

# MSA SCRUTINEERS E-BULLETIN #53

April 2010

scrutineer@msauk.org

## Seminar Feedback

Thank you to those of you made the effort to attend this year's Scrutineer Seminars. As always we put a lot of effort into the preparation for the Seminars, for example trying to ensure minimal clashes with other events. It is always pleasing to hear positive feedback on the sessions such as "a good day, best one so far", "very informative" and "extremely useful". As always we will use the feedback we receive to help formulate next year's Seminars and as such we were also pleased to receive a lot of constructive comments on how they can be improved.

We were disappointed to see the numbers of attendees drop off this year, with the Car attendees down slightly on last year's numbers, and the Kart attendees down to just 34, less than half of the number that attended in 2009, which is very concerning. More encouraging is the overall feedback scores, a breakdown of which you will see below for the Car and Kart sessions. In both cases the scores have improved yet again, although only slightly over the 2009 scores. This shows that according to those who attend we are improving year on year, and listening to your feedback has helped us to achieve this. As such we expect to see a much healthier turnout for the 2011 sessions! Keep your eyes open for updates on next year's sessions in this bulletin throughout the year and remember that it is a requirement of maintaining your licence to attend at least two seminars in any three year period. Please note that we do keep a record of attendance and can see those who are meeting this requirement and those who are not.

<b>2010 Car Scrutineer Seminars</b>			<b>2010 Kart Scrutineer Seminars</b>		
	Feedback: 213			Feedback: 33	
	Points	%	Points	%	
Venue Location	744	87	Venue Location	112	85
Seminar Date	748	88	Seminar Date	114	86
Introduction & Rule Changes	718	85	Introduction & Rule Changes	115	87
Helmet Inspections	768	90	Helmets	122	92
Greener Motorsport	683	81	Bambino	107	81
Competition Car Log Books	711	84	Greener Motorsport	104	79
Basic Scrutineering	729	89	Judicial Procedures	116	94
Managing Judicial Procedures	722	87	<b>TOTAL</b>	<b>790</b>	<b>86</b>
<b>TOTAL</b>	<b>5823</b>	<b>86</b>	Prefer Weekend All Day	22	67
Prefer Weekend All Day	166	78	Prefer Weekday Evening	4	12
Prefer Weekday Evening	17	8	No Preference	7	21
No Preference	10	5			

## MSA Clarifies Crash Helmet Standards

The following statement was issued as a press release on 29<sup>th</sup> March 2010:

The Motor Sports Association (MSA) has issued regulation clarifications regarding two current crash helmet standards. The Fédération Internationale de l'Automobile (FIA) has announced that it will cease to recognise the BS 6658-85 Type A/FR helmet standard after December 31, 2013. However, at its most recent meeting earlier this month, the Motor Sports Council agreed to extend the life of this standard until at least December 31, 2015. This is to offer an additional two years of use for those buying the current version.

The MSA would also like to draw attention to the Snell SA2000 helmet standard. Regulation K 10.3.1 of the 2010 Competitors' and Officials' Yearbook states that this standard 'May be withdrawn with effect from 01/01/11'. However, the MSA is pleased to confirm that this standard will now be valid until December 31, 2014.

## Alan Putt

The loss of Alan Putt following a short battle against cancer deprives us of one of the longest serving and hard working of the historic motorsport community. Alan understood that historic motorsport is not "just another category of motorsport" but is an activity to celebrate the history of cars. During more than 40 years of involvement Alan devoted hundreds of thousands of hours to historic motorsport, serving on many committees and FIA Commissions, undertaking the review and writing of regulations, acting as a technical delegate or scrutineer, editing newsletters, serving as a registrar, club official etc., etc. Historic Formula Junior is now hugely successful, a source of contentment for Alan as it was he that sowed and nurtured the acorn from which it has grown. Sometimes "a bit of a loose cannon", perhaps a little odd ball with a liking for the slightly unusual, as was evident from his choice of personal transport, particularly in his earlier years. A kindly and helpful man, Alan will be missed. That so many people attended his service to say farewell is testament to his standing within the historic community.

# MSA SCRUTINEERS E-BULLETIN #53

April 2010

scrutineer@msauk.org

## Peter Sowray

We are sad to report on the loss of Peter Sowray after a lengthy period of ill health. Peter will be much missed by the motorsport community, particularly in the northern part of the country.

He will be remembered as somebody who had accomplished many things in his life, many of which were things people may dream of, but never do. Peter managed in many ways to "live the dream" and from this he always had the attitude of wanting to put something back to help others live their dream. We are aware that he was popular with his fellow scrutineers, always reliable, conscientious and very capable. We frequently remind our officials of the importance of "bedside manner", a quality Peter had for he was always courteous and polite. We know that on occasions when a competitor had a problem the fact that Peter didn't just dismiss the car but endeavoured to help the competitor address the situation was something that all appreciated.

## Flame-Resistant Gloves

You will be aware that under Regulation S9.2.1 flame-resistant gloves are now mandatory for competitors in Sprints and Hill Climbs. K.14.3 sets out the requirements for a flame-resistant glove in being of a material tested to ISO 6940, but also remember that any FIA approved glove, including FIA 8856-2000 will also be acceptable.

## Competition Car Log Books

Please remember to charge the correct amount for Competition Car Log Books. We are still getting a few payments in for the wrong amount, often last year's fee, which can cause headaches when processing it this end. As a reminder the correct fee for 2010 is

# £32 !

As you will be aware the fee charged to the competitor is split 50/50 with between the Scrutineer and the MSA, therefore new applications should be submitted with payment of £16.

## Comer Cadet Tryton Carburettor

A production change on the Tryton ZC001 carburettor means that there are now two versions of the plastic cover with fuel pipe fitting (part number R2) in use. The new version has a slightly higher profile but is still white in colour and bears the manufacturers name.

The new part has no effect on the performance but the slightly higher profile reduces the chance of distortion caused by continuous removal and refitting of this part. The older type will eventually be phased out to be replaced by the newer version.



## Junior Blue

Please be aware of the following amendment to the 2010 Kart Race Yearbook regulations for Formula Blue, due to an omission in the original text:

### C6.7 Weight

142kg	(Lynx)	GOLD	TAB 21		
152kg (driver minimum weight 62kg)	(Lynx)	RED	TAB 21		
162kg (driver minimum weight 72kg)	(Lynx)	GREY	TAB 21		
172kg (driver minimum weight <del>82</del> 80kg)	(Lynx)	BLUE	TAB 21	(Lynx Maxi)	GREEN TAB 3
182kg (driver minimum weight 92kg)	(Lynx)	BLUE	TAB 21	(Lynx Maxi)	BLACK TAB 3
192kg (driver minimum weight 102kg)	(Lynx)	BLUE	TAB 21	(Lynx Maxi)	BLUE TAB 21

# MSA SCRUTINEERS E-BULLETIN #53

April 2010

scrutineer@msauk.org

## Cameras on Karts

A reminder that on-board cameras are permitted where they are authorised in Championship Regulations. Note however that they must at all times be attached to the kart by at least two bolt fixings. MSA Competitors' and Officials' Yearbook regulations J5.20.5 and U12.6.1 clearly set out the requirements for the use of on-board cameras on karts. Nassau Panel fixings.

## Front Fairings

We have been informed of one case in particular where a front fairing on a kart was attached to the front bumper by simply wrapping tape around the fairing and the bars. Remember that in Junior and Senior classes CIK crash tested and homologated bodywork is required and this homologation includes the front bumper, fairing and the method of fixing between the two and must be followed. In the Cadet class the front fairing must be securely attached to the bumper by a minimum of two points, tape clearly does not meet this requirement.

## Ballast

The following pictures show one method that has been seen for the attachment of ballast to karts. In principle it could be argued that this method is within the regulations, i.e. two mechanical fixings, provided that no more than 5kg is fitted in one place. However we are concerned that in this case it would only take one bolt to fail and the ballast could become free from the kart, clearly negating the requirement for two bolts in the first place. To clarify, should you come across such a method of fixation please request that a third bolt is included through the middle to prevent such a situation from occurring.



## Junior Kart/Driver Weights

Scrutineers are reminded of the regulations designed to ensure that drivers in the junior kart classes are sized appropriate to their class. In most classes, e.g. Junior TKM, Rotax MiniMax, KF3 and Rotax Junior Max, this is done by a maximum kart weight (at all times, even prior to a race), and in Junior Blue and Senior TKM Extreme 152 it is via a minimum driver weight. Please carry out spot checks to ensure adherence to these important safety regulations. Specific weights are found in the Class regulations within the 2010 MSA Kart Race Yearbook.