

SCRUTINEERS' BULLETIN

September 2019 (166)

Officiating overseas insurance

Motorsport UK are pleased to advise of an additional insurance benefit for those licensed officials – including Scrutineers – who attend other events in their official capacity overseas. This cover for Personal Accident, Third Party (Public Liability) and Professional Indemnity, will match the existing master arrangements in place for officials under the Motorsport UK master policy.

The cover is in place providing the event that you are attending is sanctioned by the ASN of that country, who like Motorsport UK are recognised by the FIA in that capacity. Note that no cover is given for any non-affiliated events.

Officials will need to have notified Motorsport UK in writing – using the Overseas Insurance Application Form – of their intention at least 30 days prior to the event and have had Motorsport UK acknowledge it accordingly.

There are certain restrictions on the territories where the cover is available. And the official shall take out their own travel insurance for any incidents that occur away from the event venue. These restrictions are detailed in the Policy Information document.

More information on the policy can be found at the link here, and the application form can be found in the Official's Resource Centre: <https://www.motorsportuk.org/assets/overseasinsurancewordingwebsitebranded.pdf>

Keeping it in the family!

During the recent 2019 British Grand Prix the scrutineering team included three father and son combinations. Peter Riches (Chief Scrutineer) with Sam, Phil Mason (Deputy Chief Scrutineer - F1) with Rob and John Harland (Deputy Chief Scrutineer – Support Races) with Dan. Something of a first, we believe!



British Grand Prix

We would like to express our thanks to the scrutineering team at the British Grand Prix, easily the biggest scrutineering team at any event during the year comprising of 49 scrutineers split between the F1 and support race paddocks. Duties included safety scrutineering to eligibility checks, weigh bridge control to garage, tyre scrutineering and parc fermé control (qualifying to race start) for F1.

Each year the team is selected from scrutineers who have expressed an interest in being part of the annual event. Scrutineers who have a current licence and have completed the requisite number of other events during the year are welcome and encouraged. The initial invites for the 2020 BGP go out towards the end of this year. If you would like to be added to the database of names, please email Phil Mason at pimason@hotmail.co.uk.



Fire extinguishers

The following examples of fire extinguisher bottles were shown to Scrutineers by a Lifeline service agent and were all found in current competition vehicles.

This first example shows how a fake service label has been used to cover up an earlier date reference on the bottle. The colour of the label is a giveaway being white rather than the silver of what would be a genuine label.



The second example appears to show two genuine and serviceable bottles, with gauges showing in the green, but one had been discharged and was 1kg lighter! If in doubt you can request to weigh the bottle (the service weight should be on the service label). This shows that on occasion gauges can get stuck or blocked up and not give a true reading, or of course they could be deliberately manipulated to show a false reading, and in this case weight is the best indicator.



Overall stitching

FIA Standards 8856-2000 and the more recent 8856-2018 both stipulate that embroidery on overalls must be through the outermost layer only. Stitching for the attachment of badges can go through all layers, but the thread used must be flame-resistant – as must the backing of the badge itself. These two examples were sent to us by a Scrutineer who encountered both garments during the same scrutineering session – and rightly impounded them for the duration of the event, with suitable advice given to the competitors concerned.



Harnesses shoulder straps and FHR use

We recently received a concerning report from a harness manufacturer, who had been contacted by an upset customer after being rejected at scrutineering for a Race event with a brand-new 'HANS specific' FIA 8853-2016 Standard harness, being told that the harness was not compatible for use with their FHR. The reason given by the Scrutineer – incorrectly – was that the 3” shoulder strap width meant that the harness was only valid for use without FHR. As the age of the car meant that it was period exempt from the FHR requirement, the competitor reluctantly elected to compete without wearing their FHR but was subsequently involved in an incident involving significant impact. Fortunately, the competitor emerged without serious injury, but needless to say this scenario could have presented a significant issue.

Please remember that there is no requirement for harness shoulder straps to be of the smaller 2” width for use with any FHR – indeed any FIA-homologated harness can be used with an FHR, regardless of shoulder strap width. It is also not necessary for the harness to be 'HANS' or 'FHR specific' or marked as 'HANS' or 'FHR use only'. However, a harness labelled as 'HANS' or 'FHR use only' can only be used in conjunction with an FHR.



Helmet condition

The helmet shown here was presented for scrutineering at a recent event. Despite the helmet being a Snell SA2010 – and thus still in date – the Scrutineer correctly rejected it due to the terrible condition of the strap. The strap is clearly severely frayed, and an attempt has been made to repair it by wrapping with gaffer tape.

Regulation (K)10.3.3(b) makes it clear to the competitor that any significant damage, such as this strap, will result in the helmet being impounded and (D)33.2.1 details the Scrutineers powers if personal protective equipment is found in a poor or dangerous condition.

Stage Rally FHR checks

This is a reminder that if you are present at a Stage start in your role as a Scrutineer, then checking that competitor's safety equipment, such as FHR, overalls, harnesses etc., are all worn and secured correctly is an important aspect. In particular please keep an eye out for incorrectly positioned FHRs – for example worn above the harness straps rather than beneath – which is something that we continue to hear reports of.

Honda GX160 oil testing

There have been some reports recently regarding the alleged use of additives in the crankcase oil. We would like to draw your attention to Motorsport UK Yearbook regulation (D)34.8 for “the testing of vehicle fluids other than fuel”, the procedures in which should be followed should you wish to proceed with testing of any engine oils.