

Scrutineers' Bulletin

September 2021 – 190

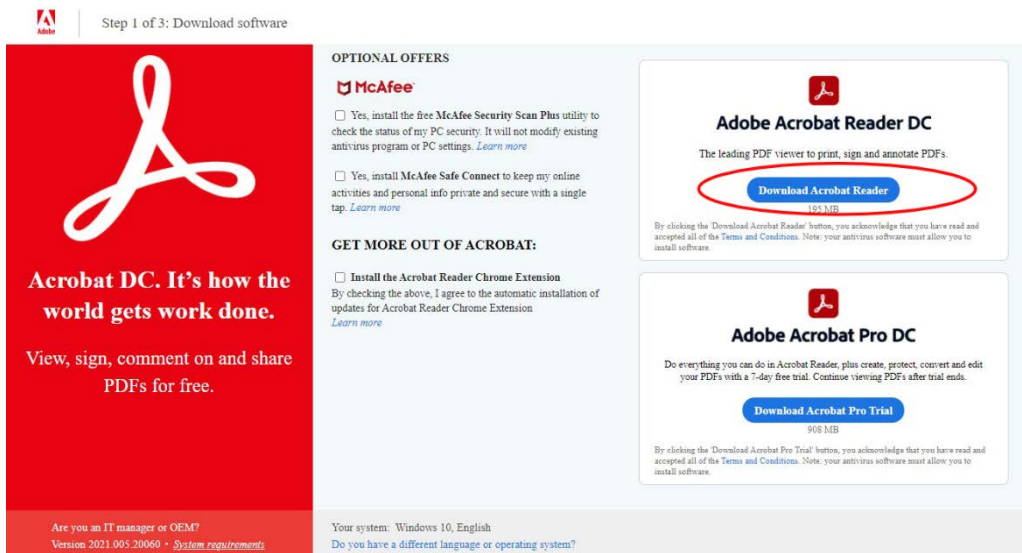
COVID-19 Updates

Motorsport UK have updated their COVID-19 guidance for each of the UK nations. The latest guidelines are available on the Motorsport UK website: www.motorsportuk.org/covid-19

Scrutineer Forms

To help keep all communication digital, scrutineering forms and documentation can be found within the [Motorsport UK Resource Centre](#) using the Sector Filters down the left-hand side of the page and selecting Scrutineer Forms. These PDFs can all be downloaded and completed digitally.

To view these forms you will require a PDF Reader such as [Adobe Acrobat Reader DC](#) which can be downloaded for free and selecting the option circled in the image below:



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Your system: Windows 10, English
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Reminder on SORN Vehicles

With a large part of 2020 and 2021 spent in lockdown there may be a chance that a competitor's vehicle has been SORN and taken off the road for a period of time. It therefore serves as a reminder, that where Sprint and Hill Climb cars are required to compete in a road legal condition as per S10.11.1 and S10.11.2 the vehicle must be taxed as a private car, have registration documents, and where required by law, hold a valid MOT Certificate.

The government have a vehicle registration checking tool which can give you information on whether the car is taxed or SORN, and if it has a valid MOT.

[GOV.UK: Check if a vehicle is taxed and has an MOT](https://www.gov.uk/check-vehicle-tax)

Incorrectly Used FHR devices

The following images were sent in by the Scrutineer at a recent Hill Climb event and show just two examples of several drivers that were identified as having incorrectly used HANS devices. Most of these were cases of the FHR being above harnesses and the competitors were instructed on the correct use of these products.

Another competitor was seen wearing a HANS device and using a standard 3-point roadgoing car seatbelt. Following a discussion with the driver he stated that he had been using the set up at several other meetings without comment or query. After the Scrutineers, and a Motorsport UK Registered Doctor, pointed out the potential safety concerns it was quickly removed.

These issues highlight the importance of having Scrutineers stationed in the assembly area or stage start areas where the correct use of the equipment can be checked before the competition run.



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Targa Rally Scrutineering

We have had some concerns raised by Scrutineers about general vehicle compliance in Targa Rallies. When these non-compliance issues were raised by the Scrutineers at a recent event the common answer from competitors was that they have competed in many events previously where these have not been picked up.

Scrutineers, and Competitors, need to remember that Targa Rallies are Road Rallies and the Road Rally regulations in R18 apply.

Examples of issues picked up at a single event are two cars running LED auxiliary lights on the front and rear of the vehicle, with one of these cars was also using an upright hydraulic WRC-style hand brake. Other cars were found with carbon fibre door cards and no interior trim in the back and only the bottom half of the rear seat fitted.

We received a separate report about a competitor entering a rear wheel drive converted Impreza. When the Scrutineer advised that it did not comply with R18.3.5, the competitor again argued that they had done loads of Road Rallies in it and had never been stopped.

As well as ensuring the correct regulations are adhered to, it is very important that the scrutineering standards are consistent. It makes it very hard for Scrutineers to apply the regulations and have the non-compliant issued corrected if the competitors have gotten away with it at previous events.

Communication Between Clerks and Scrutineers

We would like to remind both Scrutineers and Clerks of the Course of the importance in working together in the instance of a Technical Non-Compliance. The Clerk of the Course must follow up on a non-compliance report from the Scrutineers unless they feel there is a fault in the judgement made. If the Clerk does believe there is a flaw in the judgement, then this should be communicated between the Clerk and Scrutineer and discussed to resolve.

We regularly receive reports from Scrutineers who have filed non-compliance reports and no subsequent action has been taken but the Scrutineer has not been informed why. Remember C3.1.1 states that the Clerk '*will take appropriate action*' and that the penalty will be applied "*unless there are exceptional reasons why this should not be done.*"

We would also like to remind Clerks to action technical non-compliance reports in a timely manner. At a recent event, it was reported that the Scrutineer issued a non-compliance form post qualifying for a non-working fire extinguisher. It was not until after the event had ended at 18.30 that a bulletin was issued requesting that the vehicle was to be repaired and re-presented to the Scrutineer. Clearly this is not acceptable and should have been dealt with before the competitor was next due to be out on the circuit.



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Harness Installation

The Scrutineers at a recent race meeting found this example of an incorrect seat belt installation. The biggest issue was that the competitor had chosen to fit an extra buckle to hold the shoulder straps together, presumably to achieve a better fit over the FHR device. The first photo shows this extra buckle behind the seat.



The sideview is taken with a Scrutineer pulling the belts tight, notice the slack caused by this extra buckle hitting the rear of the seat. Not only does this slack mean the driver is not properly restrained, but in an incident the loading of the belts would be passed directly into the seat back which could result in seat failure.

In this instance, simply crossing the shoulder straps between where they pass through the seat and the harness bar (ensuring that the correct handed shoulder straps still go over the correct shoulders), would have achieved the same effect and been safely within the regulations.

Other issues with this installation are that the buckles are not close enough to the harness bar, and it is unclear if the webbing goes through the standard buckles correctly. This is definitely something to keep a look out for as additional buckles or unauthorised modifications will void the Harness homologation and affect its safety.

FIA 8856-2018 Clothing Standard

We are starting to see an increasing number of FIA 8856-2018 standard overalls and other garments appearing at events now they are more widely available on the market.

For those that have not seen one yet, the example below shows the new homologation labelling design. The biggest difference is that the labels now bare a 'Not valid after' date rather than a homologation date. You will also note that the 8856-2018 standard has a different homologation number format for each garment type with the letter at the end indicating the garment type. In this case -O is the format for Overalls, with other examples of homologation numbers ending in -S for Socks, -G for Gloves, -B for Balaclavas, -Z for shoes etc.



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[FIA Technical List No.74](#) shows all of the Protective Clothing homologations in one place, and you can clearly see on the list how this labelling system works.



Pat Elliott

We were saddened to hear that Pat Elliott passed away last week. Having been a licensed Environmental Scrutineer for last 10 years, she was regularly seen at events in the North East, particularly on Historic Road Rallies. Our thoughts are with husband and fellow Scrutineer Peter and the rest of their family at this time.



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