

Scrutineers' Bulletin

June 2020 - 175

Advice on Scrutineering Under COVID-19 Conditions

Below you will find the document providing our guidelines for Scrutineering under COVID-19 conditions:

[Scrutineering under COVID-19 – procedures and guidelines](#)

Significant planning has taken place involving consultation with stakeholders from across the sport to conceive how the sport can be restarted at the appropriate time, while adhering to the government's prevailing guidelines. With practical measures in place, much of motorsport should be able to resume, provided modifications are made to many of the sport's established protocols, and this document sets out the modifications required for Scrutineering.

Motorsport UK continues to collaborate with government through the Department for Culture, Media and Sport (DCMS) and will update its guidance, accordingly, should there be substantial changes in government advice or restrictions. If you have any questions about these guidelines please contact technical@motorsportuk.org or for any queries of a more general nature regarding the restart of motorsport you can contact restart@motorsportuk.org

Survey for Officials Returning to Post

We would like to find out your views and intentions on returning to your officials' role once motorsport restarts. We would appreciate if you could complete the short survey found at the link in this bulletin. The information provided in this survey will help us plan for the restart and give us a picture of the official resource that will be available to the event.

Complete the survey: <https://www.surveymonkey.co.uk/r/scrutineers-bulletin>



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Guidance for Trainee Scrutineers

With the published guidelines to Scrutineering under COVID-19 conditions emphasizing that scrutineering teams should be kept to a minimum to reduce potential contact with officials and maintain social distancing requirements. It is clear that Scrutineer Training at events would be incompatible with these guidelines. we therefore request that during this first phase of the resumption of Motorsport activity that on event scrutineer training is temporarily put on hold.

However, this does not mean that your training has to stop, there are numerous online training resources available to you on the Motorsport UK Learning Hub (see details further on in this Bulletin). And there are other methods of communication you can use to continue training with your mentors such as video calls and on-line chat facilities. During these difficult times we are all getting used to different ways of working and communicating and Scrutineer training is no different!

Vehicle Passport Inspections

Following the latest Government guidance regarding returning to work if it can be done safely and if you are unable to work from home, we are issuing the following guidance for Scrutineer who wish to resume undertaking Vehicle Passport inspections.

Any Officials who are classed as Clinically Extremely Vulnerable or Clinically Vulnerable must continue to follow Government advice regarding shielding or isolating. No official should feel compelled to undertake vehicle passport inspections if they do not wish to at this time.

This guidance is based on a single Official visiting a single location to inspect a single car. Vehicle Passport Inspections must not be undertaken at events. Owing to the risk of cross contamination in situations where multiple competitors vehicles require inspections the Motorsport UK Scrutineering under COVID-19 conditions guidance must be followed:

- Where possible inspections should take place in a spacious, non-enclosed environment. Social distancing is to be maintained between inspector and applicant. If social distancing cannot be maintained facial coverings (masks) must be worn, in other situations facial coverings are recommended to government guidelines
- Contact with the vehicle should be minimized, the applicant should be asked to open doors, bonnet etc. and undertake any dismantling with the inspector standing sufficiently clear of vehicle to comply with social distancing requirements. The inspector can then approach the car to undertake any measuring etc. once the applicant has retreated to be sufficiently clear of vehicle to comply with social distancing requirements
- Scrutineers must only use their own tools and not handle any tools supplied by the applicant
- Scrutineers must not handle any competitors protective apparel (overalls, helmets, gloves etc.)
- We recommend that single use gloves are worn and disposed of after each vehicle inspection
- Any handling of applicant's documentation should be minimized, they can be viewed from a distance, and if handling is necessary single use disposable gloves should be worn
- Regular hand washing and sanitisation should take place
- All paperwork must be completed digitally, and either sent electronically for competitor signature or verbal confirmation accepted. Photographs of handwritten documents are acceptable



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Learning Hub Development Update

In the last edition of this bulletin we announced the launch of the new, online learning platform, the Learning Hub. As a reminder, to access the Learning Hub, please log in to the [Motorsport UK website](#) and then click on the Learning Hub logo in your Members' Area.

We are pleased to note that a number of Scrutineers have already visited the hub to undertake the Motorsport in Theory and Electrified Vehicle awareness modules (which can be found by clicking on the blue "Officials" tile on the Learning Hub homepage and then selecting "Licensed Officials' Learning Pathways") and other courses.

For those that have completed any of the training modules available we would love to hear your feedback so we can develop and improve this facility.

If you have any feedback, please email it to training@motorsportuk.org

Counterfeit Harnesses Information

We have been made aware of a counterfeit FIA homologated harness that has been found in Australia towards the end of last year. This counterfeit racing harness broke during an impact (pictured below), leaving the driver with severe facial injuries. A very real reminder over the dangers of counterfeit equipment.

As can be seen in the photos the failure point of the mounting bracket is obvious, and it was found that the harness did not bear the correct FIA homologation hologram label, clearly indicating this item as counterfeit (we do not know if this incident occurred at a Motorsport Australia sanctioned event).

The full article can be viewed at the following link:

<https://www.speedcafe.com/2020/05/26/concerns-raised-over-counterfeit-safety-equipment/>



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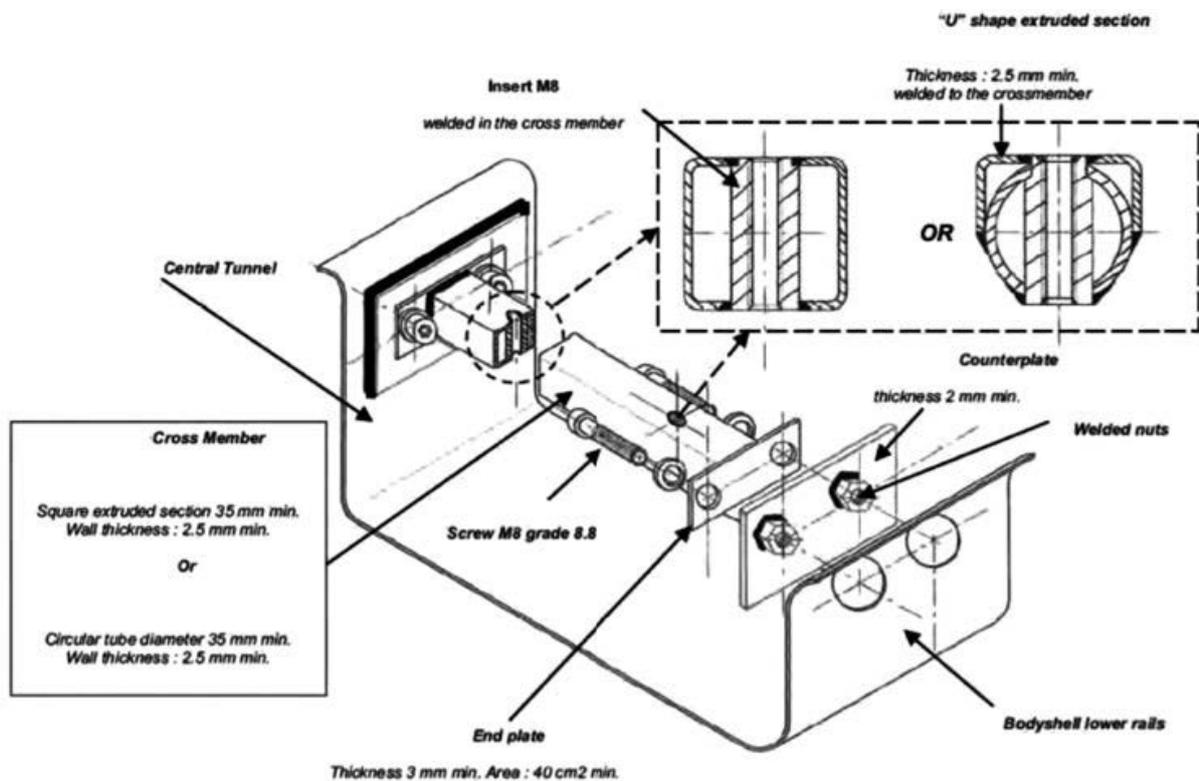


Seat Mounting Reminder

The new regulations regarding transverse bar seat mounting continues to raise a great deal of discussion.

As a reminder, these regulations are published in the 2020 Yearbook in (K)2.2.1 (and Drawing No.64). We are aware there could be a large number of cars with existing Vehicle Passports/CCLBs that have potentially smaller diameter cross members, or other methods of mounting (weld on tabs, captive nuts etc.) despite the fact that the regulations have never permitted these types of mounting, the Blue Book only ever having detailed a direct to floor mounting.

We would like to highlight that these new regulations do allow the end plates to be solely welded to the counterplate and if welded the bolts shown in drawing K64 are not required.



We reiterate that we are not expecting all vehicles to immediately change their mounts, and your discretion as Scrutineer should be exercised, providing the mounts presented do not appear to be causing a hazard. However, new build cars should certainly adopt the current regulations and existing competitor should be encouraged to comply at the earliest opportunity.



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