

Scrutineers' Bulletin

July 2021 – 188

Trainee Scrutineers on Events

We previously gave advice regarding the return of Trainees to Scrutineering at events, and would like to remind you that since 17 May the following has applied:

- Trainees may attend in a shadowing capacity, as long as social distancing can be maintained, and local government guidance allows.
- On-event assessments may take place, as long as social distancing can be maintained, and local government guidance allows.

If you are acting as a mentor for trainee scrutineers, then please do not forget to contact them to ensure that they receive your support and assistance in resuming their training.

External Switches

This photo depicts an external cut-off and extinguisher switch installation with both good and bad elements. The first thing to note is that the electric cut-off switch has been marked with an arrow to indicate which way to turn it in an emergency – good practice, and something that might just save a vital split-second on the arrival of a marshal to the scene of an incident. At a glance then this installation seems to be very good – however, when you look closer it is quite the opposite.



Look at the two stickers top right of the switches – yes, the extinguisher label is probably too small, but this could be easily corrected. But when you look at the stickers in relation to the switches it soon becomes apparent that they are the opposite way around. The extinguisher switch is at the top, but the extinguisher label is at the bottom.

The consequences in the case of emergency attendance at the vehicle could be serious, with the extinguisher being set-off when it is intended to cut-out the electrics or vice-versa.



Motorcycle Helmets

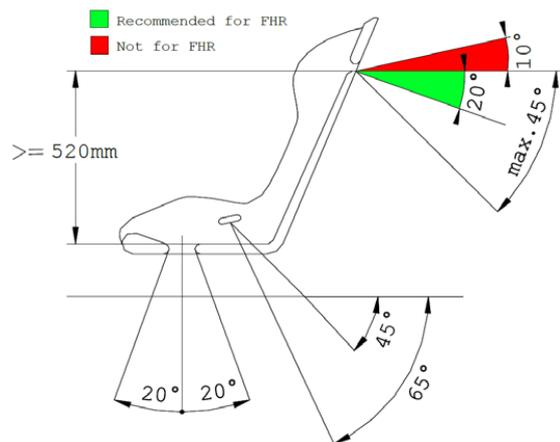
We were sent this photo of a helmet presented for use, and which was correctly identified as non-compliant. As can be seen in the photo, the helmet bears an 'ACU Gold' sticker for motorcycle sport use. This is not a recognised standard for motorsport use.

There was no other standard label (Snell/FIA) on the helmet that may have made it eligible for use. Interesting also to note that the helmet has been retrofitted with Frontal Head Restraint anchorage posts, which indicates that the owner intended it for continued use in motorsport.



Harness Installation Guidance

This first image was sent to us and demonstrates an incorrect harness routing for use with a Frontal Head Restraint. Correct harness routing and positioning is a vital part of the use of an FHR, and it is important that when using one the harness shoulder straps are not routed at an angle above the horizontal.



The ideal routing for the shoulder strap is within the horizontal and up to 20° below, as demonstrated in the diagram above (drawing K39 in the Yearbook).

Last month we gave a reminder on ensuring correct installation of shoulder straps when wrapped around a harness bar. Having read the advice, we were sent the following photos by Scrutineers who came across yet more examples of incorrectly installed shoulder straps.



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



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



This first example fails in more than one area. Firstly, the 3-bar slide should be located as close as possible to the harness bar, but you can see that this is not the case, especially for the strap closest to the camera. Secondly, once the position and length are set, the remaining length of harness webbing should be passed back through the 3-bar slide to properly secure it from any potential slippage. In this case it has simply been folded over the top and held in place with cable ties.



This next example is a much neater installation, and the 3-bar slide is positioned suitably close to the harness bar. However, one fundamental mistake has been made, and that is passing the remaining length underneath-over-underneath the 3 bars.

The correct routing would be to pass over the top of the first 2 bars and then underneath the 3rd as shown in the diagram and correct photo below.

With this incorrect routing, if the free end of webbing were pulled with enough force, it could release enough to cause the harness installation to be ineffective. This one was well spotted.



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



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



Single Seater ROPS Reminder

The photo here demonstrates an incorrect ROPS height on a single seater car with the driver seated. As can be clearly seen, the top of the helmet is significantly higher than the top of the ROPS hoop, which could have potentially serious consequences in the case of vehicle inversion.

Please do make sure to take the opportunity to check ROPS height with the driver seated wherever possible, as without doing so something like this would be very difficult to spot.



Stage Rallying - Balaclavas

Effective from the beginning of 2022, all competitors in Stage Rallies – driver and co-driver – will be required to wear a flame-resistant balaclava beneath their helmet. The balaclava may be to either the FIA 8856-2000 or 8856-2018 Standard. If you are involved with Scrutineering at Stage Rally events, please ensure that awareness is drawn to this upcoming change so that competitors begin next year well prepared.

Rallycross Competition Car Log Books

Please note that the life of CCLBs issued prior to 2017 for Rallycross vehicles has been extended by one year – from the end of 2021 to the end of 2022 – due the Covid-19 pandemic and to allow appropriate time for vehicle inspections to take place safely. The amended regulation is as follows:

N6.13.2. MSA/Motorsport UK or FIA Competition Car Log Books/Vehicle Passports are required at all Rallycross events. Any MSA/Motorsport UK Competition Car Log Book issued prior to 31st December 2016 will become invalid on 1st January 2022. All vehicles will need to obtain a new Vehicle Passport valid for the 2022 season.

Cross Country ROPS Guidance

Please be aware of the following new regulation concerning ROPS with a “high cross” in use in Cross Country events. This regulation becomes effective from 01 January 2022, but it is advised that anybody involved with Cross Country events familiarises themselves with it now as some action may be required by competitors/vehicle owners in certain cases.

P57.1.4. A Vehicle Passport is required for any existing vehicle fitted with diagonal members forming a high cross as shown in Drawing K64. Vehicle Passports for these vehicles must be obtained by 1st January 2022, after which no further vehicles with such a design will be approved.



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



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



It should be noted that the installation of diagonal members in the form of a “high cross” has not been permitted in Cross Country regulations. This new regulation provides retrospective approval following two assessments by separate and independent engineers. The issue was identified with a small number of imported vehicles from France and further investigation identified a small number of UK built vehicles, some of which have been competing for a couple of decades without this being identified. Whilst the assessments calculated that the “high cross” installation passed the minimum thresholds this design is marginally less effective which is why there is no provision made for future approvals.



Competitors who need to arrange for a vehicle inspection for Vehicle Passport should contact Joe Hickerton in the Technical Department who will assist: Joe.Hickerton@motorsportuk.org

In addition to the above, there is a second new regulation concerning Cross Country ROPS effective from the beginning of 2022:

P57.1.5. Sport UTVs (60.6.) must be fitted with a Homologated ROPS.

There are currently 8 ROPS homologations (either Motorsport UK National or FIA International) that we have issued (and there may be others from other ASNs), which covers most vehicles in this category. Anybody who needs clarification on whether their existing ROPS is homologated should contact the original manufacturer or the Motorsport UK Technical team.

The full list of approved regulation changes containing these items can be downloaded from the Regulations > Approved Changes section of the website at <https://www.motorsportuk.org/the-sport/regulations/approved-changes/> (June 2021 document).



Motorsport UK,
Bicester Motion,
OX27 8FY



T: +44 (0)1753 765000
E: technical@motorsportuk.org
W: motorsportuk.org



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

