



SOUTH AFRICAN CROSS COUNTRY SERIES

Feedback on technical meeting held on 14/8/2018.

Class A

The meeting was informative and there is a genuine desire by all to see how the technical working group can collectively assist and improve the current special vehicle category for the better of all in the long term and not just addressing short term individual wishes so that one or a few individuals gain an advantage over others.

Gearbox failure and maintenance of gearboxes is the biggest single expense experienced by the majority of Special class A competitors. It was agreed by all that the current Class A "engine" regulations need to be looked at, as this is the root of most gearbox failures and not the restrictors as a lot of people think. It was agreed that the cost of running class A cars needs to be reduced or at least contained to retain competitors and this strategy should be adopted rather than the obsession with more power as the only solution.

The current regs stipulate that in 2019 (in the regs for the last 2 years) only standard group N engines are to be used. There will be dispensation for those with modified motors to continue until these motors expire or need replacing, but with a balance of performance measure applied if required i.e. restrictors, ballast, rev limits etc. Various engine options were discussed around price, power output, effect on drive train, availability and the ease of converting from what we have. The consensus was that the standard Chevrolet LS3 (6.2l) with a 37mm restrictors should be adopted as the maximum size engine in Class A. This is the most cost-effective way of changing motors and will reduce the negative impact that the larger capacity "stroker" motors have on the drive train. It was agreed that this will go a long way in reducing the burden on the gearboxes in class A.

It is clear there are a lot of myths, a general lack of knowledge and understanding surrounding restrictors and the role and purpose in motorsport. Glyn Hall has kindly offered to do a presentation and discuss restrictors and the effects of running restrictors to all the special vehicle competitors. Glyn is internationally recognised as an expert on restrictors in Cross Country racing after making numerous submissions to the FIA over the years. This will take place at Harrismith on Friday before the drivers briefing. Exact time to be confirmed.

They group also discussed the possibility of limiting tyre sizes to 35" as this will further reduce the impact on the drive train on the class A cars.

Current minimum weights to remain unchanged as it was felt there was no justification to adjust these - either up or down - at this stage.

Class P

The current performance and restrictor size were discussed, and it was felt that there wasn't a real need to change the current regs as gearboxes and drive trains were being protected under the current regs, however, it has been agreed to re-look the current restrictor sizes in Class P, more specifically on the V6 motors.

The reason for classes in racing is that competitors compete against each other in that specific class based on a set of rules, it is not the intention to have separate classes and then balance the various classes against each other so that they can all compete against each other on an equal footing. One class shouldn't be fixated on beating the other higher class and seek regulation changes to aid them in this pursuit.

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Class B

It was felt that the current regs for class B be left unchanged, introducing more powerful motors will only place unnecessary strain on their existing drive trains and could even necessitate having to buy more expensive gearboxes to handle the additional power to compete. There is no evidence to support the statement that allowing a larger motor in Class B would bring more competitors.

Points

The sliding scale of points for starting was well received. It was, however, proposed that rather than the sliding scale all starters receive five class points for starting a race. This is a more practical way of rewarding people for starting races and will allow them to at least get some points if they DNF, irrespective of how many enter in the class. Hopefully these additional class points will encourage more people to enter.

General

The special vehicle category and its classes is a separate championship.

There shouldn't be any expectation to beat and race the production vehicles for an overall win as they are two separate championships. It is not necessary to give more power to the specials to let them compete for overall as each have their own 1st overall at every race.

More power has led us to where we are now with more and more expensive gearbox repairs. The technical advances in the production vehicle category has been made within the framework of the regulations in recent years and has seen them gain a tremendous amount while there has been little real technical advancement in special vehicle category.

This and the fact that routes are no longer as "rough" as they used to be (to preserve cars and reduce unnecessary repair bills) has also contributed to special vehicles not being as competitive as they would like to be if one compared them to the production vehicles of today. Should competitors have this desire to chase the "overall win" then the only class would be the FIA class as Century are doing with their two 4x2 cars.

It was felt that the pursuit of special vehicles to beat the production vehicles for the overall win is not realistic based on the money spent on technology that the FIA cars have developed and the route severity changes in recent years.

Can all special vehicle competitors please make an effort to attend Glyn Hall's presentation at Harrismith to discuss the various matters.