

November 2020 - 180

## Seminars

As announced in the October bulletin, from the 23 to 31 January 2021, Motorsport UK will be holding an Officials' Learning and Development Week, consisting of a series of interactive online sessions for Clerks, Stewards, Scrutineers, Timekeepers and Rescue & Recovery Officials.

On Saturday 23 and Sunday 24 January, and again on Saturday 30 and Sunday 31 January, Clerks, Stewards and Scrutineers will have the opportunity to attend an interactive webinar to meet their grade maintenance requirement of attendance at a Licensed Officials' seminar. Two webinars will be held on each of these days, so there will be a total of eight opportunities for you to attend at a time and date convenient to you.

During the weekday evenings (25 to 29 January), we will be holding a series of supplementary webinars, with guest speakers and the opportunity for Q&A sessions on selected topics. These sessions do not count towards your grade maintenance requirements but are designed to support your continued development in your role.

Invitations to register will be sent out by email in the next few weeks and will also be published in the December bulletins. In the meantime, if you have any queries, please contact [technical@motorsportuk.org](mailto:technical@motorsportuk.org)



## Advice on Spotting Counterfeit Components

We have regularly included articles in this bulletin on counterfeit equipment and how to identify it. Some of the most worrying counterfeit items that we have seen are brake components. One brake manufacturer – Brembo – has compiled a useful guide on how to identify fake examples of their products. This can be viewed on the [Brembo website](#)



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## Seat Mounts and Fuel System Components

These photos were taken of the same speed event car, recently presented for a Vehicle Passport inspection. The car had been competing in a road-going class but had been “improved” over lockdown with a view to gaining a passport.

The seat mounting does not comply with any of the methods permitted by (K)2.2 and presents a significant safety concern with the configuration and quality of workmanship. Furthermore, the unprotected fuel lines and fuel pumps in the second photo do not comply with (J)5.2.1 and (J)5.13.1 respectively.

The unprotected fuel system components in the cockpit were particularly worrying when the scrutineer then found uninsulated and exposed electrical relays hanging from the boot lid!

Needless to say, the competitor has been given advice and will not be presenting this vehicle for competition until all remedial work has been completed and it has been re-presented for the Vehicle Passport inspection.



## A Suitable Towing Point?

This image shows yet another failed towing point on a stage rally car.

The car was being winched backwards onto a trailer, but whilst stationary on the flat, the towing point broke off. It appears to have been held onto the car by 1mm thick metal. Unfortunately, the recovery crew said this sort of thing happens all the time. Please keep an eye out for this sort of unsuitable towing point fixation and advise competitors that they must be of adequate strength.



## ROPS Reminders

Small reminder on mandatory and optional tube members on all vehicles that require a ROPS.

Depending on whether the vehicle model is pre or post 1 January 1995, the minimum tube dimension for mandatory members can vary. The dimensions in the tables below have been taken from (K)1.4.1 in the Motorsport UK Yearbook.

<b>Minimum Dimensions for Mandatory Tube Members (vehicles <b>before</b> 1 January 1995)</b>	
<i>Diameter</i>	<i>Wall thickness</i>
38mm	2.5mm
<b>or</b>	
40mm	2.0mm
<b>Minimum Dimensions for Mandatory Tube Members (vehicles <b>from</b> 1 January 1995)</b>	
<i>Diameter</i>	<i>Wall thickness</i>
45mm	2.5mm
<b>or</b>	
50mm	2.0mm

For Stage Rally Cars specifically, there may also be additional reinforcement members required depending on the age of the vehicle model, as per (R)48.10.1. Any vehicle that has not previously been issued with a Vehicle Passport or Competition Car Log Book – and of a make and model that had a conception date after 31 December 2005 – requires the following:

- 1) Roof Reinforcement complying with (K)1.3.5(c) and Section (K) Appendix 2 drawing number 10 (a), (b), (c) or (d).
- 2) Windscreen Pillar Reinforcement complying with (K)1.3.5(e) on each side if Section (K) Appendix 2 drawing number 63 dimension "A" is greater than 200mm.

## Cadet Kart Front Fairings

Please note that we have recently discovered an error in the Motorsport UK Yearbook section (U) table in Drawing number 6, relating to Cadet Kart front fairing overhang. The measurement 'F' in the Cadet column should correctly read 530mm (not 500mm as printed). This reflects the regulated measurement given in B1.3.10 of the current Motorsport UK Karting Yearbook. This correction has been made for the 2021 Motorsport UK Yearbook, but for any events that may remain in 2020, please take this clarification into consideration.

## George Newell

We are saddened to report that scrutineer George Newell passed away recently. George had been a regular Scrutineer for over ten years at various Race meetings and Sprints in Northern Ireland. A car mechanic by trade, he had a great eye for looking at a competition car and spotting safety and/or regulation issues.

George had a relaxed way of pointing any issues out to a competitor and making sure problems were rectified before an event started. A very popular character in the Scrutineering bay, his colleagues tell us he was famous for always supplying the team with apple tarts on race days! Our deepest sympathies go out to the Newell family, his wife, sons and grandchildren, and his Scrutineering colleagues.



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