

Discussion Response – Round 1

March 2001

00.08 Practice Sessions.

Tony Drake:

There are two points arising on this:

It appears to me that WHF Racing Regulation 11.0E is badly worded as it is open to interpretation. If it is to remain it should be re-written “15 minutes for each formula”.

If 2 sessions of 15 minutes for each formula on every day is too long then we should consider changing it and I suggest the following: We adopt “Two separate practice periods of at least 15 minutes for each formula shall be allocated prior to the time trials or the first day’s racing if there are no time trials.” (In my opinion it is essential that drivers have sufficient time to acquaint themselves with a new course – especially for a World Championship). “On subsequent race days practice shall be limited to 1 session of 15 minutes for each formula followed by a 15 minute interval, followed by a 15 minute open session”. This will give drivers the opportunity to check out any changes in weather conditions etc.

Kazu Matsuda:

I think there has not been enough practice time. I would like to have as much practice time as time permits

Barry Oakley:

As I was the person designated to draw up the World Championship Race programme, I feel I should give the reasoning behind the layout, specifically regarding the practice sessions, and I hope that these reasons will be born in mind if there are any changes to be made to the rules.

Whilst the first day of practice may have been long, it did allow craft to practice without the course being too full at any one time, and also not to have the worry about the differential in speed with different formula being on the course at the same time.

I also had to consider the fact that some of the drivers may not have raced before, and that probably 50% of the drivers may not have been on this particular course.

My prime concern was safety, and to that end I had to take into account the number of entrants overall, and in each formula. It has also been found in recent years that drivers certainly on the first day of practice wish only to practice within their own formula, mainly for safety reasons. Drivers have also asked for the practice sessions for each formula on the first day to be split into two sessions, so that any problems that they encounter in the first session can be ironed out in the second, and of course there may be some drivers who may not make it into the first session.

Regarding the practice sessions for the subsequent days, it is always difficult to know what the requirements are going to be, so it is easier to write the programme for the worst case scenario, and then it can be altered to an easier one, which is what I did at the Worlds.

Kiyoharu Saito:

I have no objection to the practice time. But I would like some area where we can fly around to see how the engine is going whenever we want.

Bob Rennick:

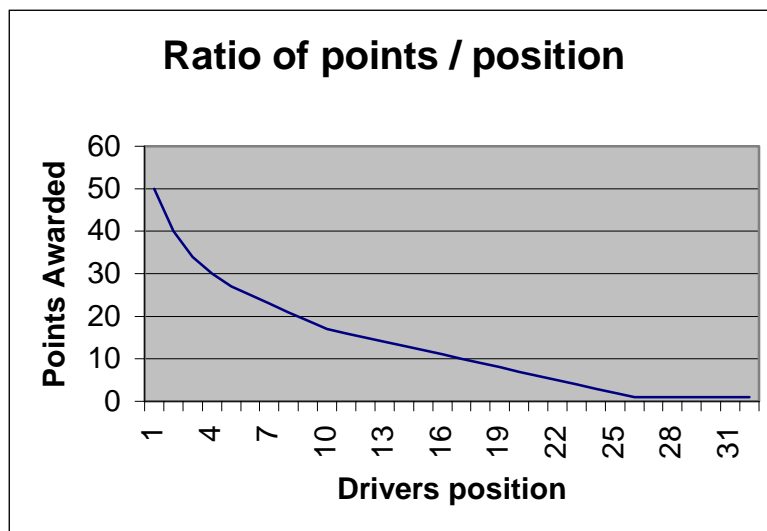
Further to Saito’s comment, perhaps we should include in the WHF regulations the provision of a “Testing Area” such as was provided by the HCGP at Weston Park?

00.09 Points Allocation

Tony Drake:

If we wish to award descending points down to the last place I think it would put organisers in a difficult position having to wait until the first day of the competition before the scoring system was known. It is only on that day the actual numbers of drivers who are going to compete in each formula is known!

If we do wish to make a change then may be we should also consider increasing the difference in points between the 1st and 2nd and then the 3rd places to increase competition at the top end as well. May be we should Award 50 points to 1st, 40 to 2nd, 34 to 3rd, 30 to 4th, 27 to 5th, 25 to 6th, 23 to 7th, 21 to 8th, 19 to 9th 17 to 10th there after each subsequent place receives one point less. Everyone after 26th place would receive 1 point. The graph below gives an idea of points distribution:



Kazutoyo Matsuda:

I agree with the proposal of increasing the points.

00.11 Noise Limits

Tony Drake:

I agree we should set both reasonable and achievable limits and **enforce** them. I'm not too sure if we impose a penalty for a breach that it would overcome the environmental aspects, although I accept it might put pressure on drivers to conform.

Kazutoyo Matsuda:

I agree with Michael Metzner and Owen Ellis' idea of deduction penalties for exceeding noise standard. But there might be some people who still break the limit to get the fastest speed. In that case, we should not allow repeat offenders to be in the final race.

00.12 Race Numbers

Tony Drake:

I agree.

00.14 Catch netting

Henk Martens:

Henk agreed to chair committee but hopes that it does not take up too much of his time.

Tony Drake:

Although I agree with the sentiments expressed I do not wish to part of this working group.

Barry Oakley:

I will be happy to sit on this working committee.

The only observation I will make at the moment, is that the positioning of Catch Netting is very rarely black and white.

00.17 Technical Representative

Tony Drake:

I think the EHF should define the duties of the Technical representative so that we can canvas for a suitable person. It may be that due to availability / travelling etc. we may have to appoint one for each event.

Barry Oakley:

I am a little confused as to what the Technical Manager would do. As you have written it in the January edition of Light Hovercraft, the Race Director is responsible for craft compliance. This is incorrect: the Chief Scrutineer is responsible for craft compliance. The Race Director will only be involved if there is a dispute, and the aggrieved party wishes to lodge an appeal against the Chief Scrutineer.

Can you expand on what this person would be responsible for, because as you have currently written their job description, there is no requirement for this post.