

# Scrutineers' Bulletin

September 2020 – 178

## Firstly, Thank You

Motorsport UK is acutely aware of the trying circumstances that COVID-19 has presented to motorsport and the wider public. We are enormously grateful for the support and ongoing contribution from so many in allowing the sport to restart in a safe and successful manner.

## 2021 Officials' Renewals

You may have noticed that you have not received a 2021 Officials' licence renewal form as usual. This is due to the ongoing situation in respect of COVID-19.

Motorsport UK would like to confirm that your 2020 Scrutineer Licence will be automatically extended by 12 months and will remain valid for all of 2021.

Your 2020 Licence ID card will not be replaced for 2021 and Officials should retain their existing 2020 card until 31 December 2021.

## Scrutineering Labels

Please remember that if producing your own scrutineering labels, they should display the current Motorsport UK branding. We have recently seen examples at events that still carry the old MSA logo. The current logos are available to licenced Scrutineers, so that you can include them on paperwork and stickers. Please email [technical@motorsport.org](mailto:technical@motorsport.org) and we will send the image files to you.

Remember, if you would prefer, you can purchase pre-printed Scrutineer authorisation labels by contacting our sales team on 01753 765000, they cost £19 per sheet of 100 labels.



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## COVID-19 Scrutineering Declarations

We have received reports that the information being supplied by competitors on the pre-event declaration form is often incomplete or inaccurate. It is important that you work with the organising club and event secretary to have sight of the declarations in plenty of time before the meeting – so that your audit can pick up any potential discrepancies and the competitors can be contacted in advance to correct them.

Additionally, please work with the clubs to advise competitors, via the Supplementary Regulations/Final Instructions on what information is required. For example, the helmet and FHR information are only required where the equipment does not already carry a Motorsport UK helmet or FHR sticker. The seat and harness homologation information are only required when these items are mandated by regulations to be FIA homologated.

## Scrutineering under COVID-19 Conditions

A reminder that all of the relevant guidance and information for motorsport events under COVID-19 conditions is readily available on the Motorsport UK website at [motorsportuk.org/restart/](https://motorsportuk.org/restart/)

Cars assembling for scrutineering was one area of the guidance we highlighted to you in the August edition of this bulletin

- Do not arrange for cars to assemble for scrutineering. You may spot check cars before the event or throughout the day, and also avoid multiple people gathering around vehicles.

We had a report from a Sprint event in mid-August that all competitors were required to queue for Scrutineering at a central location. This is not compatible with the COVID-19 conditions where the guidelines are designed to prevent the need for large numbers of competitors and officials to congregate at a single location during the event. So please ensure that your scrutineering plans are in line with the guidance.

Remember, if you have any questions which cannot be answered by the information at [motorsportuk.org/restart/](https://motorsportuk.org/restart/), then please contact [restart@motorsportuk.org](mailto:restart@motorsportuk.org)

## Rotax Wiring Harness Update

Please be aware of the latest update to the Rotax FR125 engine homologation fiche, which introduces a new-type wiring harness, which also requires the latest version of battery clamp and associated fittings. All details can be found within the fiche at [motorsportuk.org/resource-centre/technical-kart/](https://motorsportuk.org/resource-centre/technical-kart/)



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## Counterfeit Kart Overalls

We were recently provided with this photo of some karting overalls, which – for a number of reasons – shows a clearly counterfeit CIK-FIA homologation label.

The first thing to note is that the claimed CIK-FIA approval is to the older N2001-1 standard, which in CIK-FIA terms expired at the end of 2016.

Therefore, it should not be possible to find an N2001-1 suit with an expiry date beyond 2016.

This one claims to have been manufactured in April 2019 and will apparently expire in November 2025.



A couple of additional points for genuine overalls to the N2001-1 standard:

1. The N2001-1 standard remains valid for Motorsport UK events
2. The expiry date is not relevant for Motorsport UK events

In addition to the manufacture/expiry date – there is a clear spelling error on the second line which should read ‘Niveau 2’. The general appearance of the label, and stitching quality is perhaps also questionable.

## Helmet Adornments

The helmet pictured here was presented at a recent hill climb event. A quick check on the relevant FIA technical list revealed – unsurprisingly – that this is not an original accessory homologated by the manufacturer!

The “hair” was affixed to the helmet via an adhesive Velcro strip and the competitor was not able to evidence that the helmet manufacturer had approved the adhesive as safe to use on the helmet shell. Therefore, as per (K)10.3.3(d) & (f) the helmet was rightly rejected in this state.



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## Dismountable Front Fairing Block

We were recently contacted by a scrutineer with the following photos, querying whether this version of the dismountable front fairing mounting block remains compliant.



The photos depict the very early original CIK-FIA version of the dismountable block, which included a large cutaway so that when dismounted, the front fairing would drop significantly. This was quickly banned by CIK-FIA on safety grounds and the homologation of this version is no longer valid.

To be clear, blocks marked with homologation number '1/CA/20' alone are not valid. The correct version (without the drop-down cutaway) are marked with homologation number '1/CA/20 01/01 ET'. The '01/01 ET' denotes the evolution to the original homologation which cancels and replaces the original version – therefore making the original version no longer valid.

It should also be noted that regulations for the front fairing dismountable mounting block require it to comply with CIK-FIA drawing 2c, which clearly shows the design of the block that is required, which does not allow for the cutaway section.

There is also a second homologated block, to the same basic design, that is valid. The homologation number for this is '005-BK-99'.



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