

Scrutineers Pre-Season Brief 2023

Welcome to the FOC Superformance Ferrari Club Classic Series which promises to be something very special in 2023. As part of your preparations please note the amendments in both the Motorsport UK Yearbook and FOC 2023 Technical and Sporting Regulations. It is important that you take the time to fully understand the implications in both publications before our first meeting of the year at the Donington Historic Festival in April.

Motorsport UK Yearbook

During pre-season it is advisable to check all safety equipment (including driver PPE) to ensure it is in good condition and valid as stated in this year's yearbook. As last year you can request a hard copy with your licence application or go to www.motorsportuk.org Please pay particular attention to sections J, K, and Q. Changes or new additions are highlighted in red and I urge you to go through the yearbook to ensure there are no surprises later in the season.

The principal amendments are as follows but these are by no means exhaustive. So please check before spending your hard-earned cash

Seats – Every year I get calls from competitors concerned that their seat homologation is about to expire. For club circuit racing in the UK a Homologated in date seat **is not** required. However, there are specific requirements which can be found in Section J5.3 and K2.2 in this year's MSUK yearbook.

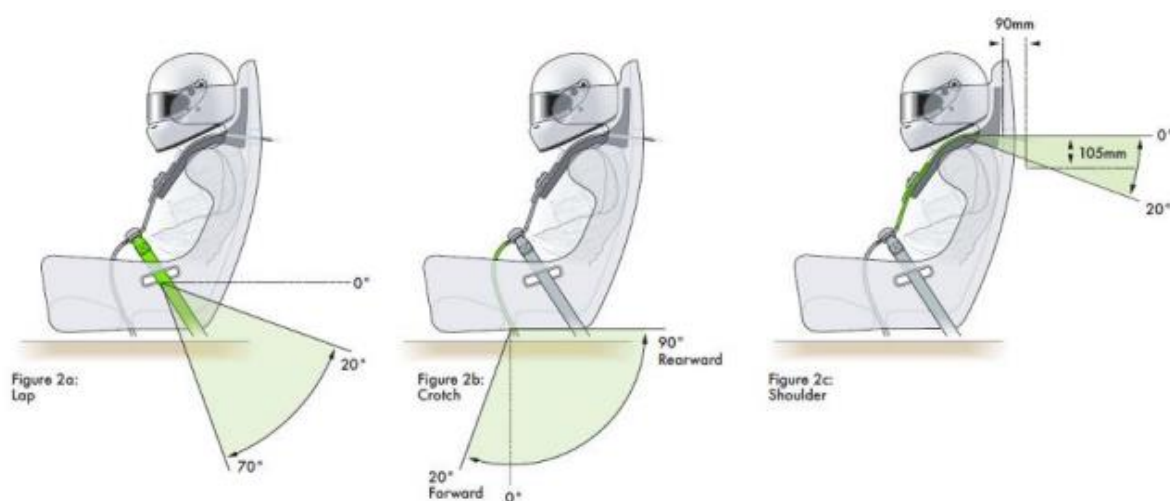
Harness Dates

FIA 8853-2016 Can be used for up to five years beyond the "Not Valid After" date on the Homologation label.

FIA 8853/98 - Valid for five years with the expiry as the Homologation label.

FIA 8854/98 - Valid for five years with the expiry as the Homologation label

Safety Harness Installation – Whenever possible the angles shown below should be maintained. The principal difference being the rearward angle of the crotch strap (fig 2b).



Helmets – Please note that helmets to **Snell SA2010** are set to expire at the end of this year. However, helmets may have more than one approval standard and as long as one of those standards is currently valid then the helmet is acceptable. An example would be a helmet having both Snell SA2010 and FIA 8860-2010.

Fire Extinguishers – Always a particular topic of interest.

- Extinguisher regulations can be found in sections K3.1 to K3.3.3
- For circuit racing the system must be a homologated plumbed in system
- There are two homologated systems
 - Fire Extinguisher Systems Competition Car (1999)
 - FIA Standard 8865-2015
- Extinguishers must be serviced every two years or as the manufacturers service schedule
- Confusingly there is no specified minimum capacity for an extinguisher or minimum number of nozzles. The homologated system will come as a kit and if it is fitted in accordance with the manufacturer's guidelines all will be well.

Electrical Circuit Breakers – There is a change to the regulation which can be found in K8.1.1 and K8.5 in the year book. In principle “Any re-set of the circuit breaker must be operated by a distinct different action to the trigger”

FOC Technical Regulations

There are a number changes to the FOC technical regulations for 2023 which are highlighted by being underlined. Please satisfy yourself that the car complies with the specific rules for the group you intend to compete. Please take notice of the defined minimum weight limits for your specific car and group.

As last year section 2.13, the fitting of onboard cameras will be mandatory. Please ensure that cameras, data loggers etc are securely mounted using a robust mechanical fixing and where possible a secondary fixing device (such as a tether) is used. **Suction mounts are not acceptable.**

Not complying with the regulations

This is going to be an exceptional season and a great deal of time and thought has been spent on the 2023 technical regulations to promote close racing across all groups. The FOC take pride in organising a friendly, relaxed yet competitive racing series. As in past years drivers of cars found not to comply with the regulations will be issued with a written “Non-Compliance” report and given the opportunity to rectify for the next meeting. However, areas of non-compliance deemed to be excessive such as found to be below the minimum weight limit, or safety related, will be reported to the Clerk of the Course as stated in the Motorsport UK yearbook section C point 3

Good luck and I wish you a safe and successful racing season.

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