

## **Cross Country Committee**

The Cross Country Committee has met once since the last SACC meeting. Last year the committee recommended a change to the rules around use of Frontal Head Restraints in Hill Rallies, Competitive Safaris, Timed Trials, Team Recoveries and Point to Point events. Currently this is mandated only for competitors in Sports Utility Task Vehicles but is now being proposed for all competitors in Hill Rallies and Competitive Safaris as well. This was consulted on last year but missed the last Council meeting and will go to the next Council. The intention is that it will be recommended in 2018, and mandatory in 2019 (to coincide with the change in helmet standards). This also recognises the greater availability of waistcoat/harness style FHRs which are more suitable in the more upright cross country competitive seat than yoke style FHRs.

Work is going on to create a set of Safety Requirements documents for Cross Country Challenge Events (and subsequently other types of cross country event). This follows the lead from rallying but are being rewritten to reflect the very different nature of challenge events. Discussions have included levels of safety cover, and the storage and use of high pressure air or hydraulics (particularly around winches etc) in competitive vehicles.

Discussions are also starting on ways to manage the increasing power in ever lighter vehicles. This is particularly pertinent at the top end of competitive safari and hill rally events, where engines are becoming more powerful and where engine size is no longer a good proxy for power output. Various options were discussed but the technical challenges such as assessing vehicle weight at an uneven venue meant this topic will continue to be considered.

The contract for the British Cross Country Championship has been extended for 12 months to cover 2018. The MSA plan to go out to tender for the next contract to start in 2019 over the next few months.

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