

SCRUTINEERS' BULLETIN

November 2019 (168)

JLT Motorsport UK Volunteer of the Year Awards

These awards recognise excellence and commitment across the volunteer workforce, the bedrock of British motor sport, and are open to all volunteers. Regional Associations, Clubs and Groups are asked to submit their nominations, which must be received by 23:59hrs on 10 November 2019 at the latest. Nominations received by this time will be considered by the Awards Panel. The winners will receive a cash award and trophy, to be presented at the Motorsport UK Night of Champions. The award categories are:

- Steward / Clerk of the Course
- Technical Official (Scrutineer, Timekeeper etc.)
- Marshal
- Medical / Rescue / Recovery / Safety
- Other, for example a non-licensed club official (Event Secretary, Entries Secretary, Club Steward, Club Scrutineer etc.), Committee Member, an Unsung Hero (an individual making a significant volunteering contribution but does not fit into the above categories).

All the information, including the nomination guidance for the volunteer of the year award can be found here:

<https://www.motorsportuk.org/The-Sport/Awards>

A direct link to the online nomination form is here:

[Volunteer of the Year nomination form](#)

Free Officials licences

Recognising the hard work of UK motorsport volunteers, we are very pleased to announce that all Officials licences will be free of charge for 2020. The decision to remove the cost is a thank you gesture from the governing body and further example of Motorsport UK committing to putting its members at the heart.

Motorsport UK Chairman, David Richards CBE, said: "As a thank you to all UK motorsport officials, who willingly give up their free time to safeguard our sport, I want to do what we should have always done and ensure that none of them have to pay for a licence going forward. Motorsport UK Officials licences will be free of charge for 2020."

Motorsport UK CEO, Hugh Chambers, added: "Volunteers are the lifeblood of our sport and we're pleased to remove the officials licence fee as a thank you for their ongoing hard work that keeps the UK's 4800 motorsport events running every year. The removal of the officials fee will hopefully encourage new blood into the volunteer community as we remove barriers to entry and help safeguard the future of our sport."

Officials who have already renewed for 2020 will be refunded their licence fees. Any membership or licence queries should be sent to membership@motorsportuk.org.

Seminar dates

As published in last month's edition, the draft calendar for the 2020 Scrutineer seminars can be seen below. Invitations will be sent out by email before the end of November, and we please ask that you wait until you receive the invitation email before confirming your attendance at the seminar of your choice, otherwise your place may not be reserved!

Saturday 04 January	Bristol area	Sunday 19 January	Northern Ireland
Saturday 05 January	Cheshire area	Saturday 25 January	Newcastle area
Sunday 12 January	East Midlands	Sunday 26 January	Cobham
Saturday 18 January	Scotland	Saturday 01 February	Cambridge

As ever, we have tried to arrange this calendar to avoid the dates of major events that we are currently aware of, however if you know of an event that might affect the attendance at any of these dates please let us know as soon as possible so that we can consider re-arranging. Note that Kart seminars will be arranged over the same time period, the dates and venues for these are currently being arranged and will be advised as soon as possible.

Eligibility assessment dates

Following the announcement of the dates and venues for the 2019/2020 sessions for those who have not yet been assessed, we are pleased to confirm the first assessments have successfully been completed.

We still have availability for assessments at the sessions below, although this availability is limited so if you need to complete an assessment please sign up as soon as possible to guarantee your place!

Winner Garage – Cinderford	Ginetta – Leeds	Kingsbridge – Devon
Saturday 07 December	Saturday 08 February	Saturday 29 February
	Sunday 09 February	Sunday 01 March
	Saturday 15 February	
	Sunday 16 February	

Please note that there are morning and afternoon sessions available at most venues, and each session is limited to 4 Scrutineers. Places will be allocated on a first come, first served basis. To sign up, please complete the simple online Google Form by clicking [here](#). These sessions will assess Eligibility Scrutineers on the eligibility modules they currently hold, all equipment and tools are provided, and the assessments will be delivered by Technical Commissioners.

These sessions are for the assessment of currently licensed Eligibility Scrutineers only, dates at the same venues for those wishing to train towards the Eligibility Scrutineer grade, or be assessed for upgrade, will be advised separately.

Nicholas Pope

Nicholas contacted us recently to advise us that he has decided the time has come to retire from the role of Scrutineer for health reasons. He has asked if we could record his thanks to the many Scrutineers he has worked with, for the friendship he has enjoyed in the role over many years. And we also add our thanks to Nicholas for his dedicated service to the sport – we are sure his presence will be missed by the Scrutineers and Clubs he has worked with over the years.

Fuel tank sight tubes

Many competition vehicles have fuel tanks fitted that incorporate a sight glass or tube. This usually comprises a length of clear plastic tube mounted vertically on the tank. The material used invariably deteriorates over time, with exposure to fuel and becomes brittle and can crack, increasing the risk of fuel leaks. As the material of the tube deteriorates it will generally begin to discolour, as a rough indicator the more discoloured the sight tube appears, the more brittle it is likely to have become. The examples below show a discoloured/deteriorated tube compared to a clear new one from a similar installation. Whilst scrutineering if you come across a sight tube that appears to be severely deteriorating, please advise the competitors accordingly, of course if it is noticeably leaking this should be rectified immediately.



Ballast installation



Regulations covering the installation of ballast can be found in (J)5.15.2, which states that the ballast must be attached to the shell/chassis via at least four mounting points using bolts of a minimum 8mm diameter, there is also a requirement for 400mm² counter-plates of 3mm thick steel for each mounting point.

The example to the left was found by a scrutineer at a recent event and comprises of a series of dumbbell weights located on a single pin and retained by an R-clip. We do not know how the single central pin is mounted to the floor pan of the vehicle, but this clearly does not comply with (J)5.15.2 as the ballast is not mounted using four bolts (each section can be stacked and mounted using the same four bolts).

General hazards

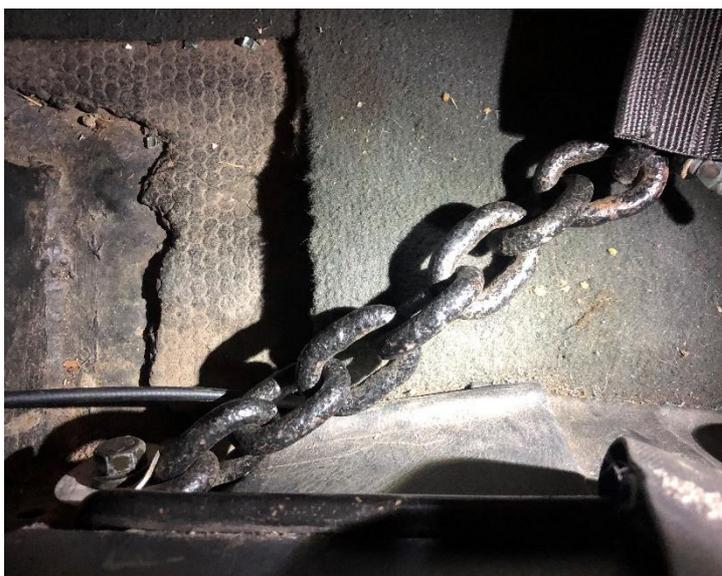
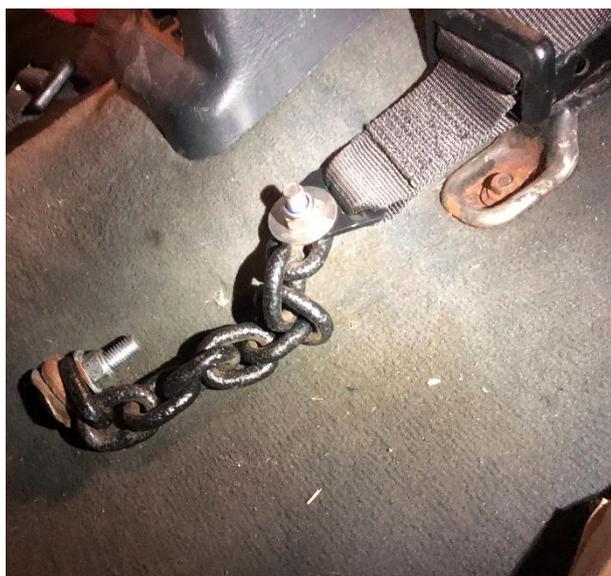
The image to the right depicts a Formula Ford 2000 presented for scrutineering at a recent event. Note the proximity of the electric cut-off and extinguisher trigger wiring to the driver's helmet when seated in the car. Whilst not something that is necessarily covered by a regulation, the Scrutineer correctly noted this as being a general hazard.

Contact between the wiring or spade connectors and the helmet is a very real possibility which could result in connections being broken or shorted, either rendering the cut-off inoperable or potentially stranding the vehicle on circuit. A good example of the Scrutineer looking beyond the regulations to resolve a genuine safety concern.



Harness

These photos were forwarded to us by a very concerned Scrutineer following encountering the vehicle during pre-event scrutineering for a recent event. What they show is the competitors attempt to extend the reach of the harnesses by the use of a length of chain between the harness end and the mounting point on the vehicle! Obviously and correctly the use of these makeshift extensions was rejected.



Dual-circuit brakes

A Scrutineer at a recent Race event was intrigued by the hydraulic handbrake fitted to this car and investigated further to find that it's operation would cut off the line from the foot brake to the rear brakes, before it applied the rear brakes. A bit more probing found that they had also fitted a link pipe on the master-cylinder between the front and rear hydraulic circuits, thus effectively making it a single line system.

The team in question were advised that both these modifications contravene (Q)19.5, and that they would need to be changed, only to be told that there were other cars in the Championship with the same modification as it made the brakes work better!

Having checked other cars in the Championship it was found that at least four of the race winning cars have had this modification fitted for the at least the last two years, none of them claiming to have had any queries as to the operation. That implies that at least four cars have been checked at a minimum of 16 events by Scrutineers without this issue being noticed!

As a Scrutineer, if you see something you are unsure of, or have not seen before – such as an unusual brake system arrangement – it is always best to ask the competitor or team to explain it to you. Don't ever be afraid to ask your Scrutineering colleagues for a second opinion, as others may have come across the arrangement before. We are all constantly learning!



Cadet tyres

As you may already be aware, there will be a new compound Dunlop slick tyre for 2020 in the Cadet classes. The new tyre designation will be 'SL3-MSUK', with the compound returning to one similar to the previous slick tyre in use until 2017. As of 01 January 2020 this new compound will be the only slick tyre permissible for use in the Cadet classes.

The new tyre is available now, and the option has been given to Clubs to allow the use of the new tyre since the beginning of this month (01 November) should they wish to do so. This needs to be applied for by the Club to Motorsport UK and will need to be confirmed by official Championship Bulletin.