

UphillRacers.com Speed Survey

Nov-Dec 2011

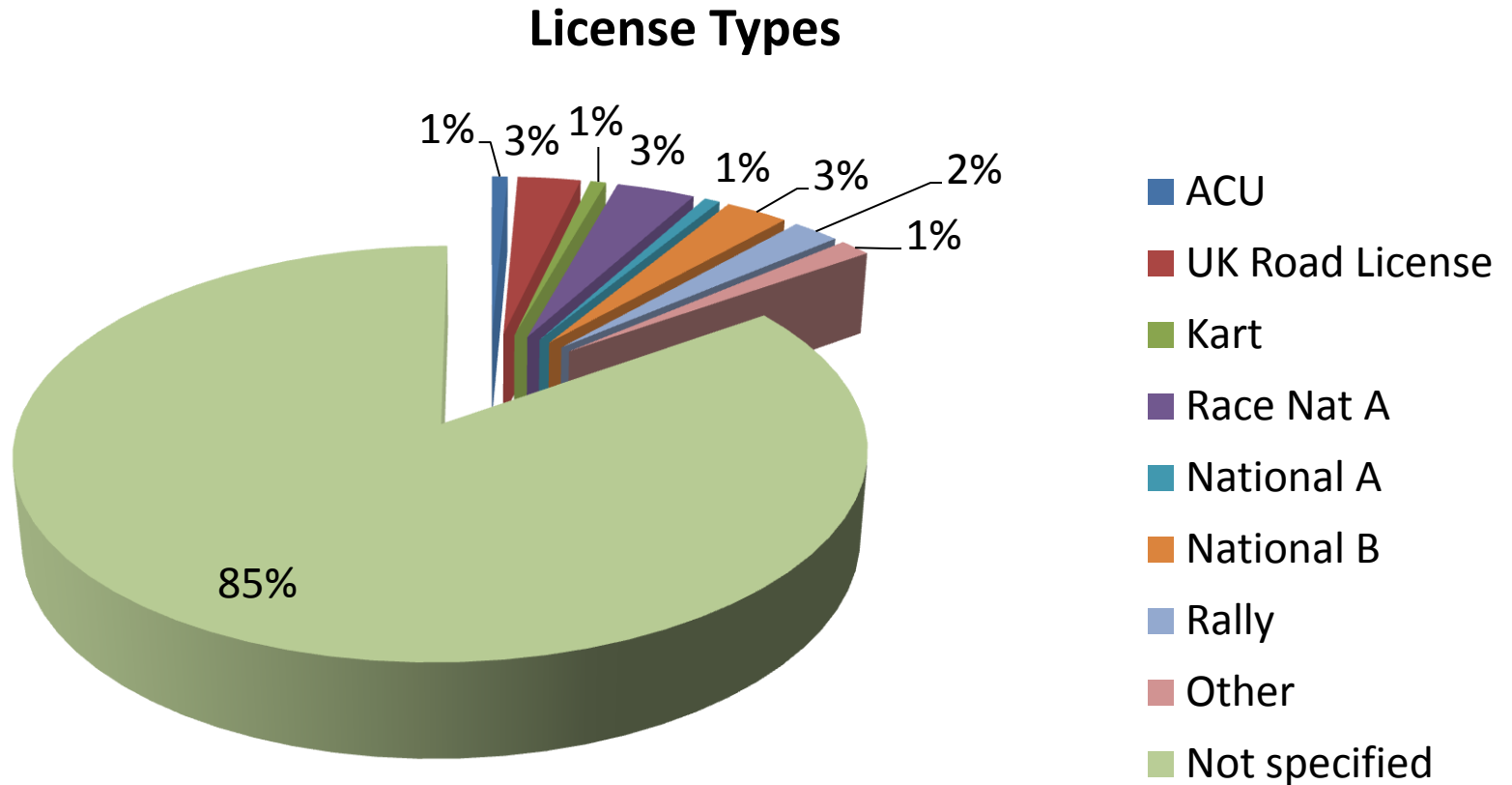
A group of competitors on UphillRacers.com were interested in the reasons of why owners of modified cars do not venture out on to the hills, in what is traditionally one of the safest and most rewarding forms of motorsport in the United Kingdom.

A lot of discussion surrounded the class structures, complexity of the rules, and costs, and we wanted to get to the root cause of the dwindling numbers of competitors who did venture out. However, we could only see the problem from the inside out, and thought it would be advantageous to see the problem from those who are kept away by whatever reason.

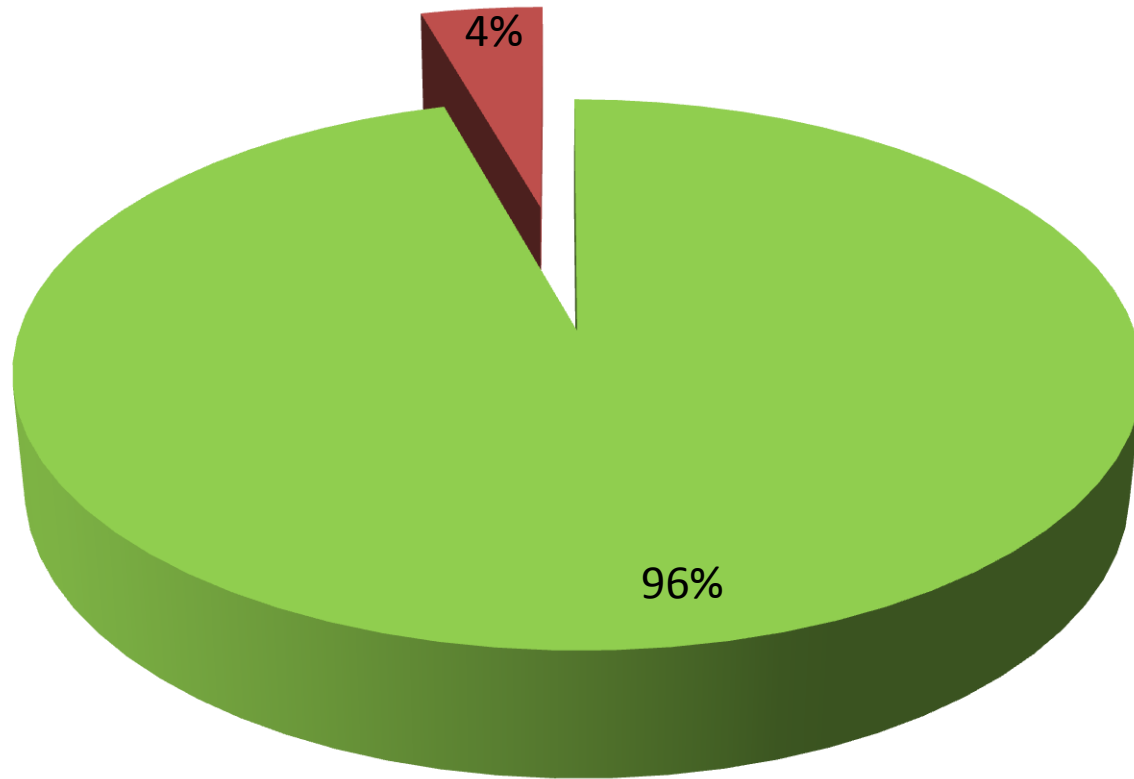
The findings would encourage further discussions and potential changes to class structures and regulations to encourage more people to the sport of Speed Hillclimbing and Sprinting.

These are the results, taken from 138 completed questionnaires, gathered between November and December 2011

License types held by participants

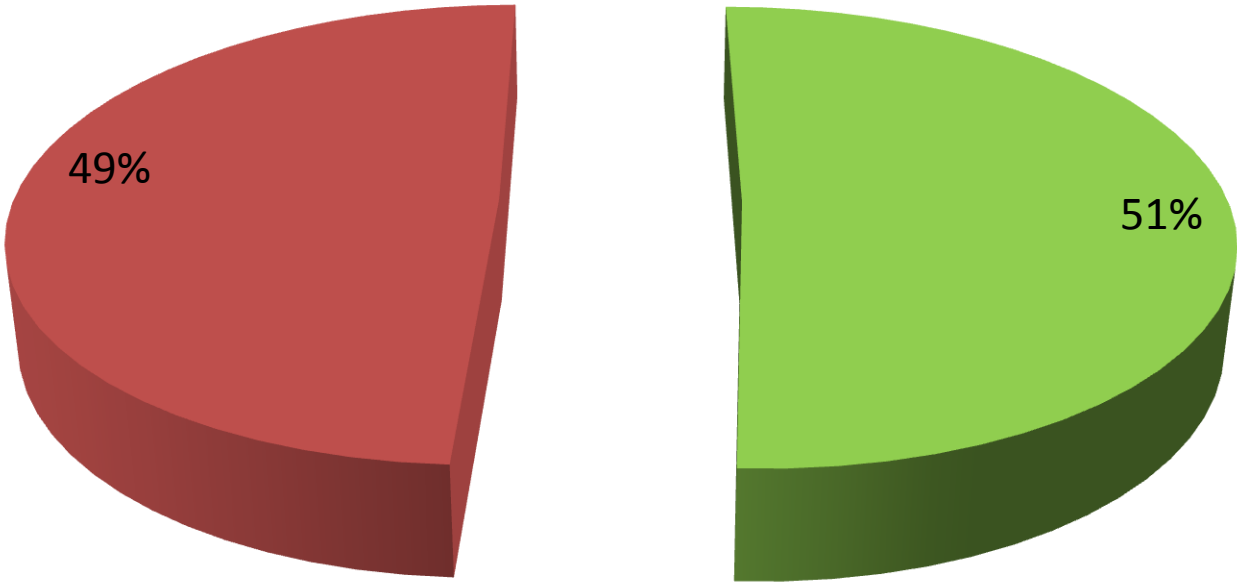


Q1. Do you own a modified car ?



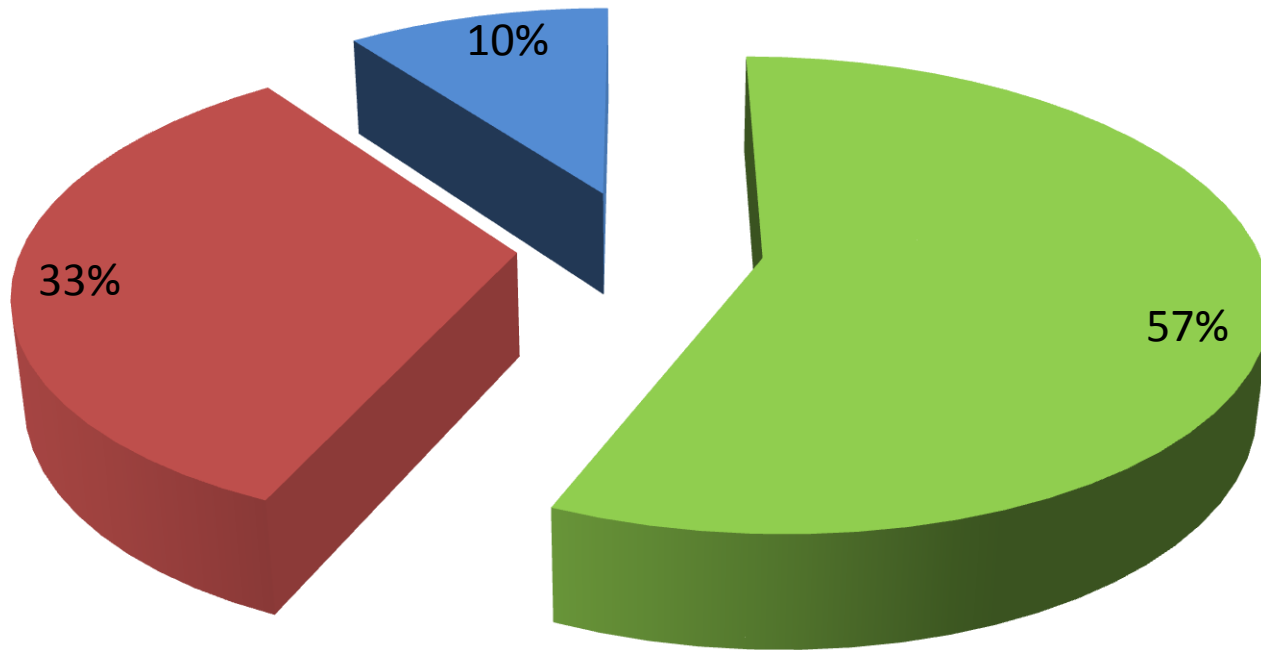
■ Yes ■ No

Q2. Have you changed the engine type in your Modified Car ?



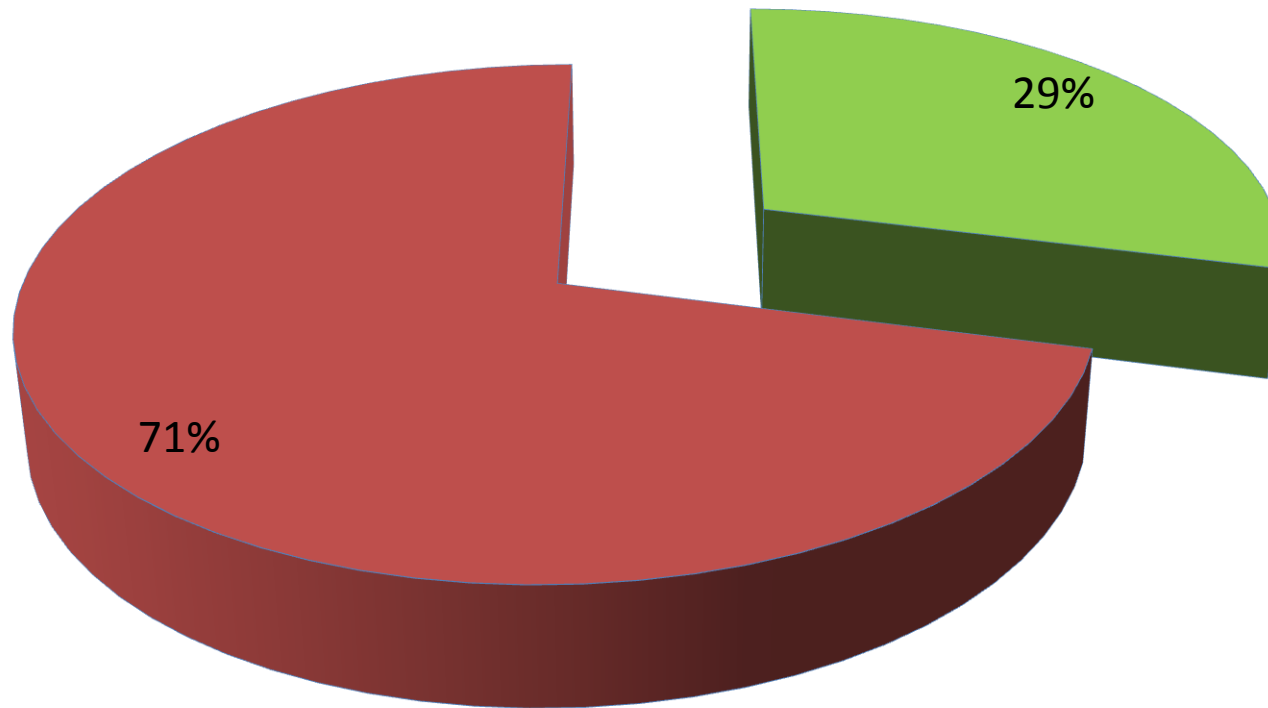
■ Yes ■ No

Q3. Does the car have a current MOT/Tax/Insurance ?



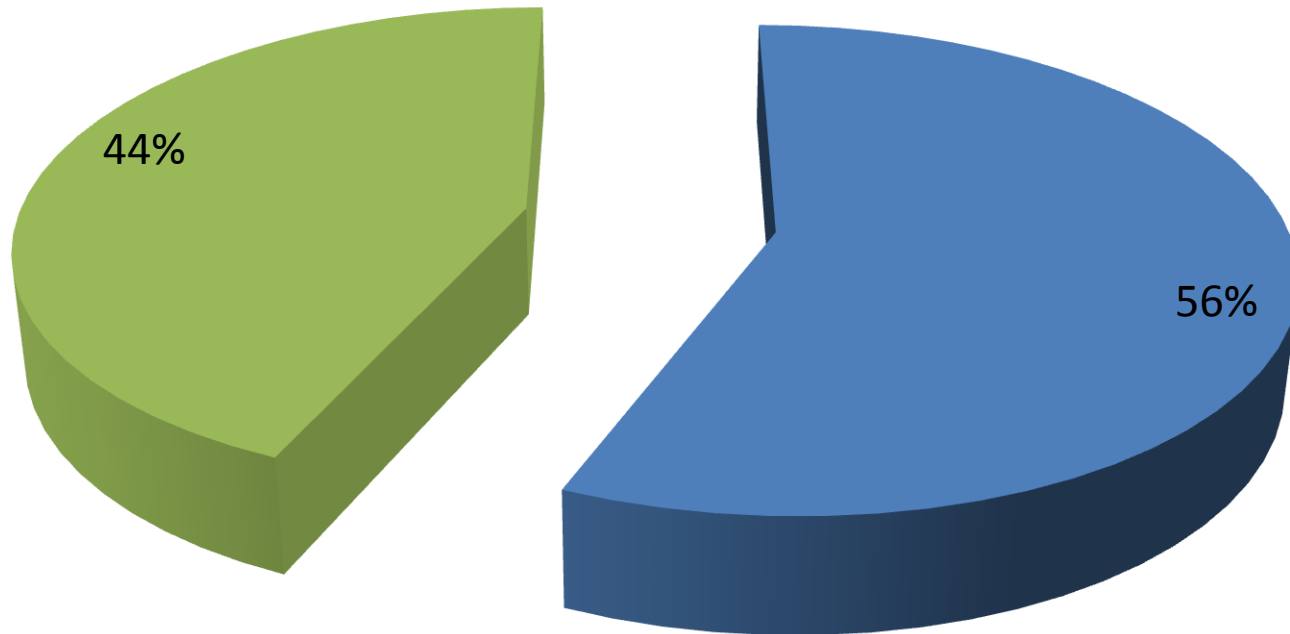
■ Yes ■ No (SORN) ■ CCLB (No, does not have MOT/Tax/Insurance)

Q4. Do you hold a competition license for speed events ?



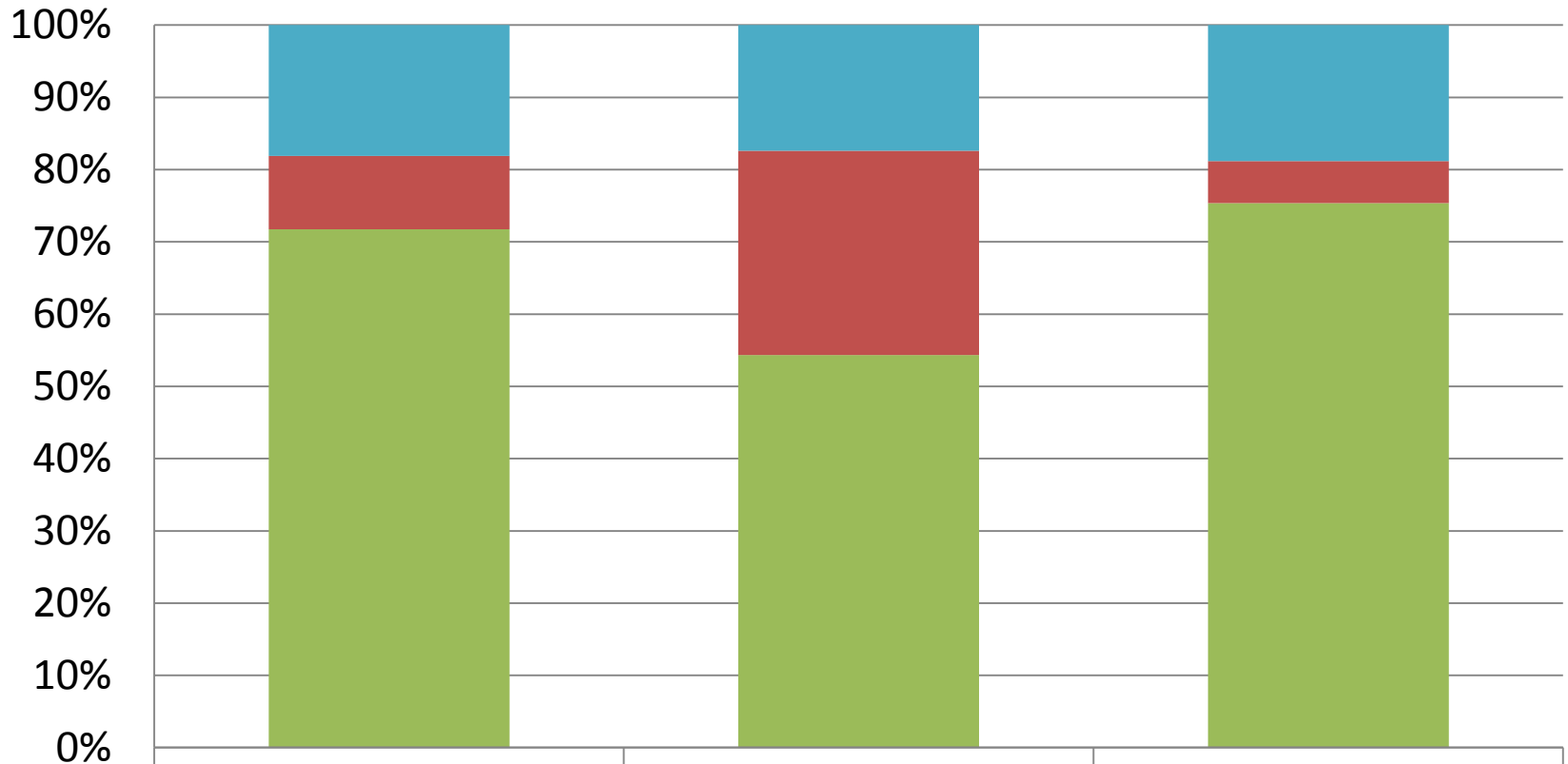
■ Yes ■ No

Q5. If you compete in MSA speed events, what is the primary use of your car ?



■ Sprints/Hillclimbs

■ Other forms of speed events (Drag, Autosolo)



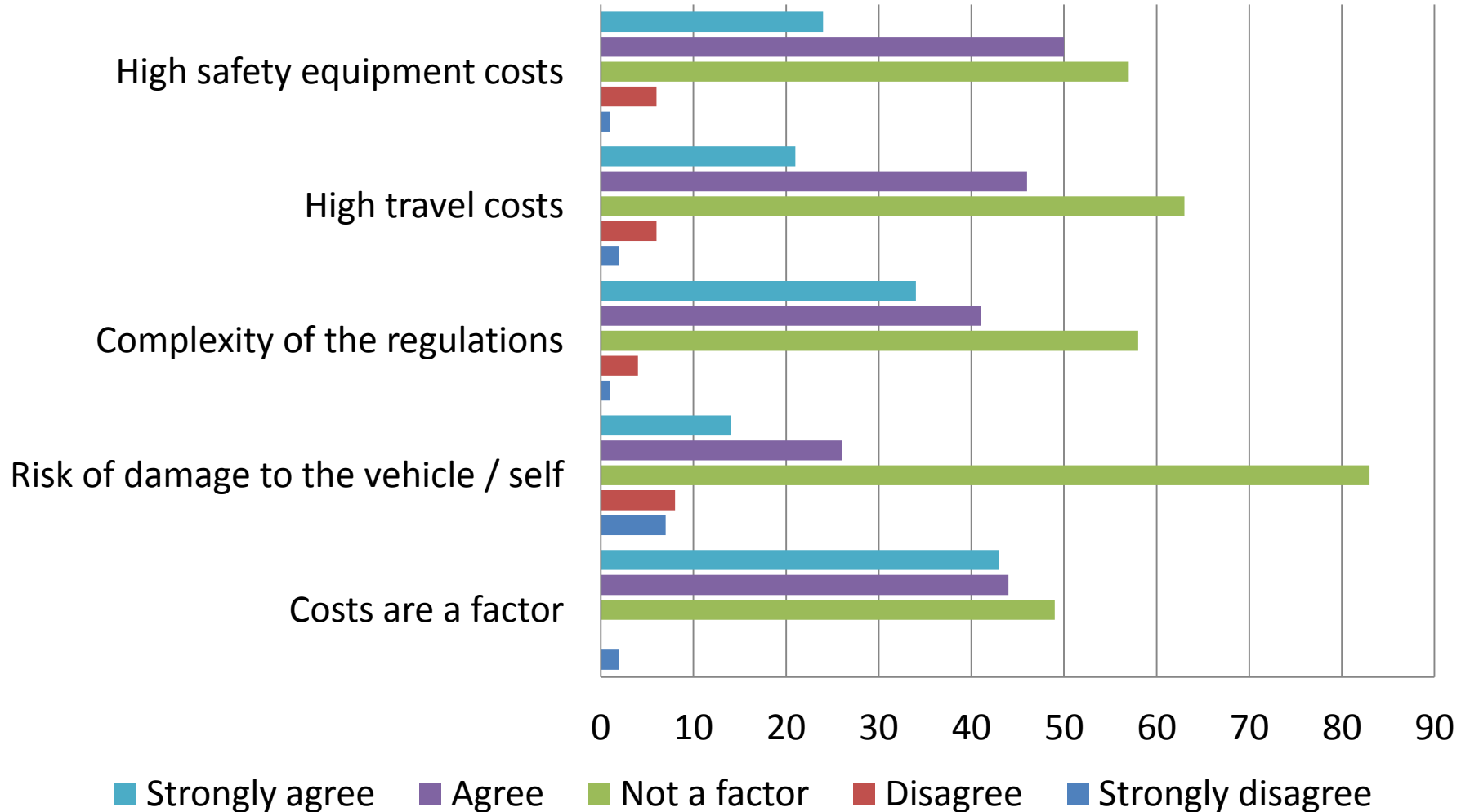
Q6. Would you consider entering an MSA sanctioned Sprint or Hillclimb?

Q7. Are you put off Speed Events by the Technical Rules and Regulations ?

Q8. Would you consider entering Speed Events if you could enter a Class of similarly modified cars ?

■ Dont know	25	24	26
■ No	14	39	8
■ Yes	99	75	104

Q9. If you don't currently compete, what puts you off from competing?



Conclusions

The survey was targeted at owners of modified cars. The link to the questionnaire was posted by members of UphillRacers.com to other forums, and hosted from the zetecinside.com website. So it is of no surprise that the majority of those who completed the survey, owners of modified cars, had swapped their original engines for engines from other makes and models of cars.

This indicates a rising trend amongst owners of older vehicles (our potential new competitors).

That is, to prolong the lifespan and appeal of these vehicles, owners had transplanted cheap, easily obtained, modern engines, from similar cars. By doing so however, they had precluded themselves from entering a class structure in MSA speed events that aside from the engine swap, would be ideal, ie Mod Prod, where engine swaps are not allowed.

The resultant catch-all class of Sports Libre, puts many potential competitors off. They see other highly Modified Saloon Cars, running amongst Racing Cars (ie Radicals, and other exotica), and due to monetary restraints, or simply the unattractive competition, they do not see the point in entering Sports Libre at all. If they did enter Sports Libre however, they would see that the class allowed them to continue to modify their cars, and to tune and adapt the vehicle to competition, whilst learning the circuits and improving their skills and experience of competing at a National level.

The majority (75%) of those who completed the questionnaire said that they would compete in their engine swapped cars, if there existed a class of otherwise similarly modified vehicles. eg A revised set of rules in Mod Prod, that allowed for engine transplants, or, a revised class structure in Sports Libre that would separate the Saloons from the Race Cars.

Conclusions cont'd

Furthermore, many respondents said in their comments, that there was little publicity about local events, or the steps required to begin in Speed events.

The Retro Rides Forum ran a RWYB event at Prescott Hillclimb in August 2011. Attended by several members of the UK Speed Scene this just served to demonstrate the willingness of car owners in actually having a go at hillclimbing. The organisers ran more than 900 ascents of the hill during the day. The queues of cars in the paddock were 30 minutes long for the most of the day, but this didn't put people off from lining up for their next go.

So the owners are out there, the reasons for their non-attendance is down to a mixture of complex regulations, a lack of a fair and level playing field, travel and equipment costs, a perceived risk to their vehicles, and even simply not knowing what's on in their vicinity, or how to make the first step to try the sport out.

A Grass Roots / Beginners series, run nationally, and based on a RWYB format (with a National B license), possibly run on the back of another event, could be the introduction that most people want.

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