

Scrutineers' Bulletin

March 2021 – 184

Motorsport Activity Restart Guidance Update

You will hopefully have seen the good news that motorsport activities are able to restart in England from 29th March, and for Scotland, Wales, Northern Ireland, and the Channel Islands we look forward to announcing updates relevant to those nations in due course.

We will be releasing updated guidance documents very shortly in advance of this restart date so please look out for these, which will include an update to the Scrutineering guidance. This will be published on the dedicated COVID-19 information page of our website

<https://www.motorsportuk.org/covid-19/>

Officials' Learning and Development Week 2021

Thank you to everyone who has completed the online modules on the Learning Hub in support of the Officials' Learning and Development Week. If you haven't yet been through the online modules, and wish to do so, there is still time.

The presentation slides, Q&A documents and recordings of each webinar have now been uploaded to the Learning Hub and you will find them by clicking on Volunteers and then Officials. If you have any queries, or are struggling to access the Learning Hub, please contact training@motorsportuk.org

FIA 8860-2004 Helmet Approval Extension

We are pleased to confirm that we have extended the validity of the FIA 8860-2004 standard helmet for use in National events only to the end of 2021.

The previously published expiry date of 31st December 2020 still applies to International events and any event overseas run to FIA regulations. But for Motorsport UK National events only, the FIA 8860-2004 standard can continue to be used until 31st December 2021.



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Future Scrutineering Processes

As introduced to you at the Scrutineer webinar during the Learning and Development Week, our plans for reforming Scrutineering procedures, once the COVID-19 restrictions have lifted, are progressing. The development of the competitors' Checklist declarations is now underway, with a small working group looking at the specific needs for each motorsport discipline to tailor it to their needs.

We are planning to be in a position to run some trial events under the proposed procedures during the summer of 2021 to iron out any issues before we publish full details and guidance during the Autumn. We will continue to update you through this bulletin.

Electrified Vehicle Scrutineers

Following the publication of our Electrified Vehicle regulations last year, we have seen an increase in interest from competitors wishing to use such vehicles and a number of events will be run this year accommodating Electrified Vehicles in the entry.

We are now looking for Scrutineers with experience and/or qualifications in Electrified Vehicles to come forward to help us, particularly with tasks such as Electrified Vehicle Passport inspections. If you think you have suitable experience to help us in this role, please email us at technical@motorsportuk.org

ROPS Welding

The photos below were sent to us by a scrutineer who had been asked to inspect the car for a Vehicle Passport, prior to it being sent for blasting and painting. It is not hard to spot the incomplete welds in either photo, which are obviously of great concern. Quite rightly in this case, the Vehicle Passport application process will be halted until the insufficient ROPS installation is corrected and inspected with a satisfactory outcome.

Vehicle Passport inspections offer a scrutineer probably the best opportunity to have a proper look over the vehicle, with less time pressure, and it is therefore important that when carrying out such checks you do pay particularly close attention to areas like this.



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MEMBER OF

Category 1 & 2 Stage Rally Cars

When inspecting a rally car for a vehicle passport it is important to have a good look around the car and establish which class the vehicle would fall into, take a look at some of the key areas such as the bulkhead, transmission tunnel and suspension turrets to check whether these parts of the car have been extensively modified. The two main classes cars fall into are Category 1 and Category 2.

Category 1 Rally Cars can consist of the following as per R46.2: Groups A/N of FIA Appendix J, Groups 1, 2, 3 and 4 of the 1981 FIA Appendix J, non-homologated series production cars or specialist rally cars and make up the vast majority of cars that compete in stage rallying. Category 1 cars are limited to the modifications they can make to the bodywork of the vehicle as per R48.1 i.e. floor pans, bulkheads and transmission tunnels may not be modified other than localised alterations to accommodate the fitting of an alternative engine and/or gearbox and/or differential and/or axle, seats and exhaust.

Category 2 Rally Cars allow for additional modifications to be made on the car allowing for larger engine capacities and drive train changes i.e. FWD to RWD. The additional modifications are subject to the bodyshell construction alterations from the bulkhead rearwards being limited to those detailed in FIA Art. 279.10.3.10 – for more information, drawings and guidance documents on Category 2 Cars please visit <https://www.motorsportuk.org/resource-centre/> > Select Technical: Car > Category 2. Category 2 Rally Cars require an inspection from a Technical Commissioner and additional Category 2 Rally Car paperwork alongside the Vehicle Passport.

Form No.: Motorsport UK / SRVIF /

motorsport UK

Category 2
Stage Rally Vehicle Identity Form

This form is intended solely for competition use and is no guarantee of the vehicle's authenticity. It is not to be used for commercial purposes or as proof of the vehicle's history.

Make: Model:
Chassis no. / vin: Registration no.:
Year of original manufacture: Engine capacity: cc
Motorsport UK vehicle passport no.: Forced induction corrected capacity: cc

Section 1: Record of eligibility checks
This section will be used should a problem arise from scrutineering or with the eligibility of a car at an event.

Date	Venue/Event	Remarks	Name/Status of Official

This section to be completed by Motorsport UK:
We Motorsport UK have inspected the details on these pages and to the best of our knowledge consider the car to be correctly described and categorised.

Signed: Date:
Status of signatory:

Note: This form is only valid where presented alongside the corresponding Motorsport UK Vehicle Passport. Should the car be entered for an event and found not to conform to this form, the Organiser will return it along with the corresponding Vehicle Passport, stating the reason, to the Motorsport UK.

THIS FORM REMAINS THE PROPERTY OF MOTORSPORT UK
Each page of this form must bear the stamp of Motorsport UK

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Badges and Stitching on Overalls

For both FIA Standards for Protective Clothing 8856-2000 and 8856-2018, any embroidery that is added to garments must be stitched onto the outermost layer only. The backing material of any badges as well as the thread shall be flameproof and conform with standard ISO 15025. When affixing badges and advertising to garments, heat bonding must not be used. The homologation guidance for both standards can be viewed by [clicking here](#), any clothing that does not comply with the conditions laid out in the FIA Homologation document will be considered invalid of the homologation.



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Officials' Training

We recognise that there are a number of Trainee Officials who have not been able to progress during the past 12 months and also that there are some people who are awaiting assessment.

As a reminder, our current guidance states that Trainee Officials must not attend events purely in a shadowing capacity. With the sport restarting from 29th March, we are exploring the options available and hope to be able to provide more details shortly. Those who hold a Trainee licence grade will also be contacted directly.

IAME Cadet Fiche Correction

Please note that following the recently advised introduction of a new exhaust restrictor in the IAME Cadet class, a further amendment to the fiche has been added, which corrects a small piece of information on the exhaust restrictor detail. Following a manufacturing process change, the parallel length of the 16mm restrictor orifice has been decreased from 2.5mm min. to 1mm min. Full details are found in Appendix 10 of the IAME Gazelle fiche in the 'Technical: Kart' section of the Resource Centre on the Motorsport UK website at:

<https://www.motorsportuk.org/resource-centre/>

Rotax MiniMax Weight Change

The minimum class weight and the minimum driver weight for the Rotax MiniMax class have been amended for 2021 with immediate effect. The new weights are:

Minimum class weight: **132kg**

Minimum driver weight: **37.5kg**

The full amendment detailing these changes can be found in the 'Technical: Kart' section of the Resource Centre on the Motorsport UK website at:

<https://www.motorsportuk.org/resource-centre/>

Rotax Exhaust Gas Temperature Sensor

For 2021 the regulations for all Rotax classes were updated to allow the fitting of an exhaust gas temperature sensor on the exhaust system, however due to an oversight the data-logging regulations in each class were not updated to allow the use of an EGT sensor.

To correct this, an amendment has now been issued to cover each class, which adds an allowance for the collection of data from the EGT sensor. The full amendment detailing these changes can be found in the 'Technical: Kart' section of the Resource Centre on the Motorsport UK website at: <https://www.motorsportuk.org/resource-centre/>



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