

Scrutineers' Bulletin

August 2020 – 177

Scrutineering under COVID-19 conditions

We have received a plenty of useful feedback from Scrutineers officiating at recent events and we are feeding this into the ongoing review of COVID-19 guidance. Any comments or suggestions are always welcome. Please remember that the 'Scrutineering under COVID-19 – Procedures and Guidelines' document is readily available on the Motorsport UK website at motorsportuk.org/restart/, along with other relevant guidance and information for motorsport events under COVID-19 conditions. Please don't forget that the scrutineering measures detailed in the procedures and guidelines are not optional, they are there to protect Scrutineers and competitors. Please make sure that you follow social distancing guidelines – it is important that we adhere to the 'new normal' rather than our previous way of operating.

A few key points to take note of:

- At present Eligibility Scrutineers should only attend if absolutely necessary and should not turn up unannounced. Please ensure the Chief Scrutineer is aware of your plans
- It is important to ensure that the Chief Scrutineer has sight of the pre-event declarations in good time before the event to enable them to review a percentage of the forms and plan any spot checks that may be required throughout the day
- Do not arrange for cars to assemble for scrutineering. You may spot check cars before the event or throughout the day and also avoid multiple people gathering around vehicles
- Any serious issues found during spot checks need to be rectified before the car continues competing, even if these are found in the assembly area
- Accident investigation reports should not be taken unless specifically requested by the Clerk of the Course. If you are required to inspect a vehicle, please follow appropriate guidance and ensure you are wearing the correct PPE
- The onus is on the competitor to ensure that they complete their self-declaration form is completed fully and ensure that their equipment complies with the required regulations

Remember, if you have any questions which cannot be answered by the information at motorsportuk.org/restart/, then please contact restart@motorsportuk.org.



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The Royal Automobile Club
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Motorsport UK Officials' Clothing

Motorsport UK have partnered with Dread to create a bespoke, affordable range of clothing for Licensed Officials. The dedicated range can be easily embroidered with titles and features male and female sizes from XS - 5XL.

The range includes:

- Long sleeve shirts
- Short sleeve shirts
- Polo shirts
- Bodywarmers
- V-neck sweatshirts
- Zip neck sweatshirts



You can view the range at shop.dread.cc/product-category/motorsport-uk-official-clothing/ and use the password **MF2020MSUK**.

Officials are also free to source their own garments and use the Motorsport UK logo, subject to our brand guidelines. For more information and to request a copy of our clothing brand guide please email brand@motorsportuk.org

Fire Extinguishers Regulations

We are currently still in the transition phase of new fire extinguisher regulations which can be found in Section K Appendix 3 (pg.195) of the Motorsport UK Yearbook. The regulations in Appendix 3 have been mandatory for new build vehicles since 1st January 2019 and due to be mandatory for all vehicles from 1st January 2022. These set of regulations are currently running in parallel to those within Section K3 (pg.162) until the Appendix 3 regulations replace K3 in 2022.

The regulations in Appendix 3 require the vehicle to be equipped with an extinguishing system in compliance with the FIA Standard for plumbed in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. Systems complying with either of those two standards do not have to comply with a minimum capacity and that these systems must be fitted as per their homologation papers, this includes the bottle fitment, pipework and nozzle locations. You can view the list of the systems and their paperwork submitted for homologation by viewing the [FIA Technical Lists](#).



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Helmet Camera Reminder

A scrutineer recently submitted a photo of a helmet camera mounted on the inside behind the visor. Even though this style of camera is not mounted to the outer shell of the helmet, this style of camera is not accepted as there is the potential for the camera to come free from its mounting, resulting in a loose object inside the helmet which could interfere with the drivers' vision or cause harm on sudden impact.

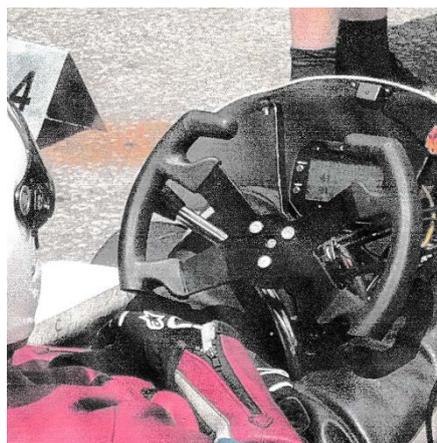
This serves as a reminder that if you have doubts over helmet camera mountings you can always check the [FIA Technical Lists](#) and view the presentation forms submitted to the FIA for each model of helmet.

The camera in the example below was easily removed without voiding the helmets homologation. The competitor was advised not to use the camera again and both items were returned.



Kart Steering Wheel Eligibility

This photo of a kart steering wheel was forwarded to us recently, with a query as to whether it is eligible. It is clear that a steering wheel of this shape and design does not comply with (U)16.11 in the Motorsport UK Yearbook, as it does not have a continuous rim. Also included in that same regulation is a requirement for the rim to not include any reflex angles, so please keep an eye out for these two requirements when checking kart steering wheels.



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ROPS Mountings

The photos here were supplied to us by a Scrutineer who came across this issue during scrutineering at a recent event. At first glance there appeared to be no reinforcement plates for any of the six mounting feet on the ROPS, however when looking a little further it was found that the reinforcement plates were added beneath the floor of the car, which is as permitted by drawing (K)13(b) in the Motorsport UK Yearbook. However, as you might notice from the photos, the reinforcement plates do not appear to be of the correct minimum surface area, certainly not for the front and main rollbar mounting feet (120cm^2). From the bolt locations the reinforcement plates appear to be equal in size to the mounting feet on the other side – certainly something that would warrant further inspection by measuring. What is perhaps of more concern though, is that some of the bolt holes in the reinforcement plates and possibly also in the mounting feet appear to be significantly ovalized or stretched.



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