

July 2020 - 176

Weighbridge and Noise Meter Calibration under COVID-19 Conditions

In recognition of the difficulties some venues have had in getting equipment calibrated during the COVID-19 lockdown. We have agreed to confirm exemption from the requirements of E4.1.3 and G7.10 for Weighing Equipment and Sound Meters to be currently certified.

Any certification for the above-named equipment expiring during 2020 is recognised as valid until 31st December 2020.

This exemption applies to any noise meter or weighing equipment either owned and supplied by the Scrutineers or the venue/organising club. Note that where appropriate, test weights and noise meter calibrator boxes can still be used to demonstrate accuracy.

Scrutineering under COVID-19 Conditions

As a reminder the Procedures and Guidelines document, along with all the motorsport UK guidance and document relating to the restart under COVID-19 conditions can be found at the following link motorsportuk.org/restart/ Please familiarise yourself with these documents as they are updated regularly. If you have any questions that are not covered in the restart documents please email restart@motorsportuk.org

Following the publication of the Procedures and Guidelines on Scrutineering under COVID-19 conditions last month, we thought it would be a good idea to publish some of the Questions and answers we have received from Scrutineers;

If a competitor arrives at an event having declared a different vehicle. What process should the competitor and event follow?

In this situation a bit of flexibility is going to be required, the important thing is that the competitor submits a declaration before the event, so they are going to need a way of submitting this electronically to the event secretary before the event start. This could simply be a handwritten form photographed and emailed/messaged or the form completed electronically and submitted by email. The importance is that the declaration is received before the event starts.

I would like a tyres question in the Covid19 competitor's declaration added for sprint and hill climb. Which require a tyre from a blue book tyre list?



The Motorsport UK supplied declarations have to be common and relevant to all disciplines so it would not be appropriate to add a declaration that is only relevant to certain classes with one discipline. And the form already contains a declaration that the vehicle complies with the relevant regulations, and thus they are declaring they are using a tyre from the relevant list. However, clubs are free to add any additional questions into the declaration for their events (provided they retain the Motorsport UK supplied wording in its entirety). Tyres are also an easy item to check visually, without contact, as part of your scrutineering spot checks

Can we relax morning noise curfew as there will be less people to push vehicles around, allow vehicles to drive “sensibly” to Scrutineering bay where we can control social distancing measures etc?

Any noise curfew will be a specific requirement for the venue, and is not governed by Motorsport UK regulation, so this would be down to the individual venues to decide. However, as most noise curfews are down to local council planning restrictions it may jeopardise the use of the venue if any curfew was not adhered to.

Will Wi-Fi be available over all locations that Scrutineers will be operating in, is there suitable Wi-Fi at permanent circuits and who is providing access passwords?

This is not something Motorsport UK can legislate for, and it will need to be part of your pre-event planning discussions with the event organisers. If it is not available, you will need to plan ahead for alternative methods of electronic document transfer

If a vehicle is damaged, we will have to do a report also photos. (If the car is found to be non-compliant) how will this reflect on the driver self-certifying the car and what will be the penalties?

Images post incident would not necessarily be evidence that a vehicle did not comply before the competition commenced. What a penalty may be, if any action is taken, should not be a concern regarding making the necessary report.

As “we” are volunteers who has final reprehensibility for us under the 1974 Health & Safety etc. Act 1974 and subsequent amendments at any race meeting? Is Motorsport UK going to provide a “safe method of work” that is applicable to all clubs and venues not just guidelines which can be interpreted as the club wishes.

Scrutineers are all appointed by the organising club. We would suggest therefore that they're 'the employer' as we merely Permit the activity to take place in accord with our Regulations and subject to the Regulations for the Event that are published by the Organiser [Supplementary Regulations / Final Instructions etc.].

Guidance, including government guidance is just that, deliberately. It is not law. It is therefore to be applied sensibly according to the circumstances. The organiser's COVID-19 Officer will work in conjunction with the venue Covid-19 officer to monitor this.

Remember, participation is not mandatory. If you don't feel safe or think you won't be then there is no compulsion for you to officiate at this time. To provide a safe working environment for yourself if you do attend, apply common sense and the Social Distancing guidance.

How do I electronically sign and send documents, and how do competitors sign documents such as non-compliance reports or Vehicle passport receipts?

All the on-event Scrutineer documentation is available as electronically “fillable” pdf documents in the Officials Resource centre area on our website. These can be completed electronically using common free to download pdf reader software. They can then simply be saved and emailed.



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An electronic signature does not need to be an electronic version of your normal signature, by simply entering your name in the signature field, it is electronically signed.

Where a competitor is required to sign, if there isn't the facility for them to do this electronically at the event, then the Scrutineer can record a verbal agreement on the form in place of a competitor's signature.

What is considered a safe procedure for noise testing open sports car and sports racing cars where the driver is sitting alongside the exhaust outlet?

Our Procedures and Guidelines states that noise testing can continue to be undertaken where it is safe to do so in line with government social distancing guidance. This will be for the Scrutineer to make an assessment on at the individual event. Remember that G7.8.1 gives the ability for environmental scrutineers to use "sound meters or other means to check sound levels" therefore even if you can't safely complete normal checks with your meter, you can employ other methods to make judgments, such as simply listening to the vehicles competing.

ROPS Spacer

The following image was found on social media by one of our Technical Commissioners, from a company in Germany promoting their new product.

They have advertised it as a 3D printed, plastic, roll cage spacer 'designed to create a flat surface for the roll cage to mount on, as well as to help keep the shape of the floor.'

Clearly not compliant with ROPS mounting regulations per K1.3.2, which require the ROPS to be mounted to either a steel reinforcement plate or the floor (with a steel reinforcement plate sandwiching the bodyshell) installed per drawing K13.

Although not yet found in competition, this is something to look out for as it could easily be hidden if sandwiched between a mounting foot and floor.



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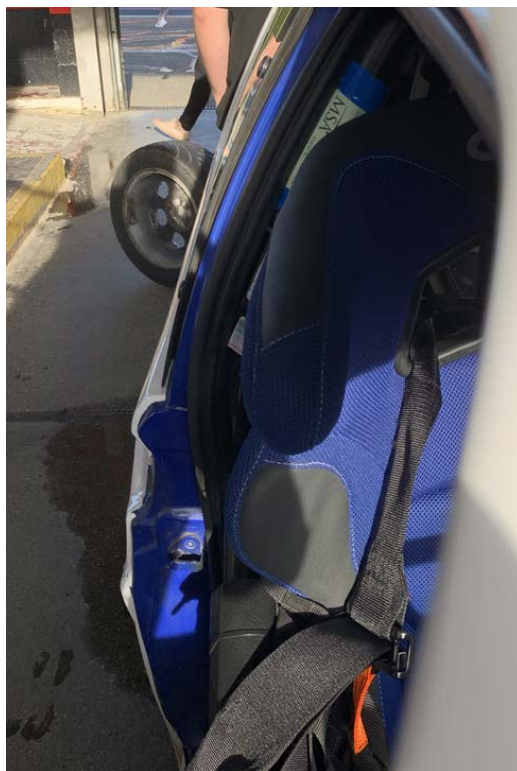


Seat Position

A query was recently raised by a Scrutineer who has found large FIA homologated winged seats can extend outside of the safety structure offered by the ROPS in some small vehicles.

Our Technical Committee reviewed this issue and concluded that and if a winged seat was not used then there would be no lateral head protection at all. Additionally, the seat wings will also prevent the helmet coming into contact with the ROPS.

We suggest if you come across this situation that you advise competitors that best practice is for the entire seat to be within the safety structure. However, consideration needs to be given if there may be a greater hazard if a seat without wings was used.



Mike Garton 1936-2020

It is with sadness that we report the death of Mike Garton following a short illness. A dedicated Technical Commissioner who had a great impact on the sport for over 50 Years.

A skilled driver, Mike had significant success in the 1960's and 70's in International sports car races such as the Nürburgring and Spa 1000k, Sebring 12hr, and RAC Tourist Trophy. Notably driving various Austin-Healey Sprites, and latterly Chevrons.

Turning to Scrutineering in the late 70s early 80s, his experience as a competitor and preparer made him a very effective and formidable Eligibility Scrutineer. As a lifetime member he became Chief Scrutineer for the BRDC, progressing to Technical Commissioner for numerous high-level National Championships such as the Rover 200/Tomcat championships. Mike was also appointed as an FIA Technical delegate for Group C sportscars and he was our go-to expert on Metro 6R4 specifications.



Mike in action in his Austin-Healey Sprite Le Mans

Mike was a great supporter and friend of the Governing body, with stints as Chairman of the Kart Technical Committee and over 20 years of service on the Technical Committee. Mike was also a key member of the National Court. Latterly he used his vast experience to great effect in historic motor sport as an FIA HTP registrar.

Our thoughts are with his wife Lyn and their family, Mike will be sorely missed by the motor sport community.



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