

# Sprint & Hill Climb Sub Committee Report 8/3/18

The Sprint & Hill Climb Sub Committee met on the 8th March 2018 and the highlights are below.

Les Buck from the Hill Climb and Sprint Association was an observer.

There are a number of amendments agreed to make Section S simpler and more appropriate to current practice which will be out for consultation in the near future.

Mrs Kate Adamson advised the members that a work on Electric & Hybrid vehicles is continuing with a working group having been appointed to detail the training and other requirements.

A large number of Speed Venues have been visited over the last few months by Mrs Kate Adamson the Safety Director and the various documentation reviewed. Progress is steady with a few venues being given guidance.

Clarification was provided that Cleaning of Tyres in the paddock with a heat gun was not classed as warming tyres

The Use of Semi Autonomous Vehicles is being monitored

Mrs Kate Adamson explained that Demonstration or Cavalcade runs must be shown on the Permit and all applications are made through herself by providing a list of cars and the driver of each car.

The Sub Committee debated the classification of Venues and confirmed that the current system of limiting vehicle type and capacity was still the preferred method.

The Chairman reported he and Simon Durling had attended the Single Seater Manufacturers Working Group meeting. The manufacturers are keen to continue these meetings and are also keen there should be a form of approved manufacturers. The manufacturers expressed concern at the continued performance increases. The manufacturers asked what plans there were for equivalency factor changes and the future of the use of methanol. The S&HC Chairman provided assurance that there were no plans for the next 3 to 5 years.

Mr Michael Duncan will be publishing details of the requirements for air cylinders fitted to cars which will follow the HSE guidance document.

Mr Michael Duncan explained to the Committee the reason for FHR stickers. Principally it allows scrutineers to check the validity of FHR as a competitor leaves the paddock to make sure that all FHR were checked at the event.

Mr Les Buck asked that the position with Lithium batteries be clarified. He also asked why the Committee did not require shoes to be FIA approved and it was explained that the Risk Assessment showed this was not necessary. He further stated he thought the need for all cars to be self starting was an improvement.

The Sub Committee will be adopting Ben Hamer's regulation checking system going forward which should make sure that a clearer reason for change is provided at consultation.

Vernon Williamson