

Scrutineers' Bulletin

May 2021 – 186

COVID-19 Procedures Reminder

The 'Scrutineering under COVID-19 – Procedures and Guidelines' document has been updated and is now available on the Motorsport UK website at motorsportuk.org/covid-19, along with other relevant guidance and information for motorsport events under COVID-19 conditions. Please familiarise yourself with these documents as they are updated regularly.

Please remember that the scrutineering measures detailed in the procedures and guidelines are not optional - they are there to protect scrutineers and competitors. Please make sure that you follow social distancing guidelines – it is important that we adhere to these new guidelines rather than our previous way of operating.

As a reminder, a few key points to take note of:

- Face coverings must be worn in certain areas of the venue as detailed in the [Face Mask and Coverings Guidance Chart](#)
- It is important to ensure that the Chief Scrutineer has sight of the pre-event declarations in good time before the event to enable them to review a percentage of the forms and plan any spot checks that may be required throughout the day.
- Do not arrange for cars to assemble for scrutineering. You may spot-check cars before the event or throughout the day and also avoid multiple people gathering around vehicles.
- Any serious issues found during spot checks need to be rectified before the car continues competing, even if these are found in the assembly area.
- At present Eligibility Scrutineers should only attend if absolutely necessary and should not turn up unannounced. Please ensure the Chief Scrutineer is aware of your plans.
- Accident investigation reports should not be taken unless specifically requested by the Clerk of the Course. If you are required to inspect a vehicle, please follow appropriate guidance and ensure you are wearing the correct PPE.
- The onus is on the competitor to ensure that their self-declaration form is completed fully and that their equipment complies with the required regulations.

Remember, if you have any questions which cannot be answered by the information at motorsportuk.org/covid-19 then please contact restart@motorsportuk.org



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Vehicle Passports and Competitor's Signing-On Declarations

We have had some reports of competitors having issues with acceptance of their Signing-On Declaration forms where they have not yet received their Vehicle Passport after application and are instead covered by a receipt from the inspecting Scrutineer, or a covering letter from Motorsport UK.

If you are checking a Signing-On form and you see a reference in the "Vehicle Passport Number" field that you do not recognise and that does not appear to be a genuine Vehicle Passport number, please do not immediately dismiss the form as not valid, as the competitor may have entered the reference number given on their receipt or covering letter, either of which may be perfectly valid for the required purposes.

Instead, if you are unsure, please request a bit more information from the competitor, who in genuine cases should be more than happy – and able – to supply a photo/scan of the relevant document if necessary.

Rallycross Competition Car Log Books

Please note that due to the impact of COVID-19 pandemic, the expiry date detailed in (N)6.13.2, for Competition Car Log Books issued prior to 31 December 2016 has been extended to 01 January 2022. This is to allow additional time for the vehicle inspections to take place during the 2021 season and competitors should be encouraged to have their Vehicle Passport inspections completed during the year and not leave it until the start of 2022.

FIA-Homologated Overalls Validity

FIA Technical list No. 27 – available on the FIA website at [fia.com/regulation/category/761](https://www.fia.com/regulation/category/761) – gives details of the protective clothing homologated to FIA 8856-2000 standard. Technical List No.27 now indicates that garments with the earlier label type without the FIA hologram are not valid after 2022.

We can confirm that this validity expiry **will not** apply to Motorsport UK events, where garments with the earlier labelling method will continue to remain acceptable. The only exception to this would be for International status events, running under FIA regulations, where these requirements would be in effect.

Cut-off and Extinguisher Labels

This image was sent to us by a Scrutineer at a recent Stage Rally event. Not only are the extinguisher and electrical cut-off labels not directly adjacent to the trigger switches, but they are also the wrong way round with the extinguisher label on the left and the extinguisher trigger being the right-hand switch.

Even during the COVID-19 scrutineering methods, this is the sort of simple mistake that can be picked up by doing visual spot checks during the event.



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Speed Events Towing Point

There appears to have been some misunderstanding about the changes to (S)10.2.15. The wording “Towing point(s) of adequate strength and size are mandatory” has been mistakenly interpreted by some to think that they must fit a towing eye or strap. This is not the case, a “towing point” is any point on the vehicle of adequate strength and size, that the competitor wants the vehicle to be towed from. For example, on a single-seater this is often the ROPS, and providing this is clearly marked as the towing point and is accessible from the front and rear then it will comply with the new regulation.

Road Rally Interior Trim

There appears to be a lot of discussion recently regarding interpretation of (R)18.1.4 specific to Targa Rallies, which run under the Road Rally Technical regulations.

To clarify, (R)18.1.4. is quite clear in describing what is ‘major trim’, and this does not extend to small items of trim. Parcel shelves are not included because when written it was common for base models not to be so fitted, and that parcel shelves are generally flimsy and often damaged or lost. (R)18.1.6. allows trim to be cut to facilitate safety equipment, it does not allow for removal.

Remember the principle is that Targa Road Rallies are essentially for road cars, not specially built competition cars, and that this philosophy is core to the sustainability of Road Rallying.

KZ Carburettors

Please be aware that the Class Regulations for the KZ2 and KZ UK classes in the Karting Yearbook have been amended to further clarify the requirements around carburettors – in particular, the allowance for the internal bore to be polished. The amendments are incorporated into the latest version of the Karting Yearbook that you can find in the Resource Centre of the website at motorsportuk.org/resource-centre/#yearbook, and there is also a separate list in the same location that details all current amendments to this year’s publication in order.

Rotax Fiche Updates

Please note that the updated 2021 engine fiche for the Rotax FR125 engine is now available online, after it was recently brought to our attention that previous 2020 version without this year’s updates was the only one available. The additional items included on the new version cover a new plug cap variant, main bearing markings and EGT sensor location on the exhaust. The full and up-to-date fiche can now be found in the ‘Technical: Kart’ section of the [Resource Centre](#).



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Superkart Coolant

The individual Class Regulations for Superkarts – 125 Open, 250 National, 450 National and Division 1 – are available in the ‘Technical: Kart’ area of the Resource Centre (within the sub-section ‘Non-Yearbook Class Regulations’) on the website at motorsportuk.org/resource-centre/#technical-kart

Each of these Class Regulation documents has recently been updated to include a limitation for the use of water (H₂O) only in the cooling system.

New Technical Administrator

We are delighted to introduce the latest member of the Motorsport UK Technical Team, Rachel Bowen, who joined us on 4th May in the role of Technical Administrator. With a keen interest in Motorsport, Rachel will become familiar to all of you who deal with Vehicle Passports, HTPs and other Motorsport UK Technical Documentation. You can contact Rachel at rachel.bowen@motorsportuk.org



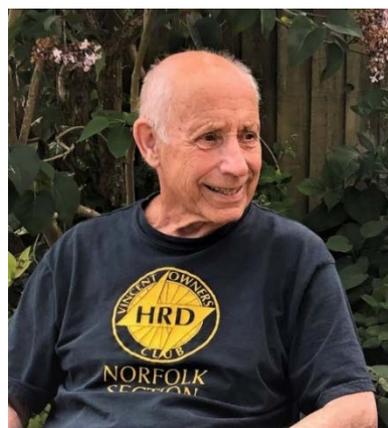
Remembering Dick Byatt

It is with sadness that we report the death of Richard (Dick) Byatt following a long illness. Dick had been a regular Scrutineer for many years, officiating at race meetings all over the country but lately tended to be confined to his home circuit of Snetterton.

Dick was a motorsport enthusiast and was both a competitor and official. He competed on both two and four wheels, being a successful national motocross rider and red top short oval driver before becoming a scrutineer.

Scrutineering colleague Chris Baker recalls that his introduction to “the dark side” was at a BTCC meeting at Snetterton when he and his wife Jackie were invited to join the team as tyre markers, and it went on from there. He progressed through the ranks to become a National and Eligibility Scrutineer and had been a Chief Scrutineer for many events.

As a Senior Lecturer in Automotive Engineering and Science, Dick used his excellent teaching skills to train potential scrutineers, several of which have gone on to officiate at high level events both in the UK and abroad, a group he proudly called his “Norfolk A team”.



Dick was always willing to help anybody. He was well liked and respected by his fellow officials and competitors and will be greatly missed by the motorsport community. Our thoughts are with his wife Jackie and his family.



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