



Scrutiny of Vehicles and Apparel FAQ

Motorsport Australia
Ready to Race
COVID-19

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The Scrutiny of vehicles and apparel remains an integral part of events, under the Motorsport Australia Return to Race Strategy. Whilst conventional Scrutiny at events may not be possible, alternate strategies for Scrutiny can be put in place to maintain the compliance checking of vehicles and apparel.

Motorsport Australia has published a Return to Race Scrutiny of Vehicles and Apparel document and this FAQ is to provide additional information to assist Event Organisers, Officials including Scrutineers and Competitors.

Frequently Asked Questions

Q: How do I access the Motorsport Australia Return to Race resources?

A: Via the Motorsport Australia Website at motorsport.org.au/covid19

There is a COVID-19 menu, at the top of the page, which will then provide access to the three resource sections:

- Event Organisers
- Officials
- Competitors

The Officials and Competitors sections contains the information relevant for Scrutiny.

Q: The Return to Race Strategy states “No in person scrutineering”, what is meant by this?

A: “In person scrutineering” is where there is direct physical contact with a vehicle or apparel by a Scrutineer. With certain restrictions in place (by Government Authorities) to manage COVID-19 the direct contact with vehicles and apparel is to be avoided.

Alternate requirements and strategies are to be considered to avoid this direct contact such as:

- Having the competitor engage with the requirements for compliance by completing a Self-Scrutiny Declaration and a Self-Scrutiny Checklist relevant to the motorsport discipline of the event they are entering. This is a **compulsory requirement** under the Return to Race Strategy, with these documents required to be submitted along with the event entry. The Self-Scrutiny Declaration and Self-Scrutiny Checklists are available under the COVID-19 Competitors Section of the website.
- Event Organisers, in conjunction with senior officials (i.e. Chief Scrutineer) should plan the following prior to the event:
 - Process to check the Self-Scrutiny Declaration and Checklist as completed by each Competitor.
 - Consider the best strategy to receive, complete entries to and return Vehicle Log Books where relevant at the event.
 - Plan the area to conduct Scrutiny checks as may be required considering the no direct contact requirements, social distancing and sanitation as required.

- Plan the resources and requirements that the Scrutiny team may need such as PPE (i.e. gloves), hand sanitizer/other disinfectants and equipment to create isolation areas/signage etc.

Q: How are Scrutiny documents completed where required?

A: The two main documents that require the attention of a Scrutineer are Vehicle Log Books and Vehicle Damage Reports:

Vehicle Log Books

Vehicle Log Books will still require the event details to be completed, with the notation of “Self-Scrutiny Conducted”. Strategies to receive, complete entries and return the log books will need to be considered by the event organisers and Chief Scrutineer. This includes methods to ensure that sanitation/social distancing requirements are met and PPE (i.e. gloves) is used as required.

The collection of Log Books may be by having each competitor deposit the log book into a box at the event or have them placed under the windscreen wiper of the car to be collected by a scrutineer or some other method that will ensure that direct person to person contact is avoided.

Strategies to return the Log Book to each competitor also need to be considered, again placing the Log Book under the windscreen wiper, or dropping onto the seat of the car – and in each case ensuring that there is a verbal interaction and confirmation with the competitor that the Log Book has been returned.

Vehicle Damage Reports

Vehicle Damage Reports are available electronically (under the PERMITS section of the website for each event discipline (motorsport.org.au/events), and can be completed as such, then saved and submitted with the usual post event reports.

Where damage cannot be shown on the form diagrams please take photographs as necessary (i.e. using a phone camera) of each side and the front and back of the vehicle – these can then be sent to technical@motorsport.org.au who can update the forms once received as required. Ensure that the vehicle details (i.e. Log Book number or Competitor info for non-Log Book) and the event document number where relevant are included in the email subject.

Any damage photos for any report can be sent to technical@motorsport.org.au and are often the best way to portray any damage which may require a follow-up or further review. Photos taken of the whole car from different angles are often better than a close up of only the damage.

Other Documents

Other documents may include Infringement Notices or Minor Ineligibility forms, and these can also be accessed and completed electronically where possible.

Q: What if there is no internet access available at the event?

A: It is not always possible for the internet to be accessible at events. Where an event organiser is aware that internet access may not be possible then planning for the availability and production of the necessary forms/resources at the event will be required.

Q: A Competitor has not completed the Self-Scrutiny Declaration or the Checklist – why do they have to do this?

A: The Self-Scrutiny Declaration is an adaptation of the declaration required for the Targeted Scrutiny Program as currently used for RACE and SPEED Events across the country. It has been adopted for the Return to Race Strategy so that the Competitor can declare their acceptance of their responsibilities under the Motorsport Australia National Competition Rules (NCR) and that they have undertaken to self-check their vehicle for safety and compliance by completing the relevant discipline checklist, including apparel. (Refer to Motorsport Australia NCR motorsport.org.au/regulations/manual/ncr specifically NCR 141 and 144)

Q: Does this then mean that a Scrutineer has nothing else to do at an event?

A: Whilst there may not be a conventional Scrutiny process there are many things that the Scrutiny team can continue to do at an event, with an emphasis on undertaking spot checks during an event to ensure that compliance is maintained. Spot checks can be undertaken in many different ways and the Chief Scrutineer should work with the event organiser to come up with strategies to perform spot checks etc. whilst observing the necessary sanitation, social distancing and PPE requirements.

Spot checks such as:

- Visual checks in the dummy grid at a Race event
- Apparel spot checks by asking the competitor/driver/co-driver to show the necessary labels on their overalls or balaclava (as required or checking that the correct footwear is being worn)
- Ask a driver to show the label on the safety harness shoulder strap and confirm the date of expiry and that it has the necessary FIA hologram label (8853/8854 standard harness post 2013)

Spot check stations could be set up at in the Race venue paddock or on the entry to a Service or Re-Group at a Rally event.

Parc Ferme may also be considered – excuse the drivers and only have a certain number of cars, ensuring social distancing. Depending on the discipline or category checks such as wheel camber/wheel track or wheel base may be able to be done, or other such checks that can be achieved considering the Return to Race Strategy and conditions

Q: Can “Regional Scrutiny” be undertaken for a Rally event?

A: Regional Scrutiny may be possible but will depend on a number of factors including what if any Government restrictions are in place, the venue to be used, the number of persons that can attend at any one time and that the necessary sanitation, social distancing and PPE requirements can be met.

The event organiser and the Chief Scrutineer will need to carefully consider this and include the detail of the Scrutiny plan in their event Permit application in accordance with the Return to Race Strategy and the necessary Venue and Event plans (refer to the COVID-19 resource centre for Event Organisers).