

## SCRUTINEERS' BULLETIN

October 2019 (167)

**Jim Kilmartin**

It is with great sadness that we report the loss of Jim Kilmartin following a period of illness. A stalwart of rallying in Yorkshire, Jim was often found ably assisted at events by his wife Ann. Known for administering the rules with a firm but fair hand, Jim was always willing to give advice and guidance to anyone that needed it and was instrumental in mentoring many Scrutineers in the region that carry on his legacy.

When Jim retired from Scrutineering due to his health, we were delighted that he accepted the position of Officiel d'Honneur, an apt recognition for the high esteem in which he was held within the sport.

### Email addresses

We have been made aware over the last couple of months that there may be an issue with delivery to some '@btinternet' '@btopenworld' and '@talk21' email addresses, due to their spam email policy. If you use any of these email services, adding technical@motorsportuk.org to your safe senders list and into your address book as a contact will hopefully help to ensure safe delivery.

Can we please ask the Scrutineers that safely receive this bulletin to put the word around to your scrutineering colleagues, to make sure that they continue to receive the bulletins.

### Seminar dates

Below is the draft calendar for the 2020 Scrutineer seminars. Note that Kart seminars will be arranged over the same time period, the dates and venues for these will be advised in the next Bulletin.

Saturday 4 January	Bristol area	Sunday 19 January	Northern Ireland
Saturday 5 January	Cheshire area	Saturday 25 January	Newcastle area
Sunday 12 January	East Midlands	Sunday 26 January	Cobham
Saturday 18 January	Scotland	Saturday 1 <sup>st</sup> February	Cambridge

As ever, we have tried to arrange this calendar to avoid the dates of major events that we are currently aware of, however if you know of an event that might affect the attendance at any of these dates please let us know as soon as possible so that we can consider re-arranging.

Invitations will be sent out by email in due course, and we please ask that you wait until you receive the invitation email before confirming your attendance at the seminar of your choice, otherwise your place may not be reserved!

### Electrified Vehicle Awareness training certificates

Following the EV1 training delivered at the seminars earlier this year, in July we sent out certificates by email to all those who attended, if you attended and have not received your certificate please let us know by emailing [technical@motorsportuk.org](mailto:technical@motorsportuk.org) and we will send a replacement.

## Eligibility assessment dates

Following the successful introduction last year of the project to deliver assessments for existing Eligibility Scrutineers, we are pleased to be able to announce the dates and venues for the 2019/2020 sessions for those who have not yet been assessed. These sessions will assess Eligibility Scrutineers on the eligibility modules they currently hold, all equipment and tools are provided, and the assessments will be delivered by Technical Commissioners.

### ATL – Milton Keynes

Saturday 26 October

Sunday 27 October

Saturday 2 November

Sunday 3 November

### Winner Garage – Cinderford

Saturday 7 December

Sunday 8 December

### Ginetta – Leeds

Saturday 8 February

Sunday 9 February

Saturday 15 February

Sunday 16 February

### Kingsbridge – Devon

Saturday 29 February

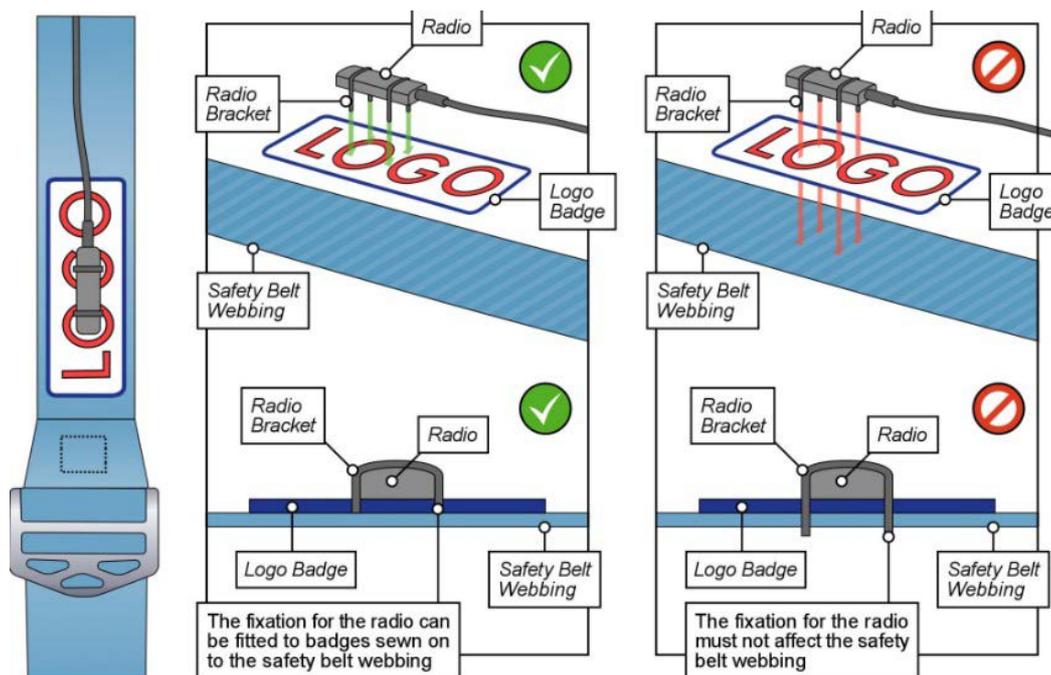
Sunday 1 March

Please note that there are morning and afternoon sessions available at each venue and each session is limited to four Scrutineers. Places will be allocated on a first come, first served basis. To sign up, please complete the simple online Google Form by clicking [here](#).

These sessions are for the assessment of currently licenced Eligibility Scrutineers only, dates at the same venues for those wishing to train towards eligibility grade, or be assessed for upgrade, will be advised separately.

## Attachments to harness straps

We previously published guidance on attachments to harness straps, such as for intercoms in stage rallying. After recently seeing some examples of fitments that do not comply with the relevant requirements, we would like to remind you of those requirements. As shown in the diagram here, the fixation – be that stitching, cable tie or any other method – must only go through the material of the badge on the harness strap, it must not in any way affect the harness webbing. Any holes punctured in the harness webbing for the fixation of a radio system will invalidate the harness homologation.



## ROPS mountings

We were recently forwarded these photos of a ROPS installation, from a concerned individual who suspected that it did not look quite right! From the photos it would appear that an attempt has been made to fit a stock ROPS for one model of car into a different model of car, with some 'minor' adjustments needed to cater for the slightly different geometry. In both photos it can clearly be seen that the foot of the rollbar/backstay does not sit flush with the area that it is mounted and has been 'spaced' beneath using some form of insert. This is clearly not an acceptable method of mounting.



## Vehicle Passports

A reminder to please use the seal details page of the Vehicle Passport for its intended purpose – to record details of seals applied to the vehicle, such as turbo seals etc. Remember also to check this page when you are presented with a Vehicle Passport for any important details that you may need to know about – and also of course to check that the physical seal details match those recorded in the document!

## Road/Targa Rally interior trim

Following a number of competitor enquiries with Scrutineers we would like to highlight regulation (R)18.1.4, which requires all major internal trim to be retained in cars competing in Road Rallies and Targa Rallies. The trim is as fitted to that body type (Mk3 Escort, Mk4 Fiesta etc.), not necessarily the exact model (1.3LX, Ghia etc.), and can be cut to allow fitting of a ROPS.

For absolute clarity, “retained” means fitted to the vehicle as per the original specification. Not “retained in the service van in the paddock”, or “retained in the garage at home” as was claimed to a Scrutineer at a recent event!

## Karting – spark plug washer

Following a recent ineligibility found at a kart event, it is worth remembering one of the more basic kart engine eligibility regulations present in all main non-gearbox class regulations (and in most cases in gearbox class regulations) and which concerns the presence of the crushable washer on the spark plug. As can be clearly seen in the photos, in the case in question the original crushable washer (left) had been removed and replaced with a standard washer (right). The regulations are clear that the original unmodified washer must remain in place (in some cases unless a temperature sensor is used – check class regulations carefully). Another easy spot in this case was that the ‘new’ washer simply slid on and off the spark plug thread, whereas the original crushable washer is retained in place at the top of the thread.



## Front fairing freedom of movement

A reminder that the regulations for the CIK dismountable front fairing mounting block are clear in that “It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement” (CIK Technical Drawing 2C [here](#)). We have had some reports of Nassau panel mounting framework/bolts being found in a position where it would restrict the rearward movement of the fairing, as we have tried to show in the photo below, the second photo purely to demonstrate the style of Nassau panel shown in the first photo.

