

Cross Country Committee

The Cross Country Committee met at the start of February and initial indications are that it will be a busy year. Amongst the topics discussed was the use of Frontal Head Restraints. It was noted that (new for 2016) all competitors in Sports Utility Task Vehicles (SUTVs - e.g. Polaris) at Competitive Safaris and Hill Rallies must wear a FHR. The current MSA publication on FHRs doesn't specifically mention cross country but the same standards apply as in other disciplines. It is likely that the subject of FHRs will be revisited later in the year to see whether FHRs should be used with other types of cross country vehicles.

The committee has also discussed Challenge events and considered whether further changes were required as a result of the incident last year on the Scotia Winch Challenge. This led to a wider discussion about the organisation and safety of this group of events noting that they covered a wide range of activities and not all events were run to the same standards as the Scotia. It is likely that members of the committee will try to observe a number of challenge events before considering this topic further at a subsequent meeting.

Currently the use of flags at Competitive Safaris and Hill Rallies is not consistent with that of stage rallying. It is likely that the committee will consider this topic further once the changes to procedures in stage rallying have concluded.

The British Cross Country Championship reported a positive number of entries and that dates and venues have been confirmed for 2016. The Championship will continue to include a round in Scotland, on 4/5 June. The organisers are aware of the clash with the Jim Clark Reivers Rally on the Sunday.

The Committee discussed a number of technical issues around the construction of SUTVs and there will be ongoing discussions between the manufacturers of the most common makes with the Technical Department. Additionally it was noted that American Style multi-tubed ROPS were being copied in some other vehicles, and that these were not in compliance with the regulations. These should be identified by licenced scrutineers where they are appointed. Further information is being sought.

Concern was raised about the lack of new scrutineers entering the cross country discipline. This will be discussed further with the Technical Department.

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