



# Scrutineers Pre-Season Brief 2015

Motor racing and in particular circuit racing is a strange sport to some a simple case of going round in circles to end up at the same place as you started. As a scrutineer the expectation and unknown of the coming season is an enjoyable prospect and I look forward to the first FOC meeting at Silverstone over the second weekend in May. As drivers I suspect the anticipation is heightened even further with that competitive spirit you all share over what I am sure will be another successful racing season.

In principle there are no significant changes to the technical regulations for 2015 but there are areas that have been defined and clarified which are listed below. I have also included the FOC committees view on how our Parc Ferme should be operated. Please ensure you read and understand this year's technical regulations. The race committee are keen for groups one and three to remain as our entry level to the series in the hope to attract new members that "want to have a go" or progress from track day arena.

**Parc Ferme** – We have some competitors that have asked that tighter Parc Ferme rules apply as stated in D25.1.18 of the Blue Book. There are also an equal number of competitors who rather have a more relaxed approach to the Parc Ferme rules and allow friends and family into the area. **The committee have confirmed that once all cars have entered Parc Ferme and the area is safe and all cars stationary with engines off Parc Ferme will be become open. Post scrutineering and in particular the post-race damage check will be completed during this time.**

**Engine Mounts** – There has been much discussion over the summer of 2014 regarding engine mounts with some drivers insisting that solid or a mixture of solid and standard mounts are required to enable effective gear changing while the car is under cornering load. **This regulation has been clarified for Groups 1&3 in section 3.5 (f) Engine mounts must be as original. Groups 2&4 in section 3.5 (J) Engine mounts are free**

**Engine covers** – We have experienced the odd car with the engine cover slightly raised in 2014. **Clarification for all groups under regulation 3.4 Engine covers must remain closed to ensure the cars original silhouette is maintained.**

**Ignitions** – A hot topic of discussion all last season with the cost of original ignition components escalating. The committee recognise that an alternative system will have to be stipulated for the future but for 2015 the following will apply to all groups. **3.5 (e & h) All ignition systems must remain as originally fitted including coil packs. Cars originally fitted with points ignition may be substituted with an electronic alternative providing the distributor remains the sole means of determining the timing of the spark**

**Boot Area** – For 2015 the following clarification can be found- **3.4 Group 1&3 The boot area must remain free of any tanks or mechanical items. Group 2&4 – Oil coolers, catch tanks, header tanks and Accusumps may be fitted in the boot.** The principle of this regulation is to ensure the boot area remains a usable space for road going groups. You will also find - **3.4 Group 1&3 The bulkhead between the engine bay and the boot area must remain as original and all surfaces of the boot must be devoid of any non-standard holes or apertures. For Group 2&4 The bulkhead between the engine bay and boot must remain although holes may be made and sections removed.**

**Minimum Weight Limits** – Remember that the scales at the various circuits we visit in 2015 will vary slightly (Calibration certificates will be inspected throughout the season) and it is up to the competitor to ensure their car complies with the weight limit using the scales used on the day. Make sure your car is above the minimum weight limit without using fuel as ballast.

**Car Presentation Standards** – The usual standard of car preparation is excellent but from time to time last season we had the odd car that is less well presented. Missing front grills and randomly taped light clusters for example. The presentation of cars has always been important to the club and will continue to be the case in 2015.

**Not complying with the regulations** – A great deal of time and thought has been spent in on the 2015 technical regulations in making them effective but without becoming too protracted. The FOC take great pride in organising a friendly and relaxed club racing series. With this in mind for 2015 drivers of cars found not to comply with the regulations will be issued with a written "FOC Non Compliance" report and given the opportunity for the issue to be corrected for the next meeting. Areas of non-compliance deemed to be excessive such found to be below the minimum weight limit will be reported to the Clerk of the Course as stated in the Blue Book Section C Point 3.

Good luck and have a safe and successful racing season.

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