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INTRODUCTION

The first reason for initiating this project idea was that it was not possible to hold pedal cars events, which are common in Italy, France and the Czech Republic, due to the restrictions experienced during the Covid-19 pandemic period. The second reason was more athletic – sport competitions that also were forbidden. With the digital online sport applications, this barrier would also be tackled and those people, who feel necessary to compete, not only practice, but also measure their achievements with others, could continue doing it remotely alone in the worst case, but also, if allowed, remotely in a common race. Both are possible.

The main aim of the REPEAT in EU project was to encourage and promote healthy lifestyle for all. Aims to achieve the main objective were to:
a)   encourage participation in sport and physical activity through pedal cars events;
b)   promote European Week of Sport through project activities;
c)   address digital transformation through remote pedal cars events;
d)   contribute to promotion of physical and mental health, well-being through pedal cars events held outdoors by riding and socializing;
e)   promote and disseminate EU policies, Erasmus+ Programme and true values of sport.

The project's main objective addresses the pillar of increased awareness of a healthy lifestyle and easier access to sport, physical activity and healthy diets, with a particular emphasis on healthy lifestyle and easier access to sport, physical activity.

In addition to the main objective of the project, the project aims to contribute to the European Commission recognitions with the project results through the proposed activities and specific goals, which are as follows:

1. To reveal for possible pedal car events for implementing during restriction periods.
2. To promote grassroots sport by supporting and organizing pedal cars events during possible restriction periods through the project results.
3. To strength cooperation and exchange possibilities for students, youngsters, high school teachers and local associations' operators.

The project partnership was represented by four organizations from four countries – three EU partners – Latvia, Italy, Czech Republic and one EU candidate country – Türkiye. Türkiye was represented by an NGO – Okul Faaliyetleri Derneği (OFD). Latvia was represented by a sport association BK-95. Italy was represented by the Municipality of Faenza. The Czech Republic was represented by a vocational educational technical secondary school SŠA Holice.

The project lifetime was between 1 November 2024 – 31 October 2025. The main activities implemented within the project were:

- Remotely Pedal Cars Events in three of the project countries – Türkiye, Italy and Cezchia. The events aimed to raise the awareness and knowledge of the values and benefits of healthy lifestyle, sport and physical activities for all, and pedal cars movement.Events also aimed to promote the values of EU, Erasmus+ Programme, true values of sport and the European Week of Sport in particular
- Workshop, which aimed to present the project's results to different stakeholders interested in the outcomes and willing to involve in the pedal cars movement. It also aimed to boost up / raise the awareness and knowledge of the values and benefits of healthy lifestyle, sport and physical activities for all, and pedal cars movement. Finally, to promote the values of EU, Erasmus+ Programme and true values of sport.
- Elaboration of the project's Guide.
- Visibility Campaign consisting of visual materials for dissemination and communication activities.
- Memorandum of Understanding, which aimed to project partners' commitment to keep the project's idea alive after the project lifecycle and after the EU grant has been used up with own support.

The impact ensured by the project Repeat in EU was:
- Pilot experience carried out in three countries with 16 teams in total.
- Raised awareness of the pedal cars movement and digital event organization possibilities to the project participants.
- Guide represented to different stakeholders through the Workshop in Latvia and second Remote Pedal Cars Events in Türkiye, Italy and Czechia.
- Guide published and shared digitally to stakeholders from four sectors:
  - Sport sector – sport clubs (all partners), and grassroots sport in particular (mainly by BK-95 and OFD), sport federations (mainly BK-95 and OFD), sport schools (mainly BK-95).
  - Education sector – VET schools and technical VETs in particular (mainly by FAENZA and SŠA Holice), general education schools primary, secondary and high schools (mainly by FAENZA, OFD and BK-95).
  - Public/citizens – Local governments willing to expand in the field of sport and promote sport in public service reached by all partners.
  - Youth sector – youth centers reached by all partners.
- Increased motivation to involve in Eco-friendly physical activities and sport.
- Raised comprehension of organizing remote pedal cars events with the help of digital tools.

The aim of this Guide elaboration is to provide comprehensive and practical information for anyone looking to involve in a pedal cars movement.

While pedal cars are often associated with children's play, there is a growing community of adults involved in pedal car racing, restoration and hobby building - often with highly engineered, performance-oriented vehicles. This Guide is intended to help enthusiasts, hobbyists and competitors to organize pedal cars events remotely using digital tools such as Strava or similar.

ERASMUS+ SPORT PROGRAMME

Erasmus+ actions in the field of sport promote participation in sport, physical activity, and voluntary activities.

They are designed to tackle societal and sport-related challenges. Opportunities are available for organisations under 3 Calls which address these challenges.

A specific call on Capacity Building in the field of sport is also available as of 2022. It targets EU Member States and third countries associated to the Programme (previously called Programme countries) and the Western Balkans.

This Programme consists of four actions:
1. Cooperation Partnerships. Designed for organisations to develop and implement joint activities to promote (among others) sport and physical activity, as well as deal with threats to the integrity of sport (such as doping or match-fixing), promote dual careers for athletes, improve good governance, and foster tolerance and social inclusion.

2. Small-scale Partnerships (action of the Repeat in EU project). For grassroots organisations, less experienced organisations and newcomers to the Programme. Small-Scale Partnerships have simpler administration, smaller grants and shorter durations than Cooperation Partnerships.

3. Not-for-profit European Sport Events. Designed to encourage sporting activity, implement EU strategies for social inclusion through sport, foster volunteering in sport, fight against discrimination and encourage the participation in sport and physical activity.

4. Capacity Building in the field of sport. Capacity-building projects are international cooperation projects based on multilateral partnerships between organisations active in the field of sport in EU Member States and third countries associated to the Programme (previously called Programme countries) and the Western Balkans. They aim to support sport activities and policies in as a vehicle to promote values as well as an educational tool to promote the personal and social development of individuals and build more cohesive communities (2).

Erasmus+
Enriching lives, opening minds.

HISTORY OF PEDAL CARS

Pedal car history goes back to the 1890's when most were modeled from the real cars on the road at the time. Since their conception, pedal cars were all kids wished for. Reaching the peak of popularity in the late 1920's and early 1930's, pedal cars experienced a resurgence in the 1950's to 1960's with chain-driven models. From the early 1920's through the late 1960's, pedal cars, like automobiles, were produced in many different models and colors (4).

The history of pedalcar races can be traced back to the time that American Scouts were staging their first Soap Box Derby, it occurred to Haydn Dimmock, then editor of 'The Scout' magazine, that a similar event might be arranged in Britain. However, whereas the American Soapbox car was simply a streamlined shell for coasting downhill, his idea was to make the British version a real test of skill not only in driving but also in designing and constructing a vehicle to be pedal-driven (1).

The first Soap Box Derby (later to be sponsored and called the Unipart National Scoutcar Races) in Britain was held in 1939 and the idea so caught the imagination of the British Racing Drivers Club that it arranged for the two semifinals to be held on recognised motor racing tracks. During the 1980's the sport had evolved into as series of 4 24 hour races at various locations (1).

Since then several other European countries overtook the experience of pedal cars with Italy, France and Czech Republic being one of the most active. Two of the mentioned countries represent this project. Yet, in the last few years also Türkiye has become recognizable in the pedal cars movement thanks to other Erasmus+ Sport initiatives through which the movement in Türkiye started. Now Türkiye is the coordinator of this project and as once having started themselves, invited another EU country – Latvia, in this project to continue the spread of the pedal cars movement across Europe and beyond.

TYPES AND USAGE OF PEDAL CARS

Pedal cars are available in a wide variety of designs and constructions, each adapted to different users and purposes – from casual play to serious racing. The main types and typical applications of pedal cars:

- Classic children's pedal cars are the most common type, designed for small children aged 2 to 7.
- Heavy-duty pedal go-karts are built for older kids and teens, these go-kart-style pedal cars are made with sturdy frames, handbrakes, and multi-gear systems.
- Adult pedal cars / pedal racers are designed for grownups, these are often used in competitions and community races. They are engineered for speed and efficiency, featuring lightweight materials, aerodynamic frames, and performance pedaling systems. These are the models used in the project Repeat in EU. All partners constructed the cars themselves.
- Custom-built and DIY (do-it-yourself) pedal cars – built by race teams who want specific features for competitive racing or artistic expression.
- Themed pedal cars – modeled after real-life vehicles like hot rods, vintage classics, or military jeeps. Some of them are functional, but some only for entertainment purposes.
- Therapeutic pedal cars – modified for children or adults with physical or developmental challenges.
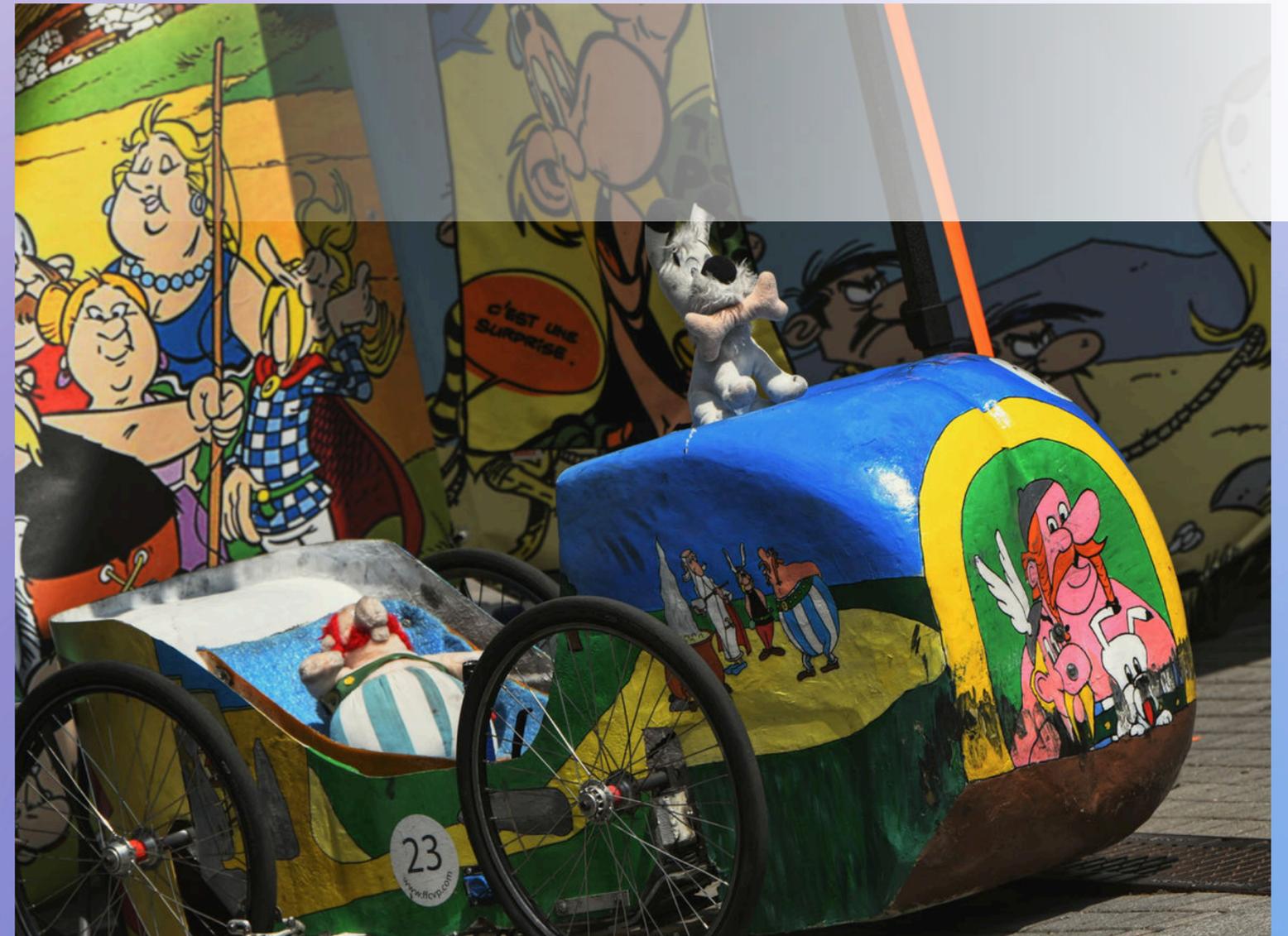
USING DIGITAL TOOLS AND ONLINE APPS →

REMOTE PEDAL CARS RACES

Repeat in EU project promotes healthy lifestyle for all to socialize, play sports or compete across all age groups, social groups, different sectors and fields (because pedal cars can be ridden, can be done by people of all levels, especially for school-children and students as team building activities).

Eco and environment friendly physical actyivities

The Repeat in EU project was exploring on combination of pedal cars event and online digital tools.

The results of the project proved that pedal cars events can be done remotely due to online digital sport applications that within the project were created in three participating countries being already active in pedal cars movement, while Latvia, as a newcomer to pedal cars movement, addressed the digital needs of this project sharing its digital experience of other Erasmus+ Sport initiatives. The REPEAT in EU project combined digitalization of the remote pedal cars' events by using online application Strava with a healthy lifestyle (outdoor) and physical activity (having fun and socializing) or sports (with the possibility of competing in distance and time).

Even though experienced in designing the pedal cars themselves and holding different level and volume pedal cars events, none of the "pedal cars" partners had experience in holding pedal cars events remotely and doing it through online digital tools. After a consortium meeting and a presentation of the possible digital tools available due to its former experience in other Erasmus+ Sport initiatives, all partners agreed that Strava is the best to fit the project and race needs. The action chosen was a segment.

Segment of the Turkish partner Okul Faaliyetleri Derneği was created in the following address in nature: "Kazakiskan Public Park" in Ankara, Türkiye and with the Leaderboard of the Turkish partner is available in Strava HERE.

STRAVA
Mobile   Features

Remote pedal car challenge in Italy 2025 EU ☆

Ride Segment Faenza, Italy

Distance	Elevation Gain	Avg Grade	Lowest Elev	Highest Elev	Elev Difference	2,245 Attempts By 245 People
5.00km	0m	0.0%	29m	31m	2m	

Segment of the Italian partner Comune di Faenza was created in the following address in nature: "Vito Ortelli" Circuit, via Aldo Lesi, Faenza, Italy and with the Leaderboard of the Italian partner is available in Strava HERE.

Segment of the Czech partner Střední škola automobilní Holice was created in the following address in nature: "Městský stadion HOLICE", Holice, Czech Republic and with the Leaderboard of the Czech partner is available in Strava HERE.

STRAVA
Mobile   Features

Remote PEDAL CAR Challenge Czech Republic 2025 EU ☆

Ride Segment Holice, Czechia

Distance	Elevation Gain	Avg Grade	Lowest Elev	Highest Elev	Elev Difference	24 Attempts By 8 People
5.00km	22m	0.1%	253m	256m	3m	

SAFETY AND RULES

Safety was highly observed during all remotely pedal cars events and event rules designed by the project team and applied to each event in each country.

Guidelines for Remotely Pedal Cars (RPC) Events

1. INTRODUCTION

These guidelines provide a framework for organizing and managing remotely coordinated Pedal Car Events within the scope of the REPEAT IN EU project. It includes essential steps and implementation strategies to ensure a smooth and impactful experience for all partners and participants. These guidelines are meant to serve other organization willing to hold a remote pedal cars event in organization process.

Participation in RPC EVENTS organized by project partners is voluntary, and individuals from different groups who are willing and eager to participate are welcome.

While the events naturally involve competition, the primary goal of the Repeat in EU project is the participation of the target audience and engagement in physical activity, as outlined in Objective 2. Additionally, these guidelines are a part of the pilot experience described in the project's Guide.

2. OBJECTIVES

- To encourage participation in sport and physical activity through pedal car events.
- To promote European Week of Sport through the pedal cars events.
- To address digital transformation through the RPC EVENTS.
- To contribute to physical and mental health and well-being through outdoor pedal car events, physical riding and socializing.
- To promote and disseminate EU policies, the Erasmus+ Programme, and the true values of sport.

3. EVENT PLANNING

3.1. Target audience – the following groups were identified as the target audience for the project:
- School students of all grades, social backgrounds, and physical conditions;
- The public / citizens and local governments willing to expand in the field of sport and promote sport for all; all social backgrounds and physical conditions;
- Sport organizations open to innovation in sports by initiating digital transformation.

3.2. Event framework:
- Each partner organization designates at least 4 teams for RPC Events.
- These teams consist of 3 drivers each.
- In total, there are to be 12 drivers in each racing country, with 4 teams.
- Each team has a team coach to coordinate, resulting in a total of 4 coaches.
- Team volunteers may be assigned to provide logistical support or meet other needs during the event. These volunteers cannot be team drivers.

3.3. Determining the event format:
- RPC events are conducted using digital tools through a digital challenge segment created in racing partner countries.
- These challenges involve participants from each partner country completing a 5 km distance in the shortest time possible.
- Rankings is created among participating teams based on the shortest completion time of the 5 km distance.
- While the events naturally include a competitive element, the aim of the Repeat in EU project race is to create an atmosphere where everyone feels like a winner by being part of the activity.
- On one of the designated dates for the event, teams from partner countries participate in the Pedal Cars challenge races within the created challenge segment.
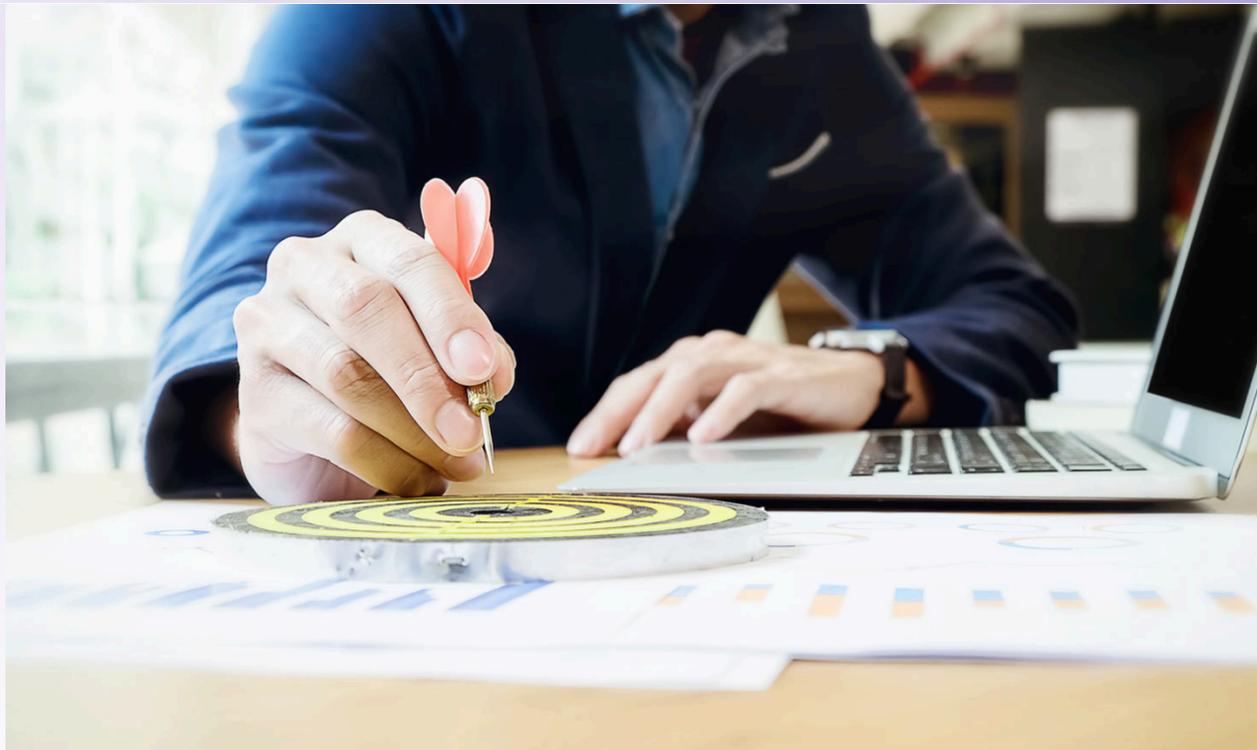
3.4. Digital tools to be used:
- STRAVA application used to create the challenge segment for RPC Events.
- The main team driver logs in to STRAVA via their mobile phones or smartwatches using their accounts to participate in the event.
- Smart watch or a mobile device is attached to a safe spot in the pedal car, and all drivers by exchanging the seats use the same Strava account and keep the device in the spotted place.
- Each partner is advised to use the following TITLE convention for the challenge segment created on STRAVA:
  - "Fastest Remotely Pedalcar Challenge-5KM: TURKIYE"
  - "Fastest Remotely Pedalcar Challenge-5KM: CZECHIA"
  - "Fastest Remotely Pedalcar Challenge-5KM: ITALY".
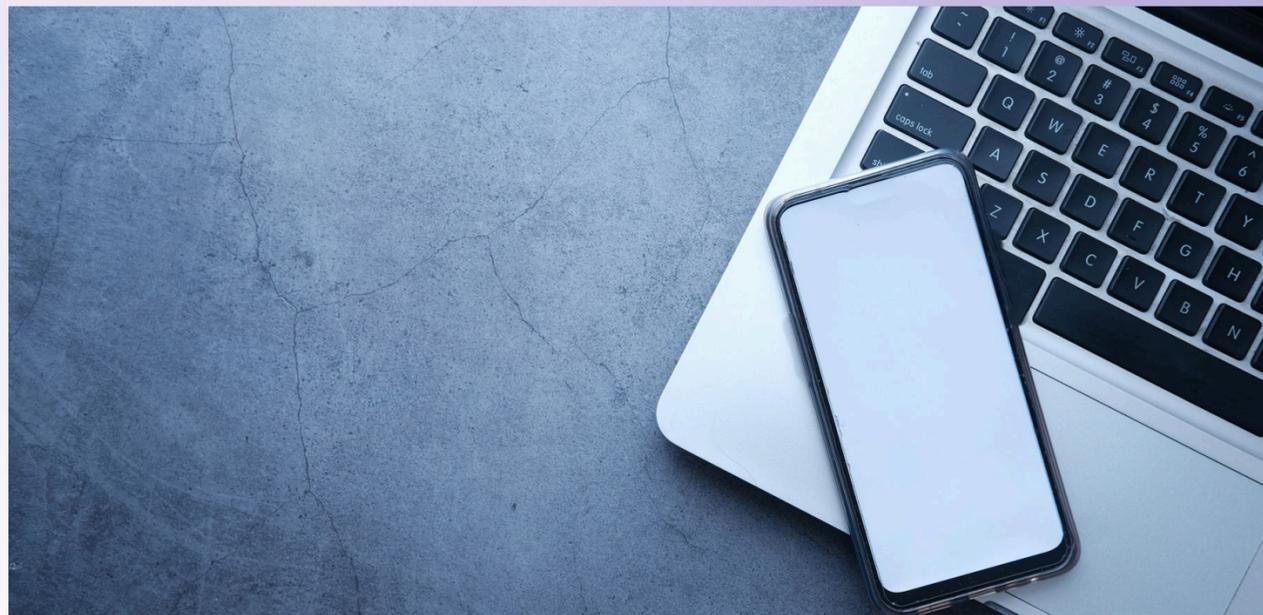
4. LOGISTICS AND TECHNICAL SETUP

4.1. Equipment and materials:
- Logistics and other materials needed for RPC Events in each country (dissemination materials, information materials, food, drinks, etc.) are provided by the hosting project partner organization.
- Expenses are covered from the project budget, if eligible.
- Sponsor support is also be sought to reach a wider audience and expand the project's impact.
- Teams may use their own pedal cars during the competition.
- For participants without pedal cars, the host project partners provide pedal cars for the teams during the event.

4.2. Segment design and accessibility:
- The RPC Event segment is created by project partners in STRAVA application, as outlined in sections 3.2 and 3.3. and sTRAVA Segment Guidelines.
- Each project partner creates the RPC Events segment in their respective country. This way, three different segments are created in STRAVA in three racing countries (Turkiye, Czechia, and Italy) by the project partners.
- The created segment must be publicly available on STRAVA.

4.3. Remotely Pedal Cars Events Rules

Pedal Car Events are a circuit racing endurance riding where teams, made of 3 drivers, race a single-seater pedal car. These three team members share the driving, each one driving as fast as he/she can, before handing over to the next driver. The winning team is the one running the fastest driving time in a fixed distance (5 KM). The cars, mainly prototypes built by or for the teams that race them, must be powered solely by the muscle power of a single driver.

A peculiar characteristic of pedal car races is the playful aspect. According to the countries, during the events, it is recommended that different kind of fun activities are implemented.

4.3.1. Main rules and good practices:
- Pedal cars can be driven up to 3 drivers in one team, and a driver can race with only one team.
- Pilots must keep the right side of the circuit when racing, but overtaking to the left (check before doubling!) and "slow" cars must race always on the right side.

- Cars which have to return to their pits for repairing must respect the route and the direction of rotation of the race.
- Pilots must wear a protective helmet.
- Pilots must raise their arm to signal intention to stop in the pit and to change driver.
- Only one person can push the car when leaving the pit.
- The change of a pilot must be done from the pit side and not in the middle of the circuit.
- Clubs are asked to help the organizers in policing their pits.
- Broken cars cannot stay on the circuit, they must be parked aside and/or reach their pits following the direction of the race.
- Pedal car pits must be set up close to each other.

4.3.2. Forbidden behaviors:
- Do not obstruct with one or more faster cars.
- Do not zig-zag on the circuit and "cut" the curves.
- Do not push cars departing from the boxes beyond the limit of the adjacent pit.

4.3.3. RPC Events duration:
- The duration lasts until the cars completed the 5KM distance.
- Teams are free to finish the circuit before completing 5KM, but in such a case the result will not be counted in the online application Strava.
- The winner is the car, which completes 5KM in the fastest time.

5. RPC EVENTS IMPLEMENTATION STEPS
- Dissemination of the event prior – by the project banners in national languages.
- Registration and team formation.
- Introduction of events and informing teams.
- Satisfaction questionnaires application to collect data for the project's Guide.

6. POST-EVENT ACTIVITIES:
- Awards ceremony.
- Results evaluation.
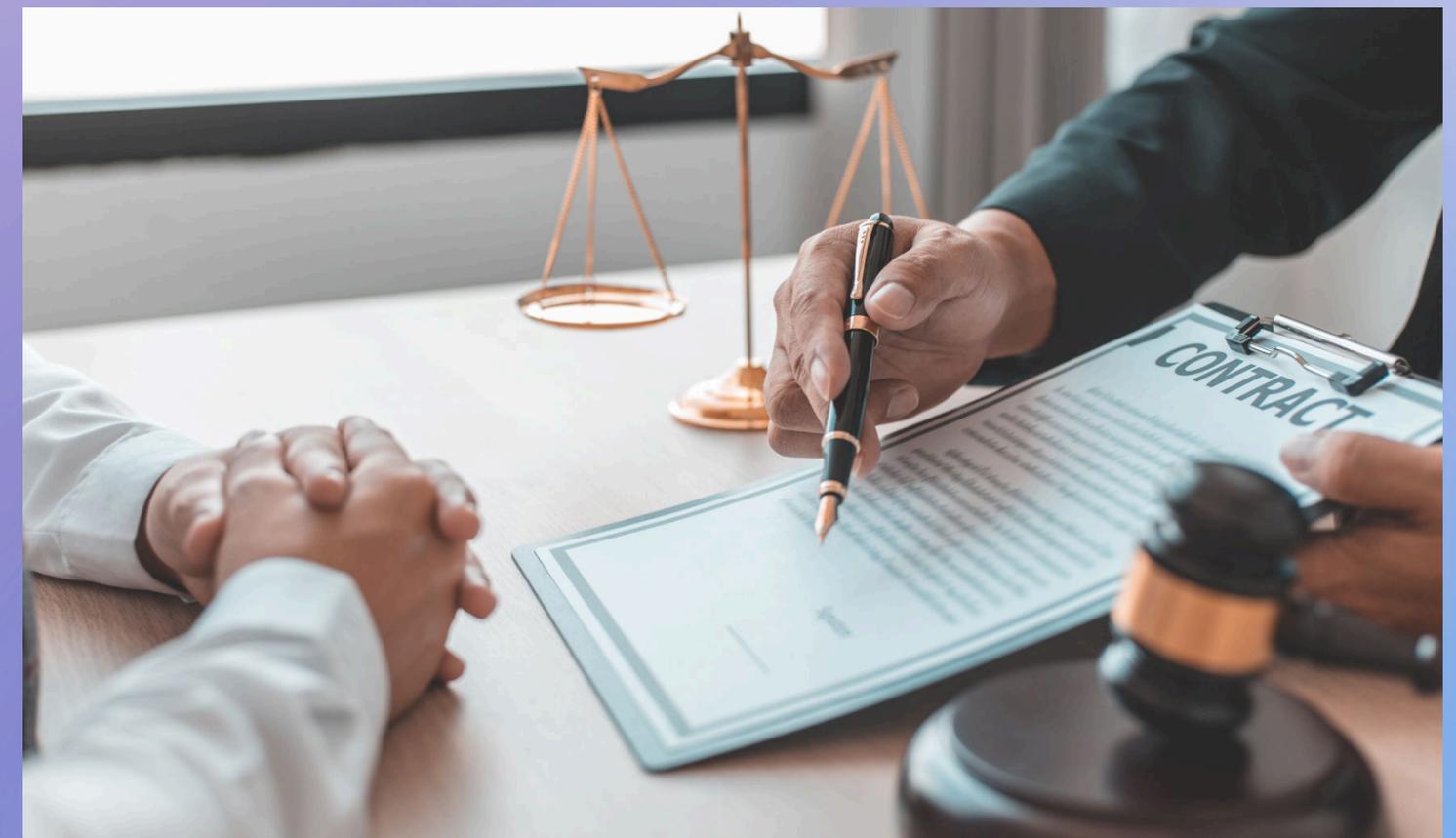
Guidelines for segment creation

www.strava.com

1. Do the track/activity in nature which is going to be used as the segment. Sometimes the smart watches from an older generation/version don't sync well with the phone app so the best option would be to use the phone.

STRAVA APPLICATION

How to Start the activity on your phone: click "record", change the activity to "ride", the "start"

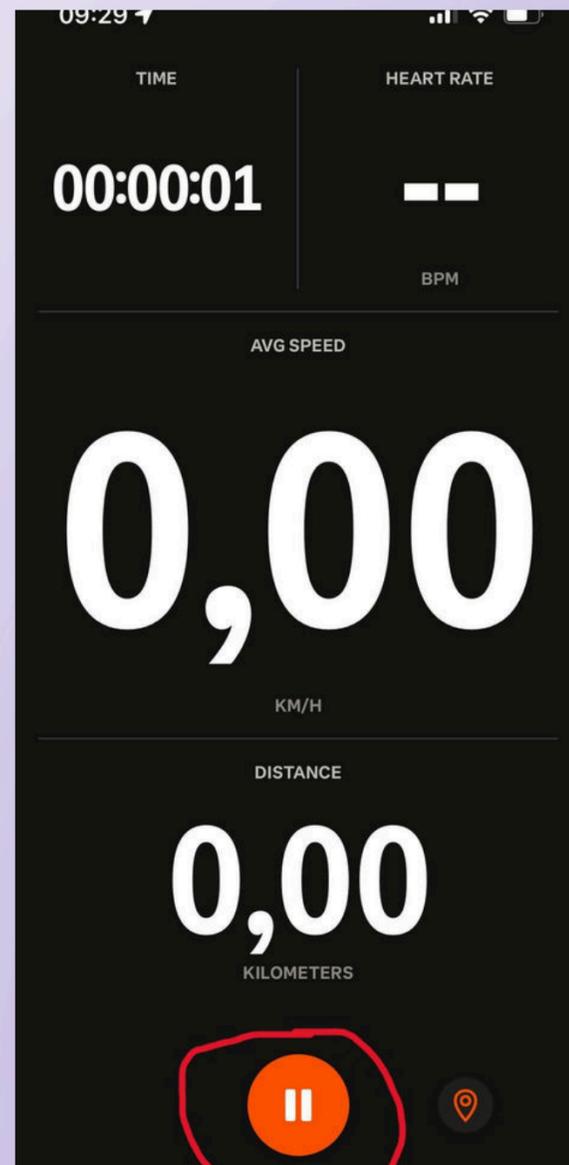when ending the activity: click "pause symbol", "finish" and "save activity".

Guidelines for segment creation
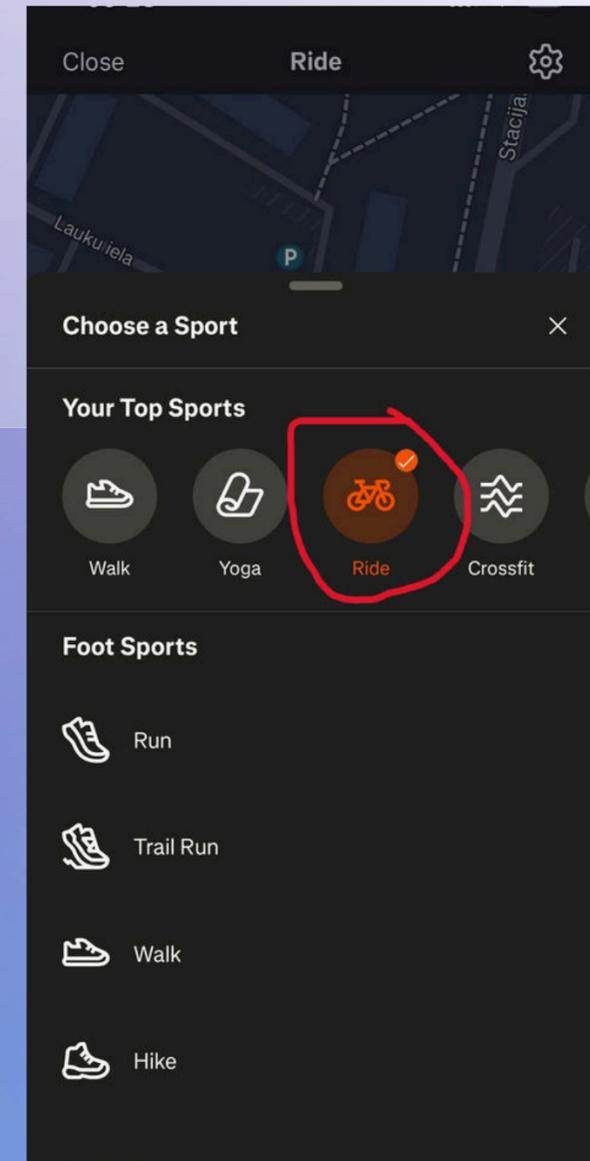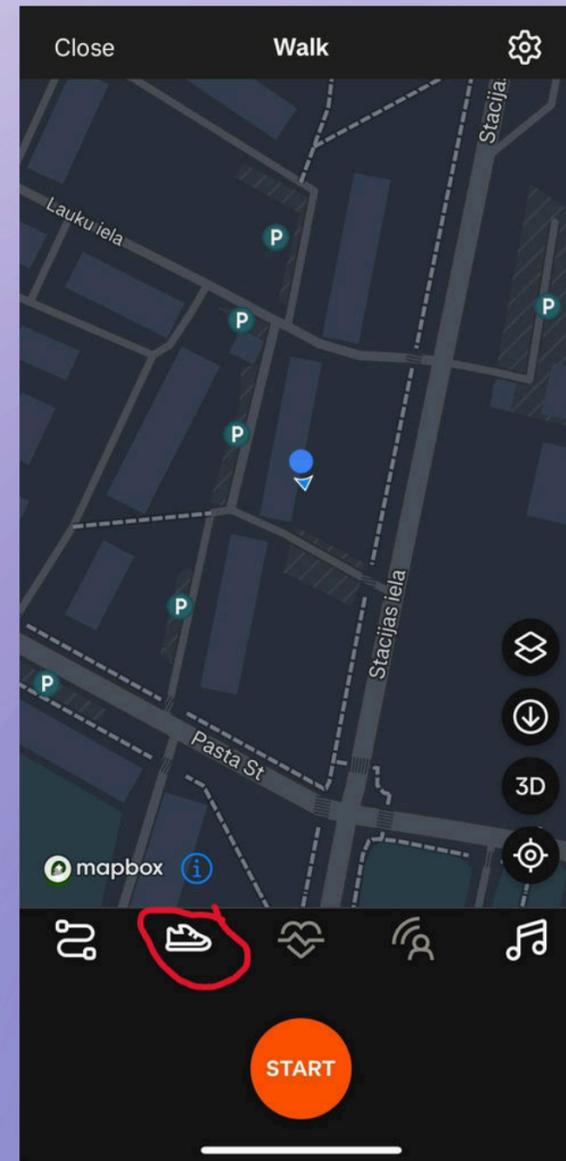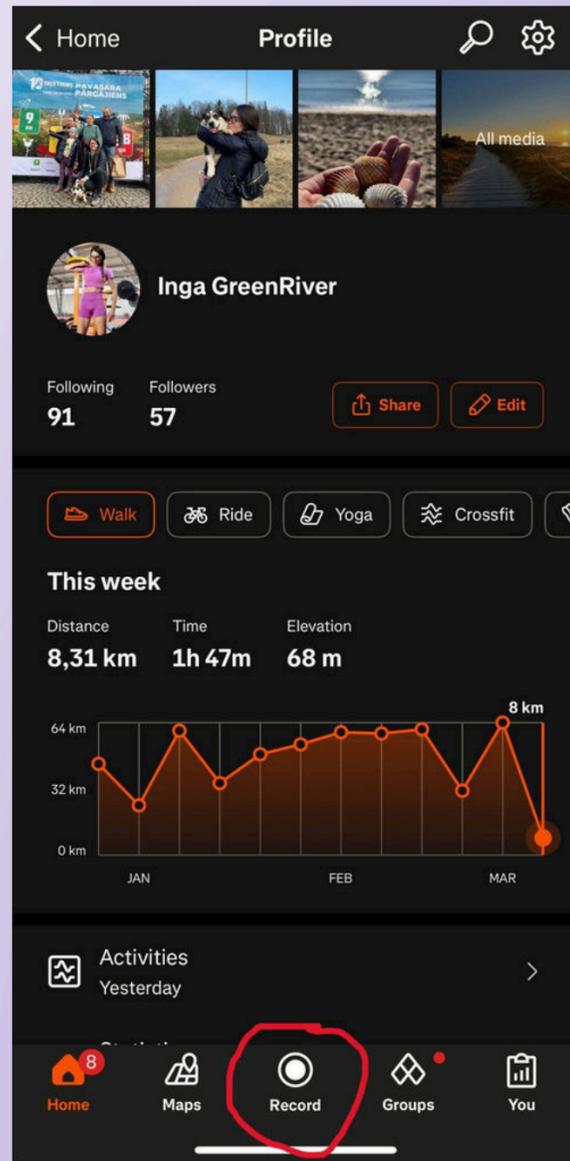
Guidelines for segment creation

- NOTE: the track must be long enough for all participants meaning if you plan to have 3 participants and each is doing a lap, you have to do/make those 3 laps (in our case cycling) nonstop before ending and saving the activity.
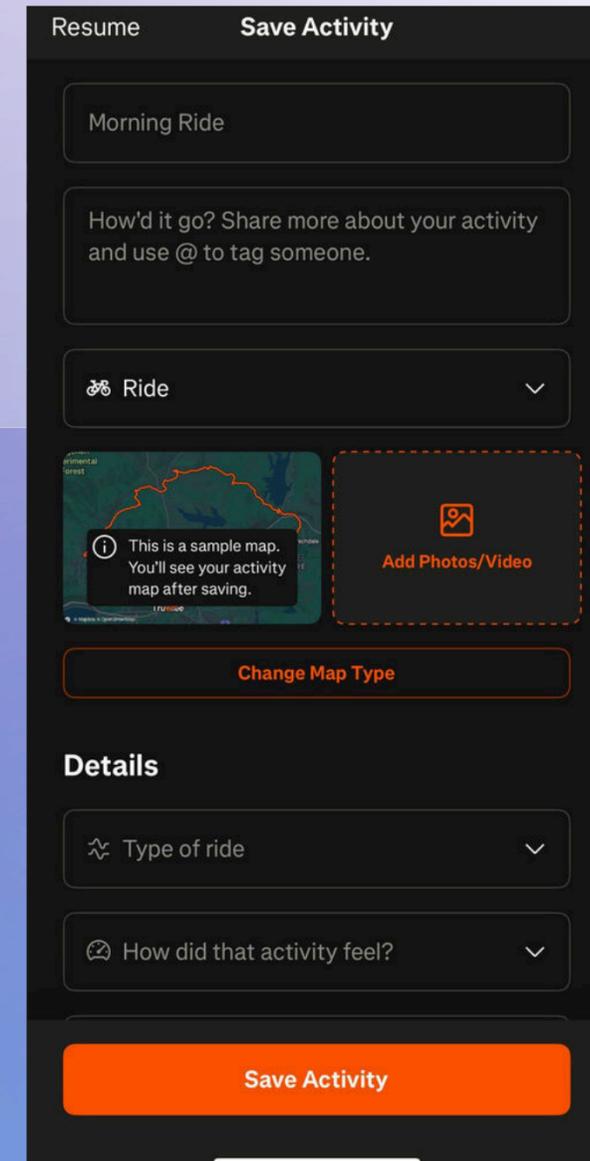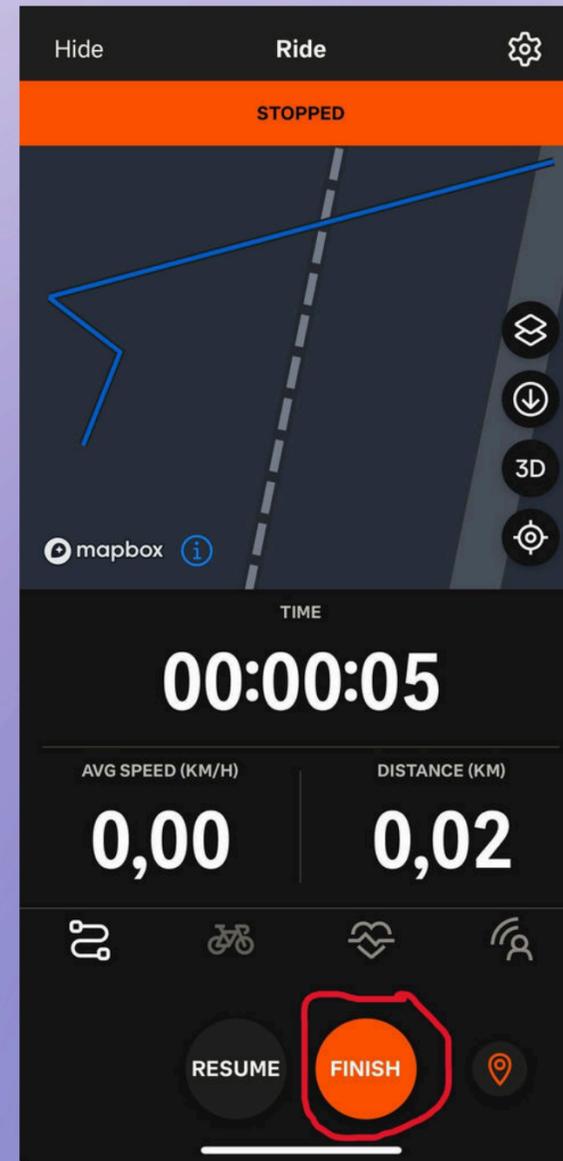
Guidelines for segment creation

2. After the activity is saved you need to open your profile in the browser (www.strava.com).

3. Your activity will be seen like this. Then you click on "Morning Ride", it could also be an afternoon or evening ride, depending when the activity is done.
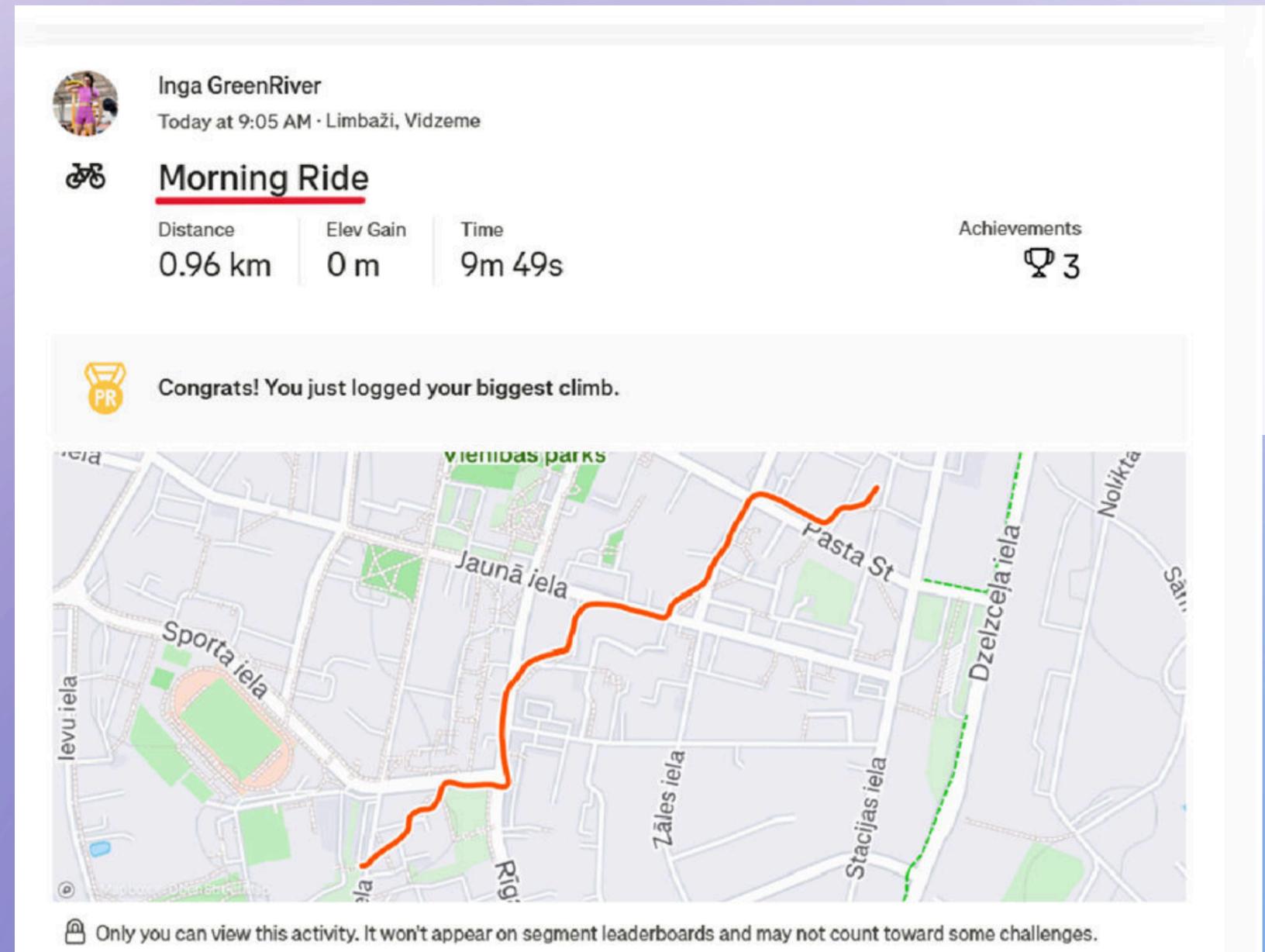
Inga GreenRiver
Today at 9:05 AM · Limbaži, Vidzeme

Morning Ride

Distance	Elev Gain	Time	Achievements
0.96 km	0 m	9m 49s	🏆 3

PR Congrats! You just logged your biggest climb.

🔒 Only you can view this activity. It won't appear on segment leaderboards and may not count toward some challenges.

Guidelines for segment creation

4. Click on those 3 dots

Guidelines for segment creation

5. Click on the "Create Segment"

Guidelines for segment creation

6. Choose the length of the segment. The green is the starting point and red the ending point. After click "next".

Guidelines for segment creation

7. Create the name of the segment and click on "save"

Guidelines for segment creation

8. And your segment is ready. I would recommend clicking on the "star" so that it is easier to find the segment when you want to check the participation etc.

SUSTAINABILITY & ECO-CONSCIOUS DESIGNS

Pedal cars are known for several benefits in the context of sustainability and eco-conscious living. They produce zero emissions, using only the human power, making them a clean alternative to battery-powered or fuel-driven vehicles. By encouraging physical activity outdoors, they also promote a low-energy lifestyle. Many pedal cars are made from durable or recyclable materials, thus reducing waste and the need for frequent replacements and further support sustainability. To cut a long story short, pedal cars are in line with eco-conscious values by promoting reuse, energy efficiency, and environmental responsibility.

EUROPEAN WEEK OF SPORT

Being active is one of the most effective ways to boost mental well-being, reduce stress and bring people together across generations. From grandparents walking with their grandchildren to teenagers playing team sports and adults taking a break to exercise. Physical activity helps us feel better, think more clearly and connect more at every age. Since 2015, the Week has helped millions of Europeans discover the physical, mental and social benefits of sport and physical activity (3).

Repeat in EU project is also in line with the strives of European Commission in promoting a healthy, active lifestyle through the European Week of Sport and one activity in each partner country is devoted to highlight these strives – second pedal cars events and the workshop.

EXPERIENCE OF THE PARTNERS AND BEST PRACTICES LEARNED

Participants of the remotely pedal cars events gave their feedback on the events in each racing country, and it helped a lot the project team to understand what phase remote organization of sport events has reached as well as points to be highlighted.

A total of 56 respondents gave their feedback after the remote pedal car races: 20 participants in Türkiye and Italy and 16 respondents in Czechia. The questionnaire was structured in 4 parts:

- Sociodemographic data
- Data on physical activity and health
- Benefits and challenges of exercise
- Pedal cars and digital approach

Sociodemographic data

According to gender of the participants, it may be seen that male dominate over women, but in Czechia in particular, where out of 16 racers only 1 was female.
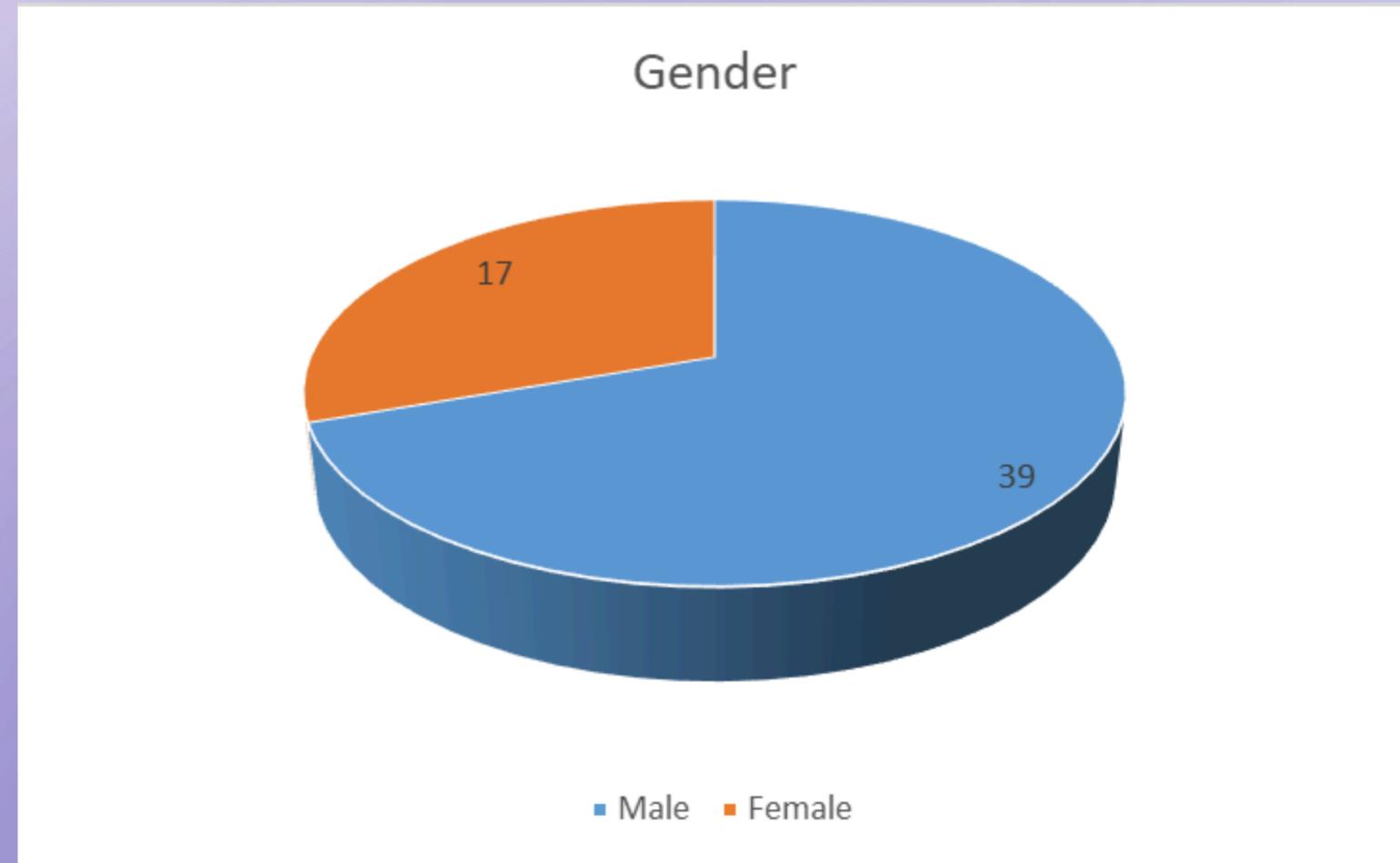
FIGURE 1. GENDER OF REMOTE PEDAL CARS EVENTS PARTICIPANTS

Sociodemographic data

→

Since pedal cars are widely known for being appropriate for all ages, there were 5 age groups in the questionnaire: a) 14 – 15, b) 16 – 18, c) 19 – 25, d) 26 – 40, e) 41 and above. As may be seen most of the racers are in the age of 16 – 18 and 19 – 25 with 20 and 18 respondents accordingly.
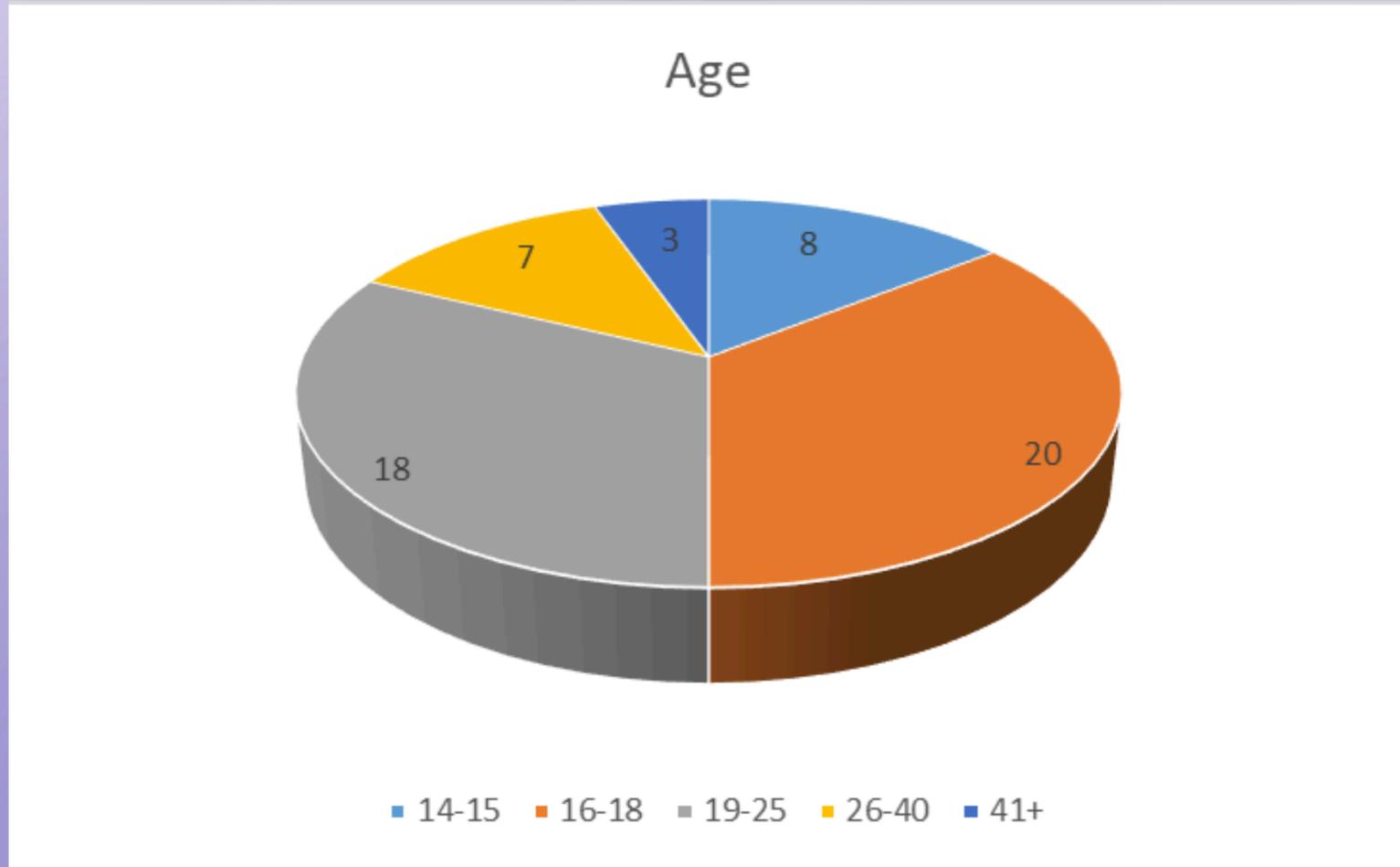
FIGURE 2. AGE

Sociodemographic data

To understand if there is a tendency where pedal cars are more driven – in bigger places or smaller, respondents were asked to give a reply on their living place given in 3 categories: city with 100 000 inhabitants and more, town with 20 000 – 99 999 inhabitants and village with less than 20 000 inhabitants. As may be seen city and town share an equal number of respondents – 22 each. Besides, respondents of Türkiye all live in a city.
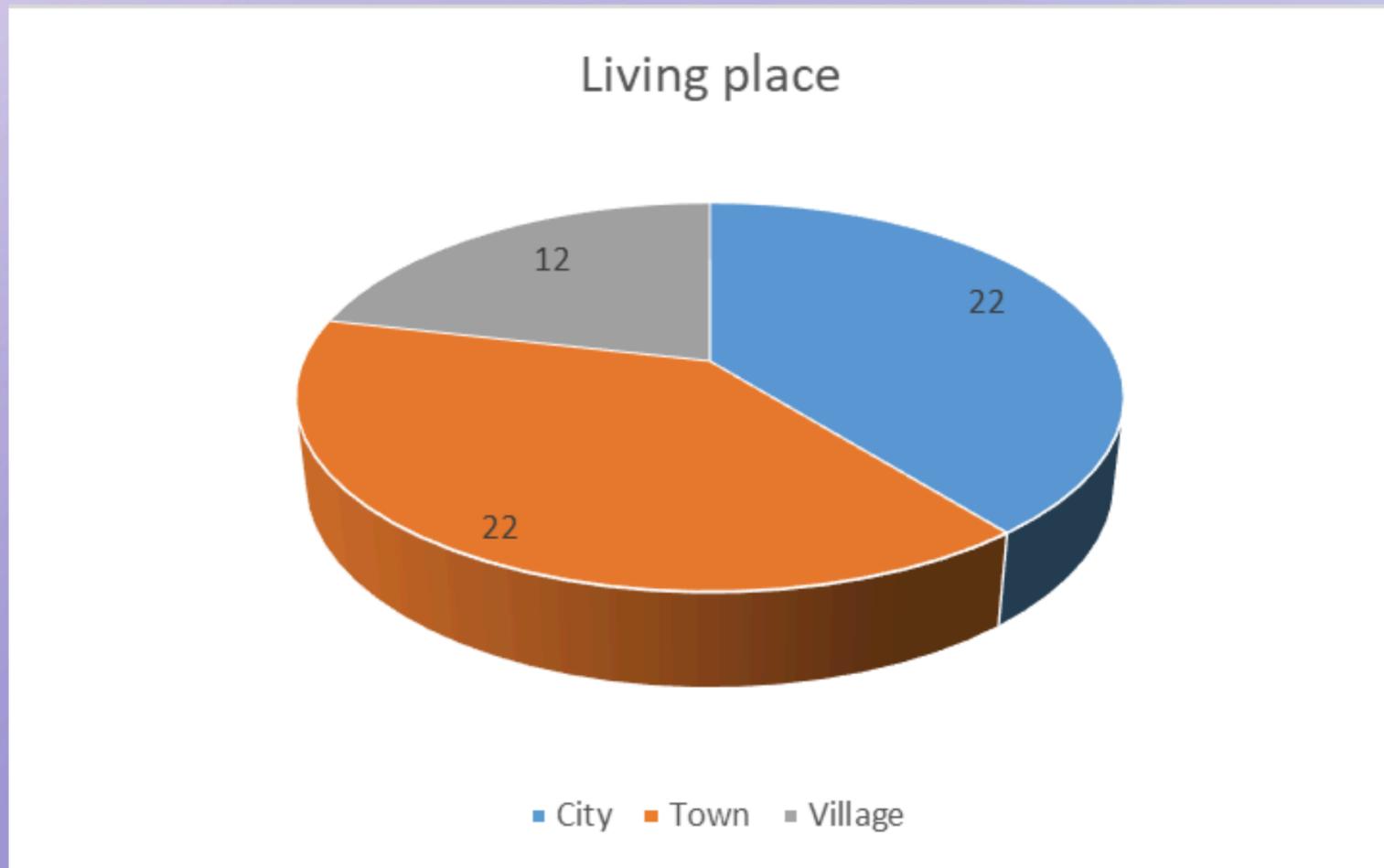
FIGURE 3. LIVING PLACE

Sociodemographic data

According to the occupation of the respondents, most of them study – 43.
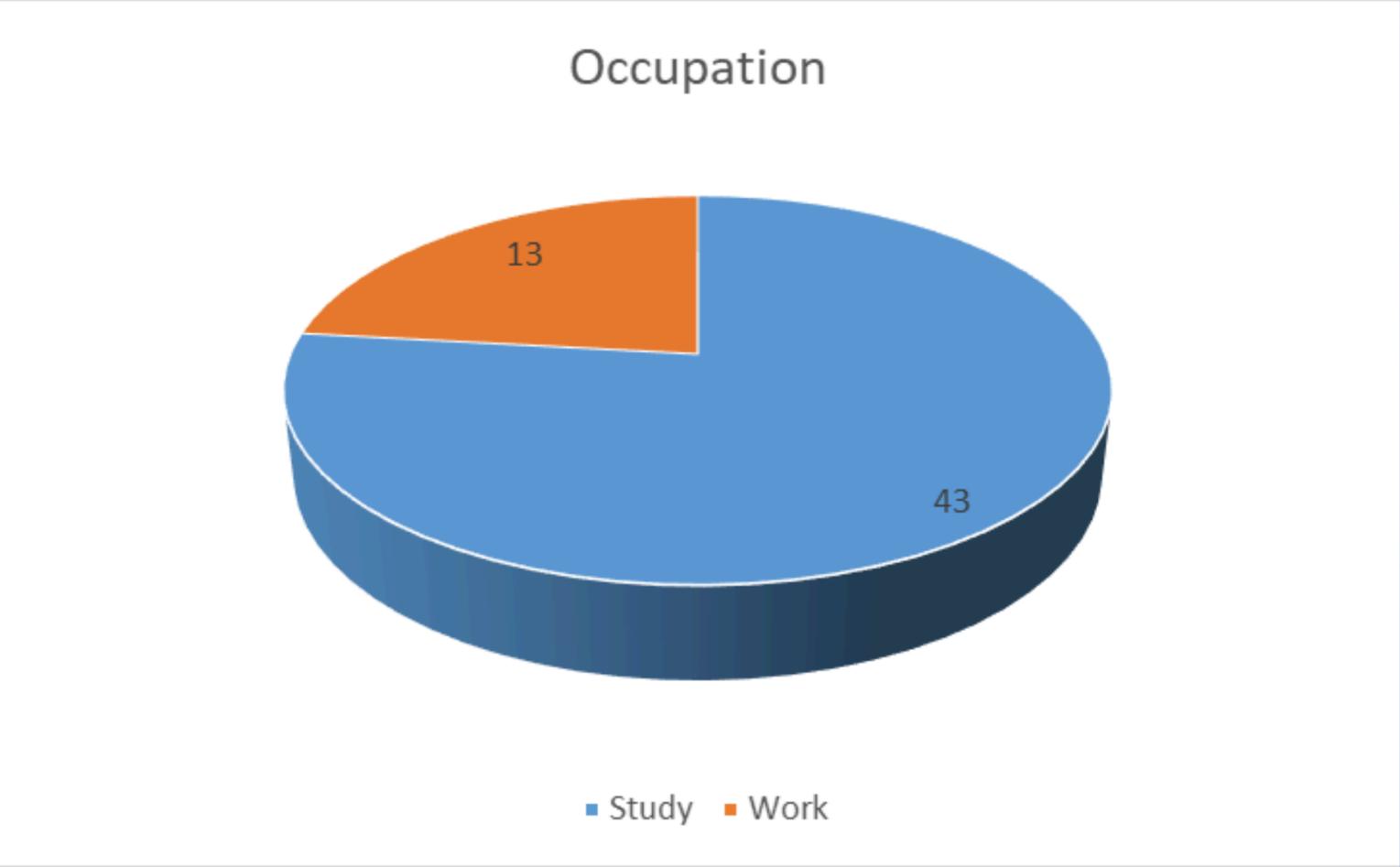
FIGURE 4. OCCUPATION

Sociodemographic data

Living status was structured in 4 categories: a) alone, b) with parents or spouse, c) student's hostel, d) other. As may be seen living with parents / spouse is the most common with 39 respondents.
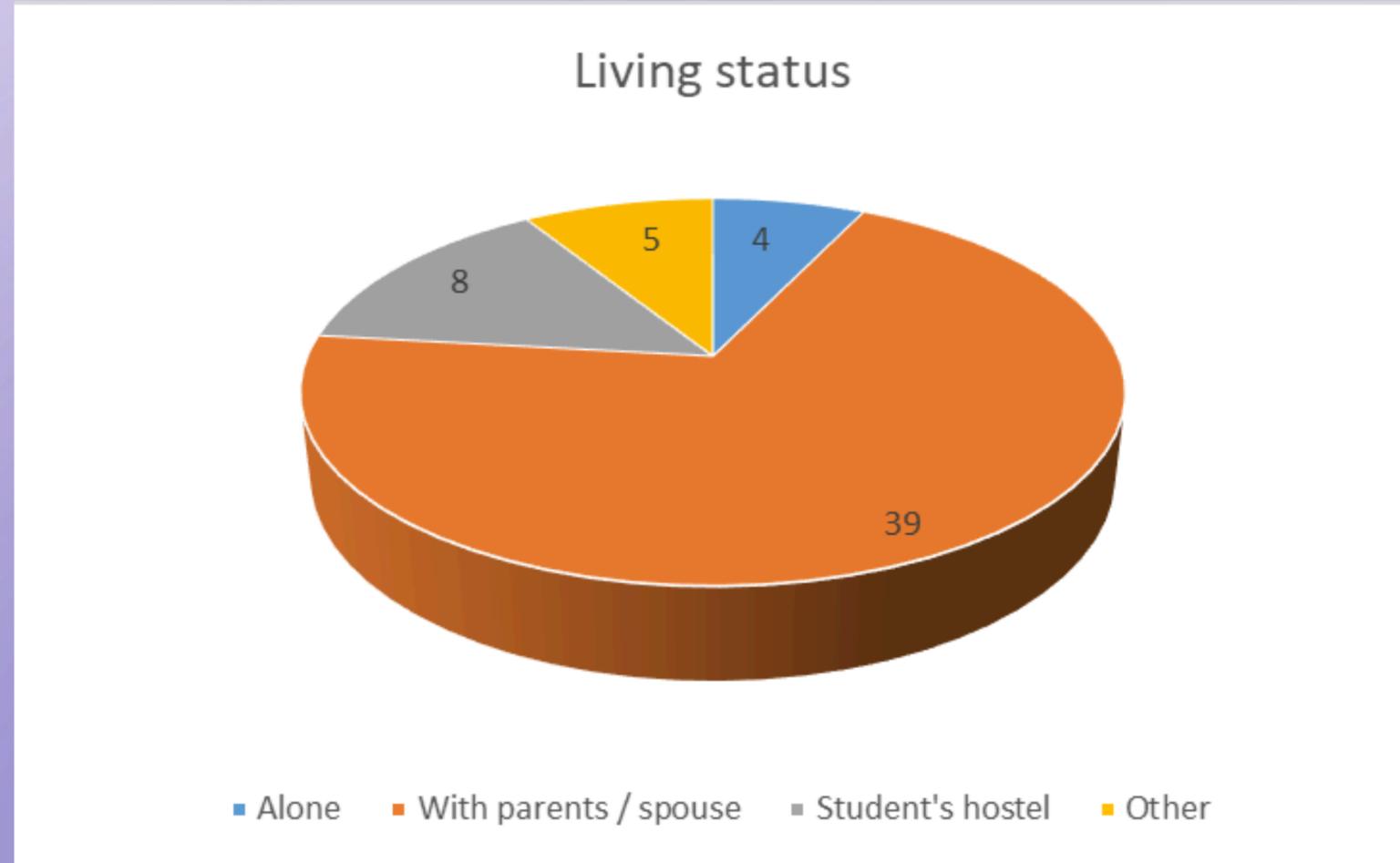
FIGURE 5. LIVING STATUS

Sociodemographic data

→

Economic status was given in 4 affirmations: a) no difficulty paying regular expenses, b) difficulty covering regular expenses sometimes, c) difficulty covering regular expenses often, d) difficulty covering regular expenses always.

FIGURE 6. ECONOMIC STATUS

Sociodemographic data

→

The last point in this part was about expectations of the participants, which was given in 4 categories: a) activity was worse than I expected, b) activity was as I expected, c) activity was better than I expected, d) I had no expectations. Major part of the respondents answered that it was either better than they expected, or as they expected with 26 and 21 respondents accordingly.

FIGURE 7. EXPECTATIONS

◀

Sociodemographic data

→

Feedback the participants revealed after the races data:

- Having fun and meeting new people.
- It was really teaching activity. I am glad that I was introduced to such concept.
- I expect to get experience on riding pedal car as this was the first time for me.
- To win the race and be in a team with my friend:)
- Team building and get enjoy with my friends.
- I expect this project to continue to expand to give everyone a chance to participate and experience the great emotions it transmits.

- It was amazing, it was the First time that i joined such project.
- Very high expectations, as I like to compete with other people.
- I have been doing v.a.p for years and I have always found it good and I have always had high expectations that have come back to me as reality.
- I am very happy with the choice I made and I liked it a lot.
- The activities were innovative and interesting, the students participated with enthusiasm.
- Learned new ways to enjoy VAP.

- Run and win, meeting other boys and girls.
- Learned a new app.
- I supposed the application will be easier to work with but I managed finally.
- New experience in pedal car races with Strava app.
- The activity and the Strava is new for me.
- Strava was new to me.
- I had no Real expectations 'cause i never worked with STRAVA.
- I was curious how strava works.

Data on physical activity and health

The first question in this part was if the participants felt good and athletically prepared for the race.
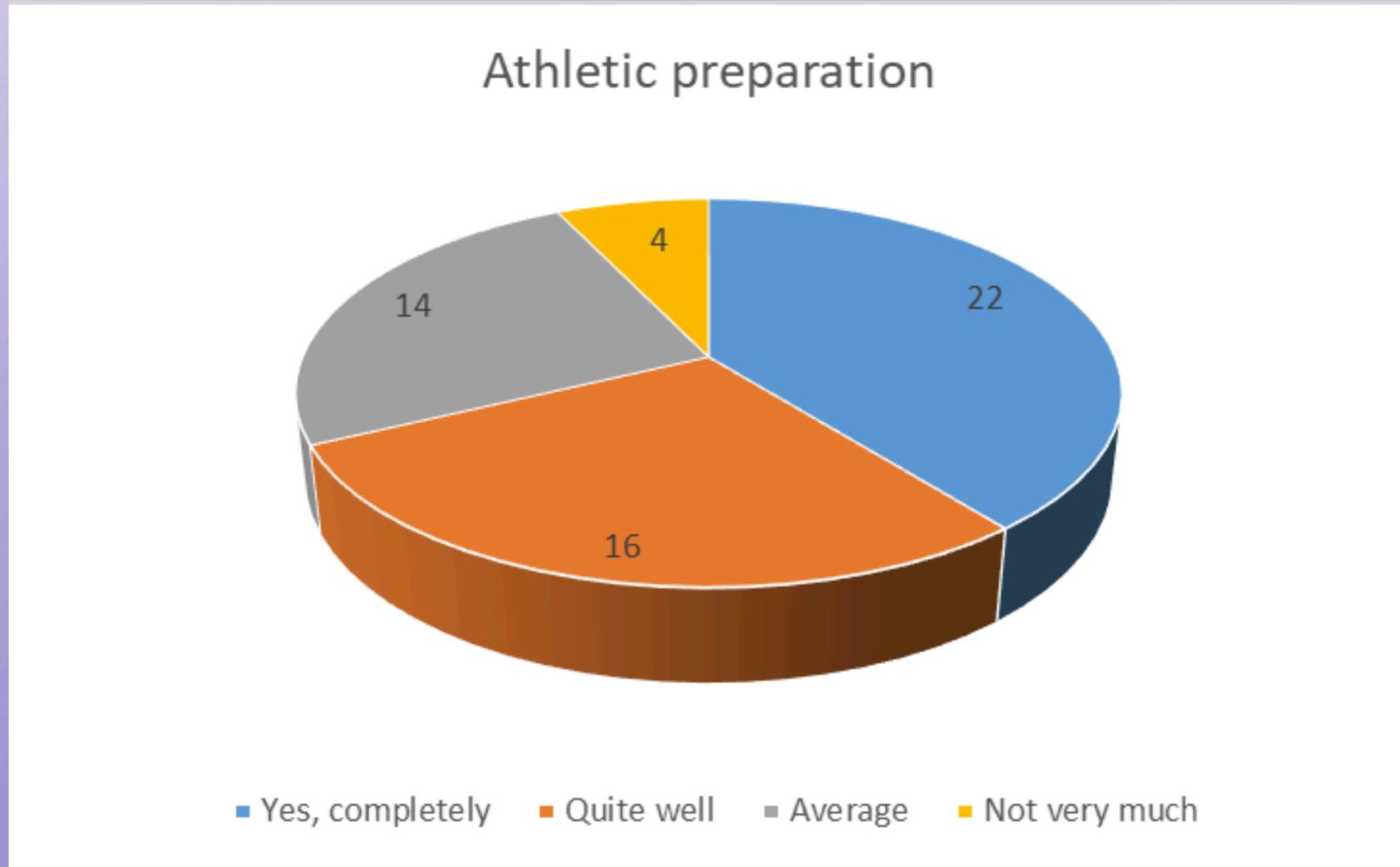
FIGURE 8. ATHLETIC PREPARATION

Data on physical activity and health

The next question was, if they had fun and enjoyed the activity.
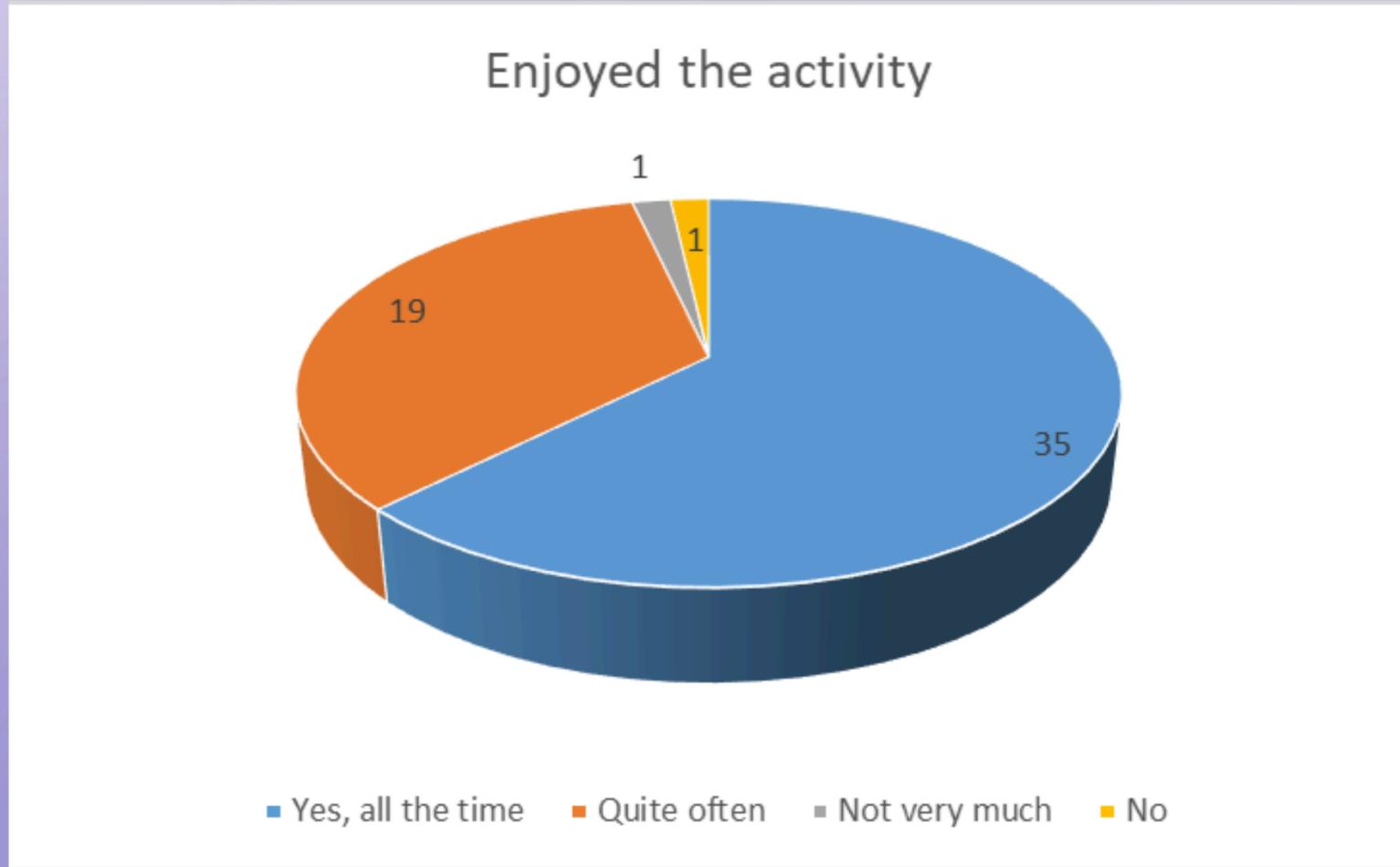
FIGURE 9. ACTIVITY ENJOYMENT

Data on physical activity and health

→

The following question went about their ability to focus on the ride.

Focusing on the ride

17 · 1
38

■ Yes, all the time ■ Often ■ Sometimes
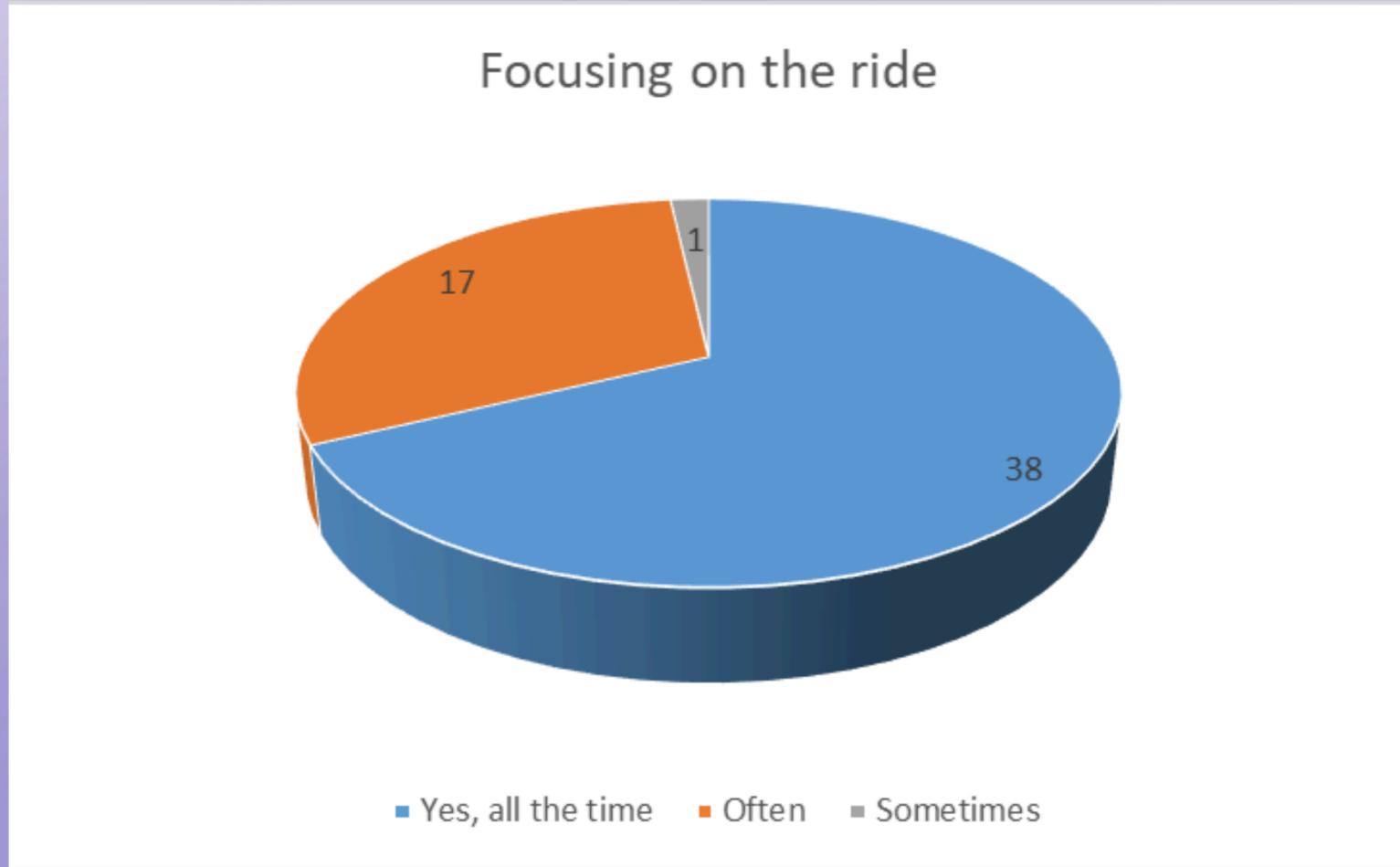
FIGURE 10. FOCUSING ON THE RIDE

Data on physical activity and health

Participants were asked to describe their current health status.
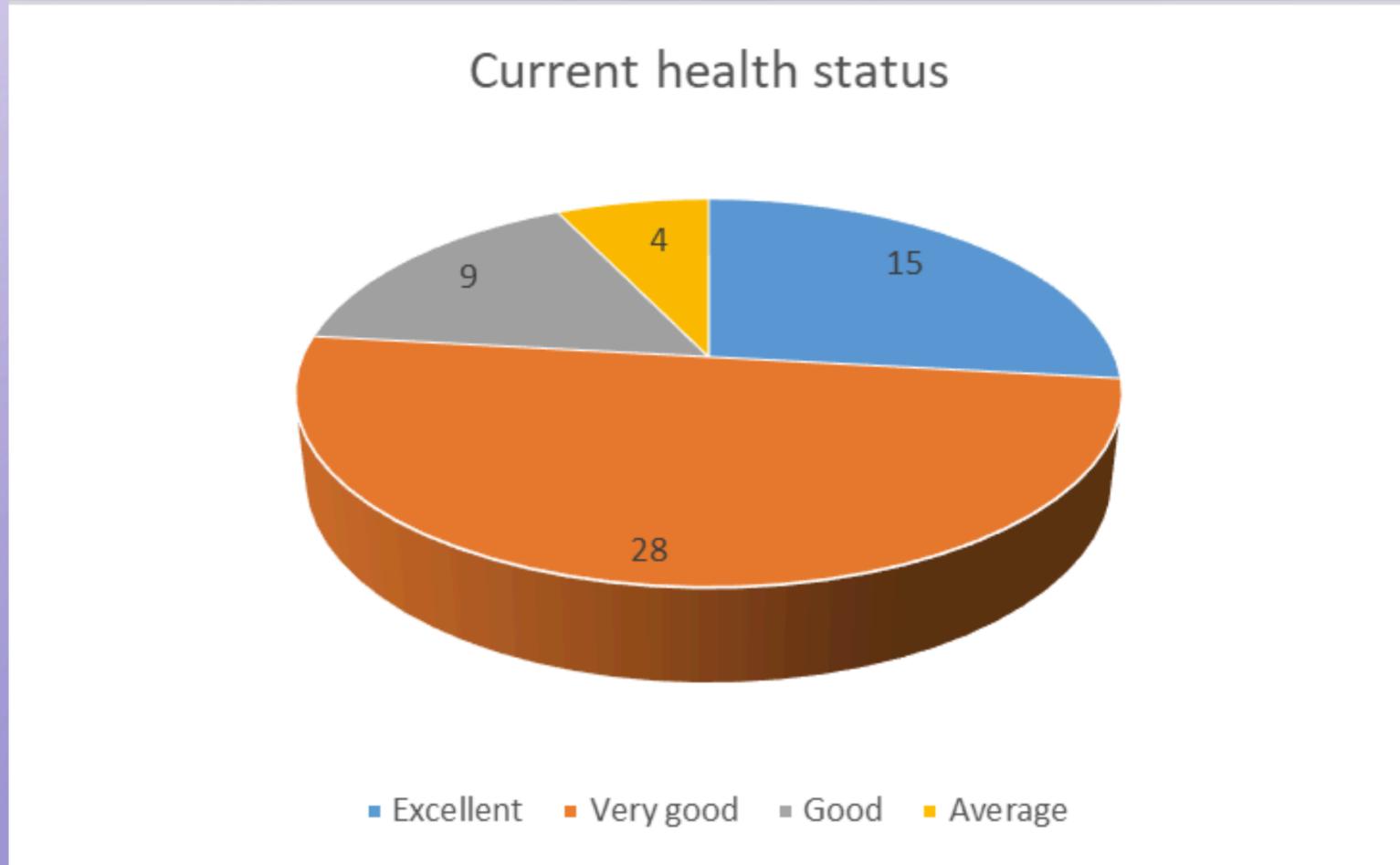
FIGURE 11. CURRENT HEALTH STATUS

Data on physical activity and health →

Next, the respondents were asked how many hours per week do you spend doing physical activity and / or sport. The majority of the respondents spend at least 3 – 4 hours per week on physical activity (17 respondents), or 5 – 6 hours (15 respondents) and 8 respondents spend 7 hours and more weekly. We are happy for those 13 participants who devote at least 1 hour to physical activity per week, however 3 participants are actually physically inactive, which proves the already worrying data of the Special Eurobarometer.

Hours spent on physical activity per week

None ■ Less than 1 hour ■ 1 - 2 hours ■ 3 - 4 hours ■ 5 - 6 hours ■ 7 or more
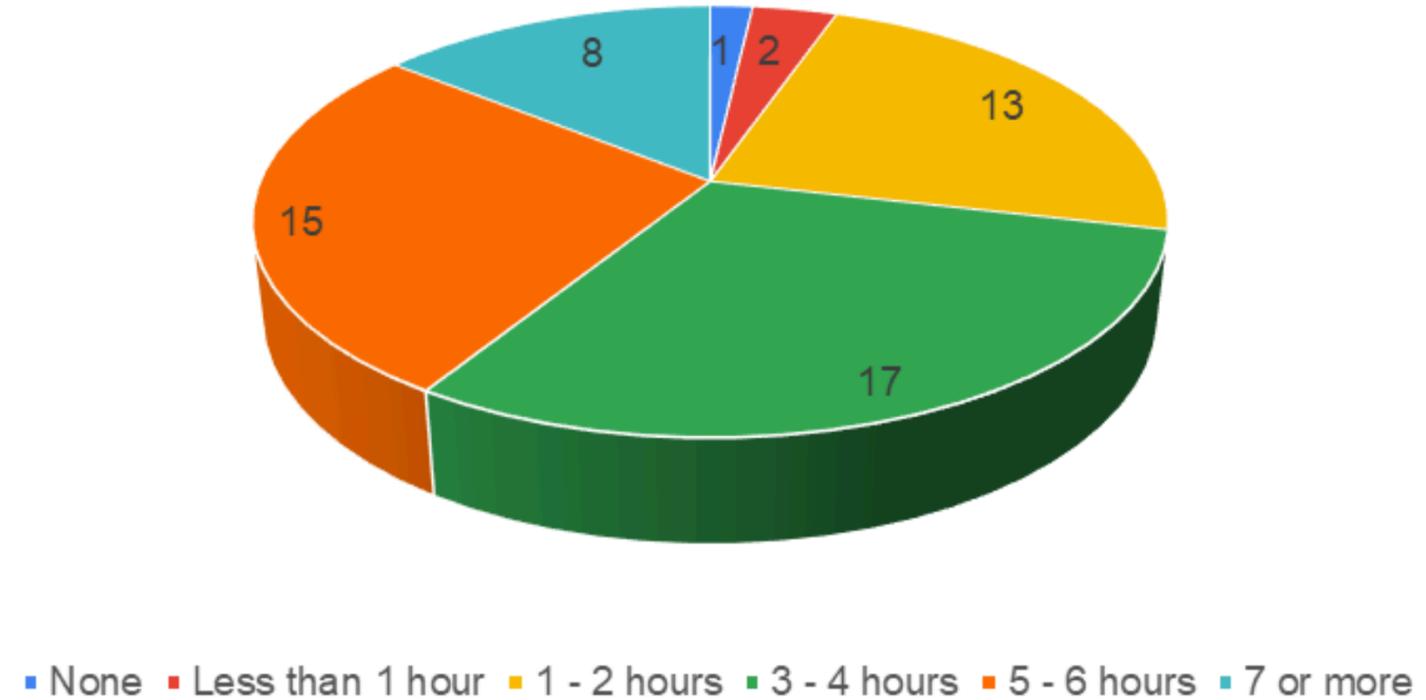
FIGURE 12. HOURS SPENT ON PHYSICAL ACTIVITY

Data on physical activity and health →

Furthermore, the respondents were asked what type of physical / sport activities do they usually do in 9 types. The majority of the participants practice individual endurance sports (e.g. running, cycling, swimming, rowing, etc.) reaching 20 respondents. Second most popular was team sports with 12 respondents and jogging or leisure walking with 9 respondents ranks in the third place.

Practiced sports
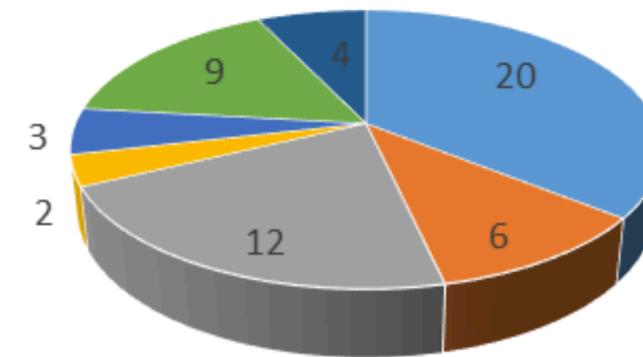
- Individual endurance sports
- Fitness / bodybuilding
- Team sports and sport games
- Combat sports and martial arts
- Dancing
- Jogging or leisure walking
- Other

FIGURE 13. PRACTICED SPORTS

Data on physical activity and health

The last question in this part was concerning their membership / attendance of either sport facility.

Sport entity membership
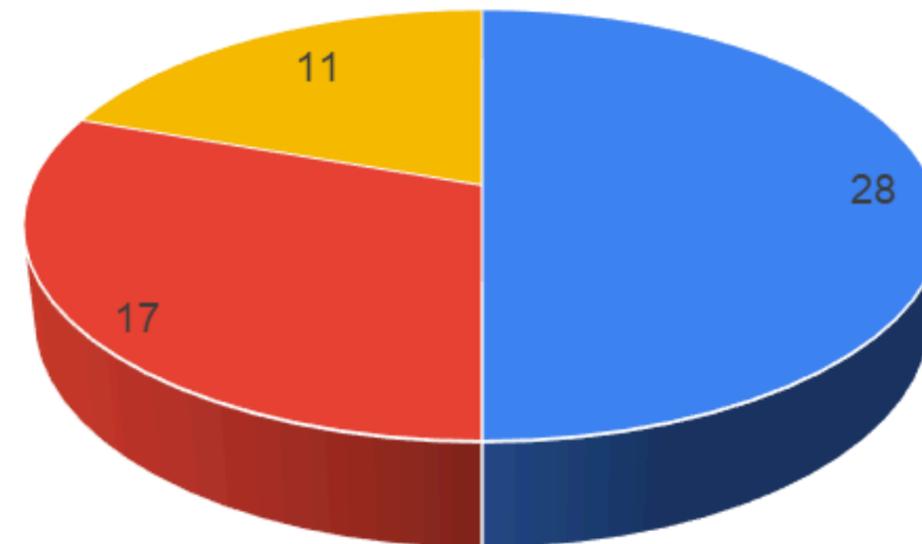
- I am a member
- I used to be a member
- I have never been a member

FIGURE 14. SPORT ENTITY MEMBERSHIP

TABLE 1. BENEFITS AND CHALLENGES OF EXERCISING

Benefits and challenges of exercise →

In this part of the study, the respondents were asked to evaluate a set of 15 carefully designed statements intended to gather their opinions and attitudes on benefits and challenges of exercising. These statements were grouped into four Likert-scale response categories to evaluate their level of agreement: strongly agree, agree, disagree, and strongly disagree. This format helped capture not only whether respondents agreed or disagreed, but also how strongly they felt about each point. This approach provided both quantitative data and qualitative insights into the respondents' views.

Statement	Strongly agree	Agree	Disagree	Strongly disagree
Riding a pedal car is fun	36	19	1	
Riding a pedal car reduces stress and tension	17	29	9	1
Riding a pedal car improves my mental health	14	33	8	1
Pedal cars' activities take up too much of my time	3	13	33	7
Riding increases my muscle strength	24	28	4	
Riding gives me a sense of personal achievement	21	28	7	
Riding a pedal car allows me to communicate with friends and people I like	27	26	3	
Riding of pedal cars increases my level of physical fitness	27	24	5	
My muscle tone has improved thanks to riding a pedal car	15	28	11	2
Riding of a pedal car increases my endurance	20	31	4	1
Riding of a pedal car increases my flexibility	12	27	16	1
Riding improves my self-confidence	18	33	5	
Riding improves the quality of my studies / work	7	29	19	1
Riding improves my overall body function	25	25	6	
Riding improves my physical appearance	19	27	9	1

PILOT EXPERIENCE OF THE REMOTELY ORGANIZED PEDAL CARS EVENTS

In order to share the best practices of organizing pedal cars events remotely through an online digital tool from the participants point of view, the project's Satisfaction Questionnaire contained the fourth part: Pedal cars and digital approach. This part consisted of 9 questions.

Pedal cars and digital approach

The first question was if the participants have used Strava application for their physical activities before. As may be seen from the Figure 15, only one third has used Strava application before. This was the reason for various challenges before the event, but thanks to both project Guidelines and good practices shared by the Latvian partner, all project partner teams were well prepared in advance and able to overcome all challenges. Therefore, it is important to conduct test runs before the start of a competition.

Prior use of Strava

14

42

Yes   No
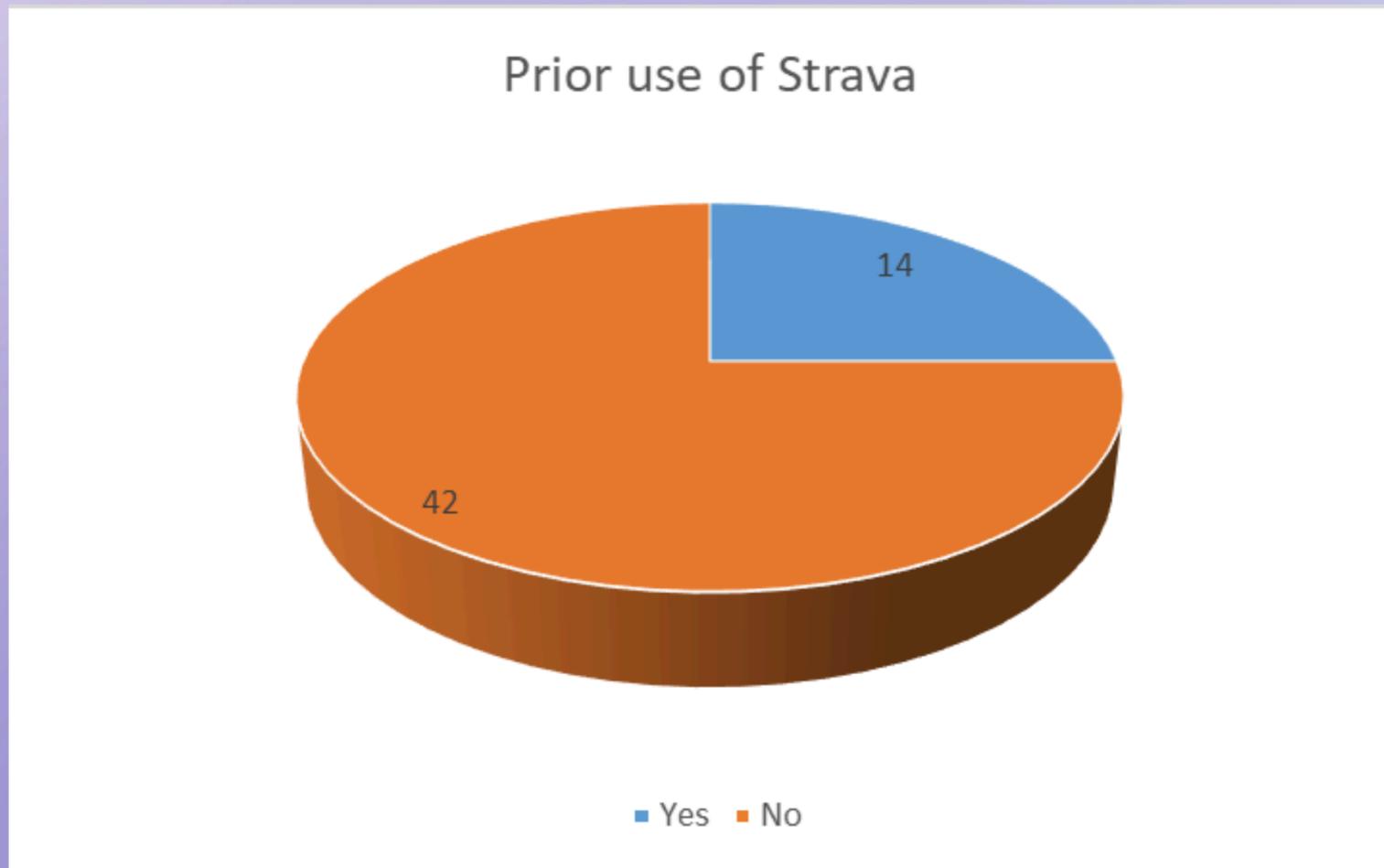
FIGURE 15. PRIOR USE OF STRAVA

Pedal cars and digital approach

This question was followed by an inquiry if the respondents found it a new approach to use Strava in pedal cars competitions. As may be seen from the responses, only 12% (i.e. 6 respondents) do not find it a new approach, while the majority, i.e. 50 respondents agreed on it to be a new approach.

Is Strava a new approach?

6

50

Yes   No, I had done it before
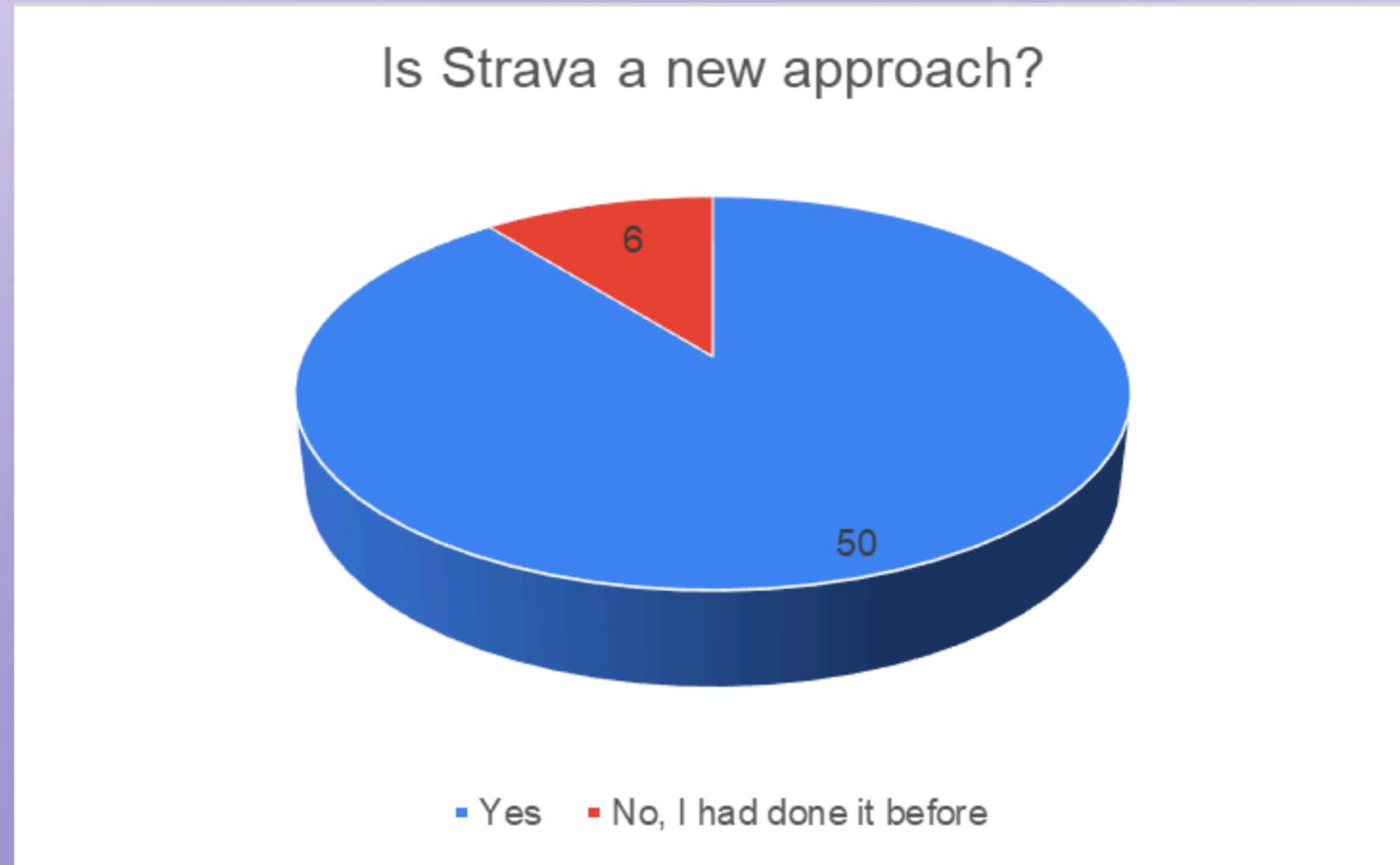
FIGURE 16. IS STRAVA A NEW APPROACH

Pedal cars and digital approach

A further question was about their perception of the usage of Strava. Even though so few of them had used Strava before, the responses to this question were surprisingly positive with two thirds finding it easy to use.
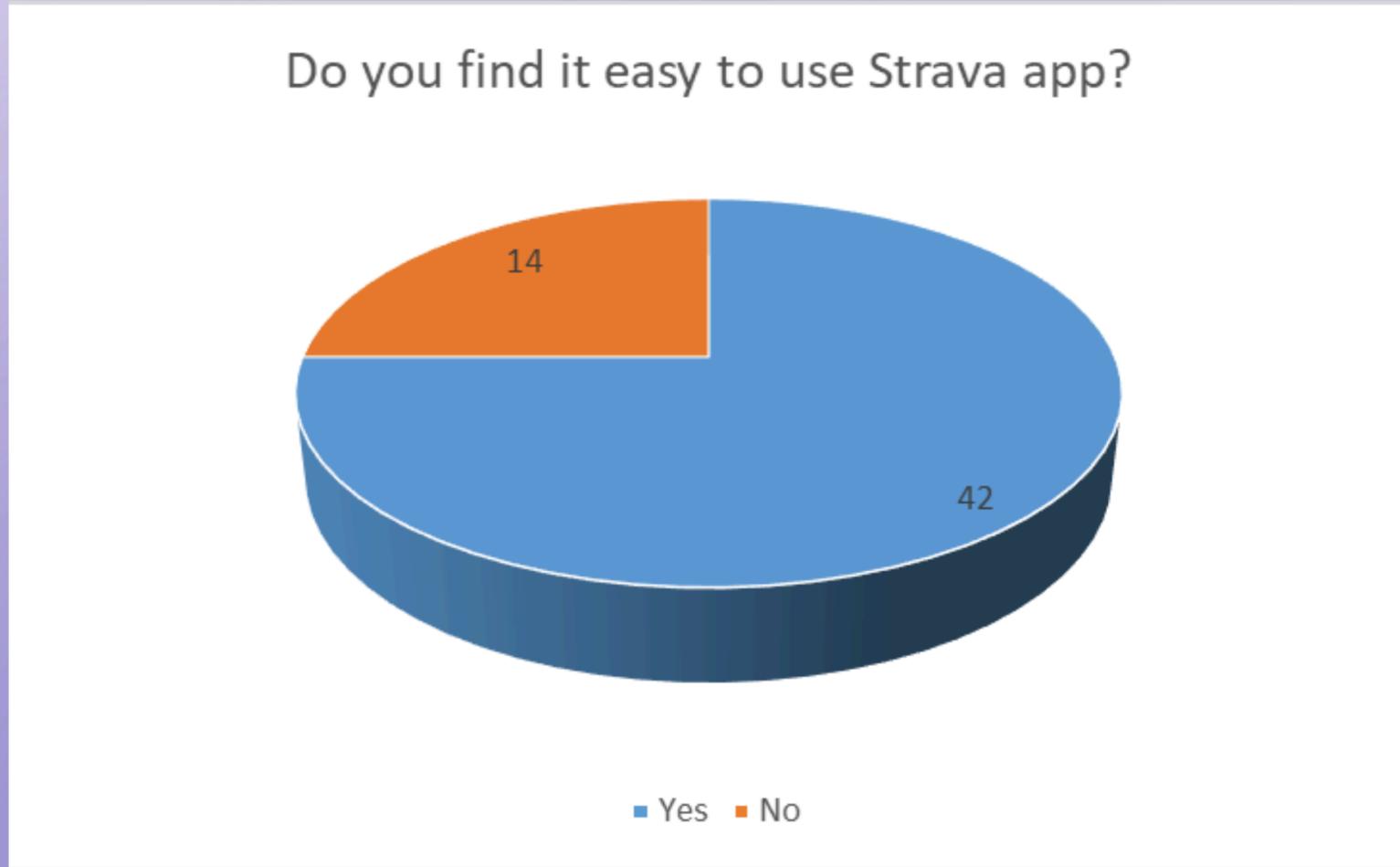
FIGURE 17. DO YOU FIND IT EASY TO USE STRAVA APP?

Pedal cars and digital approach

→

The next question was if it was easy to compete with Strava. The answers were similar to the previous question with the most of the respondents giving affirmative answers.

FIGURE 18. WAS IT EASY TO COMPETE IN THE COMPETITION WITH STRAVA?

Pedal cars and digital approach

The question five was an open-ended question to find out how did the participants manage to run the pedal car with one and the same digital device recording the activity in Strava, exchanging drivers, which was quite a technical issue, because the device had to be safely attached to a spot to the pedal car where it does not hinder the drivers and the change of drivers.

Italian participants mostly used phone holders to arrange a smooth ride:
- The 2 guys attached a cover to the side of the car and put the phone in it, since the car can be driven with one hand they were able to fit the phone in it.
- I put a Garmin inside the car and then started the app.
- Difficult to manage simultaneously.
- With phone holders.

Many respondents of the Turkish team admitted that it was easy to use it because the team coaches had either already managed it or helped in preparations:
- We used a hand bag and putt it on the car.
- Team coach set the device and strava app.
- It was already arranged by organizators and we used it as a team.
- By the support of the team, it was easy to recording pedalcar event results in strava.
- OFD team had already arranged everything in Strava for this event. So following the instructions was easy to manage all about the event.
- Our trainer used this app.
- Coach used the app for us.
- With a support of OFD team.
- I created my team's account and used it in activity. One time, I had some problem and others supported me to manage it.

Czech participants mainly used tape to attach the phone safely:
- Firmly attached.
- It was ok i attached it to frame.
- We used the tape to tape the phone to the pedal car, we also put cloth under it, so the vibrations are lower.
- It was fine, we just had to be careful when the sun was strong so tape will not melt on the phone.
- Tape, phone.

Pedal cars and digital approach

To understand which device is more appropriate for such a team ride, the next question asked if they used a smart watch or mobile phone. And as may be seen from the responses mobile phone was more popular for this kind of event.

Which digital device did you use during the competition?

7

49

- Mobile phone   - Smart watch
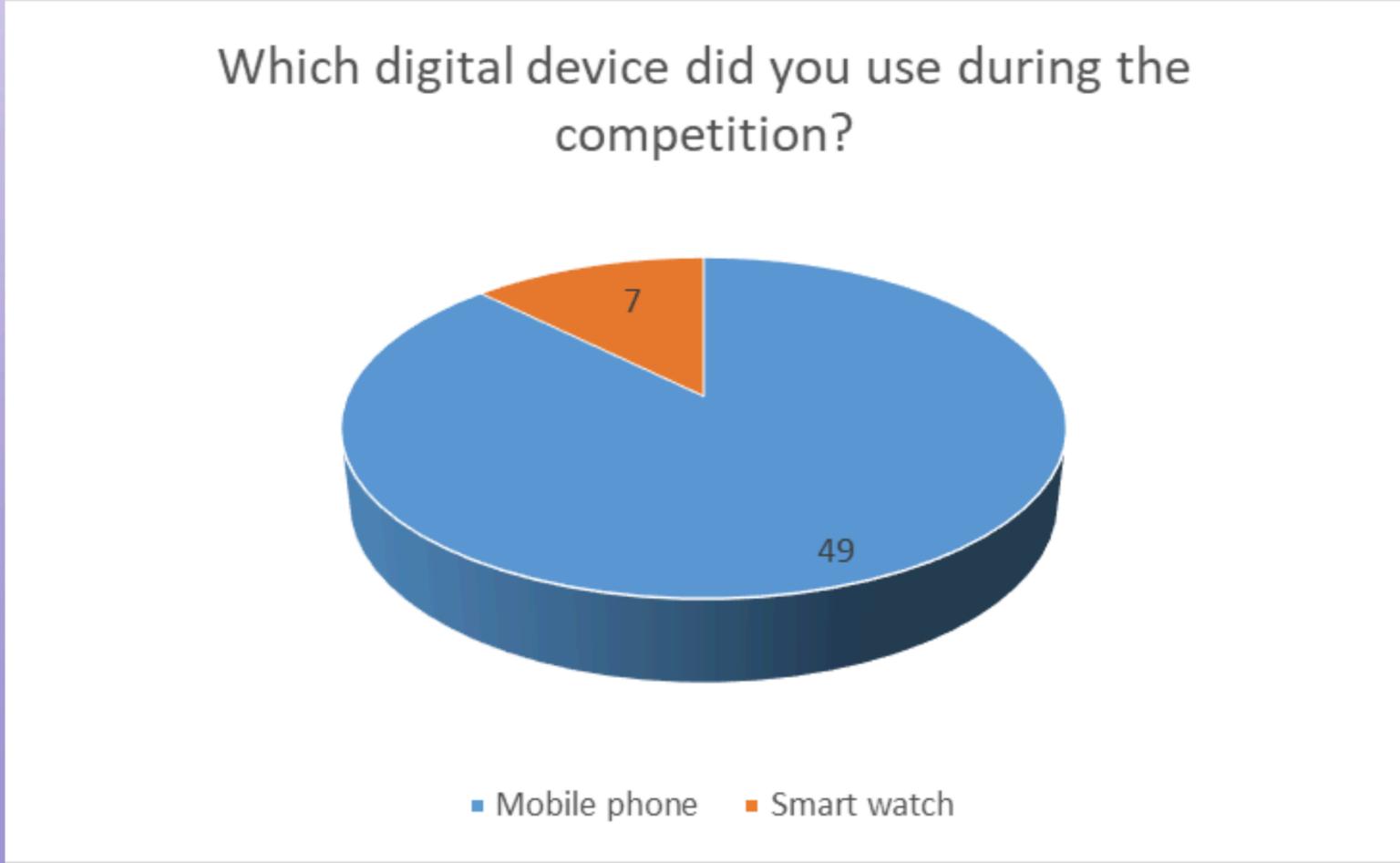
FIGURE 19. WHICH DIGITAL DEVICE DID YOU USE DURING THE COMPETITION?

Pedal cars and digital approach

→

The next question was an open-ended to find out if they experienced any difficulties in recording, saving and making the competition activity visible.

Most of the Turkish participants did not find any difficulties and again Turkish team was supported by the coaches:

- No, it was not difficult.
- No, coach supported the team on that.
- One times, GPS signal didn't work properly and we had to try the second time, which is an option Strava offers, but in regular competitions it is not possible.
- One time, it didn't record at first lap and we started again, and then it solved.

As to the Czech participants, they revealed more hints, but even with that all was solved, solutions found and most of them did not have any difficulties:

- Yes, I had to make a few test rides before I have managed to make the competition without problems
- Yes, since we don't have the pro version it is not very easy to do those things. But it is more about getting used to the system. When I used strava for the first time 2 years ago, I thought that it would be easier to use, because it was invented in the US, their things are usually user friendly. But strava is professional software, so I understand that it is more complicated.
- My activity was deleted after race, maybe Just not saved.
- Yeah, but it was my fault.

Similarly it was with Italian participants, who also did not find much difficulties:

- Some difficulties.
- After i learn how to use it, it was easy.

Pedal cars and digital approach

The penultimate question was if the participants got a pre-competition guidance on how to record the competition activity in Strava.

Did you get a pre-competition guidance on how to record the competition activity in Strava?

14

42

- Yes - No

FIGURE 20. DID YOU GET A PRE-COMPETITION GUIDANCE ON HOW TO RECORD THE COMPETITION ACTIVITY IN STRAVA?

Pedal cars and digital approach

→

And the last question was about their opinion if Strava and similar apps could become a future tendency of organizing future sport competitions. The responses show this can be a future trend with the majority answering yes and only 17%, i.e. 8 respondents, being sure it cannot be.

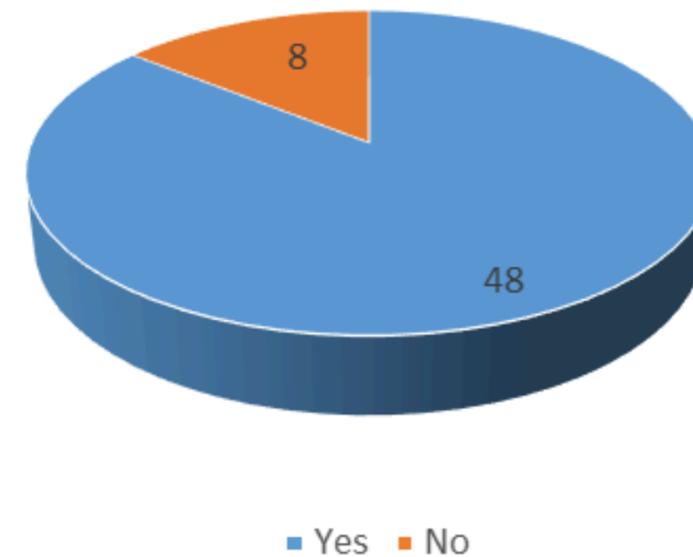Could Strava and similar apps become a future tendency of organizing future sport competitions?

8

48

■ Yes ■ No

FIGURE 21. COULD STRAVA AND SIMILAR APPS BECOME A FUTURE TENDENCY OF ORGANIZING FUTURE SPORT COMPETITIONS?

Feedback →

Apart from the race participants, the project team also was giving the feedback on the pilot experience they gained through the remotely organized pedal cars events.

The team of Italy:

This first remote race test took place during the traditional pedal car race held in Faenza in May, which saw the participation of numerous teams from local middle and high schools, as well as from other Italian cities and crews from other European countries (France and the Czech Republic), for a total of 32 pedal cars.

The remoted activity tested presented some critical issues in finding ways to secure the mobile device inside the car. Before the race, some tests were made then applied during the race.

The activation of the application and its termination are not simultaneous with the precise start and end of the race because in the excitement of those moments it was not possible for the participants to manage the device.

One device was not fixed properly and during the race was removed from a car before the end.

Participants who used the device show interest in developing this practice.

The team of the Czech Republic:

We have got great experiences with pedal car races, but this was for the first time we drove with the app instead of using a regular timekeeper. Its use requires a lot of preparation both on the track and on individual cars, and in the case of defect it is very difficult to calculate everything manually. We were very excited about how the app made our work easier, faster and simpler, as well as calculating the results.

The team of Türkiye:

This was the first event in Türkiye such big and as a competition. Participants were very eager to drive pedalcar, at first they tried it and then start to drive for laps. All was good, the better is public, in all age group, found to chance to try pedal car.

Feedback →

Apart from the race participants, the project team also was giving the feedback on the pilot experience they gained through the remotely organized pedal cars events.

During the pilot experience of Remote Pedal Cars Events within the European Week of Sport, organizers explored an innovative way to engage children, young people and local citizens in physical activity while promoting environmental awareness and teamwork. The events allowed participants to test the pedal cars and make test races of different lengths, making it both inclusive and flexible for everyone disregarding background, age or social status.

Not only children were excited, young people got into their competitive mood, but grownups could return into their childhood and sense some positive nostalgia through the offered friendly adult races and challenges that combined fun with fitness.

This outdoor activity promoted healthy physical activity for children and young people, improved coordination of grownups, and raised awareness of the participants of the benefits of pedal cars movement a drive for environment sustainability in a fun and Eco-friendly way both in teamwork and individually.

The pilot activity showed strong potential for scalability and inclusion, and with improved coordination tools, it could become a standout activity for future editions of the European Week of Sport.

CONCLUSIONS

Türkiye

1. While the event was very exciting, the majority of participants' first meet to both Strava and pedal cars also showed their inexperience in this area. However, creating sustainable pedal car events will make this experience even more fun and effective.
2. Since pedal cars are being produced in Türkiye recently (those featured in previous projects), they can be accepted to be of only one body shell. Therefore, diversifying the pedal car models would be beneficial to attract more participants and reflect each team's unique style.

Italy

1. The use of Strava or similar applications allows us to organize competitions even remotely, promoting a new stimulus for kids and students who live in different countries, and a new way of getting to know each other also through sport. This option should, however, complement in-person competitions, not replace them. It should be an additional option, for example, when, for various reasons, it is not possible to travel to the competition venue.
2. These types of tools and applications also allow you to collect data on participants' performance and can be useful to stimulate sporting competitiveness.

CONCLUSIONS

Czech Republic

1. This remote pedal cars event was the first experience of this kind for the team of Czechia, and we were therefore full of expectations of what this experience would bring to us. Using the Strava application took us some work at the beginning and we had to learn how to use it and set everything before the race. We have done many tests before the race.

2. Since we already have extensive experience with pedal car races, we had no problems with the organization and accompanying program. Although it still means weeks of preparation and the program is usually adjusted until the last minute. However, the races themselves went without any problems and all participants rated them in superlatives.

CONCLUSIONS

Latvia

1. Remote sports events allow participants from various geographical locations, physical abilities, and socio-economic backgrounds to join without the need to travel if the events are organized with a target to gather kilometers, for example. Yet, if such events are organized as segments, the highest benefit is that each participant can do the segment within the stated time period when it is convenient for the participant.
2. Common starts are not needed. If a participant struggles with common starts, yet instead of team sports wishing to practice individual sports (with common starts), participation through such applications as Strava allows participants to avoid unneeded stress before starts.
3. A common benefit for all remote sports events is that each participant has an opportunity to re-run / re-drive the race.

RECOMMENDATIONS

Türkiye

1. The pedal cars were provided by OFD in the event. However, to maintain participant interest and sustain pedal car activity, it would be effective to support them and encourage them to produce their own pedal cars.
2. It would be more attractive if this activity, which was held for the first time as a competition in Türkiye within the scope of the project, were expanded in schools, especially vocational and technical schools, and included in Inter-School Sports Competitions.

Italy

1. Not all potential participants are familiar with Strava. It would therefore be important to conduct a brief information session on how to use the app before each race.
2. Not all participants had smartwatches. Our participants, for example, used their phones. It would therefore be advisable to provide a stable and secure holder in the cars to hold the phone.

RECOMMENDATIONS

Czech Republic

1. Using the Strava app seems to be an excellent tool in cases where, for example, only smaller local races or races with fewer participants would be held. Not all organizations have the opportunity to use the professional timer that is used in larger races, so Strava will definitely help in recording and evaluating results.

2. For us, it is important to prepare the pedal cars for use; if all the competitors had sports watches, then everything would be easier. However, they mostly use their phones for the app, so it was worth it for us to equip the pedal cars with extensions/stands to attach phones in a place where they are safe even in the event of a collision or accident.

RECOMMENDATIONS

Latvia

1. From the experience gained in the remote pedal cars events within the project Repeat in EU, it was clear that providing clear technical requirements to participants is highly necessary.
2. A stable internet provided by organisers and shared with participants shall ease the events since some of the Repeat in EU participants with weaker internet on their devices lost internet during the race.
3. A strong decision must be made on the right digital app and tested in detail by the organizers with several profiles before starting the whole process because some apps are similar yet the nuances of each can play crucial roles in the event organizations.
4. Collection of feedback is important for the organizers be able to improve and perfectionize future events.

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PROJECT DISCLAIMER

The Repeat in EU project consortium takes care of the participants' privacy and personal data protection, respects the participants' rights and the legality of personal data processing in accordance with the applicable legislation – the REGULATION (EU) 2018/1725 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies.

The photos of the pedal cars were taken specifically for the design of communication materials for the project Repeat in EU. All photos with people are from the project partners' archives with the project team testing the cars. All photographed project partners agreed to be pictured prior to each activity. To ensure the privacy of project activities, photos were taken with a prior permission from the participants.

Images and symbols used within the project Repeat in EU for the design of the Guide were taken from online platform Canva provided for free usage and with open licenses.

Strava profile used in Strava guidelines is taken from one of the project team participants of her own free will and prior agreement.

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