

### Scrutineer Training Seminars

The Venues and dates are now confirmed for the 2011 Scrutineer Seminars:

#### Car Scrutineer Seminars:

Saturday 22 <sup>nd</sup> January	– Motor Sports House
Sunday 23 <sup>rd</sup> January	– Hilton, East Midlands Airport
Saturday 29 <sup>th</sup> January	– Cardiff, Park Inn
Sunday 30 <sup>th</sup> January	– Stoke-on-Trent, Holiday Inn
Saturday 5 <sup>th</sup> February	– Taunton, Holiday Inn
Sunday 6 <sup>th</sup> February	– Brands Hatch MSV Centre
Saturday 19 <sup>th</sup> February	– Darlington, Aston Hotel
Sunday 20 <sup>th</sup> February	– Cambridge, Royal Cambridge Hotel
Saturday 26 <sup>th</sup> February	– Portadown, Seagoe Hotel
Sunday 27 <sup>th</sup> February	– Perth, Queens Hotel

#### Kart Scrutineer Seminars:

Sunday 23 <sup>rd</sup> January	– Hilton, East Midlands Airport
Sunday 30 <sup>th</sup> January	– Stoke-on-Trent, Holiday Inn
Saturday 5 <sup>th</sup> February	– Taunton, Holiday Inn
Sunday 6 <sup>th</sup> February	– Brands Hatch MSV Centre
Saturday 26 <sup>th</sup> February	– Portadown, Seagoe Hotel
Sunday 27 <sup>th</sup> February	– Perth, Queens Hotel

Invitation letters have been sent out by post today with the December compilation edition of *Scrutineers Bulletin*. Please confirm your attendance by completing the reply slip and returning it to us either by post, fax or email as instructed on the slip. We ask that you please respond with the official reply slip even if you have emailed us already to confirm your attendance.

### Trainee Scrutineers' Training Seminars

Over the weekend of 20/21 November we ran sessions at Motor Sports House and Oulton Park aimed specifically at Trainee Scrutineers. We had a healthy turnout of 34 attendees in total and some had travelled significant distances, such as from Guernsey and Scotland! The idea was to cover the basics and also to impart information concerning the broader parts of motor sport organisation. While we expect Scrutineers to be familiar with technical regulations, it is undoubtedly beneficial to have a broad understanding of all other sectors. Much of the seminar was run on an interactive basis; pleasingly there was a high level of participation from attendees. We – presenters included – all learned a few things and had a bit of fun to boot, just as it should be.



Our thanks to Chris Mount and Mike Harris, who joined MSA staff in presenting material, and also to competitors Chris Judge, Matt Dubber, Phil Nelson and Graham Muter, who provided competition cars for Chris and Mike to use in a practical demonstration of scrutineering. Happily all four cars passed scrutiny!

### MSA Helmet Stickers

We would like to inform you that the new stock of MSA helmet stickers has had a slight redesign. The Blue and Yellow helmet stickers have been updated with the new MSA logo and are marked for 2011 and 2012. The green stickers currently remain unchanged and we will continue to supply the 2010-dated stickers until the stock runs out.



Note that in the above images there is no serial number; in reality there will as usual be an individual number on each sticker.

### Scrutineering – A “painting-by-numbers” exercise?

In last month's *Bulletin* we demonstrated that scrutineering is not a “painting-by-numbers” exercise and another topic has arisen on the same theme. Many disciplines now require the use of FIA-homologated harnesses and/or seats. When chatting with some competitors it has been suggested that there is a tendency for Scrutineers to now only check homologation labels. Such labels do indeed need to be checked, but please also check the condition of the equipment. The same goes for helmets; the physical condition of the helmet needs to be checked each and every time, as does the helmet's approval to one of the required standards. The MSA helmet label is there to enable helmets to be checked on the grid, in collecting areas etc. Remember that it always goes in the same place over the right ear.

When checking harnesses it is not only the condition of the webbing and the metalwork that needs to be looked at, but also the installation. We have few harness failures and interestingly more are metalwork failures than webbing issues. Almost all failures involve an installation problem.

The importance of the seat as an item of safety equipment is often unappreciated. Some competitors have an attitude of, “I've got a good harness – that will hold me”. It will, if correctly installed AND the seat does not fail. Remember, a chain is only as strong as its weakest link and we have seen what initially appear to be sound seat installations until you “move along the chain a bit further” and discover the weak link.

### Competition Car Log Books

We would like to remind you of which Scrutineers are authorised to carry out CCLB vehicle inspections. The relevant regulation is:

*J2.1 Competition Car Log Books are required for certain sporting disciplines as detailed in Specific Regulations. CCLB's are available from International, National “A” or National “B” scrutineers. Vehicle inspections can be arranged by appointment with an appropriate local scrutineer. Thus only scrutineers of the stated grades can inspect vehicles for CCLB's.*

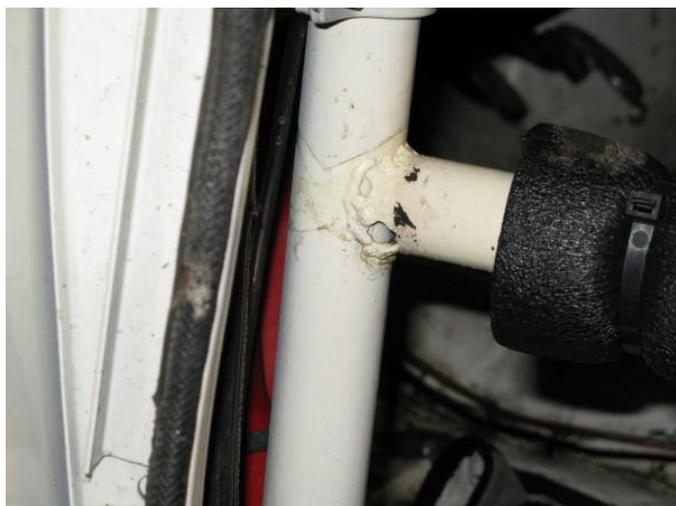
Accordingly, only International, National “A” or National “B” Scrutineers can carry out such inspections.

### ROPS horrors

We now fail to be surprised by the ROPS horrors that come our way. You really do wonder at the lack of imagination that some competitors have. A ROPS is a piece of safety equipment that is likely to minimise the chance of your being injured – or worse – if you step over the limits of vehicle performance and/or your personal driving skills. So why would you not make sure that you have the very best level of protection?

A car was presented for scrutiny and the Scrutineer noticed that insulation tape had been criss-crossed around each end of the door bars. Now why would anyone do that? Perhaps to cover something up? Accordingly, the Scrutineer asked for the tape be removed; what was revealed is shown below. The tube was 35.3mm OD, thin wall and probably exhaust pipe tube. Needless to say, a reject slip was issued.

Door bars are often padded – which in itself is reasonable enough, for it may be required according to K1.3.6. – but don't be shy about asking competitors to ease back the padding so that you can see what lies beneath. When tape is applied as it was in this case it is pretty certain that it has not been done for decoration!



### Kart Technical documentation

We have created a new page on the MSA website dedicated specifically to Kart Technical documents, all or some of which may be of use or interest to you. The page can be found by visiting the MSA homepage, following the "Competitors" link, clicking on "Publications" and finally "Kart Technical Documents". Alternatively, the following link takes you straight there: <http://www.msauk.org/site/cms/contentCategoryView.asp?category=601>

If you think there are any documents missing from this page that may be useful then please let us know. Note that the technical fiches are provided for information only. For any official purpose (for example an eligibility appeal) you must still use an official copy of the fiche on MSA security paper. Official copies are available from our Sales Department.

### Rotax Amendments

Please note that Regulations D1.5, D4.5 and E1.5 in the 2011 Kart Race Yearbook have been amended, with the following addition:

"All sprockets must use a 15x19x17 needle cage bearing and O-ring seal except in the case of an 11 tooth sprocket. An 11 sprocket must be fitted with a plain bearing with or without an O-ring seal."



### Kart seats

As highlighted in previous editions of this newsletter, please take extra care when checking kart seats and, in particular, keep an eye out for any cracks or stressed areas that may potentially prove dangerous. If you do come across any examples of unsafe seats due to cracking, wear or any other failures, please report them to the MSA Technical Department. As always, photos are particularly useful if the component itself cannot be retained and sent to us.

### Super Cadet chassis

As you will no doubt be aware, the MSA Super Cadet class has been confirmed for introduction in 2011. The recently published Class Regulations can be found here: [Super Cadet Class Regulations](#). There are currently 16 chassis that have been homologated jointly by the MSA and the German ASN (the DMSB) for use in this class, a list of which can be found here: [MSA/DSMB Chassis Homologations](#). These chassis have a six-year life. As well as the MSA/DMSB homologated chassis, we will also be permitting for 2011 and 2012 only any chassis homologated by the Italian ASN (the CSAI) for their 'Minikart' class.

### Gearbox Diffuser Fins

The following photo was sent to us by a Scrutineer. It shows a number of "diffuser fins" on the rear of the floor tray on a 210 National gearbox kart. Regulation U16.2 states the following:

*"U16.2 The Scrutineer must be satisfied that a Kart is safe, is of an adequately strong construction, does not include any temporary components and presents no undue hazard to its Driver or to other Competitors."*

Clearly, the sharp edges presented by these 'fins' presents an undue hazard to other Competitors in the event of an accident and, accordingly, such a design would not be acceptable.





### Junior Standard Helmets

There seems to have been some confusion as to who will be required to wear a Junior Standard Snell-FIA CMR or CMS 2007 helmet from the beginning of next year. As is the case this year, all Bambino drivers will be required to wear one, as will all Cadet drivers (regardless of age). For your awareness, the following is an up-to-date list of which helmets have currently been approved to these standards:



<b>Arai</b>	<b>CK-6</b>
<b>Arai</b>	<b>CK-6S</b>
<b>B2</b>	<b>RZ31-KY</b>
<b>Bell</b>	<b>KC3-CMR</b>
<b>Duchinni</b>	<b>K802</b>
<b>Koden</b>	<b>SK005</b>
<b>OMP</b>	<b>J-Kart CMR</b>
<b>OSBE</b>	<b>OJK</b>
<b>Sparco</b>	<b>ADV PRIMO</b>
<b>Uvex</b>	<b>FP5-CMR</b>
<b>Vega</b>	<b>HD117K</b>