

# Scrutineers' Bulletin

April 2021 – 185

## COVID-19 Procedures Update

The 'Scrutineering under COVID-19 – Procedures and Guidelines' document has been updated and is readily available on the Motorsport UK website at [motorsportuk.org/covid-19](https://motorsportuk.org/covid-19), along with other relevant guidance and information for motorsport events under COVID-19 conditions. Please familiarise yourself with these documents as they are updated regularly.

Please do not forget that the scrutineering measures detailed in the procedures and guidelines are not optional - they are there to protect scrutineers and competitors. Please make sure that you follow social distancing guidelines – it is important that we adhere to the 'new normal' rather than our previous way of operating.

As a reminder, a few key points to take note of:

- Face coverings must be worn in certain areas of the venue as detailed in the [Face Mask and Coverings Guidance Chart](#)
- It is important to ensure that the Chief Scrutineer has sight of the pre-event declarations in good time before the event to enable them to review a percentage of the forms and plan any spot checks that may be required throughout the day.
- Do not arrange for cars to assemble for scrutineering. You may spot-check cars before the event or throughout the day and also avoid multiple people gathering around vehicles.
- Any serious issues found during spot checks need to be rectified before the car continues competing, even if these are found in the assembly area.
- At present Eligibility Scrutineers should only attend if absolutely necessary and should not turn up unannounced. Please ensure the Chief Scrutineer is aware of your plans.
- Accident investigation reports should not be taken unless specifically requested by the Clerk of the Course. If you are required to inspect a vehicle, please follow appropriate guidance and ensure you are wearing the correct PPE.
- The onus is on the competitor to ensure that their self-declaration form is completed fully and that their equipment complies with the required regulations.

Remember, if you have any questions which cannot be answered by the information at [motorsportuk.org/covid-19](https://motorsportuk.org/covid-19) then please contact [restart@motorsportuk.org](mailto:restart@motorsportuk.org)



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](https://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



The helmet stickering procedure, which was shared at the recent Scrutineers' Restart Webinar, is now live on the COVID-19 section of the Motorsport UK website [here](#). This has been updated and now includes the use of sanitised, disposable gloves to affix any Motorsport UK helmet/FHR sticker to competitors' devices. Please familiarise yourselves with this document if you are affixing stickers to competitors' equipment during COVID-19 conditions.

One thing for Environmental Scrutineers to consider is how you undertake noise testing checks in a socially distanced way. Scrutineers are strongly reminded to NOT lean into cars to check rev counters. One method we have seen used is for the scrutineer to hold up a sign or card instructing the competitor of the required revs (e.g. "¾ max revs, please"). You should be able to tell with experience if they are hitting the right sort of rev range.

## Fake Seat Homologation Labels

The photos here show a fake homologation label sticker found by a Scrutineer on an Atech seat that was removed from a car that had been competing. The fake sticker was found to be stuck over the top of the original genuine homologation label.

Being stuck to the seat by overlapping sticky-back plastic was the first indicator that this was not genuine, rather than being a sticker directly applied to the seat. But when compared to the genuine sticker it was covering you can clearly see differences in the font used and the method of identifying the manufacture date (the original has the sticker material scratched away to indicate the month and year). The holographic strip is also not reproduced particularly well on the fake label.



While both versions of homologation label are of the old style – fake and genuine – both 'expired' some years ago now, it still serves as a good example of what to look out for when checking homologation labels on safety equipment, as well as the lengths that some people will go to.



Fake



Genuine



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## Overalls – Embroidery, Badges and Printing/Transfers

We published an article in the last edition of this bulletin concerning embroidery and the application of badges or printing/transfers onto FIA homologated overalls. This has generated a number of questions and comments over the last few weeks. In response, we would like to amend and reissue the guidance in a format that is hopefully clearer, as follows:

	8856-2000	8856-2018
Embroidery	Through the outer layer of the garment only.	
Badges	Stitching to attach the badge can go through all layers. Thread used to attach the badge must be flame-resistant. Backing of the badge must be flame-resistant.	
Printing / Transfers	Carried out only by the manufacturer of the garment.	Carried out only by the manufacturer of the garment. Must be accompanied by a customisation certificate from the manufacturer.

In addition to the above summary, you can see the FIA requirements in their Appendix L, Chapter III, Article 2 [here](#), as well as full details in each of the Standards – 8856-2000 [here](#) (see Appendix 1) and 8856-2018 [here](#) (see Appendix F).

Where there is a requirement for flame-resistant thread, or badge backing, the burden of proof rests with the competitor. We would advise that they keep details – or an example – of the thread or backing used to hand, so that you can review it when checking the overalls and make a judgement based on what is available.

For the newer 8856-2018 Standard, the manufacturer has an obligation to supply a Customisation Certificate confirming the origins of the printing/transfers with any garments where this has been carried out by them. This is not though the case for the older 8856-2000 Standard, and we recognise that scrutineers are unlikely to be able to identify with any certainty whether the printing/transfers onto 8856-2000 overalls were carried out by the garment manufacturer, or by some other party. Sometimes the quality of the finish can be a useful guide – some aftermarket finishes will be more ‘plastic’ in appearance, being smoother and shinier when compared to the printing of the manufacturer. Unfortunately, there isn’t a fool-proof solution to this, and although with most manufacturers they can make a specific check, this is not going to help you with the time-pressures of scrutineering. If it appears to be a genuine manufacturer production, then fine. If it appears more likely to have been an after-market application, then take details of the overalls and some images and forward this to the Technical Team at [technical@motorsportuk.org](mailto:technical@motorsportuk.org), using your discretion as to whether you pass the overalls for that event or not. It is the usual common-sense approach, if the overalls appear to have seen a bit of life and the printing/transfers are pristine then it suggests it may have been a recent addition. If the printing/transfers and overalls appear to have always been as presented, then there is greater chance that the printing was manufacturer applied.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## FHR Modification

Another example of an issue found recently by a Scrutineer is this Simpson Hybrid FHR, which has been modified to take the sliding tether from a HANS device, rather than the usual four-point tether strap as homologated by Simpson. This of course means that the device no longer complies with its homologation and is therefore ineligible. But more importantly, the Hybrid device is not designed to be used with this type of tether and it may cause a danger to the user in an incident.

Remember that the details of homologated tethers and anchor posts for each FHR device type can be found in FIA Technical List No.29 [here](#).



## Hose Fittings

Something to look for on older cars is corroded and damaged reusable hose fittings. The Scrutineer who sent in the photos below restores rally cars as a profession and has reported regularly seeing corroded unions that could fail at any time. Adding that this is mainly on cars that still have original hose assemblies manufactured and fitted in the 80s and 90s, they now look for this on all cars that pass through their workshop.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)

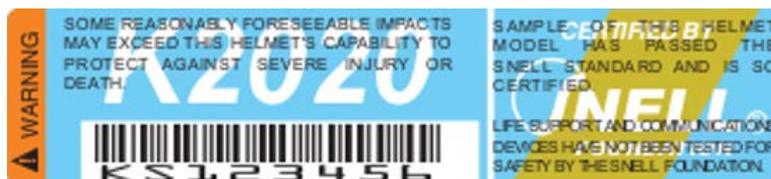


Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England



## Snell K2020 Helmets

The latest Snell karting helmet Standard is K2020 – the Standard was released towards the end of last year and helmets with this approval are now making their way into the market. Whilst this Standard does not appear currently in the Motorsport UK Yearbook, we can confirm that it is acceptable for use in karting by drivers aged 15 or older. The Yearbook should be amended shortly to include this Standard. Please note though that this Standard is not yet included in the CIK-FIA regulations for international use and therefore we cannot confirm its acceptance for CIK-FIA events, or events in other countries – although we anticipate that it will be incorporated into their regulations in the not-too-distant future.



## Kart Category Consultation Survey

As part of the consultation process, we invite you to provide your feedback on the proposed changes to the Motorsport UK Karting structure. Your feedback is very important to us and will be used to inform and provide insight into the continuous improvement of the future of Karting in the UK. The survey should take no more than 10 minutes to complete and can be accessed at:

<https://www.surveymonkey.co.uk/r/KKV8V8J>

## Return of Trainee Officials to Events

We would like to inform all Scrutineers of the information below regarding the return of Trainee Officials to events:

### From 29th March:

Trainees may only attend if they are fulfilling a role and are not purely shadowing. For example, an Environmental Scrutineer who is also a Trainee Scrutineer could attend as an Environmental Scrutineer.

An assessment on the theory-based elements of the role may take place online with an Assessor, prior to any on-event assessment. On-event assessments may only take place where the venue allows and subject to Motorsport UK agreement.

### From 17th May:

Trainees may attend in a shadowing capacity, so long as social distancing can be maintained, and local government guidance allows.

On-event assessments may take place, so long as social distancing can be maintained, and local government guidance allows.

With the above information in mind, we kindly request that all Scrutineers who are acting as mentors contact their mentees to offer assistance and support as they resume their training.



Motorsport UK,  
Bicester Motion,  
OX27 8FY



T: +44 (0)1753 765000  
E: [technical@motorsportuk.org](mailto:technical@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England

