

# Scrutineers' Bulletin

August 2021 – 189

## Brands Hatch

Motosport UK is saddened to confirm the passing of Robert Foote following the accident at Brands Hatch last weekend during a BARC Club Car Championship event. Robert was a regular marshal and scrutineer at motorsport venues across the south of England and he will be truly missed by the entire community. It is humbling to see the tributes from across the sport, and a minute's silence was also held at many events last weekend.

We are devastated by the loss of a member of our marshalling community, and the thoughts of everyone at Motosport UK are with Robert's family and friends at this difficult time. We will also continue to support those directly involved in the incident.

Motosport UK would like to request that its member clubs observe a minute's silence at a time convenient to their event schedules this weekend, as we come together to remember Robert and the invaluable contribution of all our volunteer marshals in making motorsport happen throughout the UK.

## Future of Scrutineering Survey

Scrutineers of National Grade should have received an email invitation to take part in a survey to help us gather feedback on the future direction of scrutineering.

Motosport UK are keen to learn from the experience of Chief Scrutineers operating under the COVID-19 conditions to re-evaluate scrutineering procedures to make it a more effective and efficient process, and to ultimately use the expertise of the Scrutineers in a better way.

Your answers to this short survey will help inform us on a number of key decisions about potential new processes. The survey should only take you a few minutes to complete and we greatly appreciate your time in helping us develop the future of scrutineering.

## COVID-19 Guidance Update

We hope you have already seen the latest COVID-19 event guidance which has been updated for England following the relaxation of government restrictions on Monday 19 July.



Motosport UK,  
Bicester Motion,  
OX27 8FY



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



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



The guidance means that the format of scrutineering can now be decided by each individual club, allowing the return of the pre-COVID-19 scrutineering format, or amending the current approach by increasing the number of cars scrutineered on the event (no less than 10%). All competitors must continue to submit a pre-event Technical Declaration as part of their signing on process in advance of the event.

Vehicle Passports and Competition Car Logbooks no longer need to be scanned and submitted by the competitors prior to the event as these can now, and should be, checked on the event.

Additionally, where events are returning to the pre-COVID-19 scrutineering format, the number of Scrutineers required for the event should return to the level prescribed by G7.1.6. However, at events where the COVID-19 procedures are continuing, a team size appropriate to the checks being performed can be appointed.

The current guidance is available on the COVID-19 webpage: <https://www.motorsportuk.org/covid-19/>

## Correct Licence Grade for Chief Scrutineers

We are seeing a concerning number of Motorsport UK Steward reports detailing an appointed Chief Scrutineer for an event who does not have the correct Scrutineer licence grade.

Please note to the following two regulations from the Yearbook:

**D33.1** *A Motorsport UK licenced Scrutineer, of an appropriate grade, must be appointed to take charge of the Scrutineering Team at all Races, Speed Events, Kart Races, Road and Stage Rallies, Competitive Safaris, Hill Rallies and at all other events of National or International Status.*

**G7.5.2** *National Scrutineers can take charge of scrutineering at events up to National status.*  
(Please note this includes Interclub status events)

A Scrutineer Car or Scrutineer Kart grade official cannot be appointed as Chief Scrutineer for these events.

## Vehicle Passport BACS Payments

If you are undertaking inspections for vehicle passports and making your payments via BACS, please download the latest version of the [Vehicle Passport Payment Form](#) from the [Resource Centre](#) to ensure the correct information is captured. You can find this form under the **Technical: Car > Vehicle Passports** section.

This also serves as a general reminder to ensure you download the latest versions of any documents from our website. Please overwrite any old files on your computer as we still receive applications on old MSA forms.



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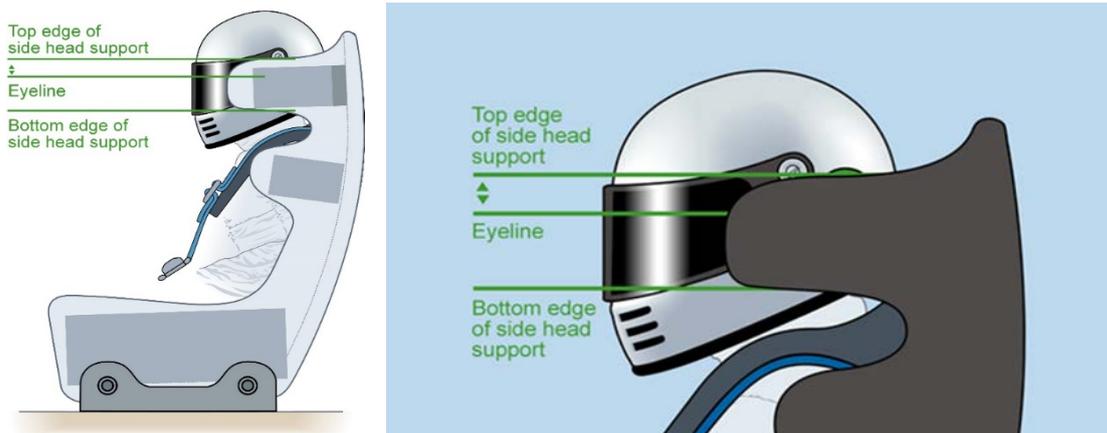
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## FIA ASN Safety Bulletin #7

### FIA Calls for Drivers and Co-Drivers to Check Seat Position to Prevent Injury

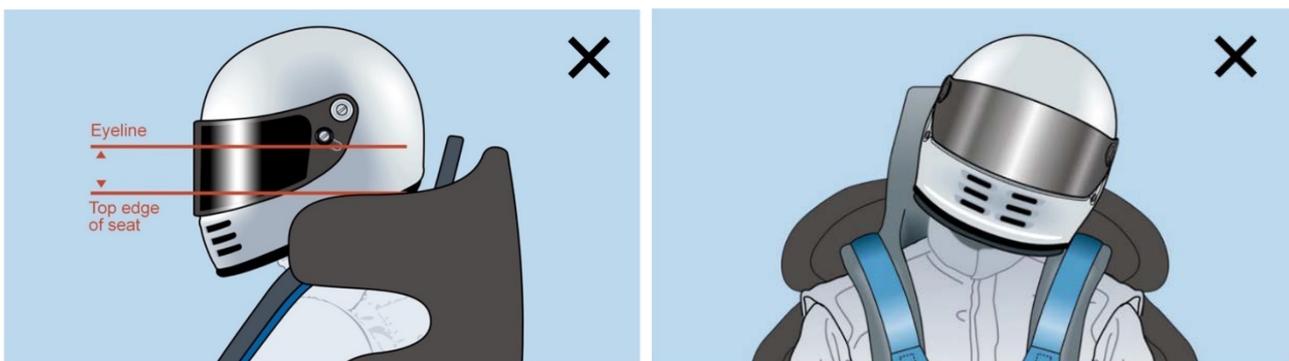
The FIA is encouraging drivers in GT, touring cars, Rally, Rallycross and Cross Country cars to always check they are positioned correctly in the seat, as this can play a key role in preventing injuries during serious accidents. To ensure that seats provide the most strength and support, competitors should follow the best practice for installation of seats homologated to FIA Standards.



When seated in the racing position, ensure the pelvis, shoulders, and head are supported comfortably by the seat by following these three steps:

1. Eye line must be below the top edge of the side head support, and above the bottom edge of the side head support.
2. Shoulders must fit within the side shoulder support of the seat.
3. Pelvis must be adequately supported by the side pelvis support.

If the driver's helmet is too high in relation to the seat head support, the seat may not provide lateral and rear support to the helmet in the event of a crash.



The FIA has warned that officials can deny participation in a competition if the driver and/or co-driver are not seated in the correct position. Competitors can check compliance with the [FIA International Sporting Code under Appendix J](#) (Articles 253.16.1.1 and 283.20.1.1), which regulates the seating position as described above.



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FIA Safety Director Adam Baker: “Real-world accident cases highlight the importance of competitor installation in the cockpit for the prevention of serious injury. We are encouraging drivers and co-drivers worldwide to follow these steps to ensure the correct seating position.”

Regards

**FIA Safety Department**

## **Weld Quality**

The pictures below are a fine example of a poor quality weld. The photos show a seat mount cross rail, taken from the transmission tunnel end of the tube. The competitor wisely decided to remove this existing rail to upgrade. When the outer end of the tube was cut, the inner fell out of the plate. There is clearly no penetration of the weld at all.

Motorsport UK Yearbook section K1.3.8 gives guidance on welding and although this is in the ROPS regulations section the advice would apply to any part of the vehicle. The guidance gives the following advice which is good to remember when checking a vehicle:

*Although good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship.*



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## Lap Timer Suction Cups

A reminder that the new regulation J5.20.14 requires any information display device (e.g. lap timers, data loggers) in the vehicle to be mounted with a mechanical means of attachment.

Suction cups, as shown in this image, are not acceptable as a primary mounting method and must be supplemented by an additional mechanical restraint.



## Chris Mansley

It is with great sadness that we report that Chris Mansley recently passed away following a long battle with cancer. A long-standing official who started scrutineering in the mid-1980s, Chris was a regular sight at events in the North West, particularly at Speed Events in the Lancashire area.

Somewhat eccentric, Chris was one of the true characters in scrutineering. His straight-talking manner sometimes caused discussion, but he was always willing to help and advise new and seasoned competitors with his vast experience. Chris will be greatly missed by the scrutineering community.



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