

## 2021 Mitta Competitor Feedback Summary

The survey is now closed. Thank you to those who took the time to respond. All comments have been closely considered by the organising team with our aim to respond to competitor concerns in order to maintain, if not grow participation.

31 Responses were received, and are summarised below. Organising team comments are in italics.

### Who responded?

VRC Drivers - 31%, VRC Co drivers - 26%, Masters Drivers – 13%, Masters Co drivers 10%, VCRS Drivers – 13%, VCRS Co drivers – 5%, VSRS Drivers 3%, VSRS Co drivers 0%

### Roadbook

Accurately described the route to follow, any hazards and any potentially dangerous corners - 65%

Failed to accurately describe the route to follow, hazards or potentially dangerous corners on one or two occasions - 26%

Failed to accurately describe the route to follow, hazards or potentially dangerous corners on multiple occasions - 10% (3 responses)

*Of the two extremes, 65% significantly outweighs 10%, and is a similar response to last event in 2019.*

*The roads in the Mitta area are not as predictable as some other areas and need to be approached with some reserve. Three cars retired due to off road excursions. Two were still driveable when back on the road. The one severely damaged car on SS 2, the crew said was not a roadbook issue. We think under-cautioning is safer than over cautioning. Our guide to calling cautions will continue to be: corners that are not as they appear on approach or out of general character or might be an issue at high speed.*

### Stages

	Most enjoyable Stage	Least enjoyable Stage
SS 1 O'Connell Gap	41%	17%
SS 2 Cravensville	31%	0%
SS 3 Koetong	17%	0%
SS 4 Bullhead Gap	17%	17%
SS 5 Mt Benambra	31%	10%
SS 6 Dunstans	38%	7%
SS 7 Razorback	24%	7%
Total	200%	58%

*A good spread of "happy" stages and no stand out problem stage.*

*The liaison after Mt Benambra is obviously not comfortable at slow speed in a rally car, so maybe we don't run it in future event though it does include the magnificent roller coaster road.*

*Some comments were made about the need to carry additional fuel in cars. The distances between refuels complied with existing regulations, so there is either a need for some cars to have a bulkhead between cabin and fuel tank, larger fuel capacity, retuned engine, and/or seek to have the regulation amended.*

### **Finding Accommodation**

Easy	68%
Ok	26%
Difficult	4%

*This is similar to last year's result. It is now appreciated that accommodation in the area is limited, but the March date does make camping more agreeable. If crews don't like to camp, they need to either get in early or be prepared to travel from Tallangatta or Wodonga.*

### **Pre event information**

Readily accessible, comprehensive, timely and very helpful	77%
Readily accessible, comprehensive, timely, but not that helpful	10%
Accessible, not much of it, but adequate to make plans	13%
Hard to find, lacking, late and not very helpful	0%

*This is similar to previous years, and indicates little reason to change current approach.*

### **Why less entries than other VRC and VCRS events?**

Don't ask me	24%
Travel time and distance	64%
March date	0%
Course quality	0%
Organisation quality	3%
Not pacenoted	9%

*This is reassuring to some extent that there is little we can do about it. It does mean that the event may stop running at some time in the future, if due to low entry numbers, the two clubs involved consider that there is not enough financial reward, for the risk and effort involved.*

### **Other matters**

*We apologise for those affected by the discrepancy in results between the podium, presentation and final points results. We will adopt Rallysafe timing next year, not that it will solve all scoring issues. We would like to continue to have results final on the day, like the ARC does, as it makes it easier for country car club organisers to present trophies, and makes for a better post event presentation that night.*