

## SCRUTINEER'S BULLETIN

February 2019 (159)

### Scrutineer seminars

We have come to the end of the main Car Scrutineer seminar series for 2019, we are currently looking at options for delivering the seminars in the Channel Islands.

This year saw sessions on seats and harnesses, incident management, training and mentoring and the roles and responsibilities of the Scrutineer, as well as an extended session on electric and hybrid vehicle safety awareness.



Thank you to all those who attended, we hope you found the sessions interesting and informative. As we mentioned at the events, all Scrutineers who attended will be sent a certificate of attendance for the Electric and Hybrid Vehicle Safety Awareness Training, these will be circulated by email before the end of the month. We will make all of the presentations available via the Motorsport UK website shortly. We would also like to extend our thanks to all the Scrutineers, Technical Commissioners and other people involved for their invaluable help in putting the content together and delivering the sessions.

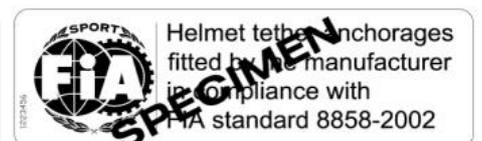
### Dual standard helmets

It is becoming increasingly common for a helmet to have dual standards, commonly this would be both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2004 and Snell SA2005 standards. Where a helmet is approved to more than one standard, then as long as a minimum of one of those standards is currently valid then the helmet is acceptable.

So – to follow the example above – although the Snell SA2005 standard expired at the end of 2018, the FIA 8860-2004 standard (shown to the right) remains valid until the end of 2020, therefore such a helmet remains acceptable until the end of 2020.



You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in (K)10.3.1, as the FIA helmet standard label is very similar in appearance to the early FIA 8858-2010 standard label shown below (for non-8859/8860 helmets compatible with FHRs), this is not a helmet standard and requires an accompanying valid helmet standard, such as a Snell label. Take care not to confuse it also with the FIA 8858-2002 label below, which relates to the FHR tether anchorages and again must be combined with a valid helmet standard.



## Car Eligibility Scrutineer assessments and training

The program of regional eligibility assessment and training sessions is continuing, and new dates have been released covering the East Anglia and Cheshire areas.

### Snetterton Circuit – Assessments

Saturday 23rd February – Morning

Sunday 24th February – Afternoon

### Nantwich (Cheshire) – Assessments

Sunday 17th March – AM or PM

Saturday 23rd March – AM or PM

Sunday 24th March – AM or PM

Saturday 20th April – AM or PM

### Snetterton Circuit – Training

Saturday 23<sup>rd</sup> February – Afternoon

Sunday 24<sup>th</sup> February – Morning

(Note that Training sessions in Nantwich will be advised shortly dependent on the attendance numbers for assessments.)

To sign up to an assessment day please [click here](#)

To sign up for a training day please [click here](#)

Please note that each session is limited to four delegates, and places will be allocated on a first come, first served basis. The assessment dates will also be emailed to all licensed Eligibility Scrutineers. Remember that these are regional sessions so if your local area is not covered by these dates, do not worry we will be coming to your area during this multi-year program.

## Scrutineering forms online

The Scrutineering forms on the Motorsport UK website have now been updated with the new Motorsport UK branding, they can be found in the Officials Resource Centre by [clicking here](#).

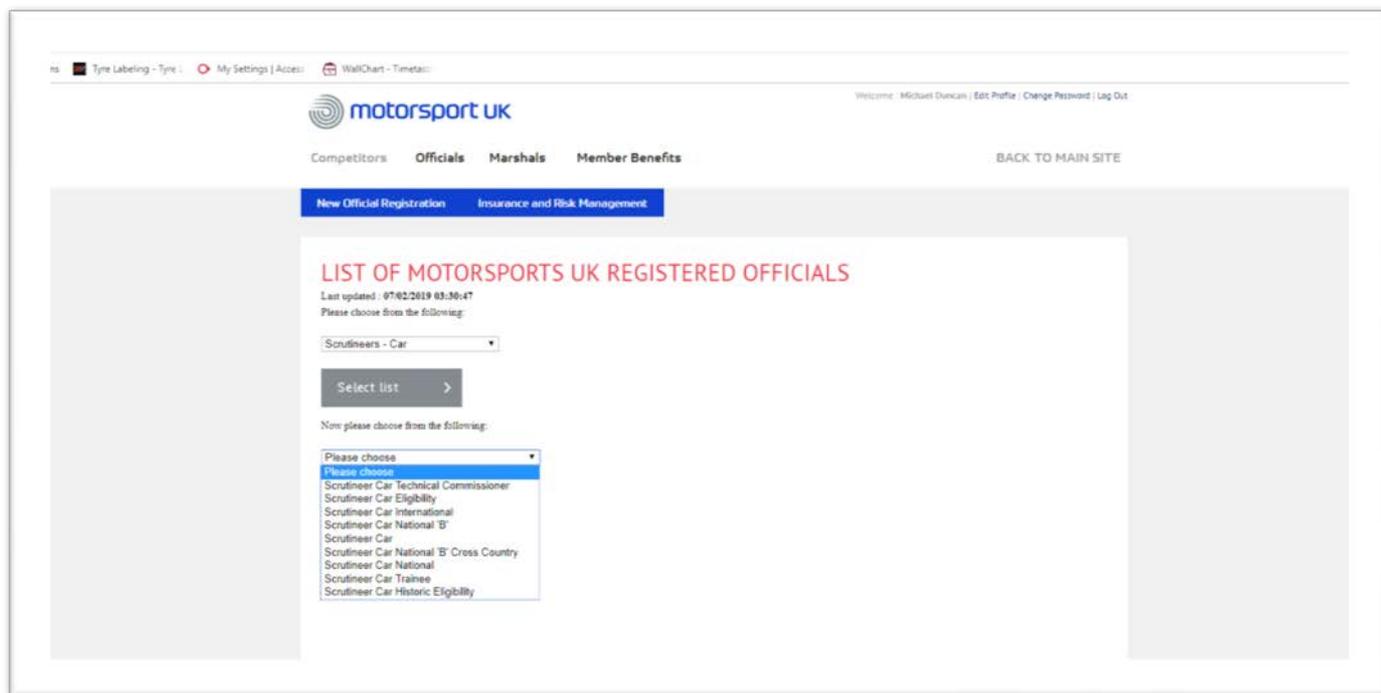
We are currently working on the format of the forms to enable you to complete them electronically, this function will be available shortly.

## Helmet wrapping

Advice has been given before that the 'wrapping' of helmets is not acceptable. Vehicle wrapping is commonplace now, and the reason for not accepting it on helmets is simply that it can easily cover up cracking and other damage. The same applies to helmets where decals have been applied. Several Scrutineers have reported having helmets presented to them with stickers randomly applied and – after digging a little deeper – have found that the reason is to hide damage. If you are suspicious of a helmet, always make sure that you ask the competitor to peel back any stickers rather than doing so yourself. If the competitor refuses your request, then the Motorsport UK/MSA helmet sticker should be removed – if it has one – and the helmet impounded for the duration of the meeting

## Scrutineer listing on-line

Please note that the Scrutineer listing on our website is now within the Members Section, you will need to log in to access the listing. Once logged-in, click on the Officials tab in the menu along the top and use the drop-down box to select the Officials grade you wish to view. The information in this listing is updated daily from our Officials database.



The link below will take you to the log-in page, where you can put in your username and password, if you do not have a username and password, you can click on the option to “Request a Log-in” and if you have previously created a log-in but forgotten your details you can also follow the on-screen instructions to reset your password.

[Click here to log-in](#)

## Overall stitching and embroidery

A reminder that embroidery on FIA 8856-2000 and 8856-2018 overalls must be sewn onto the outer layer only. The stitching of badges can go through all layers, but the thread used must be flame-resistant – as must the backing of the badge itself. The burden of proof in this regard rests with the competitor, we would advise that they keep details – or an example – of the thread or backing used to hand so that you can review it when checking the overalls and make a judgement based on what is available. Setting about the overalls with a lighter to test for flame-resistance is not best advised!

## Scrutineers roles and responsibilities

Those of you at the recent seminars would have been involved in a session discussing the roles and responsibilities of Scrutineers. We are currently reviewing all the ideas you came up with in this session to develop documents detailing the roles and responsibilities and a code of conduct for Scrutineers which will be published in the coming months.

## FHR Sticker Location

This information was published during 2018, but as it came up again at a recent Scrutineer seminar we have repeated it as a reminder. The photos below were sent to us by a scrutineer at a hill climb event, both competitors having had their FHR stickers applied at the preceding round of the championship. As you can see the stickers have been applied over the FIA label, in both cases covering up important homologation information displayed on the label.



Please do not cover the FIA label, as any damage or modification of the label will void the homologation of that FHR! As a general principle, the preferred location is adjacent to the FIA standard label in the collar part (image 1), due to limited space it is no issue if the sticker needs to be affixed vertically (image 2).



Image 1



Image 2



Image 3

On some FHRs, the FIA standard label is under the comfort padding of the over shoulder section of the yoke. In these cases, it is not suitable to affix the sticker in this area as it is not readily visible, instead the sticker should be placed in a suitable location on the collar part, in the general area of the red box shown here (image 3).

There are cases where the sticker will need to be affixed to the FHR on a curved area, often a compound curve. The sticker material is flexible, and provided that the sticker is carefully applied it should adhere readily around the curves. The best method for applying to a curved surface is to affix slowly starting in one corner of the sticker and smoothing with your thumb as you go, following the curve of the surface.

We have had reports from some Scrutineers of the stickers not adhering, this seems to be an issue with some devices which have a rough surface finish. To ensure the sticker adheres properly you will need to make sure that the device is absolutely dry and free from any condensation, grease and dirt (remember it is the competitor's responsibility to clean the device). In bad conditions, if possible it is best to find a warm and dry indoor area, but in good conditions there should be no issue outdoors.

### Kart Scrutineer Seminars

Please note that we are working on finalising a program for Kart Scrutineer training seminars, which will start a little later than in previous years. Final details and invitations will be circulated as soon as available this month.

### Stolen kart engines

We have had a report of two Honda GX160 Cadet engines stolen from a van in London earlier in January. The engine serial numbers are 2571692 and 1982093, both branded *Bontoft*. If anybody comes across either of these engines, or has any relevant information, please contact the owner Richard Pearson directly at [rnp@abridgevm.com](mailto:rnp@abridgevm.com) or on 07836514666.

### Kart overalls

Please remember that for short-circuit kart overalls in the UK, any expiration date shown on the CIK-FIA homologation label is not relevant. (U)13.4.1. requires the overalls to be one of the two latest CIK-FIA standards, either N 2001-1 or N 2013-1 and either Level 1 or 2. As you can see in the example label for the N 2013-1 here, there is an expiry date quoted and we have had some reports of drivers being turned away at scrutineering because this date has passed. This should not be the case, provided that the overalls remain in acceptable condition, then they should be accepted.

