

Scrutineers' Bulletin

May 2020 - 174

Updates to the Learning Hub

On Tuesday 31st March, Motorsport UK announced the launch of its new, online learning platform, The Learning Hub.

The initial launch included content for Officials and Marshals, however, on Tuesday 14th April we added additional content for Clubs, including how-to guides, an information module on Club Stewarding and an online version of the 2020 seminar series for Club Officials and Event Organisers.

We would encourage all Scrutineers to undertake the Motorsport in Theory modules, which should serve as an ideal task to keep your Scrutineering mind active during the ongoing suspension of motorsport activity. The Theory modules can be found by clicking on the blue Officials tile on The Learning Hub homepage and then selecting Licensed Officials' Learning Pathways. If you have any queries, please contact training@motorsportuk.org



Technical Films

If you keep an eye on the Motorsport UK social media channels you will have seen a few short films presented by Motorsport UK Scrutineers. We have asked a small number of scrutineers to generate these films to keep our membership engaged in technical and scrutineering topics during the period of inactivity in motorsport. We hope that our membership, including scrutineers, will find the videos entertaining and informative as a reminder of the basics. Links to the videos already published can be found below:

- <https://www.facebook.com/OurMotorsportUK/videos/2820274218038127/>
- <https://www.facebook.com/OurMotorsportUK/videos/311934426437109/>

A big thank you to Chloe Jones and John Hopwood for doing these first two films for us, there will be more published in the coming weeks during the shutdown. If you have access to a competition vehicle and would like to do a film for us, please get in touch via technical@motorsportuk.org



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Electrified Vehicle Regulations

The next stage in our plan to accommodate and encourage the use of alternative sustainable technologies in motorsport has been completed this month with the introduction of Electrified Vehicle regulations. For the first time we have a detailed set of regulations covering the technical eligibility and safety aspects of Electrified Vehicles, which includes hybrid and full battery electric. The regulations provide for standard production EVs, in disciplines where unmodified standard production vehicles are permitted, as well as modified production vehicles and bespoke competition EVs.

The regulations will shortly be available to view on our website, with a full article coming in the May edition of *Revolution*.

You will recall at the 2019 Scrutineer seminars we delivered a session on Electrified Vehicle awareness training, as an early stage in preparation for these regulations. This training course has now been uploaded to the Motorsport UK Learning Hub introduced at the beginning of this Bulletin. And we would encourage all Scrutineers to undertake this course as a refresher.

Stage Rally Suspension Regulations

It is worth remembering that Category One Stage Rally cars are required to utilise the original manufacturer's suspension mounting points as per regulation (R)48.4.1, any movement of the mounting points will result in the vehicle being required to gain approval under Category Two.

This point has been raised in two separate situations recently regarding shock absorber / strut mountings. In the first situation a competitor had created new mounting points for the front strut tops for fitment of a camber adjusting plate. No issue with the camber plate itself, but it must bolt to the original strut top mounting points to comply with (R)48.4.1. The second case was a front wheel drive car with torsion bar suspension, where the competitor had fabricated rear damper turrets to mount vertical shock absorbers. As this no longer used the original manufacturers mounting points it did not comply with (R)48.4.1. In this case the chassis modifications for the turrets would also not comply with (R)48.1.4, another reason why Category Two approval would be needed.

Battery Location

A reminder of regulation (J)5.14.1 which requires the main vehicle battery to be situated rearward of the seats if mounted in the cockpit and a passenger/co-driver is present. This does not just apply to Stage Rallying, but any event where a second occupant is in the car, including Road Rallies, Cross Country events etc.

Turbo Diesel Restrictors

Stage Rally regulations require a restrictor to be fitted to any engine with forced induction, including diesel engines. We had an interesting query recently from a competitor wishing to use a modern BMW 2000cc twin-turbo diesel.

Regulation (R)48.2.1(a) specifies that forced induction diesel engines up to a maximum of 2500cc actual capacity are permitted with a 37mm restrictor. This is for a single turbo however, for twin-turbo



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applications regulation (R)48.2.5 states that the restrictors must not exceed the FIA Appendix J dimensions. The appropriate FIA appendix J regulation covering twin-turbo arrangements is Appendix J Article 255 5.1.8.3(b) which states the following:

For vehicles with Diesel engines, the restrictor must have a maximum internal diameter of 37 mm and an external diameter of 43 mm in the conditions set out above (this diameter may be revised at any moment without notice). In case of an engine with two parallel compressors, each compressor must be limited by a restrictor with a maximum internal diameter of 24.0 mm and a maximum external diameter of 30 mm.

Therefore, the car in question will be required to have a 24mm restrictor fitted to each compressor.

CIK-FIA Homologated Equipment

In reaction to the ongoing COVID-19 pandemic, the CIK-FIA has recently announced that equipment homologations for chassis, brakes and bodywork – which were due to take place during 2020 for 2021 introduction – are to be deferred to take place now during 2021 for 2022 introduction. At the same time, all existing homologated chassis, brakes and bodywork that were due to expire at the end of 2020, have been automatically extended by a year to now expire at the end of 2021. Manufacturers will therefore have the possibility of homologating new product or re-homologate existing product during the 2021 homologation process. Homologations carried out in 2021 for chassis, brakes and bodywork (for 2022 introduction) will be issued a shorter 2-year validity so that normal timelines can then resume for the following period of homologation.



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