

## **Hillclimb & Sprint Report for SACC Meeting 21<sup>st</sup> June 2016**

We started off the season with a raft of new regulations affecting the majority of competitors; mandatory FHR, helmet HANS post restrictions / compatibility issues, homologated ROPS, removal of all the commonly used list 1B tyres from the blue book. Most clubs and some of the championships involved had made a real effort to inform their members of these changes and the message appears to have made it through to most. Feedback from the scrutineers is that most competitors have got the message and there were only a few issues; a few harness alignment issues to suit the HANS use, a couple of non-compliant helmets (Snell 2005 with home-fitted HANS posts for example), and one or two tyre compliance issues with road cars turning up on list 1C rubber.

We've had four hillclimbs and four sprint events so far this year with mixed levels of attendance;

The four Kames sprints all had around the 50 mark which is average, Doune hill climb in April had a pretty full entry with upwards of 80 and Fintray Hillclimb in May was quite well down on last year's figures with around 60 on each day. The down-turn in the oil & gas industry has hit Aberdeen hard so this isn't a real surprise. We have lost a number of regular competitors for whom the new regulations requiring a significant expenditure on replacement safety equipment (replacing perfectly useable and in some cases, almost new kit) has been the final straw and they've packed it in.

Recently published proposed regulation changes for our sport that have only just come out for consultation on the MSA's website have caused quite a stir this past week; With the ridiculously short consultation period (less than one month to respond), the feeling amongst competitors is that this is just paying lip-service to the idea of consulting the competitors.

It should be noted that the electronic sign-up on the MSA website for competitors to be notified of proposed changes is clearly not fully working. I for one (and others have had a similar experience) registered for this service yet received no notification of these changes until I registered again last week.

The most contentious proposal is to ban the use of methanol fuel only in forced-induction engines (Racing cars and libre cars) under the auspices of safety "Due to the increased power achieved." At the top-end of the national hillclimb arena, this would only penalise two cars – hardly a viable and productive rule change?

Other proposals include bringing the forced-induction engine multiplier in line with the majority of other motorsport at 1.7 to 1 (up from 1.4) and the creation of a completely standard production car division (with more realistic and reduced safety equipment requirements).

It is very disappointing to see a lack of continuity and consistency from the MSA with these rule change proposals; the hillclimb and sprint world had the use of FHR thrust upon them with only a few months notice and no consultation, whereas the rallycross competitors are getting the luxury of a year and a half according to the proposal number April 2016-3 (See the MSA website under "Regulations" and then "Proposed Changes").

Steve Marr

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