



### Seminar Round up

We try and ensure each year that we cover different topics and vary the style of presentation a little as part of keeping things fresh. The feedback has been pretty reasonable and the attendance levels this year were higher than last year. There were a number of ongoing themes which we tried to get across, summarised as follows;

- Whatever you are checking you need to have something to check against. Thus it is essential that you are fully conversant with the regulations applicable for the particular event and to the vehicle you are scrutineering.
- Scrutineers are to be seen to be fair, impartial and in no way biased.
- Communication is the key, always be polite, treat others as you would wish to be treated and think carefully about how what you are about to say will be received by whoever you are talking to. Even what at first thought may be a simple remark, may be taken as offence in some circumstances by some people.
- Ensure your personal presentation is appropriate, a clean pair of work trousers and clean shirt with good personal hygiene is a good start to gaining respect of competitors and colleagues. Such respect will not be gained if you are scruffily attired and have poor levels of personal hygiene.
- The scrutineer checks the vehicle against the regulations, personal criticism of vehicles and equipment that meets regulations is not appropriate.
- Scrutineers responsibility is to check as far as is possible the compliance of the vehicle with both “safety” and “eligibility” regulations. They see a large number of vehicles and thus gain considerable experience. Share this experience with competitors, when appropriate. Try and assist the competitor to participate within the Regulations.
- Use knowledge, experience and commonsense.
- Keep your eyes open at all times, as one scrutineer remarked “there is a lot to be seen in wandering around a paddock”.
- Take care to ensure paperwork is correctly and accurately completed and that the laid down procedures are followed. Most EAP’s fall down not because the competitor manages to prove the vehicle met the regulations but because he proves the correct procedures were not followed or there is an error in the paperwork.

### ROPS – Windscreen Pillar Reinforcement

Further to the extra bulletin we published last month regarding the new regulations for ROPS, there is one more situation we have been asked to clarify. Where a ROPS is built to the MSA Competitors’ and Officials’ Yearbook minimum mandatory specification, and a front hoop is not required, for example a vehicle complying with K.1.6.1(a), then any front hoop fitted need not comply with the minimum specification and thus a Windscreen Pillar Reinforcement is not required regardless of the shape of the front leg. So long as the Mandatory members are compliant with the regulations then the competitor is free to increase their safety, providing any such installation does not cause a hazard to the occupants.

### Historic Rally Vehicle Identity Forms

The application forms and advice notes can be found on the website and are downloadable. They are not forms that can be dealt with at event scrutineering. The Regulations require these documents to be presented for certain historic vehicles. To obtain them the applicant drafts the form and submits it to the MSA, the content is then checked and once accepted as correct the documents are signed off and issued. There is no short cut to this process. It is to be noted that probably 80% of applications are initially found to be unacceptable.

### Tow Points

Whether racing or rallying there are complaints from various officials that many vehicle tow points are inadequate. Casual observation whilst wandering round events indicates that there is definitely room for improvement. In rallying please use the Competition Car Log Book system so that whoever next sees the vehicle can be aware advice was given. No CCLB’s are used in racing but in many cases the same cars are seen by the same scrutineering team so share information with your colleagues.

### Gearbox Kart Class Regulation Amendments

Please note that there have been a number of amendments to the Gearbox class regulations published in the 2011 MSA Kart Race Yearbook concerning front and side bumper attachment points. These amendments are effective immediately and are as follows:

#### F2 – Formula 125 Open

**F2.3.3** Unless a front fairing is fitted conforming to Section U, the front bumper must conform to U17.12, except that the attachments of the lower bar may be a minimum of 155mm apart. In Long Circuit racing trim, it must allow the attachment of the ~~compulsory~~ front fairing.

**F2.3.4** Add "except that the two attachment points are not required to be perpendicular to the axis of the chassis and may be a minimum of 450mm apart."

#### F3 – Formula 250 National

**F3.3.3** Unless a front fairing is fitted conforming to Section U, the front bumper must conform to U17.12, except that the attachments of the lower bar may be a minimum of 155mm apart. In Long Circuit racing trim, it must allow the attachment of the ~~compulsory~~ front fairing.

**F3.3.4** Add "except that the two attachment points are not required to be perpendicular to the axis of the chassis and may be a minimum of 450mm apart."

#### F4 – 210 National

**F4.3.3** Unless a front fairing is fitted conforming to Section U, the front bumper must conform to U17.12, except that the attachments of the lower bar may be a minimum of 155mm apart. In Long Circuit racing trim, it must allow the attachment of the ~~compulsory~~ front fairing.

**F4.3.4** Add "except that the two attachment points are not required to be perpendicular to the axis of the chassis and may be a minimum of 450mm apart."

### Brake Disc Failure

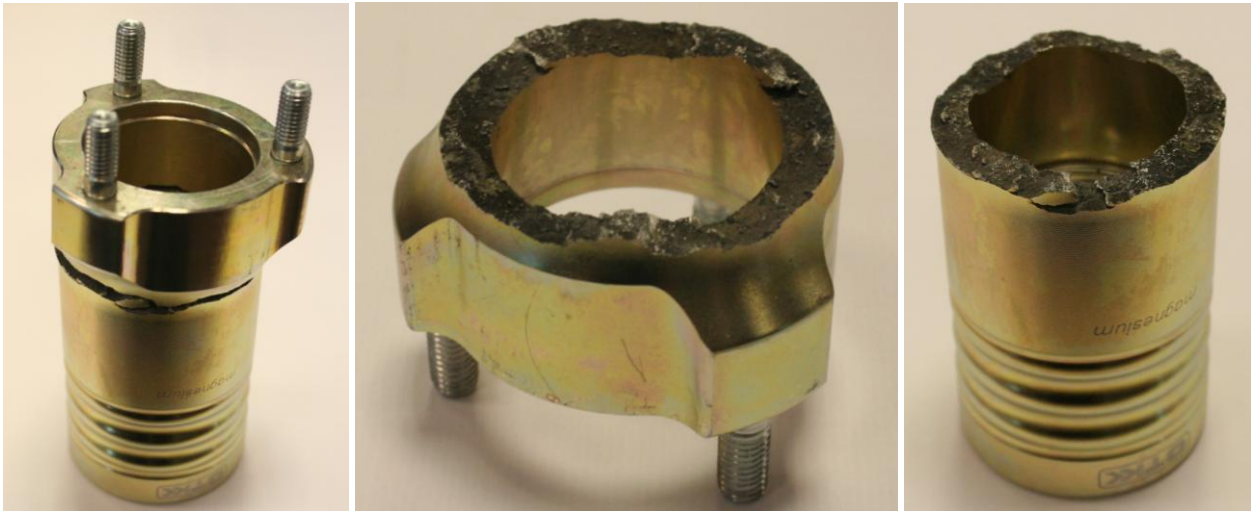
The following photographs were forwarded to us by a scrutineer and show a brake disc failure on a Comer Cadet kart. As covered many times before, please keep an eye out for warning signs of potential failure and if you spot anything that causes any concern please advise the competitor accordingly and ask that the disc is replaced. As always, if you come across such a failure, please take photographic evidence to forward to the MSA Technical Department with a brief report of the nature of the incident and any other details that may be of interest. If you can retain the disc itself to forward to us for investigation this is always useful.



### Front Hub Failure

The following images show a front hub that has been forwarded to the MSA Technical Department after it failed reportedly after no more than 1 and a half laps of use from new. At the moment the cause of the failure is unclear and we are to be investigating the case further with manufacturer to establish whether it may be a one-off or whether there is a potential safety issue to be addressed. What is known is that there was no contact with any other kart before or during the failure. Please keep an eye out for signs of potential failure and if anything gives you cause for concern highlight this to the competitor and request that the component is replaced.

If you have come across any similar failure please contact the MSA Technical Department with details. Similarly if in the future you come across such a failure please take photographic evidence and send to the MSA Technical Department with a brief report of the circumstances. As always providing the component itself to us is particularly useful.



### Rear Axle Failure

Please see below a photograph of a recent rear axle failure on a 250 National kart. Rear axle failures continue to be of some concern and if you come across any issues please report them to the MSA Technical Department, providing photographic evidence and the component itself where possible.

We are currently looking at potential amendments to the 2011 MSA Competitors' and Officials' Yearbook regulations concerning rear axle thickness on Gearbox karts, such as that shown below. Any changes will be notified via MSA bulletin by email to all licence holders as normal and also via future editions of this newsletter.

