

## SCRUTINEERS' BULLETIN

March 2020 (172)

### Officials' clothing

We have partnered with a new clothing supplier 'Dread' to provide Officials with a range of options. Dread will supply a variety of clothing ranging from white long-sleeved shirts to jackets and gilets. Shirts will start from £25 with logo and title options included. Details to order the clothing will follow in due course. Alternatively, if you wish to have your own clothing embroidered, assets and brand guidelines are available from Motorsport UK free of charge by emailing [brand@motorsportuk.org](mailto:brand@motorsportuk.org).



### Online Yearbook

Please be aware that the online edition of the Motorsport UK Yearbook is now a 'live' document that may be updated periodically during the year. The first raft of updates has already been made for 2020, with an 'errata' document being published which details all the corrections and regulations changes that have been incorporated. This document can be downloaded from the Yearbook page on our website here. For the avoidance of doubt, the online edition of the Yearbook is the definitive version, and it will differ from the hard copy version that you have no doubt already received in those places highlighted in the 'errata' document.

### Formula Student Scrutineers

We have been approached by Formula Student, who are looking to train the next generation of Scrutineers for their events. If you are a trainee, or young recently, qualified scrutineer that would be interested in getting involved in Formula Student please email us at [technical@motorsportuk.org](mailto:technical@motorsportuk.org) to express your interest.

The Formula Student event takes place on 24-26 July at Silverstone, although you won't need to commit to all days, and is a great opportunity to be involved in an event featuring alternative technologies such as electric, hybrid and even autonomous vehicles!

## Helmet homologation withdrawals

We have been advised by the FIA Safety Department that, for safety reasons, the homologation of the following FIA 8859-2015 standard helmets – whatever the manufacturing date – is withdrawn with immediate effect:

Manufacturer	Model	Homologation no.
NINGBO HD POWERSPORTS SAFETY PRODUCTS (NHDPSP)	HD128.F	PH.060.17-C
NINGBO HD POWERSPORTS SAFETY PRODUCTS (NHDPSP)	HD315.F	PH.064.17-O
OMP (re-branding)	GP8	PH.065.17-C

As these helmets can no longer be considered as complying with the FIA 8859-2015 standard, their use is prohibited in all cases where a helmet to a recognised standard is required.

A complete and up-to-date list of premium helmets homologated according to the FIA 8859-2015 standard may at any time be found on FIA Technical List No.49 available on the FIA website [here](#).

## Sealing pens

Sealing paint pens continue to be available from Peter Riches. Peter has informed us that he has a new stock of sealing paint pens in blue, yellow and green. Please contact Peter directly by email at [RichesST@aol.com](mailto:RichesST@aol.com) if you would like to order any, they cost £12 each.

## Competition numbers

Reports continue to be received from Observers and Marshals that the legibility of numbers is still an issue. Can we please ask you to pay particular attention to the display of competition numbers – particularly in Circuit Racing – remembering that (Q)11.1.1 requires the numbers to be in place prior to scrutineering, where they will be checked for compliance with regards to position, legibility and size.

Common issues – as demonstrated in the two images below – include poorly spaced numbers without the background extending the required 5cm beyond the numbers, as well as numbers that are ‘lost’ within the vehicle livery without the required delineation. Regulations (J)4.1 and (Q)11.1-11.4.2 are clear and descriptive in what is required, and competitors should be advised to rectify any non-compliant displays.



## ROPS mounting points



The photo here was sent to us by a Scrutineer inspecting a rally car for its new owner in advance of its first event, and their attention was drawn immediately to the mounting method used. In principle a raised, or boxed, type mounting is an acceptable method of installation, however there are a number of signs that caused additional concern in this particular case. In line with advice given in the past, where a raised mounting with folded steel sheet is used such as this, we would expect to see the open ends properly 'boxed' in for additional support, which is not the case here – certainly not on this facing side. There is also a question mark over the material used, which at first glance looks like it might not quite be of the correct minimum 3mm thickness. Although not distinguishable in the photo, it is also queried whether the extended parts welded to the bodyshell are in fact a continuation of the main mounting plate (i.e. one continuous folded plate), or whether they are separate pieces welded in place to appear to satisfy this requirement. As always, pay attention to mounting methods, which are obviously a vital element of the overall ROPS!

## Vehicle Preparation basics

We often remind Scrutineers to remember the basics of scrutineering, it has been shown that if the basics start to slide then control can easily be lost. We make no apologies for highlighting what may seem like an unimportant issue, but there are basic requirements that seem to be a regular oversight by competitors.

The requirement for the external fire extinguisher trigger point identification is detailed in (K)3.2.2, being a red "E" in a 10cm diameter white circle with a red edge. The requirement for the external circuit breaker trigger identification is detailed in (K)8.5, being a red spark in a blue triangle with a white edge, the base of the triangle being at least 12cm.

The image above right shows an example of non-compliant identification labels – due to their small size – seen during scrutineering at a recent Race meeting.





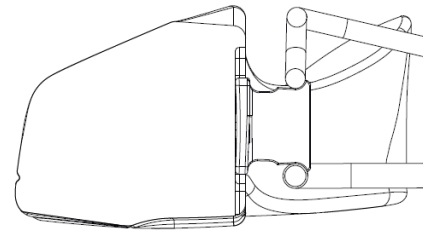
Of more serious concern, the same Scrutineer at the same event found the harness mounting pictured to the left, a 6-point harness with the crotch straps mounted significantly forward of the seat. Section (K) drawing no.39 gives the required angles for mounting a harness, this shows the crotch straps being no more than 20° forward or rearward of a vertical line drawn through the crotch strap slot in the seat base, any deviation from this angle could affect the performance of the straps in an incident causing a potential hazard to the occupant.

### **Honda Cadet engines**

Due to some confusion over the connection and assembly of the Honda Cadet breather bottle as per the 2020 Honda GX160 Cadet technical regulations(v15), a new picture has been issued in these regulations. It shows a clearer rendition of the mounting and attachment to the rocker cover. The 4mm dimension for the breather vent hole is not critical for compliance purposes, for example it could be slightly enlarged if necessary. Similarly, the positioning of the hole in the upper surface means just that – it can be either at the top flat surface or near the top of the rounded side surface depending on the type of bottle being used.

### **Kart front fairing clearance**

A reminder that in all cases where the CIK dismantable front fairing mounting block is in use, there is a requirement for a clearance of minimum 27mm behind the front fairing. Please remember that the 27mm gap is relevant to when the fairing is fitted in its correct position, so when it is seated correctly at the rearmost part of the blocks as per the drawing on the right. For this reason, measurement of the 27mm gap is most relevant prior to the karts taking to the circuit, when the fairings should all be correctly fitted.



### **Alun Morgan**

We are saddened to report the passing of Alun Morgan from South Wales following a lengthy illness. Alun was a multi-skilled official within the sport as a Scrutineer, Environmental Inspector, Clerk of Course, Timekeeper and Club Steward, although he started out as a competitor. Alun was present in some capacity at the majority of events in the South Wales area and beyond and was always a friendly face. Willing to help anybody, he was well liked and respected by his fellow officials and competitors. He will be greatly missed by the motorsport community. Alun's funeral is to take place at 13.00 on Wednesday 18 March, at Llanelli Crematorium.