

SCRUTINEERS' BULLETIN

June 2019 (163)

Bill Elliot

Sadly, we pass on the news that Bill Elliot passed away last month after a period of ill health. A former competitor, Bill has been a Kart and Car Scrutineer covering events in Scotland and the North of England for more than 25 years. Bill retired from his regular role with Cumbria Kart Racing Club a couple of years ago and had suffered from ill health in the recent past. Son-in-law George Hay continues the family tradition as a motorsport official, but Bill will be missed by competitors and officials alike.

HELMET WRAPPING

We recently published an article in this bulletin relating to helmet wrapping, since which we have been engaged in a period of research regarding this topic, including liaising with the FIA to seek their view on this practice.

We are now able to confirm that wrapping alone – as with painting – should not be a reason to reject the use of a helmet. This follows the stance taken by the FIA, who in turn are in regular communication with the helmet manufacturers. Many helmet manufacturers issue guidelines for the decoration of helmets, and these should always be followed. If in doubt, always seek the guidance of the manufacturer.

However, as always, the Scrutineer will judge the overall condition of any helmet to ensure that they are satisfied as far as possible that the helmet is safe for use. If the helmet has been wrapped poorly, or there is some indication that the helmet may be damaged or has been dismantled and not sufficiently reassembled, then the Scrutineer will be in a position to reject the helmet and possibly impound it for the duration of the meeting. If the Scrutineer is in doubt as to whether there is damage beneath any wrapping, then they may ask for the competitor to demonstrate the condition, which may involve removal – or partial removal – of the decoration, if the competitor refuses then the Scrutineer will reject the helmet and may impound it for the meeting.

All of the above applies in the same way to painted helmets, and those with partial wrapping or stickers. Remember that it is always the responsibility of the competitor to ensure that their equipment remains – and is presented – in a suitable and usable condition.

Any queries in relation to decoration of helmets should in the first instance always be directed to the helmet manufacturer. Any general queries on the acceptability or condition of helmets can be directed to the Motorsport UK Technical team at technical@motorsportuk.org or on the phone number below.

Lifeline Extinguisher clarification

In a correction to the article in the May bulletin we would like to confirm that Lifeline have always recommended using only batteries supplied by them to ensure system performance as homologation.

The battery homologated for all Lifeline systems is a 1604AU type battery, the system and electronics are designed for this battery type.

Sealing Pens

As you may be aware sealing paint pens have previously been available from Peter Riches. Peter has informed us that he has a new stock of sealing paint pens in Blue, Yellow and Green. Please contact Peter directly by email at RichesST@aol.com if you would like to order, they cost £12 each.

Dual Standard Helmets

A reminder that the Snell SA2005 helmet was withdrawn from the list of accepted standards at the end of 2018; however, this does not mean that every helmet manufactured to this standard cannot be used in Motorsport UK events. Some helmets have dual standards, holding a Snell and FIA standard with both standards appearing on the helmet – if the SA2005 standard appears along with a valid FIA Standard listed in (K)10.3.1, then this helmet is valid for use in Motorsport UK events. The later FIA standard overrides the expired Snell standard, for example a helmet marked with the Snell SA2005 and FIA 8869-2004 will still be acceptable up until the end of 2020.



Fake Overalls

These pictures were sent in by a keen-eyed scrutineer who noticed the material used and the general build of the suit was to a poor quality.

The stitching on the collar of the suit that holds the FIA standard information and the year of manufacture in had thread linking each letter together and a general



poor standard of embroidery, the FIA logo is an incorrect design and to a lower quality than normally seen. The details on the collar states it was manufactured in 2019, therefore also missing from the suit was the FIA hologram adjacent to the zip, which is part of the latest labeling system that has been in place since 01.01.2013.

What was even more apparent was that light could be seen shining through the material on the back of the suit perhaps suggesting the incorrect material had been used in the manufacturing of the suit – additionally the cuffs of the suit appeared to be made from a nylon type material. The suit was impounded for the duration of the event and fortunately the competitor had a spare pair of overalls which were to the correct standard and in suitable condition.

Non-flameproof boots

A competitor presented his boots at a recent event and the scrutineer noticed this label in the tongue of the shoe. The label that states, 'Not flameproof equipped'. Where protective shoes are required by specific regulations, the garments must be tested to ISO 6940 or a relevant FIA standard, with all fastenings and laces to be of a non-fusible material along with all threads to be flame resistant. The boots in question were impounded for the duration of the event and the competitor was able to purchase a new pair which conformed to the correct standards for flame resistant boots.



ROPS Welding

The following pictures were sent in by a scrutineer demonstrating poor workmanship on a ROPS. Not only is the welding of a poor quality, but the weld barely makes it half way around the join between the two bars and is of poor penetration – it is quite clear that if this ROPS were be in an accident it would not offer much protection. Guidance on welding can be found in section K1.3.8.



Harness holograms

The harnesses in this photograph were sent in by a Scrutineer from a recent event at Snetterton. They were found with two labels/holograms, one on each shoulder strap, when only one should be present on the left-hand strap.

While all the straps had the same homologation number it was clear that one of the shoulder straps had been taken from another set – a reminder that it is not permitted to mix and match straps from other harnesses. The driver tried to convince the scrutineers that this is how the manufacturer returned the belts to them, however on closer inspection only the serial numbers on the lap belts matched which point the finger again at mixing straps on the harness set.

