

SCRUTINEERING UNDER COVID-19 – PROCEDURES AND GUIDELINES

Motorsport UK Guidance on COVID-19 in relation to Events has Regulatory status and to the extent applicable shall supersede the General Regulations by virtue of GR A.2.4. Breach of this obligation may lead to disciplinary action being taken (C.1.1).

Event organisers should work with the Scrutineering team to ensure that the good hygiene, social distancing and all other necessary measures to reduce the risk of COVID-19 transmission are implemented at the event. These changes in procedures are temporary whilst under COVID-19 restrictions.

Scrutineering personnel should be kept to the minimum number possible, considering the pre-event procedures detailed below. The requirements of G7.1.6 are waived to allow fewer scrutineers. Championship eligibility scrutineers are not required to attend, with duties delegated to a licenced eligibility scrutineer appointed as part of the reduced team.

Any Scrutineering should take place in a spacious, non-enclosed environment. May require supplementing existing areas with additional spaces.

EVENT ELEMENT	GUIDANCE
Noise testing	<ul style="list-style-type: none"> Noise testing may be carried out if it can be achieved safely with social distancing requirements respected. Other methods of sound control and monitoring may be employed
Vehicle Passports	<ul style="list-style-type: none"> On events requiring them; Vehicle Passports / CCLB are to be scanned/photographed and the images sent to Event Secretary along with signing-on declaration and an audit of 10% of these declarations should be reviewed by the Chief Scrutineer. The electronic copy does not replace the original printed version, Competitor must still bring the original copy with them to the event Scrutineers must not handle Vehicle Passport/CCLBs, if annotation is required details should be sent to technical@motorsportuk.org
Pre-event Scrutineering	<ul style="list-style-type: none"> Competitors will be required to submit a Technical Declaration prior to the event which will take the place of the majority of the pre-event scrutineering. The Chief Scrutineer must have sight of these declarations and an audit of 10% of these declarations should be reviewed Event Secretary is to ensure list of signed-on competitors is supplied to Chief Scrutineer in good time prior to event Vehicle inspections should only be conducted if absolutely necessary (e.g. as a result of the declaration audit), and these should be visual inspections avoiding any

	<p>contact with the competitor's vehicle or equipment. With checks selected and carried out to minimise contact with vehicle</p> <ul style="list-style-type: none"> • Scrutineers must not handle any competitors protective apparel (overalls, helmets, gloves etc.) • Contact with vehicle internals should be avoided and PPE worn as required to comply with Government advice • Before commencing any checks, the competitor must be sufficiently clear of vehicle to comply with social distancing requirements • Helmets and FHR devices which do not bear a Motorsport UK (or MSA) Approval sticker must be presented to the Scrutineers who will visually inspect the equipment and issue a sticker in accordance with the Motorsport UK COVID-19 helmet stickering procedure • Remote Video Inspections of vehicles and equipment may be used when required if a concern is raised and the component cannot be viewed externally, and competitors can be asked to provide photographs of equipment and vehicle components • All paperwork must be completed digitally, with no documentation being passed between officials. Photographs of handwritten documents are acceptable. Considerations should be made to simplify paperwork and use electronic messaging • Scrutineering labels will not be issued at any event, compliant with the current paperless policy. The Assembly area marshal is to be supplied a list of signed-on competitors by Event Secretary to cross check
Post-event	<ul style="list-style-type: none"> • When an eligibility inspection is deemed necessary, the Event Officials must consider all the risks of contact and what methods may be employed to conduct such an inspection • The event regulations must specify the location of parc fermé, which can be located as desired. Where venue fixed parc fermé is used then vehicles should be dismissed from parc fermé ASAP • When vehicles enter parc fermé, competitors are to remain in their vehicle, helmet on, and await direction from officials. Should a competitor need to exit the vehicle, this must be done whilst obeying social distancing measures. Instructions on parc fermé procedures must be detailed in driver briefing and supplementary instructions • Small number of vehicles may be selected for and directed to weighing (e.g. top 3 plus 1 random) – only where drive/push on-off scales are available • Scrutineers may select a small number of vehicles for eligibility checks. All others directed to leave parc fermé (without exiting vehicles)

	<ul style="list-style-type: none"> • Eligibility checks must be selected and carried out to minimise contact with vehicle as much as possible. Visual checks are strongly recommended. Any work to be undertaken by or on behalf of the Entrant (obeying social distancing measures) • External (non-cockpit) checks to be carried out with driver remaining in the car. When checks in cockpit be required, driver must exit vehicle. Contact with vehicle internals should be avoided and PPE worn as required to comply with Government advice • All paperwork to be completed virtually and either sent electronically for competitor signature or verbal confirmation accepted • Wherever the competitor is required to exit the vehicle, or re-enter, social distancing measures must be observed (e.g. Scrutineer waits at a safe distance until driver has exited and moved to another safe distance and vice versa)
Incidents	<ul style="list-style-type: none"> • Scrutineer attendance at an incident is only at the direct request of the Clerk of Course or Motorsport UK Steward • If Scrutineer attends an incident site (under the conditions above) or inspects any vehicle post-accident, any recording of information should be done respecting social distancing requirements without physical contact with the vehicle or competitors' equipment. Reports are to be completed and submitted electronically
Non-Compliance	<ul style="list-style-type: none"> • Should it be found that a Competitor, is using non-compliant apparel or has otherwise competed in a non-compliant vehicle, be it a safety or eligibility non-compliance, then that Competitor, must be referred to the Clerk of the Course, in accordance with C3.1.1. • The Clerk of the Course will be required to investigate the matter, as appropriate, and ensure that action is taken commensurable with the infringement which may include disqualification from the event and any other penalty as deemed necessary
Trainee Scrutineers	<ul style="list-style-type: none"> • With these guidelines emphasizing that scrutineering teams should be kept to a minimum to reduce potential contact with officials and maintain social distancing requirements. It is clear that Scrutineer Training at events would be incompatible with these guidelines. we therefore request that during this first phase of the resumption of Motorsport activity that on event scrutineer training is temporarily put on hold • However, this does not mean that training has to stop, there are numerous online training resources available to you on the Motorsport UK Learning Hub, and there are other methods of communication you can use to continue training with your mentors such as video calls and on-line chat facilities