

Report from the Cross Country Committee, February 2012

Preamble

It was noted that the proposed regulation change for passengers in a Trial (P 41.1.3) slipped through the net for inclusion in the 2012 Blue Book – it wasn't flagged as "passed consultation, no comments received" by a committee meeting.

(The proposal was to reduce the minimum age of passengers from 14 to 12: thus enabling youngsters to learn from the passengers seat before they start competing themselves in Tyros)

It was proposed that a third meeting is held, even if it's just an "electronic meeting" – the compilation of minutes & agenda would catch any such strays.

Numbers

In terms of events in 2011, the average across the whole of motorsport is a drop of about 6% (both for events, and for competitors at events)

Trials are up.... Not much, but some.

Comps are down. The word used was "painfully"

Treasure Hunts are up alarmingly..... the implication being that people are running something else, but calling it a treasure hunt.

Speeds at comps

This should continue to be monitored. We are interested in both average speed (as a way of gauging how courses are being set out) and peak speed (to keep an eye on the maximum potential energy, if there were an incident on, say, a fast corner).

Physically monitoring events is good for two main reasons:

1. It keeps event organisers on their toes, and makes sure they run safe events
2. It gives the committee a history of information, showing that things are not really changing, should Health & Safety, or insurers, come a-knocking.

InterAssociational Tyro

Still on.

Needs actively pushed by "Regional Committee" to get involvement from those Associations that don't have people from the Committee attending their meetings.

Clerk of Course (Nat B) licensing

The question was raised whether the licensing issue was actually the real issue, or whether there was an issue about safety at events.

Hill Rallies and the faster comps are fine, as they are mandated to have everything. The slower (average speed 30mph) comps actually only need a first-aid kit and an eyebath.

We talked about the various merits of doctors, paramedics, ambulances, SSU, and Rescue Units.

The rules on ambulances (patient carrying vehicles) has changed recently, and St Johns & St Andrews are no longer doing "Ambulance" work – they just do "first-attender" stuff, so not really a gain.

The NHS is reviewing their rules on paramedics, and there is a rumour that paramedics will need to spend something like 2K a year to be able to attend events in their own right.

Given that the position from the NHS is unclear, the committee is not able to make any sensible recommendations at this time

JTVs

Current JTV vehicles are noisy, and difficult to build. (although, fundamentally, they are just a lawn tractor, with the cutting deck removed and a roll-cage fitted)

There was a suggestion that we should look to electric golf buggies as another acceptable platform.

This would also help with the "environmental" argument: electric vehicles being seen as better than fossil-fuel vehicles.

Concern was also raised about helmets at JTVs: full MSA approved helmets are big heavy things, and expensive. There is a lot of work in getting enough helmets to fit enough kids (with the adding & removing of padding so the helmet has half a chance of staying on the kids head, and not rolling off) Helmets are also very heavy, not good for a young child.

To make a mandatory rule, there needs to be a standard against which compliance can be measured. There are no standards for helmets for motorcross; horse-riding; push-bikes; .. etc.

We can't mandate karting helmets, as they are only certified for karting.

The suggestion is to remove the *requirement* for MSA approved helmets, and make the use of "protective headgear" *strongly recommended*

Chairmans report

Nothing of particular import from further up the chain.

The chairman noted two useful documents for organisers to get hold of.... Documents that come out of the UK Department of Health and Safety:

1. Managing crowds
2. Health & Safety at Motorsport events (document code HSU192)

Having these in your arsenal when an H&S bod comes to be awkward would be really useful

Tyres

Some more tyres have been put forward for inclusion in the mud-terrain tyre list. Agreed.

There was a request to add tyres to the Aggressives list, however this was from one club, and specifically for them to be able to run a "point to point" event.

Given the nature of point to point events, it was questioned whether they should actually remain in the same category as comps & hill rallies (ie, restricted tyres), or should they be considered akin to Trials & Challenge events (and removed from the list of events that require restricted tyres.)

We are proposing the latter.

BCCC

The contract was to run the BCCC from 2012 to 2015. There was only one bid to run the BCCC.

The bid was put in by "The Hillrally Club" (Selwyn, using another company... having sold Nationwide). It is expected that the same group of people will be doing the actual organising.

Comment was also made about the recent MSA National Court case in relation to an incident at the BCCC. The action was instigated by the MSA: the sequence of events as written in the stewards report did not make sense.... To use an American term, it was "hinky" (undefinably wrong; out of place; not right; etc)

The only people who can affect results after the Clerk of Course has signed them off is the MSA National court, which is why the investigation was launched at that level.

Ignoring the ins & outs of the whole thing, and without judging where all sorts of things went wrong, the bottom line is

**FOLLOW THE JUDICIAL PROCEEDURES.
IF YOU DON'T, YOU COULD GET YOUR HEAD TO PLAY WITH.**

Spill kits at challenge events

Challenge events are usually "Here are the co-ordinates for several markers in yonder 23 acres: go find" – so vehicles are not close to the start of the section, as they are in, say, Trials.

Given the nature of challenge events (ie: vehicles playing in mud & water; falling over a lot; and generally the potential for making a big mess), it was asked whether having a spill kit at the start of a section effective – the whole site is effectively one section!

The recommendation is that Medium spill kits become mandatory for challenge events. This matches the requirements at comps & Hill Rallies.

As orienteering events have been repositioned to cover challenge events without winches, spill kits will be mandatory for them too.