

BRITISH PEDAL CAR CHAMPIONSHIP



www.pedalcar racing.info

GETTING ON THE GRID



INFORMATION FOR NEW TEAMS

BRITISH FEDERATION OF PEDAL CAR RACING

www.pedalcar racing.info

Getting Started in Pedal Car Racing

OK, so you've read the publicity blurb or seen a race or perhaps even watched something on TV and been inspired to enter a pedal car race.

So what happens next?

First of all, you will need a team.

If you want to join an existing team, the best thing to do is to go to www.pedalcarrracing.info and ask some questions on the online forum.

For the purposes of giving you some information, we'll assume you are starting from scratch though:

What makes a pedal car team?

Depending what age group you are racing in, and which race you are taking part in, you are allowed different numbers of drivers per car.

For 24 hour races, all classes (except solo and duo) are allowed 6 drivers.

In others it is 4 drivers per car and 6 drivers for under 14's team and below (except solo and duo).

For teams with youngsters racing, you need to have a non-racing adult supervising at all times to comply with the rules but, even if not, it is a very good plan to have at least one support person in the pits at all times to feed the drivers, tend to any mechanical problems on the car and check the scores every now and again.

For a young team doing a 24 hour race, 6 drivers plus 4 support crew (2 of whom are "responsible adults") is the ideal number and means everyone can get at least some sleep.

If goes without saying here, that having someone with a roof rack or a trailer is a Very Good Thing when it comes to getting the team and the car round the place. A minibus with a roof rack is, of course, ideal.



All shapes and sizes of car with all different abilities compete on the same circuit at the same time

How does it work?

All the rules are available in the BFPCR rule book which can be found on line at www.pedalcar racing.info
The rules set out the minimum safety standards to which the car must comply, together with the leading dimensions and the lighting requirements. Give or take a few constraints, it is a very open formula and refreshingly simple:

The car must be powered solely by the muscle power of a single driver.

There are four age classes (and 2 supplementary classes) in pedal car racing but all race on the same circuit at the same time so effectively there up to six races going on together.

Cars number plates are colour coded to show which class they are in.

Classes

There are six classes in pedal car racing all sharing circuit space, so the safe lapping of back markers is a skill that the faster drivers must acquire.

- PC1:** Open class - 6 drivers per car in 24 hour races (4 in all other races)
All cars automatically qualify for PC1 and it is the cars at the head of this class which usually fight it out for the overall win.
- PC2:** Under 16's - 6 drivers per car in 24 hour races (4 in all other races)
All drivers must have been born on or after 1/1/2000 for the car to qualify for this class during 2016
The cars are usually very similar in appearance to those racing in PC1 but they tend to be built a little bit more robustly to cope with the increased number of driver changes and the less sympathetic treatment that teenage drivers can sometimes dish out to racing machinery.
Quite often the lead PC2 outfits will be in amongst the top six overall come the end of the race.
- PC3:** Under 14's - 6 drivers per car in all races
All drivers must have been born on or after 1/1/2002 for the car to qualify for this class during 2016
The cars are often lighter and generally have to be somewhat smaller for obvious reasons!
Most of the cars in this class do not run aerodynamic bodywork – the drivers change over far more often and do not reach the higher speeds of PC1 and PC2 so a body shell would generally be seen as a hindrance.
- PC4:** Under 12's - 6 drivers per car in all races
All drivers must have been born on or after 1/1/2004 for the car to qualify for this class during 2016
These cars are generally very basic, un-faired and as light as possible.
- PCD:** Pairs - *A maximum of 2 drivers per car only
Self-explanatory. This is the one for nutters!*
- PCZ:** Solo - *A maximum of 1 driver per car only
Self-explanatory. This is the one for total masochists!*
- PCF:** Female teams - *All drivers must be female. (Number of drivers depends on age range)
Also self-explanatory.*

Some Notes:

Due to safety considerations, PC3 and PC4 cars stop between the hours of 12pm and 6am during 24 hour races.

Everyone qualifies for their own class (age group) and all the ones above it.

Therefore PC2, PC3 and PC4 teams score points and positions in PC1.

PC3 teams also score points in PC1 and PC2. PC4 teams also score points in PC1, PC2 and PC3.

So, theoretically, a pair of 11 year old girls could win all six classes...

Often your direct competition in the overall standings may be with a team from a different class.

(If you are an adult team finding yourself being beaten by a group of young teenagers, this can be really annoying ☹).

Right, you've got the drivers and people to look after them. Now you're going to need some wheels.

What about a car?

There are several ways to get your self a racing pedal car, some will suit some teams, others will suit others.

1: Build your own.

If you have the time, the skills, and the kit this is by far the most satisfying way of going pedal car racing.
Be prepared for this to take a while.
And also be prepared for your car to have the inevitable "teething problems" at the start.
But nothing beats driving a car you have seen grow from a line on a piece of paper into a racing machine.



2: A "project" car.

There are often some cars kicking around that may once have been good but now are in need of serious amounts of work to bring them back to race worthiness. Cars like this (basically a rolling chassis) can be a great starting point for a team who want to build their own machinery but don't have the tools to set to and start from the ground up. Make no mistake, there will be a lot of work involved, but it is the next best thing to building your own.



3: Hiring a car.

Possibly the easiest way in if you are not totally sure if this pedal car racing thing is really for you or not. Sometimes cars are available to hire for single races – usually for the cost of any damage and any expenses incurred by the owners.

The advantage is that you get a car for no work.
The disadvantage is you probably won't even see it until race day so there is no guarantee that your drivers will actually fit it...

You need to allow for paying the team you hire a car off the expense of putting it on the track (wear and tear and a new set of tyres for example). £60 for a 1 day event or £100 for a weekend is about what it will cost.



4: Buying a car.

There are usually a few cars for sale at the end of the season and prices range from £650 for something that will be reliable but probably not totally competitive up to £1200 plus for a 1 year old machine that's been around a bit but still capable of winning races. £650 is not a bad price for a used car and it is about what you could expect to spend acquiring and getting a "project" car on the road anyway.



Unless you are borrowing or buying a car for your first race, make sure you check the rules (British Pedal Car Specification) as you go along!

Your car has to comply with these rules to be allowed to race!

Entering a Race

The entry forms for all races are on line at www.pedalcarracing.info or they may arrive through the post at the start of the year.

At first glance they are complex. ***Don't panic!*** If in doubt there will be a contact e-mail for the race organiser at the bottom of the page who will answer any questions you have.

The numbers:

The race entry is broken down into several sections:

1: Registration with the British Federation of Pedal Car Racing:

This is a 1 – off per year £30 registration fee which allows a team to enter any number of cars in any number of the races it likes during that year.

This money goes towards paying the insurance bill for the sport.

As of 2009, this is voluntary but, once paid your race entry fees will come down.

2: Entry Fee:

The entry fee is usually £15 per car in most races rising £45 per car in 24 hour races for teams who have paid the BFPCR registration fee. There also is a multi-car discount (4 cars for 3)

For teams opting not to pay the registration fee, this is increased by £20 per team.

Basically, if all you are doing is entering 1 car in 1 race per season it makes sense NOT to pay the BFPCR registration fee. (You save £10).

3: Driver Registrations:

Each driver must be registered (free) to be allowed to compete by entering their DOB on the teamsheet. (Later in the season we hope to introduce electronic driver registration.)

Once registered, the driver is registered to compete for the seasons.

4: Lap counting “tag” hire or purchase.

A lap counting “tag” must be fitted to your car.

This can be hired for £10 per race or bought for £20.

The tag has a minimum life span of 5 years.

Once again, if you are entering just 1 race it might be worth just hiring this.

Example:

For a new team entering just a 24 hour race in PC1 class the cost is:

Entry fee:	£45
BFPCR Fee registration	£20 (one off fee)
Driver registration:	£0 (max)
Tag hire:	£10
 TOTAL:	 £75 (maximum)

This is a “worst case” entry fee – and is still just over £12 per driver!

You may even find that the car you have borrowed / hired / bought / rebuilt from a sad pile of scrap has it's own tag already fitted for example.

Car Preparation

Unless you are borrowing a car and meeting it at the track, there will be some time for getting it ready to race. After building the car itself, this is a very important phase because the better the car runs the more fun you will have. Between major races, all good teams will strip the cars down to their component parts, check everything is still as it should be, clean everything thoroughly, replace anything that is worn out and put them back together again. If this is your first time, then the car may need more or less work doing on it depending on the condition it is in to start with!



But here are the major things to check:

- All drivers fit the car comfortably and can see where they are going when driving it.
- The brakes and steering work properly
- The car meets the rule book
- All moving parts (chain, gears etc) are cleaned and well lubricated. The chain should probably be replaced once a season as a minimum.
- The tyres are up to full pressure (probably 80PSI minimum) and are not worn out.
- That you have at least 1 spare front and 1 spare rear wheel and they are also ready to go.
- That the lights and reflectors work and are in the correct places if you are doing a night race.
- That the lap counting “tag” is correctly mounted to the chassis.
- That the number plates are to the correct size and colour for your class

If possible, give your car a test somewhere (school play ground, car park etc) to make sure it is in good working order. It takes a bit of time but will be well worth it later. The last thing you want to be doing is messing about with the car once you get to the race track – there will be plenty of other things to do for a start!

If you have problems:

If you find your car does not quite meet the rules?: ***Don't panic!***

Give the race organiser a call and explain the problem.

Perhaps you are misinterpreting the rules or perhaps you have made a mistake.

Either way, many problems can be resolved before you get to the race track.

These people have been racing for many years and may very well be able to offer a very simple solution to solve the problem. They might well ask the scrutineer to give you a call to check things out.

In pedal car racing, there is always someone who will help you.



Your First Race

What to Take:

It is very rare for there to be covered pits provided so it is best to take along a frame tent or, at very least, some cheap gazebo's to give you somewhere dry to cook food and for the drivers to rest.

Whatever tools and spare parts you have, just take them all because you just never know what is going to happen!

When you arrive:

Try to arrive at the circuit a good 90 minutes before the start of the race.

For long races you will sometimes be allowed to arrive and practice the night before.

Either way, you will be surprised how quickly that time disappears.

Someone (probably in a yellow jacket) will direct you to the pit lane.

Pit spaces are sometimes allocated to teams – usually by a piece of card with your car number and team name on it. Otherwise, you can pitch where you like along the pit lane.

As a new team, you should be directed to pit next to an experienced one so they can give you some help.

It should be obvious where scrutineering is (there will be a short line of pedal cars queuing up!) and you are advised to get your car race ready and in that queue as soon as you can.

You will have been sent a team sheet with your race information pack – this needs to be filled in and presented to the scrutineer.

What to expect during the race:

Unless you are something really special, you will find some cars are going a whole lot faster than you are.

This will certainly be the case in the junior classes. **Don't worry about it.**

You will also find that you are travelling a lot quicker than many others.

It is always the faster driver's job to make the pass when lapping back markers and dealing with traffic is one of the skills that front running pedal car drivers must acquire.

Drivers may advise slower cars which side they intend to lap them on by calling "on your left" or "on your right". This is not a call for the slower car to move off line or move over but purely a warning of intent to pass. It is not compulsory to call for every overtaking manoeuvre but it is the faster driver's judgement as to whether it is necessary.

If you are in a faster car and get blocked by slower traffic then it is quite simple, you hit the brakes and slow down. Chances are any time lost will be made up over the course of the remaining 23 hours of the race.

Always err on the side of caution.

It is the slower car's job to stay on their own racing line and, most importantly, **not make any sudden manoeuvres**. As long as you are driving in a sensible manner then the faster cars will easily avoid you.

Always remember that everyone has an equal right to be on the race track and an equal right to take the racing line.

Race with respect for the track, for others and for your own car and you will get on just fine.



Racing does not stop in the event of inclement weather...

Anything We've Missed?

Anything else you want to know?

The best way to get any questions answered is to register on our online forum <http://pedalcarracing.info/forum/index.php> and browse the topics or ask a question. Alternatively if you have facebook join our group at <https://www.facebook.com/groups/128453854681/> and post your question. Either way someone there will always be on hand to answer any questions.

The best e-mail address for enquiries is: ***racing@pedalcarracing.info***



This is a fantastic sport for people of all ages and abilities to get involved in. Whatever your speed, there will always be someone running a similar sort of pace to race against. Until you give it a try, you will never know what you are missing.

We hope this has been useful but if there are any other questions, please give us a shout!



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