

RESULTS OF SURVEY OF TOUR COMPETITORS and HRC MEMBERS

OBJECT: To get a better understanding of the wishes of Members and Tour participants on the composition, length and frequency of Tours.

Surveys sent to:

73 HRC Members and about 30 Tour participants who were not members of HRC.

We received 27 responses , 19 had been on either the ToN or TT or both.

18 were members of the HRC.

12 were going on the P2S, Only 1 of those responded after that event.

A number of replies were from both members of the family, so the responses are not quite as low as it appears.

2 Members of the HRC who responded were strongly against these sorts of events as they were strong supporters of navigation events only. They have not been included in any following results.

I have divided the report into three segments, namely:

Composition of the Tours,(Length, Roughness, History included and Social opportunities.)

Frequency and Duration of Tours,

Specific Comments offered by respondents.

Composition of Tours.

Number incl'd: 19. Only participants from ToN and/or TT considered.
(See also specific comments on a couple of items)

Daily Distances.

15 said Distances OK, 2 asked for shorter, 2 said longer would be ok.

Road Conditions

15 were happy with the road standards, 2 asked for rougher, 2 asked for smoother.

History of roads used.

14 thought there was sufficient, 4 asked for more, 1 asked for less.

Social opportunities

All enjoyed the social side, 6 asked for more both before events and after (on TT).

Frequency and Duration of Tours

Composition. Total 25, (incl 16 HRC members)

All respondents asked for either 2 or 3 Tours per year.

	<u>ALL</u>	<u>HRC only</u>
2 per Yr.	11	7
3 per Yr	14	9

All said at least 1 Short, with only 3 asking for 2 short.

17 also asked for Medium lengths and 10 asked for Longs.

The criteria used in the questionnaire was a short was 2-3 days, medium was 3-5 days and long was 5+.

Of the 10 that asked for Longs the lengths ranged from 6 to 10 days.

A recipient asking for a Long suggested one every second year.

Specific Comments Received with Survey replies.

Two HRC Members commented that they did not favour these events at all.

Paul Anderson asked for consistency in the contents of the Roadbooks.

From recent P2S participants. Trish and Geoff Mills

TOTN Start – night before the event was a shambles trying to get a meal at an unbooked venue. Maybe book ahead and have a briefing then at a suitable place so it is fairer on the venue and everyone is not so squashed in.

Finish was good, but needs to be more exclusive for the group.

Less participants, more cohesive event and easier to manage. ToN was a good number

Make use of tulips instead of blank boxes in instructions (tulips were very helpful in P2S)

Alternate routes to cut and run if needed.

Help each other get to the end of the day, don't just drive past in a cloud of dust if someone is stopped. Just politeness really.

(It didn't happen to us but I heard it happened to others.)

Found that in the Perth to Sydney event, even though it was a touring event, too many people treated it as a *race* and were doing dangerous overtaking stunt manoeuvres in the

dirt and mud where visibility was very poor for no reason. Let the slower cars go out later if required.

I did not find this such a problem in the ToN, but the distances were much shorter and there was no pressure to achieve the big k's in one day.

Geoff and I enjoyed the ToN and P2S very much.

Bob Moore.

1 It became apparent at the Tamworth dinner that some participants are not aware of some of the rally practices that we grew up with. We take these practices for granted whether they are mentioned in the event regulations or not. However, there was at least one participant - maybe more? - who was unaware of the rule that a car that has been caught by another car must pull over (and, if necessary, stop) to allow the faster car to overtake safely. This is something that could well be emphasised at the pre-event briefing.

2 It must be reinforced that Tours are not competitive. I suspect that the majority of Classic Rally Club members never experienced rallies in the "good old days". However they may be under the misconception that current day events give them freedom to emulate what they have interpreted as the good old days, perhaps from the "war stories" of legends such as Dave Johnson, Barry Ferguson, Bob Watson, etc. These people need to be set straight. While I still hanker for the good old days (i.e. '60s and '70s), I have regrettably concluded that those days are behind us, although I am still trying to grow up.

3 In this day and age, safety of both participants and innocent bystanders must be paramount. In the Tamworth Tour, we were driving mid-week on many narrow roads with blind bends used by local residents to get to work, or back to their properties. Many were driving in the clear expectation that no-one else would be on "their" road at that time of day. Unfortunately, their days of driving nice, slow Land Rovers have passed, and they are in quite fast Toyota Hiluxes and the like. It's a recipe for disaster, and I suspect that few clubs would survive a fatal mid-event accident irrespective of who was at fault.

A starting point would be to require all participants to drive with their low-beam headlights on or, if the vehicle is fitted with daylight running lights, take the option of using their DRLs.

Doubtless there are more (and better!) ideas than these. However, in the same way as modern organisations have to have policies and practices to cover discrimination, equality of opportunity and treatment, etc., perhaps the time has come for HRC (and Classic Rally Club) to form sub-committees to look at the overall safety of their events, especially from the perspective of the general public.

Further DJ spoke with Doug Barbour and Xanthea Boardman who had participated in the ToN and have since had considerable experience in the organisational side of long distance non-competitive events. The attached comments are in respect of their observations from the ToN and possible organisation structure that the HRC could adopt. This form of information collection was put into place as they did not wish to intrude on the confidentiality agreement that they had made with the organisers of the Perth to Sydney drive.

The following were their comments.

They had been on the ToN and we spoke about it as our point of reference.

- 1 They fully supported the principle of participants doing their own accommodation and general eating arrangements. Suggestions only from the organisers and advice on start/evening arrangements so that they can be close to the action.
- 2 The car numbers from ToN was 25. Anything more than absolute max of 40 makes it too hard for organisers. Somewhere in between is a good number.
- 3 The breakup of jobs is a matter of personal organisational taste but certainly specialisation of Road Director with a CRO for communications, also Social and Administration which could include the Road Book compilation certainly shares the load across several people and means one is not ignored if someone gets busy.
- 4 They pointed out an App that they had located for other interests called 'STACK Team App' which allowed all important and emergency one way info from organisers and continue with WhatsApp for two way social stuff as we did.
- 5 The pre-planning of alternate routes to bypass trouble areas and documenting of those in advance in the road book was very much encouraged.
- 6 It was noted that the number of course cars in events can quite easily escalate. Even the number we had in the ToN could be pruned if the course is well considered.
- 7 Doug suggested that participants be encouraged to advise if they go off course and or drop outside the normal travel time of the event. That way the CRO can keep track of problems before they happen and keep the Sweep (if needed) aware of the state of the field.