

## SCRUTINEERS' BULLETIN

January 2020 (170)

### Denn Dubber

We are very sad to report that Denn Dubber passed away suddenly before Christmas following a short illness. Denn worked tirelessly as a motorsport official and despite being well into his 80's he could still be found most weekends working at events across the South! Best known for his noise testing work as an environmental inspector, Denn also served many years as a Steward and was always one we could rely on to be willing to take on a last-minute job to help an event out! Guaranteed to have a smile on his face Denn was well loved by the whole motorsport community and will be very much missed.

### Drew Anderson

Stalwart of Scottish Scrutineering Drew Anderson sadly passed away in early December. Closely linked with East Ayrshire Car Club as a Scrutineer and Radio Operator, Drew was a regular feature at events at Kames amongst other events. Able to turn his hand to both Car and Kart scrutineering, Drew was a true allrounder and his friendly manner and expertise will sadly be missed by the Scottish fraternity.

### Rob McKinna

We were very sad to hear that Rob McKinna passed away in November, tragically losing his battle with cancer. Rob was a very well-respected scrutineer with a particular expertise in Historic vehicle. Well known for his softly spoken gentlemanly manner, and ability to calmly but expertly advise competitors in a fair and consistent way. Rob was universally liked amongst competitors and his fellow officials alike, he will not be forgotten.

### John Harvey

John Harvey, Environmental Scrutineer died in early December. John had been involved in motorsport for most of his adult life. He competed in rallies using a mini in his early days. He moved on to Scrutineer marshalling at Silverstone and for about 25 years was the regular Environmental Scrutineer for BRDC and then MG Car Club, BRSCC and MSVR. Working alongside his wife Anne he was a vital part of the organisation at a full range of circuits and will be missed by all who worked with him.

### Stephen Williams retirement

Long serving Scrutineer Stephen Williams has notified us that he is to retire from Scrutineering due to his health. We extend our thanks to Stephen for his many years of dedicated service (his first position was manning the broom at Donington in 1977), particularly as part of the British Grand Prix Scrutineering team.

John has Ask us to pass on the following words: *For all those that have been with me over the last 42 years of service Thank you, THANKYOU, thank you it's been a fantastic journey. There are too many people to name individually but I am sure you know who are.*

## SAFECRAFT Racing nets – FIA labelling advice

Attached to the same email at this Bulletin you will find a notice from the FIA regarding a batch of FIA-homologated Racing Nets which have been labelled incorrectly. The notice gives details of the products affected and advice on what to do if you come across one.

## HANS Specific harnesses

We have had reports of Scrutineers informing competitors that a 75mm width (or 3”) harness cannot be used with HANS devices, and that ONLY the narrower HANS versions are allowed. Please be aware that this is certainly not the case, all types of harnesses can be used with a HANS device. In fact, some FHR manufacturers recommend the use of a 75mm harness, as they advise the more harness on the device is far better!

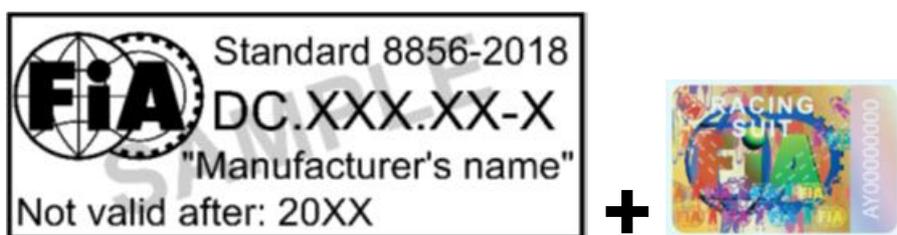
## FIA Standard 8856-2018 Protective Clothing

The FIA 8856-2018 standard for protective clothing is now available and products are on the market. Unfortunately, due to an error, the standard does not appear in the 2020 Motorsport UK Yearbook, but we can confirm that it is eligible for use in both National and International events.

The not valid after date printed on the labels for this new standard apply to FIA International events only. For National events under Motorsport UK regulations these expiry dates do not apply, the garments can continue to be used providing they remain in good condition.

Example of the standard labels can be seen below, for overalls, underwear, gloves and shoes the label will be accompanied by the FIA hologram. For socks only the label will be present with no hologram.

Overalls



Other Garments (note: no hologram on socks)



## FIA 8860-2018 helmet standard

Unfortunately, due an error the latest FIA helmet standard 8860-2018 is not listed in the Motorsport UK Yearbook regulation K10.3.1, although the labels do appear in the accompanying drawing. This Standard is of course acceptable immediately for any Motorsport UK events.

As a reminder the FIA 8860-2018 Standard is the new top-end helmet standard, which is intended to be the safest helmet standard in the world for motor sport. It offers several improvements in relation to the preceding FIA 8860-2010 Standard. Note that there are two different labels for the 8860-2018 Standard, helmets with advanced ballistic protection have the standard number suffixed with '-ABP' and bear a yellow label as exemplated below left. Helmets without this advanced ballistic protection have a white label as shown on the right, with no suffix on the standard number.

More information about this standard for Advanced Helmets can be found on the FIA website [here](#).



## Carabiner harness brackets

A query has arisen in respect of a harness where instead of the commonly used 'hook plate', the ends of the webbing were attached to the mountings with carabiners. There are a small number of harnesses which are homologated with such systems; the images here show that homologated by TRS. As always, check the harness to be sure that you are satisfied that it has not been altered and is as homologated.



## Speed Events – competitors’ personal protective equipment

Those of you that are involved in Sprint and Hill Climb events and have taken the time to peruse section S in the 2020 Motorsport UK Yearbook will have noticed an awful lot of red text indicating a lot of changes. This is a result of the Speed events committee reviewing the Technical regulations during the last 12 months.

One of the results of this review was a number of relaxations to the personal protective equipment for the competitors which now works on a sliding scale relating to the category. The table below lays out these requirements in a clear format and the full regulations can be found in Section S.

Equipment	Standard Car Category (S11)	Road Car Category (S12)	Modified Cars, Racing Cars and Sports Libre (S13, S14, S15)
Helmet	Mandatory, standards per K10.3.1	Mandatory, standards per K10.3.1	Mandatory, standards per K10.3.1
Overalls	Overalls not required but Arms and legs must be covered	Required to be to one of the standards listed in K9.1.4	FIA 1986 Standard FIA 8856-2000 FIA 8856-2018
Gloves	Recommended	Recommended	Flame resistant Required
FIA Homologated FHR	Recommended	Recommended	Required

## Honda Cadet Technical Regulations

The ABKC have issued a clarification concerning the new 2020 Honda GX160 Technical Regulations (v15). This clarification can be viewed here: [www.abkc.org.uk/regulations](http://www.abkc.org.uk/regulations). In particular of note is the confirmation that the clause allowing for the continued use of the older v14A regulations is intended to mean that engines prepared to a combination of both sets of regulations (v14A and v15) are compliant for this time period.

## IAME X30 Senior class weight

Please note that the class weight for the X30 Senior class was incorrectly published in the 2020 Motorsport UK Karting Yearbook. An amendment to the regulations (Amendment 1) has been published to correct this and can be viewed and downloaded at [www.motorsportuk.org/resource-centre/technical-kart](http://www.motorsportuk.org/resource-centre/technical-kart).

To confirm, the correct class weight with immediate effect for the X30 Senior class is **162kg**.

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