

SCRUTINEERS' BULLETIN

January 2019 (158)

Seminars

The first of the Technical Car Seminars begin this weekend in Bristol and East Midlands – both of which are at full capacity. There are still spaces available at the following venues later in the series:

Date	Area	Venue	Postcode
19 January	Dunblane	DoubleTree Dunblane Hydro	FK15 0HG
20 January	Belfast	Hilton Belfast Templepatrick	BT39 0DD
26 January	Cambridge	Doubletree Cambridge Belfry	CB23 6BW
02 February	Newcastle	Hilton Newcastle Gateshead	NE8 2AR
03 February	Cobham	Hilton Cobham	KT11 1EW

If you wish to attend any of these sessions, then please [click here](#) to access the Google Form for registration.

Autosport International

The Technical Team will be in attendance at this year's Autosport International show at the NEC in Birmingham on all 4 days and will be on-hand to answer any questions. If you are coming along to the show, then do make sure to come across the Motorsport UK stand and say hello!

Snell SA2005

Remember that the Snell SA2005 helmet standard was withdrawn from the list of acceptable standards at the end of 2018 – so anybody presenting a helmet to this standard will no longer be able to use it for Motorsport UK events where a helmet is mandatory.



Notification was given in each of the previous 4 editions of the Yearbook, so there should hopefully not be too many occurrences of people being unaware of this withdrawal.

Seat homologation extensions

Now that we have entered the new year, it is particularly important to remember that FIA-homologated seats (8855-1999 standard only) for use in stage rallying are subject to an automatic 2-year extension to their life (see full details in (R)48.10.6). So, for example, a seat with a homologation label validity that expired at the end of 2018 will continue to be recognised now until the end of 2020. There are still some seats out there in use that will have a homologation label with a date of manufacture (month/year) shown, and in this case the 2-year extension is applied by adding 7 years to that date, e.g. a seat with date of manufacture February 2013 will now be valid until the end of February 2020.

Remember also that this extension comes with increased rights for Scrutineers to retain or invalidate homologated equipment in appropriate circumstances and this is something that we will be covering in more detail in the upcoming seminar series.

Helmet and FHR stickers

Those of you who have recently attempted to order helmet or FHR stickers will already be aware that we are currently out of stock while we wait for the newly branded products to be delivered. We can now confirm that stock is on its way and should be available from the second half of this month. The new designs are below – as you will see, they are not radically different and previously applied old design stickers do remain perfectly valid.



Please note also that the cost of purchasing helmet and FHR stickers has been reduced slightly, back to **£12.50** per sheet of 10. The cost for applying a sticker remains at **£2.50** for the competitor.

FIA 8856-2018 standard

The FIA introduced a new standard for protective clothing in 2018, FIA 8856-2018, and the first garment was homologated in December. The Motorsport UK Yearbook will be updated shortly to include this standard, but it is confirmed that it is acceptable for use in Motorsport UK events with immediate effect. The standard covers all items of protective clothing – overalls, shoes, gloves, balaclavas, undergarments, rainproof overgarments, cooling undergarments and socks. All garments will carry the relevant FIA homologation label, and all garments except for socks will also carry an FIA hologram – see specific details below:

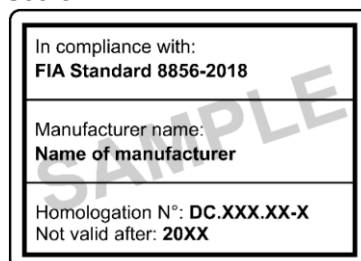
Overalls



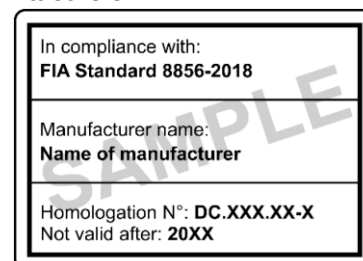
+



Socks



All others



+



Full details of the standard can be found on the FIA website [here](#), and the list of homologated items is Technical List 74, which can also be found on the FIA website [here](#).

The existing FIA 8856-2000 standard remains valid and continues to be acceptable for Motorsport UK events for the foreseeable future, however garments to this standard will no longer be manufactured after 2021.

Fire extinguisher regulations

A reminder that the new fire extinguisher regulations – section (K) Appendix 3 – are now effective for all new-build vehicles. We are aware that there are a number of cross-references in the Motorsport UK Yearbook specific discipline regulations that refer to the pre-existing regulations to account for existing vehicles (until 2022), but do not however refer specifically to Appendix 3 for new-build vehicles. As stated very clearly at the beginning of (K)3 as well as at the beginning of (K) Appendix 3, the new regulations must now be applied to any new-build vehicles. So, for example, (R)48.10.5 for stage rallying refers to (K)3.1.4, which is fine for existing vehicles, however any Stage Rally vehicle applying for a first-time Vehicle Passport will be required to use a plumbed-in and hand-held extinguisher in compliance with (K) Appendix 3.

Vehicle Passports

As always, please ensure that you charge the correct fee for a Vehicle Passport inspection and application, the fee has gone up a small amount for 2019. Please make sure you pay the correct fee with your applications, as we don't want to chase you for 50p owed! For 2019 the competitor pays you **£44**.

As always, this is split 50/50 – you retain **£22** and forward the completed application to Motorsport UK with the remaining **£22**.

Tyre list 1A

Please note that the Dunlop SP Sport Maxx Race tyre in list 1A should correctly be marked with an asterisk (*), which indicates that it may be removed from this list for 2020. This does not affect its validity for 2019.

Stage Rally rear-view mirrors

Please take care when checking stage rally vehicles to ensure that they have correctly fitted and functional rear-view mirrors. There are MOT requirements concerning what mirrors should be present and in working order and it is dependent on age, for full details please see section 3.3. on the DVSA website [here](#). Remember though that it is not just a case of ensuring the mirrors are fitted – they must be functional, we had a case reported to us recently of an incident between 2 competing cars, where the car in front was shown to have been running with both side mirrors folded in and had no interior mirror! If and when present at the beginning of a stage, please take care in checking to ensure mirrors are not folded in and are in a usable state.

Kart Scrutineer Seminars

Please note that we are working on finalising a program for Kart Scrutineer training seminars, which will start a little later than in previous years. Final details and invitations will be circulated as soon as available this month.

Starting of Kart engines in the paddock

You may have noted that the regulations concerning the starting of engines in the paddock have been amended this year, and now this practice is prohibited in pits or paddock (see (U)12.7). Engines may now only be started with approval of the Chief Scrutineer where they have a valid reason, and only in a specific area, which will be designated by the Chief Scrutineer. So, if you are Chief, it is important that you identify a suitable protected area for this prior to the start of the meeting.