

# Scrutineers' Bulletin

June 2021 – 187

## Harness Installation

We are receiving reports that Scrutineers are still regularly coming across incorrectly installed harnesses, which are not correctly routed through the adjusters when wrapped around a harness bar. Please see the example to the right.

As can be seen, for each shoulder strap the 3-bar adjuster is set a significant distance away from the ROPS harness bar and the strap itself has not been passed back through the adjuster for the third time. Looking carefully in the background you can just about see that the other occupant's harness is installed in the same way.

With an installation like this there is a significantly increased potential for slippage in the system – both longitudinally as well as laterally on the harness bar – with potentially serious consequences in the case of an incident.

When installing harness shoulder straps on ROPS harness bars with a 3-bar adjuster such as in this case, the installation should always be carried out as shown in this example to the right, including diagram below. Noting in particular that the adjuster is placed as close as possible to the harness bar, and the strap passes back through for the important third time, leaving at least 100mm free length. Remember that a useful [Harness Guidance](#) document is available in the Technical: Car section of the [Resource Centre](#).



## Counterfeit Overalls

We were recently alerted to a potential set of counterfeit overalls by a scrutineer, and on further investigation we found not one, but two sets of overalls that are indeed counterfeit items but claiming to be manufactured by Alpinestars.

Both sets were sent to us for confirmation that they were counterfeits and we have included a selection of images here to highlight just some of the signs of their spuriousness. We have provided one of these sets to FIA for further testing, and the other will be sent back to Alpinestars for their own investigations.

The first thing to notice is the FIA label on the collar of each set of overalls. In both cases the general quality of the stitching used is poor. On the blue collar, the FIA Standard number is given as “8866.2000”, which is non-existent. On the black collar it states, “Year of Manufacturing”, which is incorrect terminology. And in both cases – perhaps the most obvious giveaway of all – the manufacture year is four years in the future.



Looking at the label adjacent to the zip (identical on both sets of overalls) the first issue to note is the FIA homologation number, which differs to that carried on the collar (above). Also, when checked on FIA Technical List 27 ([here](#)) this homologation number (RS.243.13) relates to an OMP product. It is also worth noting the quality of the stitching used in attaching the label here, including the internal view.



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Looking next at the zip, in both cases the teeth are plastic, where FIA Standard 8856-2000 requires them to be metal.



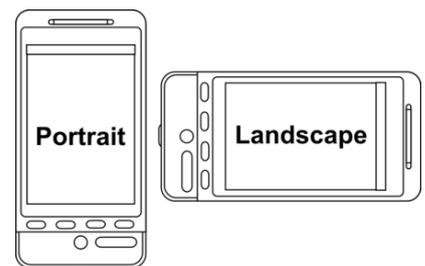
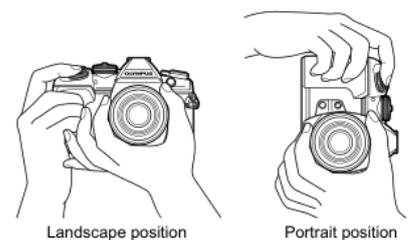
The final picture gives an idea of the quality of the stitching found internally on the overalls, again the poor quality of the finishing gives a good indication that something is not right.

As always, when checking safety equipment, do keep an eye out for the tell-tale signs of something that may not be genuine. If you are in any doubt, then please don't hesitate to get in contact with the Technical team. Any photos you can include are always a great help.

### Photos on Vehicle Passports and other Documentation

A reminder for when submitting photographs for vehicle passports to ensure you take the photos in landscape orientation. Depending on whether you take your photos on a camera or a smartphone, please ensure you hold the device in the landscape orientation.

Taking photos in this orientation ensures the photos used on documentation such as Vehicle Passports, HRVIFs, Category 2 Identity Forms and other paperwork, are formatted and displayed on the paperwork correctly. When submitting any paperwork for Vehicle Passports or other documentation, please clearly reference the car, registration/chassis number and owner in the subject line. For example: [Reece Tarren | Mitsubishi Lancer WRC05 | NX04 ND](#).



## Motorsport UK Documents

We still continue to see documents submitted on old style MSA forms. As mentioned during the webinars earlier in the year, please ensure you are using the latest forms and documentation from the [Motorsport UK Resource Centre](#). If you save forms locally to your devices, it makes good practice to check the Resource Centre every so often and overwrite the form on your device. The latest version of forms, guidance notes and other documentation can be found [here](#).

## Superkart Coolant

Last month we advised of a change to the regulations for the use of coolant in Superkarts – just to clarify this further, the class regulations within which the change has been made are specifically for long circuit use. As a reminder, these class regulations, with changes, can be found in the [Technical: Kart](#) area of the Resource Centre, within the sub-section ‘Non-Yearbook Class Regulations’.

## Junior Gearbox

Please note that new class regulations for the new Junior Gearbox class have been published on the Motorsport UK website – in the same location as detailed in the article above – and are now available for general use where desired. They can also be downloaded directly in pdf format by clicking [here](#).

## John Monk

We were saddened to hear that John Monk passed away in April. John was a hugely experienced National Scrutineer regularly found in the role of Chief Scrutineer at Race meetings over the last 30+ years. John also held the position of Eligibility Scrutineer for a number of race championships including a long stint with the Alfa Romeo Owners Club Championship. John will be greatly missed by the Scrutineering community.

## Chris Arnold

It is with sadness that we report that Chris Arnold passed away recently. Chris was a Scrutineer for well over 45 years and was often to be found working as Chief Scrutineer or Eligibility Scrutineer at Speed (and other) events in the Southwest. A very popular member of the scrutineering community, Chris’ presence will be missed at these events.



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