

SCRUTINEERS' BULLETIN

December 2019 (169)

Technical Car seminars

You may already be aware that we sent out invitations to the Technical Car Seminars via email last week, and spaces are filling up fast with limited capacity at the venues so get your responses in quick! Below is a list of venues for next year's sessions. Invitations are in the style of a Google Form and sign-up is on a first come, first served basis – by completing a very quick digital, survey style invitation. The form will open in your web browser and can easily be completed on either a PC/laptop, or a phone/tablet – all you need is your Motorsport UK licence number to hand. Invitations will only be accepted through the Google Form. If you have any problems, please contact the Technical Department. **Please only complete the form if you haven't already done so** - click [here](#) to access the Google Form.

Day	Date	Area	Venue	Postcode
Saturday	04 January	Bristol	DoubleTree Cadbury House	BS49 5AD
Sunday	05 January	Chester	DoubleTree Chester	CH2 3PD
Sunday	12 January	East Midlands	Hilton East Midlands Airport	DE74 2YZ
Saturday	18 January	Dunblane	DoubleTree Dunblane Hydro	FK15 0HG
Sunday	19 January	Templepatrick	Hilton Belfast Templepatrick	BT39 0DD
Saturday	25 January	Gateshead	Hilton Newcastle Gateshead	NE8 2AR
Sunday	26 January	Cobham	Hilton Cobham	KT11 1EW
Saturday	01 February	Cambridge	DoubleTree Cambridge Belfry	CB23 6BW

Technical Kart seminars

As well as the Technical Car seminars we are also hosting Technical seminars for Kart Scrutineers. These seminars will be utilising some of the same venues as the Car Seminars on the same dates, as detailed below. Invitation emails have been sent to all Kart Scrutineers with details for signing up, or you can click [here](#) to access the Google Form to sign up for one of these seminars, and again **please only complete the form if you haven't already done so!**

Day	Date	Area	Venue	Postcode
Sunday	12 January	East Midlands	Hilton East Midlands Airport	DE74 2YZ
Saturday	18 January	Dunblane	DoubleTree Dunblane Hydro	FK15 0HG
Sunday	26 January	Cobham	Hilton Cobham	KT11 1EW

Helmet cameras

A reminder that helmet cameras, in whatever form, are not permitted unless it is a system provided by the helmet manufacturer and the helmet is homologated in that specification. To date we are only aware of one helmet model that is homologated with an internal integral camera included and it is unlikely that you will come across this under normal circumstances. We are also aware of a product available on the market that is fitted within the visor aperture, behind the visor – such a device is covered by this same restriction and therefore cannot be used where a helmet is mandatory by Motorsport UK regulations. If in doubt, the competitor must be able to evidence that the equipment has been approved in that way to enable it to be used.



Harness installation

A scrutineer at a recent stage rally provided us with this photo of a harness installation that caused some concern – in particular as it is just one example of a total of four found installed in a similar manner.

As can be seen, for each shoulder strap the 3-bar adjuster is set a significant distance away from the ROPS harness bar and the strap itself has not been passed back through the adjuster for the third time. Looking carefully in the background you can just about see that the other occupant's harness is installed in the same way. With an installation like this there is a

significantly increase potential for slippage in the system – both longitudinally as well as laterally on the harness bar – with potentially serious consequences in the case of an incident.

When installing harness shoulder straps on ROPS harness bars with a 3-bar adjuster such as in this case, the installation should always be carried out as shown in this example to the right, including diagram below. Noting in particular that the adjuster is placed as close as possible to the harness bar, and the strap passes back through for the important third time, leaving at least 100mm free length. Remember that a useful harness installation guide is available on the Technical Resource area of our website [here](#).



Kart driver weights

A reminder again that in many kart classes – and in particular where drivers are below the age of 16 – there are minimum driver weights that must be achieved in order to be eligible to compete. Where these minimum weights are a requirement, the weighing is to be done with only mandatory PPE worn – so helmet, overalls, gloves and boots, plus of course any suitable clothing worn beneath. This does not include rib protectors or neck braces.

We are aware that in may not be possible in all cases to weigh every driver in a class where there is a minimum driver weight, however it is something that must not be overlooked entirely, and we would always recommend that at least a number of random checks are carried out.

2020 Kart technical fiches

Please keep your eye on the Kart Technical Resource area of our website (<https://www.motorsportuk.org/resource-centre/technical-kart/>) for the 2020 updates to the various engine homologation fiches, as well as the new batch of Cadet chassis and brake homologations, over the next couple of weeks. All of these are currently being prepared and each of the updated documents will be uploaded as and when completed.

Cadet bodywork and bumpers 2020

For 2020 there will be new CIK-FIA homologated 'Minikart' bodywork and bumpers available on the market. These products will be compatible with many existing and most new homologated Cadet karts. Please note that the use of this bodywork is not required on any Cadet kart, whether new or old, although its use is permitted if desired. Where it is used, we will not require full matching of equipment – i.e. checking for matching numbers on plastic and metalwork – but CIK-FIA dimensional requirements (which in some cases differ from established Motorsport UK regulations) can be utilised when it is used in its homologated form. In short – for 2020 the basic requirements for Cadet bodywork and bumpers are unchanged in that there is not requirement for any homologation or specific markings on the components.