

Scrutineers' Bulletin

May 2022 – 198

Harness Homologation holograms

Scrutineers are reporting that Harness shoulder straps are still commonly found to be installed the wrong way round. Remember that the FIA-homologation hologram should be on the left-hand shoulder strap (from the wearer's perspective).

It is important that this is correct as many harness buckle clips are specifically angled for the left or right-hand side. The positioning of the hologram on the left shoulder strap is reinforced by regulation K2.1.7, and competitors should be reminded of this if they are found to be incorrectly installed.

Counterfeit Overalls

The set of Overalls shown in the photos below, were presented at scrutineering at a recent race event. The Scrutineer correctly identified them as Counterfeit, noting that the embroidered label with the homologation details was not in the normal place. On the overalls presented the embroidery was on the belt, not on the back of the collar.

The FIA homologation standard 8856-2000, that these overalls are said to conform to, specifies within the standard that the homologation details are embroidered into the back of the collar, so with the embroidery being in the wrong place is an instant signifier that these are not genuine homologated overalls.



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Vehicle Passport applications

We are experiencing a very high volume of Vehicle Passport applications being sent in for processing and, to make sure we are able to process these as smoothly as possible, we would like to remind Scrutineers of some of the common issues we regularly come across.

Please ensure that you use the specified format in the email subject line when submitting your applications.

OWNERS SURNAME - VEHICLE REGISTRATION

(example) Subject: **DUNCAN – AFW 65K**

Where a vehicle does not have a registration, please use the following subject title format.

OWNERS SURNAME – VEHICLE MANUFACTURER

(example) Subject: **DUNCAN – DALLARA**

We use the email search function to locate the applications in the inbox so it is important to use this format so that we can find the applications quickly and easily.

Please ensure that both the application form and photos are sent by the Scrutineer not the competitor, and ideally in the same email. It makes applications very difficult to track if parts of the applications come in separately often with no details to help us match them up. And as Scrutineers submitting the application you should be checking and approving the photos before submitting, all too often photos sent by the competitors are not of the required angle or quality, which delays processing.

It is important to have a Chassis number listed as this is how the vehicle is identified on our database. If the vehicle you are inspecting does not have a chassis number, then a Motorsport UK seal must be applied to the chassis, and this will then become the chassis number for the purposes of the Passport.

In the ROPS section of the application form, where it asks for a Certificate/Homologation No. please only enter either a Motorsport UK (or MSA/RAC) Roll Cage Certificate number or an FIA homologation number, or a certificate number issued by an FIA approved ASN (such as the DMSB or FFSA etc.). we often see ROPS part numbers or serial numbers in this section, which we cannot trace or reference through our certification records.

In the ROPS section where the form asks for the number of mounting points for the ROPS, please give the specific number of points where the ROPS mounts to the chassis. Please do not just write 'multiple' as this does not tell us the information we require.

On the sealing log section, please only include any Motorsport UK seals on the vehicle, we do not need details of any championship or manufacturer seals at the point of issue of the Passport, although these can be added to the Passport at a later date by the championship scrutineers.

By making sure these parts of the application are completed correctly it will enable us to process the applications quicker without the need to go back to the Scrutineers to request the correct information, saving us all additional time and effort! Thanks for your cooperation.



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Hand-Held Extinguisher Pins

In the April Bulletin we clarified our advice regarding the removal of pins in hand-held extinguishers, as a reminder we reprint the advice below in case you missed it last time.

In the March Bulletin we provided a copy of the recent FIA ASN Safety Bulletin #11. In this document, the first item on the checklist related to removal of fire extinguisher pins on cars before entering a special stage or circuit. The article suggested that the pin should be removed from plumbed-in and hand-held extinguishers. We would like to clarify that this guidance was not intended to supersede any existing Motorsport UK requirements or guidance – which remains that the pin should be removed from the plumbed-in extinguisher but not the hand-held. Removal of the pin from the hand-held extinguisher is part of the process of deployment of the extinguisher and as such it should not be removed until the point at which it is needed to be used.

Extinguisher Homologations end date

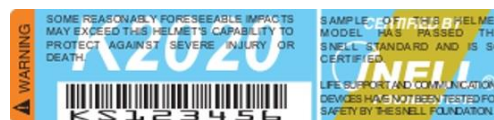
We would like to clarify again the meaning of the Homologation End Date detailed in the last column of the FIA Technical Lists for Homologated Fire Extinguisher systems.

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.

Snell K2020 Helmets

It has been noted that the Snell K2020 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 will be amended shortly to include this Standard.



Jim Morris

We are sad to report the passing of Jim Morris, National Scrutineer of over 20 years’ experience, following a period of ill health.

Jim was a regular sight at most Motorsport events in the central south and known to many competitors as the ‘go to man’ for Logbooks and Passports in the area. When not Scrutineering, Jim was often seen competing in Rallies and Sprints in his trusty blue Mk2 Escort. And he continued to play an active role in his local Motor Club as Vice-President of Farnborough and District MC.

Our sympathies are with his son Iain and the rest of their family.

Jim’s Funeral will take place on 24th May in Bracknell, Berkshire. If you would like further details, please get in touch with the Technical Team and we will pass these on.



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FIA ASN Safety Bulletin #14

Below is a reproduction of the latest FIA ASN Safety Bulletin. Please take the time to read through this carefully, and note that it is available online to view or direct others towards [here](#).



ASN Safety Bulletin #14

Dear Colleagues,

There are two types of Frontal Head Restraint (FHR) systems approved for use in competitions registered on the FIA Calendar: HANS and Hybrid.

Both are designed to stop a driver's head from whipping forward in a collision but do so in different ways and must be worn correctly to ensure optimal performance.

The video above shows how to wear a HANS device.

When G-force is generated in an impact, the HANS ensures that the helmet moves with the driver's torso and protects the neck and skull. To ensure maximum safety in an impact, drivers must ensure that the HANS device is placed under the shoulder straps of an FIA-approved harness.



The collar angle must be setup between 60° and 90° from the horizontal, and the distance between the leading edge of the HANS collar and the point of connection to the outside of the helmet must be 150mm (+/- 25mm).



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The angle of the shoulder belts should be between 10° and 25° viewed from above, and between 0° and 20° viewed from the side. Make sure the shoulder straps run freely between the shoulder slots. You can view the detailed information to help competitors on the selection and installation of HANS device by following the [link](#).

The HANS must only be worn with FIA Homologated helmets. You can download a list with the FIA-approved FHR systems (TL36), a list with the approved models (TL29), and a list of helmets that can be used by following the links: [TL 41](#), [49](#), [33](#) and [69](#).



Best regards,
FIA Safety Department

If you have any topics you would like us to cover in future bulletins please send your suggestions to the FIA Safety Department.



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