British Federation of Pedal Car Racing Rule Book Issue 13 (2026)

Definitions

BFPCR	The British Federation of Pedal Car Racing.
Team Sheet	The document completed by each team before the start of each round and submitted during *Scrutineering*.
Scrutineering	The compulsory safety check which each car must pass before the start of a round.
BPCS	The British Pedal Car Specification, listing dimensions etc.
Race Official(s)	*Race Officials* may include the race organiser and any other supporting person elected by the race organiser. All *Race Officials* must be introduced at the pre-race *Driver Briefing*.
Driver Briefing	A briefing given to all drivers regarding the safety aspects of the course, any and all changes to the rules specified herein and introducing all *Race Officials.*
Marshall Briefing	A briefing given to all Course Marshalls regarding their roles and responsibilities and highlighting any particular safety aspects of the course, any and all changes to the rules specified herein and introducing all *Race Officials*
Number Plate Requirements	Lists the size, shape, colour of numbers and stickers to be shown by cars to aid identification of cars and their class.

PART 1 Championship Rules

1. Teams

1.1 . Registration and Identification

a) A team will be registered with the *BFPCR* when entered to compete in the championship.
b) All drivers within a team must be listed on the Team's race entry as 1.2(b) below.
c) A team must race using the number allocated to it by the *BFPCR*.
d) Advisory information: Lap Counting Transponders (tags) should be mounted as advised by the timing and scoring team.
e) Competitors should ensure their car(s) are being counted properly and in the instances of missing laps check that the tag is mounted as advised.

1.2. Class Qualification

a) A team will qualify for championship points in each class in which it meets the class qualification criteria (Table 1).

b) A team must list all drivers participating in a particular round of the championship on the *Team Sheet*.
c) A team who lists more drivers on the *Team Sheet* than allowed in the class qualification criteria will not qualify for points in that class.
d) A team found to use drivers not listed on the *Team Sheet* will be disqualified from that round.
e) A driver may only race in 1 car during any 1 event (i.e., any 1 round of the BPCC)
f) Classes PC0 & PCD have a minimum age of 16+ due to the extra demands on these classes
g) Junior classes (Under 16) have set minimum numbers of drivers to avoid putting excessive demands on drivers and ensure their safety and enjoyment of the event. These apply except in case of force majeure where drivers drop out due to illness (or similar) either during the race or in the 48 hours prior to the race. See Table 1 (below)

Table 1: Class Qualification Criteria

Class	**Specific Criteria** *All drivers age 10+ refer to rule 6.3 (unless stated below)*	**Number of drivers for race duration of…**		
		> 12 hrs <= 24 hrs	**> 8 hrs <= 12 hrs**	**<= 8 hrs**
PC1: Open	None	6 Maximum	4 Maximum	4 Maximum
PC2: Under 18	All drivers must have their 18th birthday on or after January 1st of the race year.	6 Maximum	5 Maximum	4 Maximum
PC3: Under 16	All drivers must have their 16th birthday on or after January 1st of the race year.	6 Maximum 5 Minimum	6 Maximum 4 Minimum	4 Maximum 3 Minimum
PC4: Under 14	All drivers must have their 14th birthday on or after January 1st of the race year.	6 Maximum 5 Minimum	6 Maximum 4 Minimum	6 Maximum 4 Minimum
PC5: Under 12	All drivers must have their 12th birthday on or after January 1st of the race year.	6 Maximum 5 Minimum	6 Maximum 4 Minimum	6 Maximum 4 Minimum
PC0: Solo	There must be 1 driver only **who must be aged 16+**	1 Maximum	1 Maximum	1 Maximum
PCD: Duo	Maximum 2 drivers **who must both be aged 16+**	2 Maximum	2 Maximum	2 Maximum
PCF: Female	All drivers must identify as female and qualify for another class	Defined by age class of team		

1.3. Class Racing Time Restrictions

a) PC4 and PC5 teams are limited to racing a maximum of 18hours at 24hour events and are not permitted to race between the hours of midnight and 6am.

2. Championship Points

2.1. Qualification for Championship Points

a) A team will qualify for championship points in each class in which it meets the class
b) Qualification criteria if it completes over 20% of the laps achieved by the overall winner of that round. This minimum requirement is reduced proportionally in the case of teams prevented from racing an entire event due to their class.

2.2. Points Scale

a) Championship points are awarded per round to the team championship number.
b) Championship points are awarded to each class as shown in Table 2.
c) Championship points are not transferable between classes.
d) Championship points are officially awarded after the 14-day provisional results period following each event.
e) No PC0 points are awarded in a 24-hour race.

Table 2: Championship Points

Class Position	Race duration	
	24 hours	Other races
1	50	25
2	40	20
3	32	16
4	26	13
5	22	11
6	20	10
7	18	9
8	16	8
9	14	7
10	12	6
11	10	5
12	8	4
13	6	3
14	4	2
15+	2	1

2.3. Championship Standings

a) The team with the highest number of championship points in the PC1 class are the overall championship winners.
b) The team with the highest number of championship points in each class at the end of the season are the class winners.
c) Teams will be only awarded status of British Champions if they score points at a minimum of 2 events over 2 separate race weekends.
d) In the event of a tie in any class, the class winner will be decided using the following criteria, applied in the order shown:
    1. The team who attended more events.
    2. The team who beat the tying team(s) more times in their class.
    3. The team with the highest overall race finish of the season.
    4. The team with the biggest winning margin over the tying team(s) at any race, based on a percentage of the laps recorded by the leading tying team.

    In the event the teams remain tied after the above, a draw shall be declared
e) The Team trophy is awarded based on the total of the PC1 points scored from the 2 top finishing cars in any one team throughout the season.

2.4. Sprint Rounds

A "Sprint Round" is any race day on which multiple "short" heats are run which are combined to form 1 round of the BPCC.

a) Points scored per heat on sprint rounds and how these are calculated to determine the overall "Sprint Round" result and hence Championship points will be advised in the race information pack for that round.

PART 2 – Race Rules

3. Team Entry

3.1. Points Qualification

a) To qualify for championship points a team must satisfy all criteria outlined in the Championship Rules.
b) Teams who qualify for certain classes are subject to racing restrictions as outlined in Championship Rules 1.3.

4. Race Standards

a) All adult drivers and team personnel are expected to act as role models for the younger members of the Pedal Car Community including respect for all attendees at races and during driver's and manager's briefings.

4.1 . Race Protocol

a) All cars must conform to the pedal car specifications defined in the BPCS and have submitted to the Race Official(s) a correctly filled in and signed Team Sheet.
b) All races will start at the advertised start time. Any cars not ready to race 30 seconds before the start time will be removed from the grid. Cars must form up on grid when number is called or forfeit their grid position and start from the back of grid or pit lane.
c) Any car that is not conforming to either rule 4.1.a or 4.2 at the advertised start time will not be permitted on the track.
d) A team may use only one car at any given round.
e) With the exception of PC0 & PCD entries, each car will be required to provide 1 volunteer to assist with the setting up and taking down of the circuit if required. This volunteer will make themselves known to race control on arrival.
f) With the exception of PC0 & PCD entries, each car will be required to provide 1 volunteer per car to assist in Marshalling if required. This volunteer will make themselves known to race control on arrival.
g) The grid order shall be determined by the current championship standings. Teams yet to score any points shall start at the back of the grid. Where subsequent races occur during a multiple race event, the grid order shall be the finishing order from the previous race. For the first race of the season, the grid order shall be the championship finishing order from the previous year.

4.2. Race Safety

a) To race, a team's car must pass Scrutineering before the start of a round.
b) In the event that a car is deemed unsafe (or illegal) by a Race Official the car:
    1. will not be permitted to start the race; or, if the car is racing:
    2. must be pitted immediately. The car will only be permitted to start/re-join the race after the Race Official is satisfied that the maintenance to the car has made it safe (or legal).
c) Inadequate braking ability, inadequate turning ability, lack of drive, lack of visibility, lack of lighting (where required) and unsuitability of a car for the size of the drivers are amongst some of the issues that are considered to make a car unsafe.
d) There will be a mandatory circuit specific safety briefing online in advance of each event to which all teams must send a responsible adult. During the mandatory briefing, cameras must be turned on.
e) Any team not attending the mandatory briefing will be required to attend the briefing on site (which may be in the form of a video before they are permitted to unload or set up the pit lane). They will then be permitted to practice but all cars from any team not sending a representative to the meeting will be subject to a 30-minute stop and hold penalty at the start of the race. At a 24-hour race this will increase to 1 hour. (Effectively they will not be permitted on the track, and their laps will not be counted for that time).
f) All teams must be represented at the briefing on site and ensure that all drivers are fully aware of the content of the race briefing. Teams that are not represented in the track briefing may be subjected to a 30-minute stop and hold penalty at the start of the race.

5. Maintenance

5.1. Scheduled Maintenance

a) Scheduled maintenance must take place in the teams' pit area in the pit lane, except for hot work, see 5.3. Cars should be moved off the track or behind the white line to perform maintenance.
b) Teams conducting scheduled maintenance outside the pit area (except hot work see 5.3) will be subject to a penalty (see rule 16).

5.2. Unscheduled Maintenance

a) Unscheduled maintenance of any description (e.g., the failure of car components), must take place off the racetrack and in a safe location especially Hot Work, see 5.3.
b) Teams who conduct un-scheduled maintenance on the track or in an unsafe location will be required to move their car immediately to a safe location and will be subject to a penalty (see rule 16).

5.3. Hot Work

a) All "Hot Work" i.e. work that will create hot sparks or fire risk e.g. grinding, brazing, welding, blow torches or similar must take place in a suitable location on a fire-resistant surface. This location will be as designated in race info pack. Unless stated otherwise it should not occur in the pits due to risks to other competitors and attendees at the event.
b) The work area must be suitably shielded to prevent risk to anyone walking past or causing damage to persons/property
c) All tools must only be used by competent persons over the age of 18 and appropriate PPE including safety glasses, gloves etc must be worn
d) Tools must only be used as per manufacturer's instructions and be checked for damage/faults before each use, this includes hoses, leads, discs etc.
e) Gas bottles must be stored and secured as per manufacturer's instructions so they cannot fall over whilst in storage or use. They should not be stored in the pits.
f) Suitable fire extinguisher to be available where hot work is undertaken.

6. Drivers

6.1. Helmets

a) Drivers must wear a correctly fitting modern bicycle helmet that does not impair hearing at all times whilst in the car – even if the car is stationary in the pit lane.
b) Helmets must be worn with the helmet lying on top of the head with the chinstrap fastened under the chin.
c) A team whose driver enters the car without a helmet at any point during the day of the round are subject to a penalty (see rule 16) for every offence.
d) Due to safety concerns, nothing is to be mounted on a helmet that wasn't supplied with it, even if the helmet has an integral mount or fittings. This includes lights, cameras, mirrors and so forth. Sun visors or accessories included as standard with the helmet are permitted.

6.2. Clothing

a) Drivers must wear appropriate clothing and footwear at all times in the car (i.e., no sandals or flip-flops) even if the car is stationary in the pit lane. Eye protection is recommended.

6.3. Driver Changes

a) Driver changes must take place in the pit lane in all race conditions excepting where there has been an injury to a driver which prevents them continuing in the car at this time.

6.3. Driver ability and minimum age

a) All drivers must be competent, cognizant and fully able to reach and operate all the controls and be able to see clearly the track ahead of them. They need to understand the demands of driving a pedalcar in a racing environment with faster "traffic" around them.
b) We have a minimum age of 10 (at time of race) for all drivers of "team" classes.
PCD (Duo) & PC0 (Solo) are minimum age 16 due to extra demands on this class
Other classes may have different minimum ages as defined in Table 1
c) We have no maximum age but driver must meet requirement 6.3.a

7. The Pit Lane

7.1. Types of Pit Lane

a) The type of pit lane in operation will be announced by a Race Official at the pre-race Driver Briefing.
b) One of two types of pit lane will be operated:
- **Segregated** - the pit lane is marked by a series of cones, tyres or other physical barrier.
- **Open** - the pit lane may be marked by a line of tape.

7.2. General Rules

a) The pit lane is not part of the racetrack. Any car travelling in the pit lane at racing speed, using the pit lane to overtake other cars, or gain a racing advantage will be subject to a penalty (see rule 16). (The pit lane speed limit is 16kph/10mph)
b) A stationary car must not impede access to or from the pit lane for any other car.
c) It is the responsibility of the driver leaving the pit lane and entering the track to ensure it is safe to do so.
d) If a car enters the pit lane it must come to a complete stop at its team's pit box before leaving again.
e) If cooking facilities are used within the circuit confines, they must be raised off the ground or on suitable fire-resistant material to prevent damage to grass etc., used in accordance with manufacturer's instructions and fully supervised at all times. Any practice deemed dangerous may be penalised according to rule 16.3.
f) Inflammable materials and gas must be stored in accordance with manufacturer's instructions

7.3. Segregated Pit Lanes

a) There is a single entry and exit for segregated pit lanes which must be used at all times. Cars cannot enter or exit the pit lane between cones (or tyres etc) marking the boundary of the pit lane.
b) It is the responsibility of the moving-off driver to ensure it is safe to do so, without impeding other pit lane traffic.
c) Adequate room (at least 1.5 car's widths) must be left clear for cars to pass while any repairs or driver changes are taking place and anything other than minor repairs or wheel changes should take place off the tarmac.

7.4. Open Pit Lanes

a) Cars are permitted to enter and exit the pit lane at any point along the length of the pit lane.
b) In the case of an "open" pit lane, passing cars must leave at least 2 car's widths clear from the side of the track.
c) There will be a white line taped down if weather permits to indicate the extent of the pit lane.

8. Overtaking

a) The driver of the faster car is responsible for executing a safe overtaking manoeuvre and may advise the slower car of the side they intend to pass.
b) Overly aggressive behaviour and intimidation of any other driver will be considered dangerous driving and subject to a penalty (see rule 16).
c) The driver of a slower car has no obligation to surrender track position.
d) The driver of the slower car is free to take any reasonable racing line but must not deliberately impede any other car.

9. Dangerous Driving

9.1. Dangerous Driving

a) Dangerous driving includes (but is not limited to): excessive or deliberate bumping, barging, taking short cuts, swearing, cutting-up of other cars, and deliberate weaving or swerving.
b) Any team guilty of dangerous driving will be subject to a penalty (see rule 16).

9.2. Distractions from Driving

a) All devices that may cause driver distraction are banned. These include any use of musical devices (e.g., MP3 players or radios) and mobile telephones (except for those devices used solely to indicate track condition lights or speed).
b) Nothing may be transferred to or from a moving car, including water bottles.
c) If a car has a horn or a bell fitted, please note that the use of this may be banned at certain circuits due to local (noise) rules. (Shenington is one such circuit for example). Any horn or bell must not be so loud to cause a nuisance or disturbance. i.e.: no air horns, fog horns or sirens.
d) Any team guilty of any of the above will be subject to a penalty (see rule 16).

e) Pit to car radios are permitted but must only be used for communication between the team and the driver and must not be handheld. If the Race Controller considers that this is in any way interfering with the running, or safety, of the event or is acting as a distraction to a driver, this permission can be withdrawn at any time.

9.3. Dangerous/Performance Enhancing Substances

a) The use of substances designed to give a driver a competitive advantage and/or which are outside the spirit of amateur sport is prohibited; **this includes caffeine tablets**.
b) Any team whose driver is found to be using substances described in Rule 9.3.a will be disqualified from that round.
c) Any driver or other responsible person who consumes or is under the influence of alcohol immediately prior to, or at any time during, a race will be disqualified from the championship and the team will be disqualified from that round.

9.4. Car Controllability

a) The Race Controller is entitled to require a car to pull into the pits at any time if that car is deemed to be unsafe or being driven in an unsafe manner through design, damage, faulty or missing lights, or driver ability.

10. Flags and Other Signals

10.1. General Rules

a) Race flags or lights are to be obeyed at all times.
b) Failure to observe a race flag or light will result in a penalty (see rule 16).

10.2. Start/Finish

a) A race will be started by an appropriate signal which will be advised by a Race Official.
b) A bell will be sounded by the race controller to inform competitors that the lead car is now on its last lap
c) At the race finish, a chequered flag will be shown to the lead car on the final lap of the race.
d) Every remaining car on the track may complete the lap they are on and take the chequered flag.

10.3. Safety Flags and Lights

a) A yellow flag/yellow light indicates there is a hazard and drivers must slow down, show due caution and be prepared to stop if necessary. No overtaking shall be permitted.
b) A red flag/red light indicates that the race is suspended, and drivers must stop swiftly and safely at the side of the track and await instruction. *Cars should not pass a red flag / red light*.
c) Driver changes and maintenance are not permitted under a red flag/red light unless a car is pitted before the red flag (see Rules 5.1 and 6.3).
d) A team whose driver fails to observe a red flag/red light, completes an unnecessary overtake whilst pulling over, changes driver or applies maintenance will be subject to a penalty (see rule 16).

e) A red flag/red light period does not stop the race clock and will be counted as part of the duration of the race.
f) Instructions from race control must be obeyed at all times, especially during a red flag period.
g) A green flag/green light will be shown to indicate track is clear and racing can continue
h) For blatant or repeated breaches of red/yellow flags see rule 16.3.3a
i) It is acknowledged that occasionally a faster car may overtake a slower car in the process of safely coming to a stop. This should be avoided wherever safely possible

11. Number Plates

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.
d) The only exception is where due to " force majeure " a team is forced to change classes overnight between rounds. Currently this only applies to is round 5 (Blackbushe 100). However, teams should still endeavour to update their numberplate colours if at all possible.

12. Supervision of Junior Teams

a) PC2, PC3, PC4 and PC5 teams must be supervised in the pits by a responsible adult at all times.
b) Any PC2, PC3, PC4 or PC5 team which is not supervised by a responsible adult will pit immediately and only allowed to return to the track when supervised by a responsible adult.

13. Lights

a) Lights must be carried by all cars within any statutory lighting up period and must meet the minimum criteria outlined in the *BPCS* and below (see 13.c, 13.d, 13.e, 13.f & 13.g).
b) A team whose car fails rule 13.a must be pitted (immediately where a *Race Official* decides safety is being compromised) and maintenance conducted until a *Race Official* is satisfied the said cars lighting meets rule 13.a.
c) Front lights must be white (or close to white) in colour and, as a minimum be 2: fitted as close to the extremities of the car as possible pointing forwards (i.e., one each side of the car minimum).
Front lights must be sufficiently bright, and correctly positioned, to enable all the drivers to drive the car safely at that car's full race pace in full darkness.
Front lights should not be angled upwards from the road surface.
d) Rear lights must be red in colour and, as a minimum, be 2: of fitted as close to the extremities of the car as possible pointing rearwards (i.e., one each side of the car minimum).
Rear lights should not be so bright as to dazzle following drivers and should not be angled upwards from the road surface.
e) All mandatory front and rear lights must be on constantly during the hours of darkness (i.e., fixed not flashing). Any headlight flash function must be manually operated by the driver.

f) If cars carry additional head lights or rear lights to those that meet the minimum requirements, these must not shine red if pointing forwards or white if pointing backwards. They must not obscure number plates and must be constant.

g) Teams should note that there is no obligation for the race organizer to supply any lighting nor stop an event if any lighting that is provided fails during the event. The above-mentioned obligatory lights are required to ensure safety whilst drivers race to the prevailing track conditions with due regard to weather conditions and light levels.

h) The latest lighting up time (i.e., time at which all mandatory lights on the car must be lit) will be announced at the drivers briefing. If this has to come forward for any reason then at least 1 hours' notice will be given.

i) Teams must ensure car lights 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 24hour race. This is in case the mandatory lighting up time is increased due to poor visibility/weather.

j) During a day / night event, working lights must be demonstrated at scrutineering and must be securely fitted on the car in a working order during the lighting up period.

k) If cars carry identification or marker lights in addition to the mandatory lights, they must be fitted for scrutineering. Lights must be positioned and be of a colour and intensity to avoid any confusion with track safety lights or mandatory lights. I.e. only constant red may be shown to rear

l) Lights must be securely fastened so they cannot rotate or move so their beam/aim dazzles you or other drivers. It is worth checking that lights do not flicker or bounce when subjected to vibration/knocks.

m) Front lights need to create a beam of light, they must be sufficiently bright, and correctly positioned, to enable all the drivers to drive the car safely at that car's full race pace in full darkness The small led lights that don't have a reflector that are used just to draw attention to a bike are not suitable.

n) Front and rear lights should be of reasonable brightness as judged by scrutineers, with a 25-lumen guide being used.

Yes	Yes	No	Yes, at Rear
			

14. Transmitting Equipment

a) No transmitting equipment, including mobile phones, is permitted within the electromagnetic exclusion zone around the lap counting equipment and loop. Any team using a transmitting communication device in their car must guarantee to the race organiser that they will not transmit within the exclusion zone.

15. Complaints

15.1 . Racing Complaints

a) All teams have the right to complain to Race Control if they feel that a team is breaking any rule, compromising track safety or gaining an unfair advantage.
b) All drivers MUST treat all Race Officials with full respect at all times, recognising that all support staff are volunteers and acting to ensure the safety of the event.
c) Race Control will nominate one person to be 'public facing' and this person will be identified at the driver's briefing. ANY representations made to Race Control must be through this nominated person, for clarity and to avoid any distraction to other Race Officials. Teams and drivers MUST NOT bring complaints to marshals or other persons – marshals will be advised not to pass on complaints to race control.
d) Each team will nominate one single person to liaise with Race Control. This may be on a rota and shared to accommodate driving and rest periods. Teams must make all approaches through their nominated acting person only.
e) The rota of 'acting team liaison person' to be submitted to Race Control. Other team members must not approach Race Control regarding racing incidents.
f) Complaints must preferably be made and dealt with within the time frame of the race itself or, if this is not possible, a maximum of 15 minutes after the end of the race. This 15-minute post-race period does not apply to technical infringements (rule 16.2).
g) Any penalty arising from a complaint will be notified to the team concerned by Race Control within the time frame specified in rule 15.1.b and appeals must be made at this time.
h) All teams should remember that Race Control do not have access to any cameras or replays. Action based on the representation of one team may be difficult to corroborate and justify.

15.2. Results

a) It is up to a team who believe that there is a discrepancy in their score to alert the Clerk of the Course / Race Controller to this as soon as the discrepancy is known.
b) In the event of a discrepancy in their scores which cannot be rectified on the day, a team must inform the Clerk of the Course / Race Controller as soon as practically possible, and certainly before presentations occur, that they believe there is a problem.
c) If the Clerk of the Course / Race Controller then deems that more investigation is needed they can announce the results as provisional and let any teams who are affected know there is going to be an investigation.
d) The teams can then be asked to provide evidence within a mutually agreed time frame and the raw data file from the lap counting should be made available to them as soon as possible.

16. Penalties

16.1. The Penalties

a) Penalties are in the form of lap deductions from the total number of laps achieved by the team in breach of the rules during the race, as specified in Table 3.
b) Penalties will be applied for technical infringements (16.2), safety breaches (16.3) and performance advancing infringements (16.4) as detailed.

Table 3: Penalties for Infringements of *BFPCR* rules.

Penalty 1	Penalty 2	Penalty 3	Penalty 4
Pull into pits immediately Fix problem to satisfaction of *Race Official*	1 lap deduction	2 laps deduction	4 laps deduction and driver excluded from the remainder of the event

16.2. Technical Infringements

a) For first offence, penalty 1 will be applied; 2nd offence = penalty 2; 3rd offence = penalty 3; 4th offence = penalty 4.
For technical infringements only, a subsequent offence is defined as the failure to remedy a reported infringement. Once remedied, a subsequent reported technical infringement, or the same or other rule(s), is regarded as another first offence.

b) Technical infringements may include:
   i. Damage to car / bodywork resulting in rule infringements
   ii. Defective number plates
   iii. Fading brakes
   iv. At an event requiring lights, a single defective front or rear light

16.3. Safety Breaches

1) For first offence, penalty 2 will be applied;
2nd offence = penalty 3;
3rd and subsequent offences = penalty 4.

2) Safety breaches are:
   (a) Helmet infringements (see 6.1)
   (b) Pit lane infringements (see 7)
   (c) Overtaking infringements (see 8)
   (d) Dangerous driving (see 9)
   (e) Ignoring flag rules (see 10 and item c below)
   (f) At an event requiring lights, failure of all front or rear lights
   (g) Poor visibility from car
   (h) Inappropriate clothing
   (i) Lack of supervision of junior teams (see 12.a)
   (j) Unsafe practices around the circuit
3) Red and Yellow Flag breaches are:
   (a) For any blatant disregard and running of red lights/flags there will be an automatic 10 lap deduction
   (b) For any blatant disregard and running of yellow lights/flags there will be an automatic 5 lap deduction
   (c) A driver will be excluded from the rest of the event if a second incident occurs within a season.

16.4. Performance enhancing infringements

a) For first offence, penalty 2 will be applied;
2nd offence = penalty 3;
3rd and subsequent offences = penalty 4.

b) Performance enhancing infringements are:

- Using more drivers than those permitted for your class
- Running a car that does not comply to the *BPCS*

Example:

A car is seen to have defective number plates (i.e., a number might have fallen off) and is reported to a *Race Official*.

The *Race Official* then enacts penalty 1 and informs the team that the car must be brought into the pit lane immediately to have the problem fixed.

The *Race Official* then stays at the team and sees that the numbers are now adequate before allowing the car onto the track.

The stop to make repairs is deemed a sufficient penalty in this case.

If, however, the *Race Official* informs the team of the problem and the team fail to bring the car into the pits (either by not informing the driver or by the driver ignoring the signals) then penalty 2 is imposed and the car deducted 1 lap.

The next time the car passes the pits without stopping, penalty 3 is imposed and the car deducted 2 laps.

The next and subsequent times the car passes the pits without stopping to sort it out penalty 4 is imposed, 4 laps are deducted and the driver in question will take no further part in the race.

Supporting Documents

Team Sheet

British Pedal Car Specification

Number plate requirements

Risk Assessments

Change log:

Issue 13, effective February 2026

These sections were altered from Issue 12:

- Rule 4.2f – formalisation of the requirement for all teams to be represented at the on site briefings to receive any last minute updates.
- Rule 9.2a – clarified and 9.2g no longer required due to this
- Rule 10.3b – adjusted to acknowledge 'swift and safe' stopping is more realistic than 'immediate'
- Rule 10.3d and i – acknowledges that given the above overtaking of slower cars by faster car may occasionally, and regrettable occur at yellow or red flags as cars 'swiftly and safely' slow. The rule acknowledges this only where it is necessary to operate in a safe manner.
- Rules 13 j-n – additional guidance provided on Lighting subsuming that previously issued in the separate 'lighting guide'. The previously issued 'lighting guide' will be consequently discontinued.
- Rule 15.1 – substantial revisions to the procedure to receive race complaints and comments with one nominated member of race control serving as contact point and one pre-nominated member from each team acting in liaison, eliminating group, disorganised and volumous approaches.
- Lighting Guide removed from the list of 'supporting documents'.
- Unsafe practices around the circuit including cooking stoves has been introduced in rule 7.2e and possible penalties 16.3.2.