



ISSUE 57 – August 2010

MSA SCRUTINEERS

## New Look!

You will notice that Scrutineers News has both a new name and a revised look this month. We hope you like it!

## Competitors are Customers

From time to time, the MSA receives reports that the language and interpersonal skills of a particular scrutineers fall short of expected standards. This sort of behaviour is thankfully rare but, when encountered, can be significantly off-putting, particularly for new competitors.

Detrimental comments about vehicles are often considered the ultimate insult for petrolheads, although we recognise that even when scrutineers perform their duty properly, pointing out vehicles' faults or shortcomings can be a balancing act.

We would like to politely remind you that, as scrutineers, you are representatives of the MSA and you carry the governing body's official licence appointment. Your behaviour, language and attitude should therefore always be appropriate in any given situation. Please remember that competitors are paying customers, and that treating them as you yourself would wish to be treated is always good practice. Thank you for your continued support and assistance.

## Trainee Scrutineer Seminars

We intend to organise Seminars specifically for Trainee Scrutineers in the autumn of this year. These seminars will cover the basics of scrutineering – hopefully with a practical element – and will cover the topics of Modules one and two of the training booklet.

The idea of the seminars is not to replace your regular 'on the job' training, but to supplement it while providing an introduction to the MSA. We plan on running two seminars, one in the South and one in the North West; if you wish to attend one of these seminars, please email [scrutineer@msauk.org](mailto:scrutineer@msauk.org) to register your interest and let us know which region you would attend. Further details of the exact dates and venues will be published in September's bulletin.

## Helmet Labelling

A Scrutineer has sent us the following photographs, which show a helmet that was picked up during inspection. The general condition of the helmet, with a number of scratches and marks, certainly indicated that it was worth a closer look. You can see that the British Standard label is torn as a result of what appears to be an attempt to unpeel it, and a subsequent check of the manufacturer's label inside the helmet revealed it to be approved to Type-A and not Type A/FR. It therefore appears that the British Standard sticker has been removed from another helmet and applied to this non-conforming helmet.



**ISSUE 57 – August 2010****MSA SCRUTINEERS****Safety Harnesses**

All should be aware that there exist harnesses marked: 'For use with HANS only'. Such harnesses have a section of 2"-wide webbing let into the shoulder straps where they pass over the HANS device. When you come across such a harness, please check that the driver produces a HANS device with the rest of the PPE.

You may also come across a four-point Schroth-manufactured harness that bears the label: 'Not suitable for use with a HANS'. That label should be taken at face value, despite the fact that harnesses of that design are no longer labelled in this way. It is easy to imagine the potential legal ramifications of an incident in which a harness marked 'Not suitable for use with HANS' is indeed used with a HANS device. However, it is unlikely to be a problem, for it is thought that there are few of these harnesses in use in the UK.

A query has been raised about the crossing of shoulder straps. 'Merged strap' harnesses are not acceptable, nor is it acceptable to have a common mounting for the two shoulder straps. Some competitors cross shoulder straps as they feel this better keeps the straps on the shoulders, particularly when wearing a HANS head restraint device. In principle, this is acceptable as long as the two mountings are not set excessively far apart.

**ROPS in Historic Cars**

MSA General Regulation K1.6.1 states that cars for which valid Historic Vehicle Identity Forms have been issued need not have ROPS of the specification set out in K, but the ROPS must be as specified on the HVIF.

However, HVIFs are no longer valid and the relevant document is now an FIA Historic Technical Passport (HTP). Further, vehicles must comply with the specification detailed within the HTP. For example, if the HTP specifies treaded tyres but the car is presented on slicks, the ROPS provision becomes void.

**Entrant licenses**

Subsequent to the article in July's Scrutineers News regarding entrants licences, we can clarify that where the competitor is a minor, he or she will be signed on by a parent or guardian, who will not have entrant licence but will nonetheless be the entrant for that competitor.

**Kart Environmental Scrutineering Seminars**

Provisional dates and venues have been set for a series of seminars aimed at kart scrutineers involved in environmental scrutineering. The sessions will consist of a short presentation incorporating some theory, as well as a practical session using sound-testing equipment. Please remember that it is a condition for retaining your licence that you attend at least two training seminars every three years. The provisional schedule is shown below. Please confirm which seminar you wish to attend by email to [technical@msauk.org](mailto:technical@msauk.org), or by phone to the MSA Technical Department.

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|---------------------------------------|-----------------|
| Wednesday, 15 <sup>th</sup> September | – PFI           |
| Thursday, 16 <sup>th</sup> September  | – Buckmore Park |
| Wednesday, 22 <sup>nd</sup> September | – Shenington    |
| Thursday, 23 <sup>rd</sup> September  | – Clay Pigeon   |

**Front Bumper Clamps**

Please be advised that it is not a mandatory requirement for metal clamps to be used on the front bumpers of CIK homologated and crash-tested bodywork. U17.1.2 clarifies that homologated bodywork consists of plastic, metalwork and all associated fixings. Where CIK homologated bodywork is not used, for example on Cadet and older TKM chassis, the requirement for a metal clamp does remain. Please see appropriate Gold Book class regulations for further clarification.

**Kart Floor Trays**

We have been made aware that some karts are being presented at scrutineering with floor trays overlapping the chassis or sidebar tubes, as seen in photographs 1 and 2. This presents a clear safety hazard, as well as a contravention of U.16.6.2. and should be trimmed back. Other karts seen recently have metal floor trays presenting an exposed, sharp sideways- or rearward-facing edge, as shown in photographs 3 and 4. This can also be a safety hazard and, while they may comply with the letter of the regulation, should preferably be angled up at the extremities.

