





Regulation 28: REPORT TO PREVENT FUTURE DEATHS

	<p>REGULATION 28 REPORT TO PREVENT DEATHS</p> <p>THIS REPORT IS BEING SENT TO:</p> <p>██████████ (Regulatory Counsel and Disciplinary Officer, MSUK)</p>
1	<p>CORONER</p> <p>I am Jon HEATH, Senior Coroner for the coroner area of North Yorkshire and York</p>
2	<p>CORONER'S LEGAL POWERS</p> <p>I make this report under paragraph 7, Schedule 5, of the Coroners and Justice Act 2009 and regulations 28 and 29 of the Coroners (Investigations) Regulations 2013.</p>
3	<p>INVESTIGATION and INQUEST</p> <p>On 06 October 2020 I commenced an investigation into the death of Zef Max EISENBERG aged 47. The investigation concluded at the end of the inquest on 09 December 2022. The conclusion of the inquest was misadventure.</p>
4	<p>CIRCUMSTANCES OF THE DEATH</p> <p>Zef Max Eisenberg died at 16.33 hours on 1 October 2020 at Elvington Airfield, York. The cause of his death was multiple traumatic injuries he suffered when he lost control of the motor car he was driving at approximately 244mph during a National Speed Record attempt.</p>
5	<p>CORONER'S CONCERNS</p> <p>During the course of the investigation my inquiries revealed a matter giving rise to concern. In my opinion there is a risk that future deaths could occur unless action is taken. In the circumstances it is my statutory duty to report to you.</p> <p>The MATTER OF CONCERN is as follows:</p> <p>Evidence was heard that the driver's safety harness crotch straps became detached from the car due to the impact when the car overturned.</p> <p>The car was fitted with a driver's safety harness which included two crotch straps fastened at a single point mounted to the floor of the car which in turn was fastened to a reinforcement plate which is fitted underneath the car. The force of the impact as the car overturned was such that the reinforcement plate was pulled through the floor of the car thereby detaching the crotch straps from the car.</p> <p>The reinforcement plate complied with FIA regulations.</p> <p>The detachment of crotch strap harness in this instance cannot be said to have made a significant difference to the manner in which the driver died.</p> <p>My concern relates to the regulation and assessment of the strength of <i>cars</i> at the point the harness and the reinforcement plates are fitted.</p>



	<p>Motor Sport UK (MSUK) is the governing body of four plus wheeled motorsport in the UK and is recognised as the national sporting authority by the FIA (world governing body).</p>
6	<p>ACTION SHOULD BE TAKEN</p> <p>In my opinion action should be taken to prevent future deaths and I believe you (and/or your organisation) have the power to take such action.</p>
7	<p>YOUR RESPONSE</p> <p>You are under a duty to respond to this report within 56 days of the date of this report, namely by February 10, 2023. I, the coroner, may extend the period.</p> <p>Your response must contain details of action taken or proposed to be taken, setting out the timetable for action. Otherwise you must explain why no action is proposed.</p>
8	<p>COPIES and PUBLICATION</p> <p>I have sent a copy of my report to the Chief Coroner and to the following Interested Persons</p> <p>THIS REPORT IS BEING SENT TO:</p> <p></p> <p>The Chief Coroner may publish either or both in a complete or redacted or summary form. He may send a copy of this report to any person who he believes may find it useful or of interest.</p> <p>You may make representations to me, the coroner, at the time of your response about the release or the publication of your response by the Chief Coroner.</p>
9	<p>Dated: 16/12/2022</p> <p></p> <p>Jon HEATH Senior Coroner for North Yorkshire and York</p>