

## **Cross Country meeting: 15<sup>th</sup> May – a personal report**

A full house once again.... Good to see that we're all still keen to take the event forward

### **General**

The committee is still keen to monitor the speeds at comps, so this item will remain on the agenda for some time. The speed-guns that we acquired have now been returned to the committee (and the Technical Department were pleased to be able to borrow one – testing tyres at known speeds, for example, is much easier when there is a speed-gun to verify speeds)

Inter-Association Tyro Trial is all ready to go. It just needs more entries! (I have a copy of the paperwork for a Scottish entry, and will give it to the people I know are forming a team)

The use of electric golf buggies in Junior Trials is on hold. Two reasons:

1. The supplier for buggies has dried up (the man has moved jobs), and
2. We need to ensure that whatever vehicles come in match the unwritten criteria for choosing lawn-tractors in the first place – ie, they are cheap and plentiful in supply; they have a very strong drive-train; and their top speed is about 6mph!

Side Impact Bars for space-frame vehicles. This actually came out of a “what is a chassis?” question. Anyway. There are a slew of additional rules coming out which actually don't make much of a difference, but do clarify a lot and do tighten up some issues. The bottom line is that all comp safari vehicles will need to have some form of bar under the windscreen (effectively bracing the two long verticals there), and some form of door protection (either as the door sill, or a brace-bar higher-up.) – and a distinction between “Safari” and “Safari Plus.”

The Rallies committee forwarded a questionnaire they produced, to quantify the economic benefit to the locale from competitors and spectators being there. Not such a big issue for Cross Country, as we tend to remain in just one location and rarely take the cars onto the public highway any more – however we do spend money [hotels, dinners, local chippie, fuel, etc.]. Anything that can show the benefit of events being in the locale is good...

### **Motor Sports Council**

There was lots of talk on safety, and on the “Lifeing” of seats and harnesses. Two of the main points that reflects on us are

1. the number of events that these items endure within their lifetime, and
2. how the goods sold to the public (ie, in your car) compare to the goods sold for motorsport.

Relating to item 1, someone in Rallies did a big spreadsheet where they compared all the entries from all the rallies, and counted how often they came out to play. From their figures, less than 70% of entries do 3 events per year. If the FIA rules are based on the likes of the WRC, where competitors are penalised for NOT competing, then each competitor can be expected to do every day of every rally.... and perhaps 50 days of WRC-level rallying is about the safe limit for seats & harnesses. The question, though, is how many days rallying does the average clubman car do? If they only do 3 two-day events per year, and have to replace their equipment every three years, that's £900 every three years, or £50 per crewmember per event – ouch!

(There was also some work done by the Australian research council into the life of seatbelts [for cars, to be honest], which showed that the effective strength of the common car seatbelt did not significantly deteriorate over the first 15 years of its life – which begs the question “why “life” seatbelts?)

## Review of action sheets

There were no responses, therefore everything is going to council for ratification.

## Additional items

- Timed Trials, average speeds: The committee have agreed to propose a change to the average speed from 20mph to 10m/s (or 8.9m/s to 22.2mph).
- Timed Trials and competition licenses: I proposed that we removed the Competition License from a timed trial, as the vehicles are not travelling that fast (a proper section will have an average speed of 10-15mph) and the distance is short (max length is 320m). After some discussion, we agreed that the basic rule should be “if helmet, then license”
- BCCC: They had issues with their timing equipment at the last event, which has delayed results by a few days. Also note that the former CofC is now racing in the Freeland Challenge.
- Speed events for younger people. Various members of the committee have had comments about “Junior Rallies” (14-17 years old) and the “Ginetta Junior” (14-17 year olds), so we are going to look at something similar for Cross Country. Our biggest concern is having someone with little driving experience, and no experience of the event (they’ve never been allowed in the passenger seat), taking 2 tonnes of car out for a 3-mile stage.... with other cars on the course.  
Adults, you expect to have a certain level of self-confidence, and responsibility. We will probably do something in Timed Trials, but that is for another meeting.
- The proposed mudflap rule (J2.6.?? maybe?) – we have found a wide range of 4x4 products that don’t meet the requirements of the rules.... as standard! Cross Country will propose an exception to the 50mm rule.
- Some years ago, Regional Committee had asked for spaces on a number of Specialist Committees, and that period is now over... so Roger Reed may be leaving us. The committee as a whole expressed the benefits of someone from Regional Committee being with us (both ways: them guiding us, and them representing us at regional.) We also expressed the benefit of having someone from a Rally background with us, to compare and contrast our discussions with what’s happening in the rally world (90% of the non-clubman events are speed events)

**Next meeting:** a virtual meeting in July/August, to review any responses to proposals.

If there are some strong arguments to the proposals, and they cannot be resolved via email – we’ll physically meet.