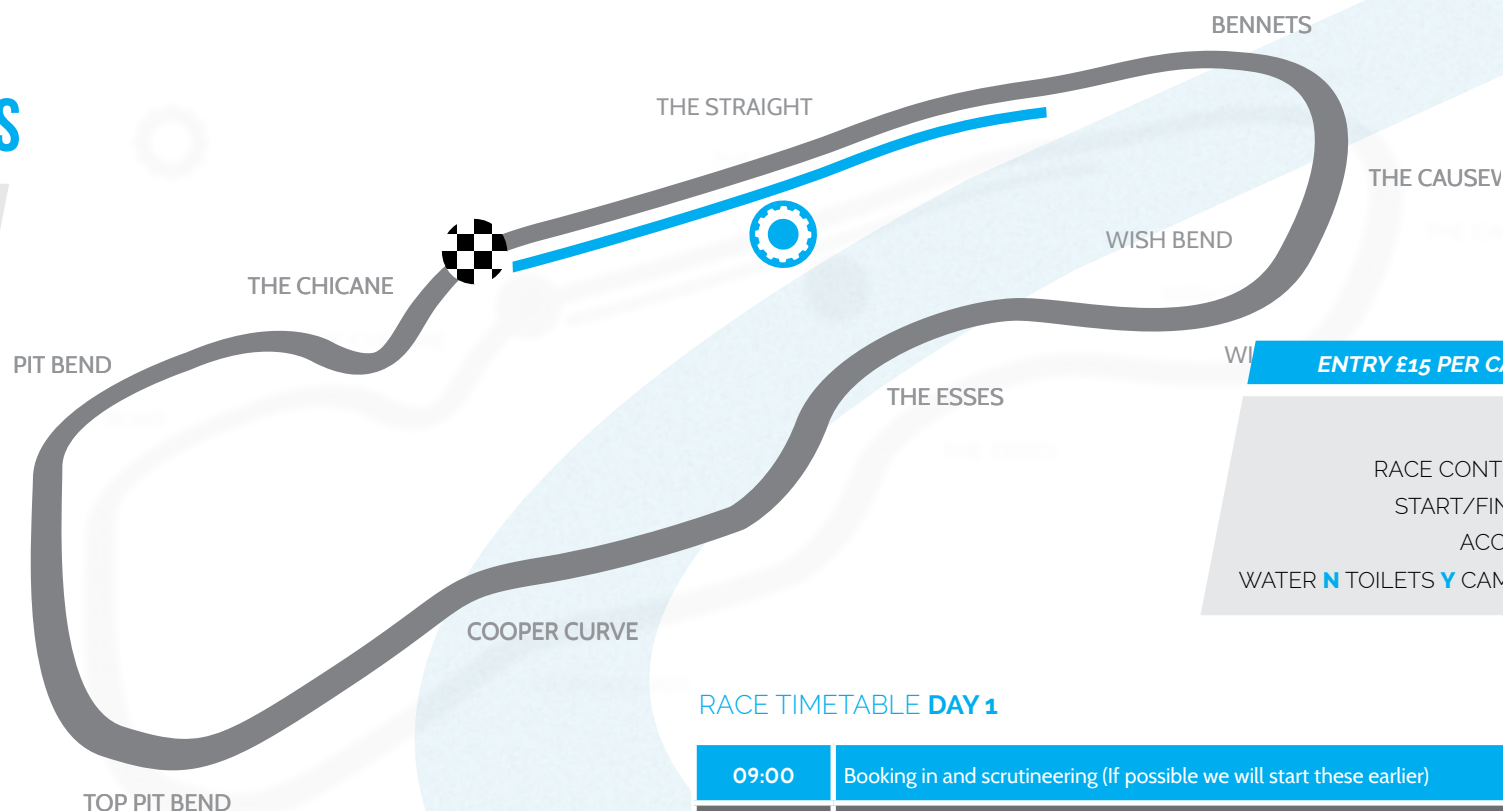
Blackbushe Airport,  
Camberley GU17 9LG

This fantastic circuit is definitely not one to miss! The combination of the fast straight, flowing corners, tricky chicane and gradient means this circuit packs in more challenges per lap than any other pedal car venue. In turn this provides more driver satisfaction and, of course, fun!

## EVENT INFORMATION

Teams do not have to race both events of course – they are separate Championship rounds – but the weekend is a great way to get immersed in the sport and have a little social time with your friends and teammates.

Be warned that many camp sites in the area will be getting full at this time of year so you are advised to book your camping well in advance to be sure that you will have somewhere to sleep!



ENTRY £15 PER CAR/DAY

PIT

RACE CONTROL

START/FINISH

ACCESS

WATER **N** TOILETS **Y** CAMPING **N**

## RACE TIMETABLE DAY 1

09:00	Booking in and scrutineering (If possible we will start these earlier)
10:15	Drivers briefing
10:30-11:15	Race 1
11:30-13:15	Race 2
12:30-13:15	Race 3
13:30-14:15	Race 4
14:30-17:30	Race 5
17:45	Presentations



The races on Saturday are totalled up on a points league basis to gain an overall BPCC result, with BPCC points awarded for the overall result. Saturday races are scored as follows: 45 minute races: 1 point for each win, 2 points for 2nd place, 3 for 3rd, etc. 3 hour race: 3 points for 1st, 6 for 2nd, 9 for 3rd, etc. Lowest combined total at the end of the day wins!

Due to the length of the circuit, the field for this event is limited to 35 cars and places will be assigned on a first-come, first-served basis irrespective of the entry deadline. If the 35 car limit is reached, subsequent entries will be added to the reserve list in case of drop-outs.

Overnight camping (and a wide array of other accommodation for those who prefer more comfort) is available in the area, but not on-site.

Please contact the organiser for information and advice on accommodation options:

[blackbushe@pedalcars.info](mailto:blackbushe@pedalcars.info)

BPCC ROUND 6 06/09/15

# BLACKBUSHE - 100 MILE

LENGTH: 525M

INCLINE: MED

TYPE: ENDURO: 5HR

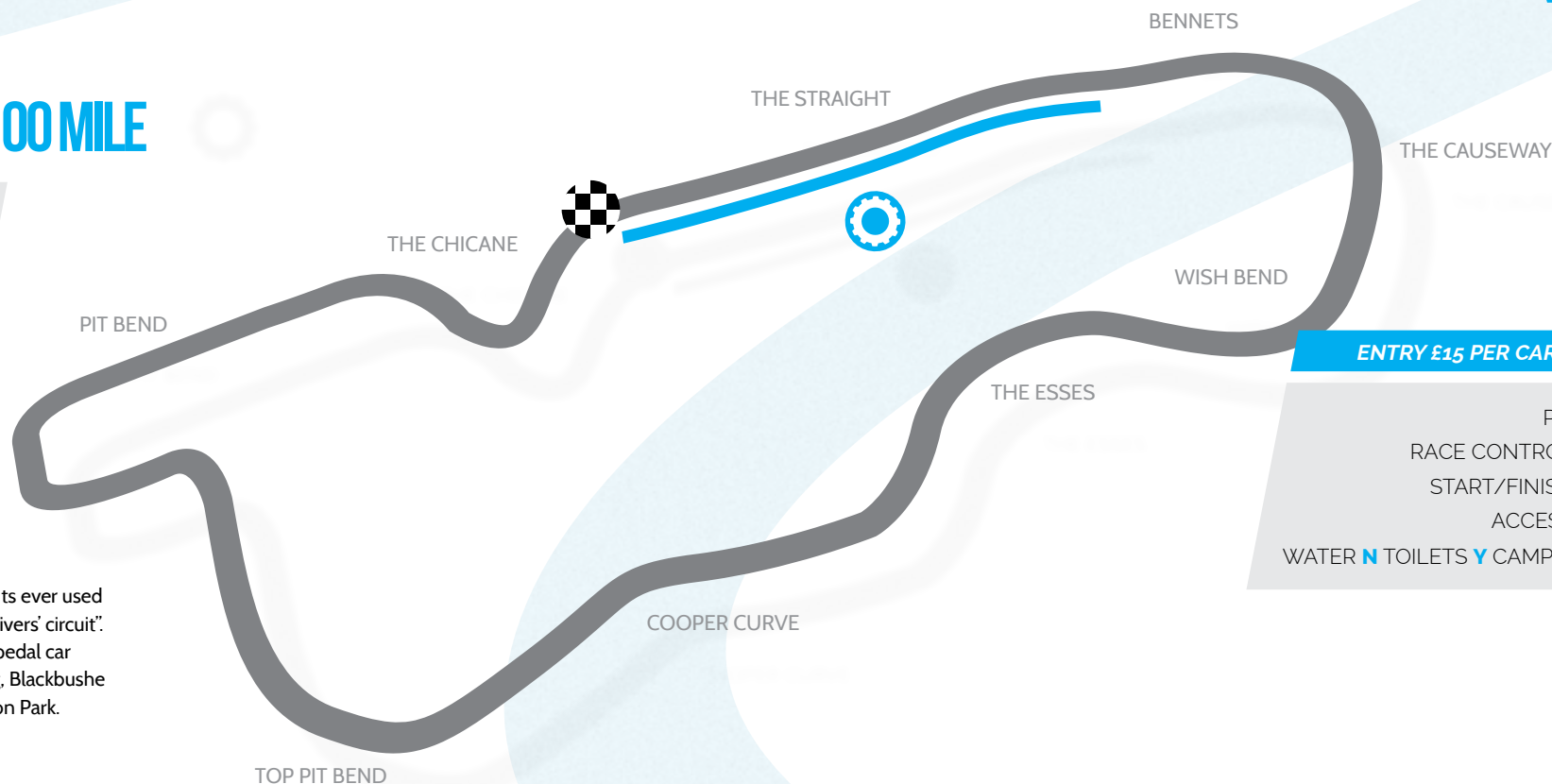
Blackbushe Airport,  
Camberley GU17 9LG

Welcome to one of the finest circuits ever used in British pedal car racing, a true "drivers' circuit". If Wolverhampton was the Spa of pedal car racing and Preston the Nurburgring, Blackbushe is our very own Oulton or Donington Park.

## EVENT INFORMATION

Day two is set to test your endurance after a hard Saturday of sprinting.

Cars already checked on the Saturday do not have to be checked again for Sundays racing.



ENTRY £15 PER CAR/DAY

PIT

RACE CONTROL

START/FINISH

ACCESS

WATER **N** TOILETS **Y** CAMPING **N**

## RACE TIMETABLE DAY 2

09:00	Booking in and scrutineering (If possible we will start these earlier)
10:15	Drivers briefing
10:30	Race starts
16:00	Race ends if no team has completed 100 miles
16:45	Presentations



Sunday races use standard points system: 1st: 25 points, 2nd: 20 points, 3rd: 16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3 points, 14th: 2 points, 15th: 1 point.



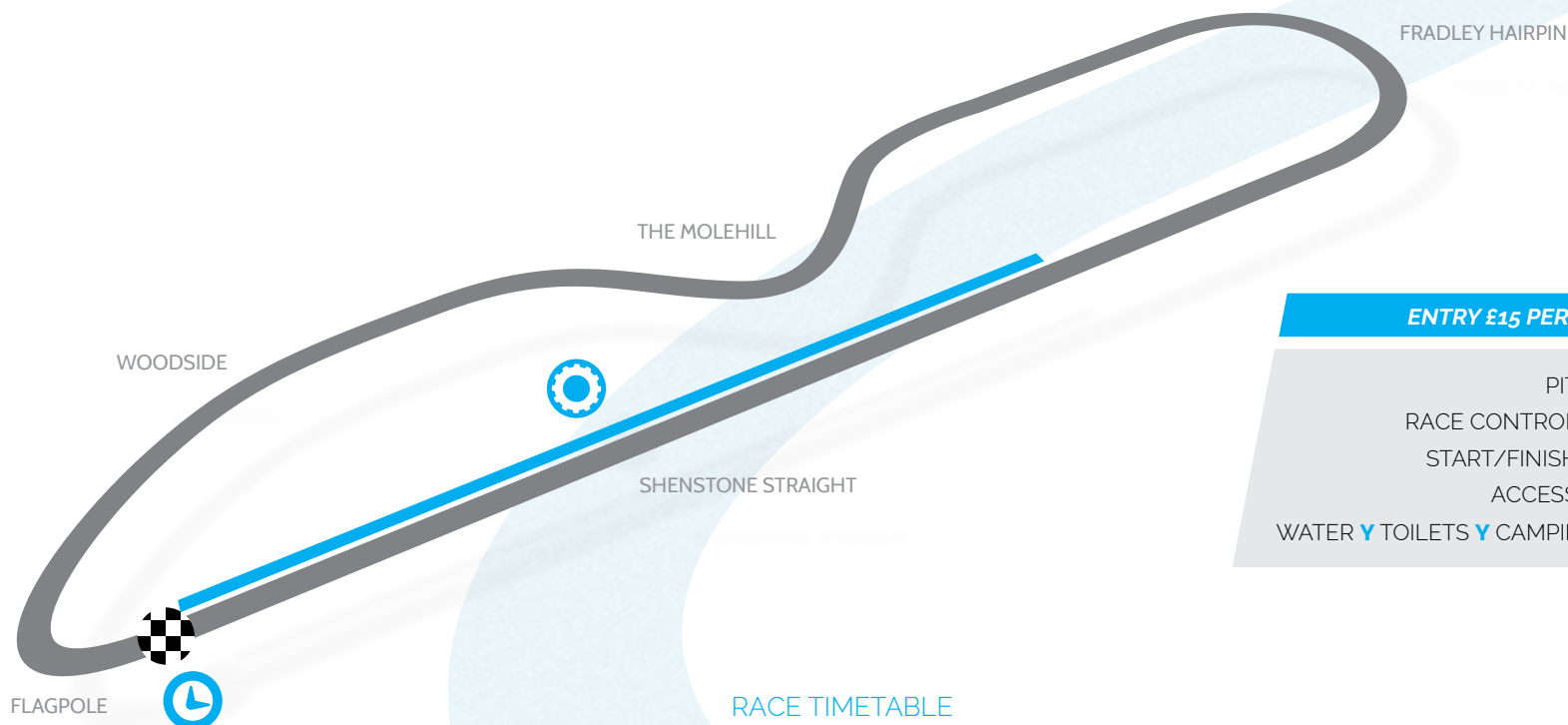
BPCC ROUND 7 26/09/15

## CURBOROUGH

LENGTH: 600M

INCLINE: LOW

TYPE: ENDURO: 7HR

Curborough Circuit, Lichfield,  
Staffordshire, WS138EJ

ENTRY £15 PER CAR

PIT

RACE CONTROL

START/FINISH

ACCESS

WATER TOILETS CAMPING

First used in 1998, Curborough is one of the finest venues currently on the BPCC calendar, due to its perfect surface, gentle gradient and mixture of sweeping curves and straights. Teams who do not attend this event miss out on one of the most enjoyable circuits of the year.

## EVENT INFORMATION

Since 2011, Curborough has been run as a 7 hour day/night race, giving an experience of night racing without the demands of a 24-hour race.

Following the race there is the opportunity for teams to stay-over, have a barbecue and a social gathering and share war stories.

Toilets and water are provided on-site but that is about all, so bring all your own food and cooking gear.

We expect up to 1 hour of darkness at the end of racing. There will be some flood lights opposite the pit lane and at the lap counting but the rest of the track will be essentially unlit.

Teams are responsible for providing their own lighting in their own pits. This can be battery, gas, or generator powered.

## RACE TIMETABLE

10:00	Circuit gates open. Access to the track will be provided as soon as possible
11:00	Booking in and scrutineering (If possible we will start these earlier)
12:00	Motor vehicles off circuit. Practice commences once the circuit is declared open
12:45	Practice closed - Driver briefing
13:00	Race starts
20:00	Race ends if no teams has completed 150 miles
20:30	Presentations and barbeque



1st: 25 points, 2nd: 20 points, 3rd: 16 points, 4th: 13 points, 5th: 11 points, 6th: 10 points, 7th: 9 points, 8th: 8 points, 9th: 7 points, 10th: 6 points, 11th: 5 points, 12th: 4 points, 13th: 3 points, 14th: 2 points, 15th: 1 point.



2015 may be the 20th BPCC, but what happened in the other 19?

'96

The dominant players pre-Championship years had been Norton Greyhounds, Chain & Sprocket and Crude Engineering. 1996 and 1997 were the first two years of an official Championship. Ride'n'Drive from Bolton dominated, with Crude taking one event win. Bolton was also the location of the annual 24-hour race as the famous Scunthorpe 24-hour had last taken place in 1994.

'98

Between 1998 and 2005 Great Central Racing became the dominant force, winning all eight Championship titles and 36 events, six of them 24-hours. After Ride'n'Drive and Bolton based Buntings Cycles took one-off wins in 1998, Crude was the only other British team to take victories until 2002.

'02

2002 was a hotly contested year as the Italian Karbyk team took a second race win, and there were maiden victories for Oaktec and Yello Velo. The main challenger was an inspired Killay team who didn't win an event, but ran Great Central very close after some poor mid-season results.

'03

In 2003 and 2004 Great Central carried on the winning streak, but some serious new teams were emerging. Most notably QAD dominated early 2003 and PTO took two victories in each of the two years. This included the Margam 24-hour in 2004. Neither, however, was able to finish quite consistently enough to take an overall title.

'05

2005 saw Great Central's eighth title and a Championship one-two with all-new machinery. BSE Racing got as close as they (unfortunately) would get to a win at Thurmaston, but a Crude Engineering victory, and a repeat at Curborough, was a sign of things to come, as was BAR Racing's first win at Blackbushe.

'06

Given the length of success before the BPCC existed, it would have been an historical anomaly had Crude not claimed the title at some point. It was appropriate therefore that it was Andy Chant and Co. who broke the Great Central dominance and despite a surprise 24-hour win from new team Radioactive Racing, won the title in 2006.

19 SEASONS 126 EVENTS 17 WINNERS 8 CHAMPIONS

'07

Undeniably the most open and exciting season to date. Crude started the year with two wins. AAT the 24hr Bristol Racing took their maiden win and the lead before Radioactive Racing took maximum points from a weekend at Blackbushe. It all came down to Curborough where Radioactive clinched victory – and the title. Bristol Racing would go on to dominate the 2008 season, winning the first Shenington 24-hour and all other events bar one – which went to Great Central in their final season.

'09

In 2009 it was all change as new team Apollo led the charge early in the season. However BAR Racing delivered on years of promise to take the 24-hour race win, going on to take the Championship title. Apollo Racing bounced back in 2010 and became the first team to take a clean sweep – a feat they repeated in 2011.

'12

Hot on their heels it was Rugby Velo Cycling Team who then claimed the 2012 crown in an unusual year where each race was closely fought with Apollo, but ultimately Velo took six out of seven victories. Apollo had the consolation of the 24-hour win.

'13

In 2013 and 2014 Apollo Racing have again triumphed – but have faced stiff opposition from BAR, Rugby Velo and Wing Racers. Are Wing the emerging force or will BAR or Rugby Velo reclaim the title?



## NIGHT RACING

While Shenington offers the ultimate test of 'dancing after dark', Curborough although a shorter race by far offer similar challenges of extended racing and night-time action.

Night racing is great fun, but also needs to be safe. Here are some tips and the basic rules for racing the midnight oil.

### LIGHTING BASICS:

To save on costs (and race fees) tracks used in night-racing are much less lit than some years ago. Super-bright LEDs are now available at relatively low cost and enable you to see where you are going if used well – which helps!

Ensuring your rear lights are on the near extremities of the car really does help following cars to avoid you.

Like in a road-car, adjusting your front beams to see the road ahead (rather than the sky or the ground) is useful – even if you can't practice, checking this in the dark before you come to the event is a good idea.

If you have very bright front lights (or indeed use a helmet-mounted light) please try to set this up so you don't dazzle people around you (other drivers, lap counting, marshalls etc).

In the dark it is not always easy to tell which is your car, but very cheap single-coloured LEDs are permitted, and you can put these where you like to make a recognisable configuration. NOTE: do not use RED LEDs for this except on the back of the car.

For BPCC lighting rules see [pedalcarracing.info](http://pedalcarracing.info)

## GOING THE DISTANCE: ENDURO EVENTS

Decades ago the sport was based around 24-hour races. Whilst Shenington retains that tradition – and is still the centrepiece of any Championship – Curborough, Bruntingthorpe and even the Blackbushe 100 miler offer similar challenges of extended racing where team strategy can be crucial.

### DRIVER ROSTERS:

There are many ways to use your 4, 5 or 6 drivers, and everyone has a preference.

The simplest is just to run through each in turn – and was used remarkably effectively by BAR to win Shenington 2013.

This gives each driver a decent break, but no long lay-off periods.

Another oft-used option is to split the team into sub-teams and get each to do a certain period (the most common being two teams of three drivers working three-hours on, three-hours off).

You get a set of stints in quick succession but then a longer period of rest to eat and have a lie down (and maybe sleep).

There are many other ways to roster drivers which, especially for the 24-hour, can allow you to only have some drivers present at the race for a limited period (if they have other commitments).

Even for the junior (PC3 / PC4) teams, who have 6-hours off, it may not be the best option just to run all the drivers until midnight and then again from 6AM. Splitting the team could enabled all drivers to have a full nights rest, and provide another impetus later in the morning.

PedalEatSleepRepeatPedalEatSleepRepeat

## SCRUTINEERING: BASIC CHECKLIST

Car rules are mainly there for your safety – so please make sure your car is within specification and fit to race before race day. To help smooth the process, here are some basic essentials to check before sending any car to scrutineering:

- Length and width, wheelbase and track conform to the rules.
- Braking is easily operated and effective on two wheels.
- Wheels are in good order and robustly attached to the car.
- The car is easy to steer and the steering linkages are well secured.
- There are no sharp or pointy objects sticking out of the car.
- Numbers are clear, conform to regulations for your class and visible all around the car.
- You have a transponder fitted (if you have it already).
- You have all team sheets filled with the correct license numbers and transponder number.

### THE GOLDEN RULE

Helmets are absolutely mandatory when in a pedal car – even if you are not moving – failure to comply with this will result in laps being deducted.

FOR FULL RULES AND CAR SPECS GO ONLINE

### NEW FOR 2015:

the Committee agreed to the following advisory notes:

- The use of helmet mounted cameras is not recommended but if used, should be fitted in a way which does not degrade the ability of the helmet to protect the driver.
- Suitable footwear shall be worn when in a pedal car in relation to the pedals installed on said car.

## OTHER EVENTS

### NATIONAL SCOUTCAR RACES

[www.scoutcars.org.uk](http://www.scoutcars.org.uk)

This event is where it all started. Scout-based teams compete in sprints and short Grands Prix at famous venues such as Blackpool promenade! Date and Venue TBA but usually July.

### NEW MILTON PEDAL CAR GRAND PRIX

[www.newmiltongrandprix.co.uk](http://www.newmiltongrandprix.co.uk)

The sister event to the Ringwood Grand Prix – held on alternate years. A highly competitive street circuit event.

The closing date for entries is 31st May.

July 12th.

### DARWEN GRAND PRIX (LANCASHIRE):

[www.darwengrandprix.com](http://www.darwengrandprix.com)

July 12th (provisional)

### ELLON PEDAL CAR RACE (SCOTLAND):

[www.ellonpedalcar.co.uk](http://www.ellonpedalcar.co.uk)

30th Aug

### BRISTOL 24-HOUR RACE:

[www.bristol24race.co.uk](http://www.bristol24race.co.uk)

The return of the Bristol 24 after 28 years!

10th-11th Oct





“

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ANY EASIER.  
YOU JUST  
GO A BIT FURTHER  
EVERY TIME.**

”

#bpcc2015  
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[pedalcarracing.info](http://pedalcarracing.info)

BRITISH PEDAL CAR  
CHAMPIONSHIP

