

Scrutineers' Bulletin

September 2023 – 214

Club and Volunteer of the Year Awards 2023

Nominations are now open for Motorsport UK's annual Club and Volunteer of the Year Awards. Comprising of four different awards (Club, Sustainable Club, Organising Team, and Volunteer), these awards aim to highlight those who have made an exceptional contribution to your club, and event or more over the past year.

It is also a chance to recognise the efforts made by clubs, organisers and volunteers who go that extra mile to keep the motorsport community thriving.

Find out more information including the nominations forms through the link below:

<https://www.motorsportuk.org/the-sport/awards>

Scrutineer Pathway queries

We have a new contact here at Motorsport UK for any enquiries relating to Scrutineer training and upgrading. Sue Fletcher (who many of you will already know from the Scrutineering Bay!) in our Learning and Development Team, is now your first point of contact for any enquiries relating to Scrutineer training, mentoring, upgrades, and assessments. Sue will also be handling the issuing of training modules to new trainees and be receiving completed modules ready for upgrade. You can contact Sue at officials@motorsportuk.org.

Q11.3.1 Mobile Devices

In response to queries from competitors and Scrutineers for clarification regarding SIM-based pit-to-car communications and their acceptability under Q11.3.1 a representation was made to Race Committee to consider an amendment to Q11.3.1 to allow the use of these systems during Permitted competition.

Q11.3.1. Mobile phone or tablet devices are prohibited from being carried in the competing vehicle whilst on the circuit.

Systems of the type in question typically require a bluetooth connection to a mobile device and place a call which enables push to talk communication similar in its use to a traditional radio system.

After consideration, the Race Committee decision was unanimous on this occasion not to amend Q11.3.1 and on that basis it should be considered that any system requiring a mobile device to enable pits to car communication cannot be used during Permitted competition.



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New sealing product

We have received samples of a potential new sealing product which we are investigating making available to Scrutineers, if there is sufficient demand.

The seal consists of an individually marked metal tag which is attached to the component using lock wire, this is then sealed using a zinc crush seal. The zinc seal is crushed using individually supplied pliers which emboss the seal with the Motorsport UK logo on one side and the Scrutineer's licence number on the other.



The projected cost for the initial 'kit' is around £90-100, this will include the individually embossed pliers, 10x individually marked tags and 20x zinc crush seals.

We will then be able to supply refills of 10x tags at around £15, and bags of 20x zinc crush seals at around £10 (for comparison the current Unicable metal seals are £17 for a pack of 10).

We would like Scrutineer's feedback on this proposed new sealing product so we can see what the demand might be, we would appreciate if you could complete the brief survey found at the following link: <https://forms.gle/NdfOTvEO7cdCzMb27>.

If there is sufficient demand for the product we will advise in a future Bulletin and confirm the exact prices and how to order.

Fire extinguisher homologations for Stage Rallying

Of particular importance when undertaking a Vehicle Passport inspection on a Stage Rally car is to check that the plumbed-in fire extinguisher is homologated for Rally use. As detailed in K3.1.1: "In rallies, the minimum quantity of extinguishant for systems of FIA Technical List n°16 must be 3kg."

There are a number of plumbed-in systems homologated in different sizes with only the 3kg version permitted in rallying, as shown in the extract from FIA Technical List no.16 below.

N° D'HOMOLOGATION Homologation number	FABRICANT / Manufacturer	NOM DU SYSTÈME / Name of the system	AGENT EXTINCTEUR / Extinguishing Medium	RALLY ⁽¹⁾	Début d'homologation Homologation beginning	Fin d'homologation ⁽²⁾ Homologation end ⁽²⁾
EX.042.17	Lifeline Fire and Safety Systems	ZERO 360 2.25 kg Electric ZERO 360 2.25 kg Fire Marshal ZERO 360 3.0 kg Electric ZERO 360 3.0 kg Fire Marshal	3M Novec 1230	(only 3kg version)	10.17	10.27

We have had a report from a recent event that six cars were found to have the 2.25kg version of this homologated system fitted. More worryingly they were all very recently inspected for new Vehicle Passports!

Arming yourself with a copy of Technical List No.16 to reference when inspecting the vehicle is a good idea, as this clearly shows which systems are homologated for rallying.



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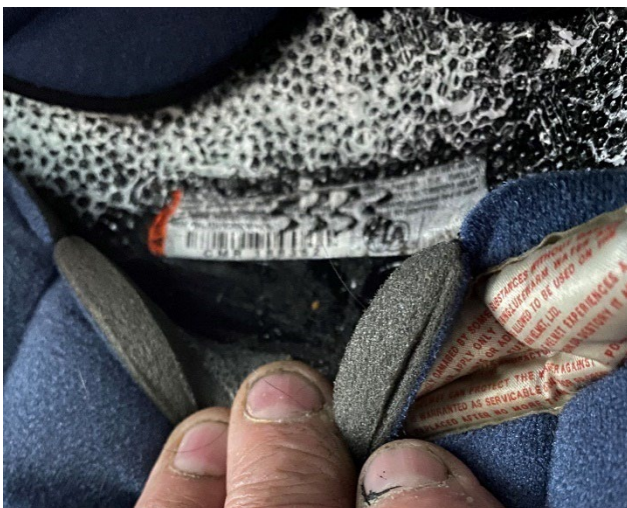
Helmet inspections

It is important when checking a helmet, that you don't just examine the obvious areas such as the outer shell, straps visor etc. but have good check inside the helmet at the integrity of the inner polystyrene shell. You may need to fold back section of the soft lining to examine these parts, but it is important that you do so as the following example highlights!

This helmet was presented to the Scrutineers for a helmet sticker. The standard was correct and at a quick look appeared fine with an unmarked outer shell and the lining had no wear on it but once the lining was lifted it was found that the inner shell was falling apart the polystyrene coming away at the touch of a finger. The integrity of the inner shell was severely compromised.

We don't know if this is the case here, but we have had Scrutineers come across instances when a driver has bought a helmet that is slightly too tight, so they scrape away a small amount of polystyrene inner, then cover it up with the lining to hide it! Any modification or damage to the inner shell will of course render that helmet unusable.

On the same theme, you may also recall the article in last edition of this bulletin we warned of the potential damage that can be caused by drying helmets with a heat source in an incorrect manner. The two photos below are an example of the damage that can be caused in this situation – including in this case to the Snell-FIA CMR standard label – and further demonstrate the importance of taking a detailed look inside the helmet when checking, as well as peeling back that inner lining!



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Harness homologation extensions

Another quick reminder – as this has been highlighted again at a recent event – that all harnesses to FIA 8853-2016 Standard have a five-year extension on top of their FIA expiry date for Motorsport UK events as per K2.1.7. This is the only extension to homologated harnesses, harnesses to the older 8853/98 or 8854/98 Standards have no extensions granted.

FHR Stickers

This image was sent to us by a Scrutineer who came across this FHR at a recent event. As you can see it has a helmet approval sticker attached! We are not sure whether this is because the inspecting scrutineer did not have any FHR stickers available at the time, or for some other reason.

Please ensure you attach the correct approval stickers to the correct items!



ROPS design



We received an email regarding the ROPS fitted to this vehicle shown above recently, the car was entered in a Sprint event. There were multiple issues found with the ROPS in question.

Firstly, the material dimensions were incorrect. The mandatory sections of the ROPS must be 45x2.5mm or 50x2.0mm as per the Yearbook. Some sections of this cage were undersized in overall diameter. *Please note – for roll cages/bars approved prior to 1.1.1995, the dimensions can be 38x2.5mm or 40x2.0mm. Please refer to page 172 of the Yearbook and see K1.4.1 for more information.*

Secondly, there must be a minimum of one complete diagonal member in the main hoop or backstays. The inverted “V” shown above is not permitted. However, if there was a compliant diagonal in the backstays, the inverted “V” could remain as an additional/optional member.

Rose joints are not an approved method of dismantable joint for ROPS – which must be either in accordance with one of the listed drawings in the Yearbook or FIA homologated (and will bear the homologation number). Dismountable joint requirements are covered by K1.3.7.

The backstays appeared too far inboard and should be attached near the top outer bends of the main hoop as required by K1.3.3. And finally, the tapered ends that can be seen at either end of each backstay are also not permitted.



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Non-Lead Acid Batteries

In response to emails from Scrutineers regarding Non-Lead Acid Batteries, the following seeks to consolidate the information available in the Yearbook and the Motorsport UK Resource Centre.

Firstly, regulation J5.14.9 states that any non-lead acid batteries must carry the appropriate markings and be either a standard part or manufactured by a Motorsport UK registered manufacturer. To find the list of approved manufacturers, please head onto the Resource Centre at www.motorsportuk.org/resource-centre (Technical: Car > Miscellaneous > “Registered Non-Lead Acid Battery Manufacturers”). This list is for cars only, and not relevant to karts. For karting see U15.5.3, where the appropriate markings for Lithium batteries are described.

If you become aware of a failure/issue of a device at an event, please ensure that the appropriate report is made to the Motorsport UK Steward so that it is reported into Motorsport UK with the Steward’s submission post-event.

FIA Bulletin: CIK-FIA/038 Karting Overall Homologation Withdrawn

Please see the below FIA bulletin advising of the withdrawal of a CIK-FIA overall homologation. A link to the listing of CIK-FIA Standard 2013-01 can be found here: [FIA Karting: Homologated Overalls](#)



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

To :	ASNs	Ref. :	FIASDH-23-004
From :	FIA Safety Department		
Date :	04 August 2023	Pages :	1
Subject :	PM Sports – CIK-FIA/038 homologation withdrawn		

Dear ASNs,

During a post-homologation control of karting overalls approved according to CIK-FIA N2013-1, PM Sports overalls with homologation number CIK-FIA/038 were found not to be compliant with the safety requirements defined in the CIK-FIA Standard.

The FIA therefore has decided to withdraw, with immediate effect, the homologation of the following overalls for safety reasons.

Manufacturer	Model	Homologation n.
PM Sports	Speed Race Wear	CIK-FIA/038

As these overalls can no longer be considered as complying with the CIK-FIA standard, their use is prohibited in all cases in which compliance with the above-mentioned standard is mandatory.

Please note that a complete and up-to-date list of overalls certified according to CIK-FIA N2013-1 can be found on the FIA Karting website: please follow the [link](#).

Please take all the necessary measures to ensure that this decision is respected within your sphere of competence.

Please do not hesitate to contact us if you have any questions.

Best regards,

FIA Safety Department



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Peter Slater

We were sad to hear that Peter Slater passed away at the end of July. Peter was a National and Environmental Scrutineer with over 20 years of dedicated service.

Most likely to be found at Vintage Sports Car Club events of all disciplines from Trials to Race meetings. Peter also took on Scrutineering and environmental duties at Race, Rally and Speed events around the Midlands.

He will be greatly missed by all who knew him in the scrutineering community.



Sue Potter

All those in the scrutineering and karting community were deeply saddened to learn of the passing of Sue Potter earlier in August.

Her motorsport journey began as a karting parent, then marshal and finally Sue began scrutineering. Alongside husband Ken, Sue was a warm and friendly presence commonly found in karting paddocks around the country – and even the world.

Sue will be greatly missed and all in the Scrutineering and karting community will undoubtedly join in sending condolences to Ken and the family.



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