

Scrutineers' Bulletin

October 2020 – 179

Scrutineering under COVID-19 Conditions

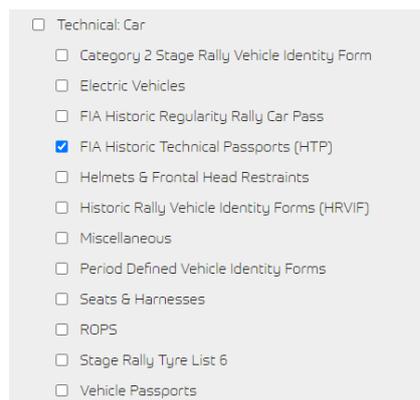
As a reminder, the 'Scrutineering under COVID-19 – Procedures and Guidelines' document, along with all of the other relevant guidance and information for motorsport events under COVID-19 conditions, can be found at the following link www.motorsportuk.org/restart. Please continue to familiarise yourself with these documents as they are updated regularly. If you have any questions that are not covered in the restart documents, please email restart@motorsportuk.org

Please don't forget that the scrutineering measures detailed in the procedures and guidelines are not optional. They are there to protect scrutineers and competitors and ensure that we are able to continue to operate motorsport during this pandemic – it is vitally important that you, and all officials, follow social distancing guidelines and don't slip back into old ways of doing things.

Online Technical Resources

The car technical resource documents on our website – which previously resided in the Resource Centre – have now been moved to our [Document Library](#). This includes everything from the Vehicle Passport Application Forms and FIA HTP Templates, to the Registered Non-lead Acid Battery Manufacturers Forms and all Technical Guidance documents. Many of the other documents on our website can now also be found in the Document Library.

The improved Document Library makes it easier to find the resources you need, by using the filters down the left-hand side of the web page. As an example, to view all FIA Historic Technical Passport (HTP) documents, you need to tick the relevant box, as shown on the right, and ensure that this is the only box that is ticked. If you also have the main 'Technical: Car' box ticked, then it will continue to show all of the documents from all of the subheadings shown in the image.



- Technical: Car
 - Category 2 Stage Rally Vehicle Identity Form
 - Electric Vehicles
 - FIA Historic Regularity Rally Car Pass
 - FIA Historic Technical Passports (HTP)
 - Helmets & Frontal Head Restraints
 - Historic Rally Vehicle Identity Forms (HRVIF)
 - Miscellaneous
 - Period Defined Vehicle Identity Forms
 - Seats & Harnesses
 - ROPS
 - Stage Rally Tyre List 6
 - Vehicle Passports

The previous 'Technical: Car' web URL now informs you that documents have been moved to the [Document Library](#). It is worth bookmarking this web page for future reference. Please check back frequently to ensure you have the most up to date information saved to your system.



2021 Seminar Series

From the 23–31 January 2021, Motorsport UK will be holding an Officials' Learning and Development Week which will consist of a series of interactive online sessions for clerks, stewards, scrutineers, timekeepers and rescue & recovery officials.

For clerks, stewards and scrutineers, specified sessions will replace the usual licensed officials' seminars and will be counted towards your grade maintenance criteria of attendance for two out of every three years.

Further details, including how to register, will be provided in the November bulletin.

Lithium-Ion Batteries

We often get enquiries from competitors as to why regulations are strict for Lithium-Ion batteries, with the requirement for them to be from a Motorsport UK registered manufacturer. The example here demonstrates the potential danger of Lithium-Ion batteries. In this case it was a battery from a registered manufacturer and that met the required standards, but we are unaware what caused the failure.

This Lithium-Ion battery suffered thermal runaway on a car at a recent event at Prescott. Having got the battery out of the car, it was hosed down on the grass where it continued to overheat for about an hour before being dropped into a bucket of water. We are concerned to see the number of people standing around the incident, seemingly oblivious to the toxic gasses they are being exposed to. After about 10 minutes they were made to move away by a marshal. If you find yourself in this situation, anyone not directly handling the issue should be kept at a safe distance.



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ROPS, Harnesses and Bulkheads

The photographs on the right were sent to us by a Scrutineer following an unsuccessful Vehicle Passport inspection for a Speed car. During the course of the inspection a number of significant safety concerns were highlighted.

Firstly – top photograph – the ROPS main hoop features a fairly obvious circumferential weld around the upper mid-point, indicating that it is not a single-piece construction as required by (K)1.3.1. It is reported that the rest of the ROPS was of generally poor construction, including numerous incomplete welds.

Next – middle photograph – is the harness installation. While there is not specific concern over the harness itself, the installation of the crotch straps was an issue. As you can see, rather than passing through the hole in the seat – which is provided for this purpose – the straps pass over the front edge of the seat and are mounted significantly forward of the torso of the driver when correctly seated. Such an installation will lead to the crotch straps being unable to perform their intended function in the event of an incident, potentially leading to a fairly nasty injury. Drawing (K)39 also helps understand the issues here.

Then comes the bulkhead – bottom photograph – which as you can see in the photograph, is clearly not sufficient in “preventing the passage of fluid or flame” as required by (J)5.2.2. The bottom photograph shows the bulkhead which as you can see in the photograph, is not sufficient in “preventing the passage of fluid or flame” as required by (J)5.2.2.



Gold Book Amendment 2 – TKM

Please note that amendment number 2 for the 2020 Motorsport UK Karting Yearbook has been issued. This amendment is made to the TKM general class regulations and concerns starting of engines, in light of a recent production and supply issue of components for the TAG system. This amendment will also be adopted fully into the class regulations for 2021. The full amendment can be found on the Kart Technical area of the website at www.motorsportuk.org/karttech



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Exposed Major Components – (J)5.2.1

There is no definitive regulation or definition for what is considered a major component in the context of (J)5.2.1. However, you need to consider the purpose of the regulation. This is to protect the occupants, other competitors, trackside officials etc. from injury as a result of exposure to dangerous moving parts of the engine and suspension, and from debris in the event of an impact or component failure.

There is generally no issue with the intake and exhaust protruding, as is common practice in vehicles such as Caterhams. However, we would expect a component such as the turbocharger, as shown in the photographs below, to be covered as this could cause a hazard if exposed whilst running.



Headlamp Protection

An often-overlooked regulation in Circuit Racing is (Q)19.14.4, which requires glass headlamps (of more than 32cm²) to be adequately protected from breakage. The potential hazard of glass fragments on the track surface is an obvious one. It was reported from a recent Race meeting that the circuit staff worked long hours after racing, collecting half a bucket of glass shards from the track.

The traditional taped cross is usually enough to retain the glass in case of breakage, and if correctly applied to extend onto the headlamp unit, it should also retain the complete lens if it becomes detached from the body of the lamp.



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