

2023 FHC Competitor Regulations Comments & Feedback

- I don't think changing the 'best 8 count' rule is a great idea as it currently rewards committed competitors.
 - *53% on survey think best eight rounds is a good idea, remainder don't mind*
- I can't see 'Event Hospitality' being workable due to our low numbers, and the type of venues we compete at, some of which have excellent facilities - and at those that don't, it's rather a feature of them i.e. Curburgring. Separating us from other competitors could make us perhaps seem elitist, which we are not.
 - *8% interested in hospitality, 92% appreciate social time around events*
- Keep adding additional handicaps to suit the tech and reg committee to suit them, as I know of 4 competitors including myself who have not bothered hardly doing any events due to this, if you look at the tech and reg committee on how many events they all attend it's probably 2 events per year and in my opinion needs disbanding and being run from head office instead of an old boys club that manipulate the system for their own ends.
- I have thoroughly enjoyed doing the hillclimb series and it just needs a few training days offered by the club to keep it going and have some more competition
- My usual gripe; the winners extra PEP for 5 years plus CET for 1 year, on top of Tipo PEP / Gp.2 PEP / factory upgrade PEP is far too complicated for a small series like ours with only around 25 registered competitors. And it could take several years for the increasing winning driver PEP to make a noticeable difference. I'd prefer an event-by-event system e.g: Score 20 points and you carry an extra 0.5% PEP from the next round. Score 13 points or less and any extra PEP you are carrying decreases by 0.5% from the next round. Score 17 or 15 points and your extra PEP remains unchanged. Not as complicated as it may sound as only the 3 or 4 drivers who score 20 points are affected.
- Time to change the zero% tipo from 355 to 360 or 430?
- Could the date and venue of the awards dinner be announced at the start of the season to help with forward planning, please?
- Possibly slightly stronger wording and/or guidance relating to warming engines to avoid competitors in rear engine tipos which feature radiators in both front wheel arches running up the engines for long periods of time, prior to a run, in order to use the radiator cooling fans to warm the front tyres. This practise gives a huge advantage by pre heating the front tyres and is both unsporting and not eco friendly.
- The new champion progressive PEP should be abandoned. This is the additional 0.5% added each year for a repeat champion. It was produced as a bigoted decision as the previous champion was not liked by hierarchy.

- Please reconsider the PEP on the California. It is 14 years old and it feels old to drive ie slack on transmission uptake. It was originally -1% until the newer California T came on the scene.
- To begin with we need a new organiser for the series please who can attend the events. It makes a difference in keeping the competitors together and the Series alive. Was excellent when Richard Preece calculated the PEP results on the day.
- Continue to advertise the Curborough introduction day; four only may not be enough to warrant the intro day. Who knows, we may have enlisted all four!
 - *The Intro to Hillclimb & Sprint Day at Curborough did go ahead, more to come*
- Alongside the socialising with fellow contestants, I think the idea of event hospitality is appealing too. I think it would be beneficial to encourage non-entrants to potentially attend such events and potentially bolster numbers. Perhaps FOC-dedicated hillclimb schools/test days at other sites (like the Curborough taster days), as these get booked quickly throughout the year and make it hard to be confident/competitive when competing without them.