

SCRUTINEERS' BULLETIN

February 2020 (171)



Technical officials' seminars

We have now come to the end of the main Technical seminars for 2020 – although we are currently looking at options for an additional session in the Channel Islands. In total across 8 venues we welcomed well in excess of 700 licensed officials, including a very healthy number of Clerks and Stewards for the half-day Serious Incident sessions. We are pleased that all of the sessions appeared to be well received and we are also left with the feeling that completing the programme by early February, before a large number of you have begun your 2020 season, was appreciated.

All attendees should by now have received emailed instructions for claiming expenses and providing feedback, and please ensure that you complete these as soon as possible. Your feedback is an essential part of forming any future sessions. If for any reason you have not seen the expenses and feedback email, then please drop a note to technical@motorsportuk.org so that we can rectify this.

FIA racing nets – update

The FIA has recently updated their advanced seat standard (FIA Standard 8862-2009), to include the possibility for manufacturers to incorporate attachments for racing nets (FIA Standard 8863-2013) into their advanced seats. At the same time, the Racing Nets Installation Specification document has also been updated. The FIA information relating to this is attached to the email within which you received this Bulletin, so if you are involved in areas that this may affect, then please take care to review those attachments.

Helmet and FHR stickers

Please be aware that the 2020 price to the competitor for Motorsport UK helmet and frontal head restraint stickers remains at **£2.50** as detailed in regulations (K)10.3.1 (helmet) and (K)10.4.1 (FHR). We are aware that the price list published in various places throughout the 2020 Motorsport UK Yearbook carries the price for these stickers as £2.60 – this is in error.



Passport fees

A reminder please – for those Scrutineers handling Vehicle Passport applications – that the 2020 fee for a Vehicle Passport application is now **£45**, a small increase on the 2019 fee. As usual the fee is split 50/50, with £22.50 being retained by the Scrutineer, and the remaining £22.50 paid to Motorsport UK with the application. Please remember the 2020 fee, as we don't want to be chasing up for a missing 50p!

Fees

Following on from the previous two items, it seems appropriate to provide the full 2020 list of scrutineering related prices for your reference:

Vehicle Passport application	£45.00	50/50 split
Helmet / FHR stickers	£12.90	per 10
Plastic (roto) seals	£32.00	per 100
Unicable metal seals	£16.50	per 10
Sealing strip stickers	£4.50	per 15
Sealing bags	£4.50	per 10
Sealing wire	£15.50	100m
Sample cans (small/large)	£4.50	each
Scrutineering labels	£18.50	per 100
Sealing kit	£39.00	each

Towing eyes on Stage Rally cars

Please take care when checking Stage Rally cars – both for Vehicle Passport inspections and for pre-event scrutineering – to ensure that the towing eyes required for the front and rear of the vehicle are sufficient for their intended purpose. (R)48.1.13 is clear in stating that the towing eyes must be of adequate strength and size. The photo to the right here shows a promotional key ring – clearly not the sort of thing that would be considered of adequate strength and size. The photo below left shows the same key ring fitted to the front of a Stage Rally car and labelled “Tow”.



The photo to the right above – also the front of a Stage Rally car – shows what is reported to be a lanyard, which is also clearly not adequate as a towing eye. This despite the fact that it is apparently a ‘heavy-duty’ lanyard!

Non-homologated FHR tether and anchor posts

These photos show a tether and anchor post combination for FHR fitment that was presented for scrutineering recently. It was established quite quickly that neither element carried the relevant FIA homologation and therefore both the helmet and FHR were not able to be used. The full lists of approved tethers and anchorages can be found on the FIA website at <https://www.fia.com/regulation/category/761> for reference. In this case the tether attachment does appear similar to a quick release attachment on FIA Technical List No. 29, however, did not carry any necessary labelling and did have some differences. The helmet itself, as well as the FHR, carried the correct homologation and so with the correct tether/anchors would be perfectly acceptable – and presumably once were judging by the previously applied Motorsport UK stickers.



Stage Rally car horns

Please remember – in particular when carrying out Vehicle Passport inspections – that for Stage Rally cars there is a safety requirement as per (R)48.10.8 for high intensity horns to be fitted and operable by both the driver and co-driver. We have had some reports recently of vehicles that when the need has arisen to operate the horn, have clearly not met the requirement of high intensity.

Kart Technical Exceptions

You will note on occasion that some classes that are not in the 2020 Motorsport UK Karting Yearbook are approved to run under what is called a Kart Technical Exception (KTE). This allows for alternatives to the published class regulations for existing classes, or in some cases alternative classes under specific circumstances, to be run utilising the provision of regulation (U)1.1.3 and or (U)17.29. When a KTE is published for a complete set of class regulations, this will normally be published on the Kart Technical Resource area of our website at <https://www.motorsportuk.org/resource-centre/technical-kart>. When a KTE is published to cover a variation in already existing class regulations – for example heavier weight limits – this will normally be clearly detailed in the relevant Championship Regulations or SRs. In all cases, as a Scrutineer you should ensure that you have access to and are familiar with any KTEs relevant to what you are doing.

Kart class and driver weights

We have included here a summary of class and driver (where applicable) weights for all of the main short-circuit kart classes for 2020. In particular note that the IAME X30 Senior class weight has been amended from that published in the 2020 Motorsport UK Karting Yearbook due to a misprint – and the correct weight is 162kg as shown below. Remember also to check driver minimum weights where applicable, as these are implemented for safety purposes. Driver weights should be checked with only mandatory equipment – helmet, gloves, boots, overalls and any suitable clothing worn underneath – not including rib protectors, neck braces etc.

You will note that in the Junior TKM class there are various weight limits dependent on the restrictor in use – remember when checking weights in this class that they need to be checked against the correct requirement for the restrictor being used.

Class	Class weight (min.)	Driver weight (min.)
Bambino	69kg (71kg Race)	N/A
Cadet	103kg	27kg
IAME X30 Mini X	130kg	37kg
Rotax Mini Max	130kg	37kg
Junior TKM	Various (lowest 123kg)	Various (lowest 37kg)
IAME X30 Junior	148kg	41kg
Rotax Junior Max	148kg	42.5kg
Senior TKM Extreme	Various (lowest 132kg)	Various (u16) (lowest 46kg)
IAME X30 Senior	162kg	54kg (u16)
Rotax Senior Max	162kg	52kg (u16)
Rotax Senior Max 177	177kg	83kg
KZ2	175kg	N/A
KZ UK	180kg	56kg (u16)