

Scrutineers' Bulletin

February 2022 – 195

2022 Licensed Officials Webinars

As previously advised, we have taken the decision to cancel the face-to-face element of the 2022 Licensed Officials' seminar series for Scrutineers, Clarks and Stewards due to the ongoing situation with COVID-19. This is to minimize the risk to both our staff and delegates.

Instead we invite you to attend the 2022 Scrutineers' webinar on **Saturday 12th February 2022**. This training webinar is targeted specifically at Car Scrutineers, including Trainees. Its primary objective is to provide a learning and development opportunity, whilst also enabling attendees to ask any questions they may have on the topics covered.

The webinar will take place between 1.30pm and 3.30pm, with topics to include:

- Motorsport UK general update
- Race with Respect
- Incident Management Basics
- What's new

Those who are unable to attend on the day will be sent a recording of the session.

To register, please click on the following link:

https://us06web.zoom.us/webinar/register/WN_B1hpVba9RJ2hmpHh0t4zWA

Following the webinar, all Car Scrutineers will be required to complete a short online assessment to satisfy the seminar attendance criteria laid down in the General Regulations. Full details on this process will be circulated nearer the time.

If you have any queries, please email training@motorsportuk.org.



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2022 Formula One British Grand Prix

Any Scrutineers that would be interested in being part of the scrutineering team at the 2022 Formula One British Grand Prix at Silverstone 1st – 3rd July (*there will be some scrutineering taking place on June 30th*), please contact Peter Riches on richesst@aol.com or Phil Mason on pimason@hotmail.co.uk for more information.

Environmental Scrutineering

We would like to remind Environmental Scrutineers that regular testing of their equipment is essential, and that in-date calibration certificates should always be readily available at an event they are officiating at. Demonstrating a current calibration is important as if the results of a noise test are challenged by the competitor, the calibration certificate is your first line of defence in proving your readings are correct. Note that the Motorsport UK Steward may ask to see the calibration certificate as part of their event audit, so having it readily to hand is a good idea.

Please also remember the basic requirements for the sound testing area. We understand this is not always easy to achieve at every venue, but a suitable area should be used which is not too near large sound reflecting objects such as wall/buildings (at least 3 meters away per J5.18.3) or too much background noise (J5.18.4).

Vehicle Passport Inspections

All Scrutineers of National Grade or above are able to undertake Vehicle Passport inspections. If you are approached by a customer for a passport but are unable to help them, either through choice, or time constraints, please try and assist the competitor by advising of any other local Scrutineers in your area that may be able to help.

We would also ask that Scrutineers in any particular area work together and share the workload so that competitors have greater choice of who to contact for inspections, as this will increase the efficiency of the system and mean that no single scrutineer is overloaded!

Remember that doing the inspection is your opportunity to have a thorough look at the vehicle and ensure that the owner is aware of, and corrects, any issues with regards to safety and eligibility. And a passport receipt should not be granted for the vehicle until any safety or eligibility issues have been corrected.

Also remember that if you are not a National Grade Scrutineer but wish to undertake Vehicle Passport inspections, you can do so by completing a short training module and have the function added to your existing Scrutineer Grade. If you would like to find out more or request a copy of the module, please contact technical@motorsportuk.org.



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FIA ASN Safety Bulletin

You may have noticed in some of the past bulletins we have shared useful articles from the FIA's ASN Safety bulletin, most notably December 2021's issue in relation to seat belts and helmet cameras. If you would like to subscribe to the FIA's ASN Safety Bulletin, you can do so by clicking [HERE](#) – these are issued on a monthly basis. You can also view an archive of all past bulletins by clicking [HERE](#).

Fire Extinguishers

The updated fire extinguisher regulations are found in sections (K)3.1-3.3.3 of the 2022 Motorsport UK Yearbook. Having previously been published, since 2018, as Appendix 3 to Section (K) as advance notice and applying to new build vehicles, they do now fully apply.

In simple terms it means that where a plumbed-in extinguisher is required by the discipline specific regulation then this must now be an FIA homologated system (to either of the two FIA homologation standards: *Fire Extinguisher Systems in Competition Cars (1999)* and *FIA Standard 8865-2015*). And for disciplines where a handheld extinguisher is required the minimum capacity has increased to 2.4 litres for AFFF, although gas and powder extinguishers are also acceptable with a 2kg minimum capacity.

Details of the plumbed-in fire extinguisher systems homologated by the FIA can be found on the relevant FIA Technical Lists. *Fire Extinguisher Systems in Competition Cars (1999)* systems are found in Technical List No.16 and *FIA Standard 8865-2015* systems are found in Technical List No.52. These Technical Lists can also be found on the FIA Website [HERE](#)

[CLICK HERE](#) for Technical List 16

[CLICK HERE](#) for Technical List 52

A common question that we receive is, what is the minimum capacity? For FIA-homologated plumbed-in systems, the extinguisher capacity will be defined by the individual system's FIA homologation, so there is no minimum capacity as such. However, competitors should note that only certain *Fire Extinguisher Systems in Competition Cars (1999)* systems are homologated for use in Stage Rallying; these systems are indicated on FIA Technical List No.16 with a tick in the column headed 'Rally'. And these will be a minimum of 3kg for gas systems. All *FIA Standard 8865-2015* homologated systems are eligible for Stage Rallying.

Another common question is regarding the number of nozzles and their location. Again, there is no mandatory requirement as such, the number of nozzles and their exact location will be defined by the individual system's FIA homologation. However, Technical List 16 extinguisher systems approved for Stage Rallying will always have nozzles in both passenger compartment and engine bay, as will all Technical List 52 extinguisher systems.

One additional thing to be aware of when looking at the FIA Technical Lists is the homologation end date detailed in the last column. It is important to understand that this date represents only the final date on which the extinguisher systems may be manufactured (as noted in the annotation at the bottom of each page of the list). It does not mean that a fire extinguisher system of this homologation number can no longer be used after this date. FIA homologated fire extinguisher systems can continue to be used beyond the 'homologation end date' for as long as the competitor maintains the manufacturer's service schedule.



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Caterham Fire Extinguisher Triggers

There has been some discussion recently regarding the arrangement of Extinguisher and Cut-off triggers on Caterham cars without windscreens. To confirm Motorsport UK have agreed with Caterham to accept the arrangement shown in the photograph below, only for cars without windscreens, as the extinguisher pull on the dash panel is easily accessible from both inside and outside the car.

However, in addition to what is shown in the photo we have asked for the Extinguisher label on the scuttle to be supplemented with an arrow pointing towards the trigger on the dash to make the location clear and avoid confusion with the electrical cut-off switch.



Cross Country UTV ROPS

Please be aware that the introduction regulation (P)57.1.5 – requiring Sports UTV vehicles on Cross Country events to be fitted with a homologated ROPS – has been deferred for 12 months due to unavoidable circumstances. The requirement will now be effective from 01 January 2023 and during the course of this year we will be working with affected parties to ensure compliance for next year. The online version of the Motorsport UK Yearbook has been updated to show this regulation as “deleted” for the remainder of the year, with it to be reinstated in the 2023 edition.

Cross Country ‘high cross’ ROPS

As reported during the course of 2021, effective from the beginning of this year any pre-existing Cross Country vehicle utilising a ‘high cross’ as the main hoop reinforcement is required to be issued with a specific Vehicle Passport to enable its continued use. These Vehicle Passports have been made available only to vehicles that were presented before the end of 2021, to ensure that no new build vehicles utilise such a design that is not permitted within regulations. We are currently in the process of issuing these Vehicle Passports to the vehicles that were inspected last year – if you do come across one it will be clear that it is a ‘high cross’ Vehicle Passport as there will be an additional photo of the ROPS inside, as well as a comment to confirm the purpose of the document. It will of course also be issued specifically for the Cross Country discipline. All of this is in accordance with new regulation (P)57.1.4.



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