

**Summary of MS UK Autotest Committee Meeting**  
**Wed. 17<sup>th</sup> Feb. 2021**

**Promotion and Growth of the Sport**

This was discussed at great length and it was agreed by all we need to run PCAs as soon as we can to introduce novice competitors.

It was suggested that a simple All forward Autotest/ PCA as a support category on selected MS UK Championship Autotests restricting numbers so this does not detract from the main event, some clubs across the country are already holding similar events.

Clubs should be more interactive with Schools, Colleges and Universities and work with establishments in the STEM area – (science, technology, engineering and mathematics). Initially supporting them with projects and introducing them to grass roots motorsport and marshalling, progressing to more a more active role within a club as a marshal or competitor. The aim would be to run at least 3 permitted Grass Root Motorsport events with a local Motor Club on the Education establishment involving the Students in Officials roles with help from the motor club over seeing safety and observance of MS UK rules.

This would create a natural progression for the Students and may also benefit Clubs who struggle to gain access to new venues.

**Alternative propulsion**

At the moment there are no EVs or Hybrids competing but as these become more common this may change, they must be standard production vehicles to compete. If anyone wished to build an EV special this would need consultation with MS UK for guidelines to build and arrange inspection of the vehicle, proposal is that these vehicles would be issued an MS UK EV passport.

**Venues**

Throughout the country most clubs have problems finding venues, if a club can establish a link with an Educational establishment this may open up new venues, also some clubs have access to local Council sites and a dedicated risk assessment has been produced if a club wishes to contact their Council. At the moment all M.O.D.

sites restrictions of 20 people prevent viable events to be held, to date there has been no progress on derestriction.

To avoid any any PR issues organisers should avoid holding events too often – space them out or limit numbers of visits per year.

Throughout the meeting it was clear that some events are multi permit events to ensure they get a good sized entry, while some events such as AutoSolos regularly attract entries of 70 cars, there was also a reasonable split of areas running All Forward Autotests and those running Autotests with reverse.

## **British Street Car Cup**

The Street Car Cup has been put on hold for 2021 and will be introduced in 2022 and will be a multi discipline series using a wider range of grass roots events rather than the original AutoSolo based series.

There was talk of some regions looking to run some AutoSolos within their main events this year to build on the work already done.

## **Regulation Changes**

At the moment there are no proposed changes, but there may be future changes to the Blue Book to simplify some parts.

## **COVID-19**

There was a long discussion about the effect of COVID-19 and it was agreed we should be trying to run paperless events, there are currently a few electronic timing systems being used, these require a strong phone signal to work efficiently, which may cause problems at some venues. Where the venue has a large paddock, competitors can be split into smaller groups and spread out, if there is limited space another option would be to split the event into 2 groups and 1 group could compete in the morning and the other group in the afternoon.

Autotests can safely be held within the COVID-19 guidelines and organisers should make plans to ensure their event is safe.

## **The Future of Scrutineering**

For the foreseeable future there will be less physical scrutineering, only 20% of the cars will be inspected, there may be a 2 part document produced for Autotest/AutoSolo vehicles which will only be need to be completed once, this may be similar to the vehicle passport and would need to be available at each event. If the scrutineer suspects there is an issue he can request the driver to press the brake, move the steering, battery etc while the scrutineer observes from a safe distance.

If there is a suitable area it is good practice to ask the competitor to carry out a brake check in view of the scrutineer.

## **British Autotest Championship 2021**

There are no plans until we find when and what events can be held, if it takes place some regions are planning to run a Street Car Class within their events, as well as getting new competitors it lets them see the elite drivers and hopefully inspire them to reach that level.

It is quite common that AutoSolo competitors must also marshal during their event, but some Autotest organisers have adopted this, if a driver is competing in the Autotest class then they go and marshal for the PCA and so on, a good idea, they are there anyway.

Another idea is to get a CURRENT Autotest competitor to draw up the tests, use 1 driver from each discipline and ensure the test suit and work at the venue

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