

Scrutineers' Bulletin

April 2020

Thank you

The COVID-19 pandemic is, of course, having a huge influence on society. We recognise this is a very difficult time for everyone, including the motorsport community, and are aware of the impact on small businesses and other organisations that are part of our industry.

At this point, motorsport permits have been suspended until 30th June, but Motorsport UK is continuing to operate. Thank you for your ongoing support.

COVID-19 guidance

Motorsport UK has published a series of Frequently Asked Questions to provide guidance and advice to Competitors and Officials whilst the Coronavirus restrictions are in place. The full FAQs are on the Motorsport UK website, but we have reproduced those items specifically relevant to Scrutineering below:

- **Can I still contact the Technical team for information or questions?**

Yes of course – the whole of each team is fully connected and available to continue to serve the community. Please use the normal means to contact the teams – 01753 765000 by phone or technical@motorsportuk.org by email.

- **Will I still be able to issue a Motorsport UK Vehicle Passport or FIA HTP?**

The close inspection of vehicles required could present a risk of the spread of the coronavirus between those involved in any inspection process. **We are therefore instructing scrutineers that no vehicle inspections are carried out until further notice.**

We are still processing existing applications and accepting fully digital applications from inspections already completed. However, we do not have access to the required printing and post facilities, therefore we will not be able to issue printed documents. In the interim when a Vehicle Passport or HTP is ready to issue we will email the applicant a confirmation of issue. The hard copy original will then be sent out once normal working conditions resume. This same process will apply to most other technical documents, such as HRVIFs and Category 2 papers.



- **Will the life of safety equipment be extended to account for the time unused?**

This is a matter that will be carefully considered once we know the full extent of the delay to motorsport activities. We will issue further updates to the community on matters such as this as and when any decisions are taken.

Scrutineer Seminar content

The 2020 Car and Kart Scrutineer content is now available for download. If you are looking to access the Scrutineer Car content, please [click here](#). If you are looking to access the Scrutineer Kart content, please [click here](#). Both links to the Google Drive folders can be found under the [Technical: Car](#) and [Technical: Kart](#) pages on our website under the miscellaneous sections at the bottom of each page. For ease of use, we would suggest that you download all the slides and save them locally somewhere you can easily refer to them.

Motorsport UK's new online Learning Hub

Motorsport UK this week launched its new online learning platform The Learning Hub, which aims to provide an easy to use and time-efficient online learning experience to help you enhance your skills and will complement your Scrutineer training well. Simply log in to your Members Area on the Motorsport UK website and follow the instructions from there.



If you are only just beginning as a trainee, on The Learning Hub you will find a module called “Motorsport in Theory” – this provides all of the information needed in order to complete the first part of your modular training programme. We appreciate that it may be a while before you are able to fulfil the practical elements of your training and we will not be penalising trainees take a longer time to complete their training, within reason.

You will find an Electric Vehicle Awareness module within The Learning Hub. Completion of this module will automatically be noted on your licence record for future reference, and we would encourage anyone with an interest to have a look. For those that attended the Motorsport UK EV1 training at the 2019 seminars and received a certificate, this will already be noted on your record, however you will still be able to complete the module online if you wish – it would serve as a good refresher!

Trainee Scrutineers

We received a concerning report recently about a Trainee Scrutineer who had effectively been left alone to carry out all scrutineering duties during the day while their Chief went elsewhere. Clearly this is not acceptable practice and whilst Trainees should be integrated into the team and given roles and duties accordingly – leaving the running of the entire scrutineering operation to a lone Trainee is unreasonable!



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Seat mounts

We are receiving a high number of queries regarding the regulations for transverse seat mount bars, which have been 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.

Of course, 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.

Mylaps TR2 Transponder approved



We are pleased to confirm that the MYLAPS TR2 transponder is approved for use in Kart timing with immediate effect in accordance with (U)5.3.2. Mylaps have confirmed that the TR2 is fully compatible with the MYLAPS TranX and X2 systems, which will not become obsolete.

Note, for Circuit Racing as per (Q)12.2.1 transponders are used for identification purposes. Therefore, specific transponder systems do not require approval, so the Mylaps TR2 is already acceptable in Circuit Racing.

Honda GX160 regulations

Please remember that the interim period of regulations for the Honda Cadet class expired at the end of April, and now only the current 'new' regulations are applicable. So now only v15A should be used when assessing eligibility of Honda GX160 engines.

The ABkC has released a revised Honda GX160 Technical Regulations V15A for Honda Cadet and other classes using the GX160 engine, which is effective from 1st April 2020 and can be downloaded from Motorsport UK Technical Kart page or the Regulations page of www.abkc.org.uk.

The changes include:

- A new go/no-go tool to check the minimum chord dimension of the flywheel magnet, being 36.5mm
- A drawing showing maximum hole sizes for the Cadet only mandatory emulsion tube
- Clarification that only the standard Honda valve spring may be used
- A clearer image of the Honda Cadet breather bottle and clarification that the 4mm hole is a minimum size
- Plus, the other clarifications that were previously issued on 8th January 2020.



Kart number plates

Please note that short circuit kart numbers must be a minimum 150mm height with 20mm stroke-width and of classic 'Arial' type font, vertically aligned. There must also be a minimum of 10mm space around the edges of the number(s) on the panel/plate, see (U)17.25 for full requirements. The height of a background panel sticker (or integrated into kart graphics) must therefore be a minimum of 170mm height, and if it is a physical plate it must be 220mm sides with rounded corners.



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