

MSA SCRUTINEERS E-BULLETIN #51

February 2010

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Scrutineers Seminars

The 2010 Scrutineers Seminars are well under way; we hope those of you that have attended so far found it an informative and worthwhile day.

Unfortunately due to very low attendance numbers we have been forced to cancel the Seminar for KART Scrutineers on 27th February at East Midlands Airport; however the CAR Scrutineers seminar at the same venue on that date will still be going ahead. There is still space at all remaining seminars, so if you have not yet signed up and wish to do so please email scrutineer@msauk.org and we will add your name. The remaining dates are as follows.

Car Scrutineer Seminars:

Saturday 20th February - Portadown
 Sunday 21st February - North Queensferry
 Saturday 27th February - East Midlands Airport
 Sunday 28th February - Brands Hatch

Kart Scrutineer Seminars:

Saturday 20th February - Portadown
 Sunday 21st February - North Queensferry
 Sunday 28th February - Manchester Airport

Channel Islands / Isle of Man

Tuesday 2nd March - Guernsey
 Wednesday 3rd March - Jersey
 Saturday 6th March - Douglas, Isle of Man

Helmet Standards

A quick reminder, we are sure you are all aware, that the BS 6658-85 Type A helmets are no longer an acceptable standard, the BS6658-85 Type A/FR remains acceptable. Simple to remember it as Blue Label out Red label OK.



Common Issues Found at Race Meetings

The table below is an analysis of faults logged by one scrutineering team at race meetings during the 2009 season. As last year the categories are simplified to keep the list down to a manageable size! For example, Fire Extinguisher covers incorrect size, empty bottles, pull cable seized, mounted incorrectly etc. General Mechanical covers wheel bearings, suspension faults, loose nuts, oil leaks etc.

Fault	Number	%
Battery	3	0.9
Bodywork	4	1.2
Bulkhead	5	1.5
Cut Off	27	8.0
Exhaust/Silencer	4	1.2
Fire Extinguisher	49	14.5
Fuel Tank	8	2.4
Gearbox	3	0.9
General Electrics/Lights	21	6.2
General Mechanical	25	7.4
Harnesses	25	7.4
Helmets	8	2.4
Oil/Fuel lines in cockpit	9	2.7
Overalls	11	3.3
Rainlight	36	10.7
ROPS	18	5.3
Seat/Headrest	14	4.2
Steering	19	5.6
Throttle	14	4.2
Towing Eyes	20	5.9
Wheels & Tyres	11	3.3
Windscreen	3	0.9

Interestingly, having been supplied this analysis for a couple of years now, items with a high percentage remain high across the years however, items which have been subject to a regulation change show a marked increase in issues recorded, for example towing eye issues have increased from 0.4% in 2008 to 5.9% in 2009!

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Permitted Tyres

We have been made aware of an error in the Permitted Tyres listing in the 2010 Competitors and Officials Yearbook. On page 201 the **AA 01 (A Drive)** and **Parada Spec-2 [PAO2]** which appear on List 1B under Pirelli, should in fact appear on List 1A under Yokohama.

Youth Helmet Standard



The following is a list of helmets that to date have been tested and approved to the new Snell-FIA CMR2007 or CMS2007 standard. This list will be added to periodically as new models are approved.

- ▶ **Arai: CK-6**
- ▶ **B2: RZ31-KY**
- ▶ **Bell: KC3-CMR**
- ▶ **OSBE: OJK**
- ▶ **Uvex: FP5-CMR**
- ▶ **OMP: J-Kart**



ELIGIBILITY SCRUTINEERS

Terms of Reference / Code of Practice

The role of the Eligibility Scrutineer is very important.

Eligibility Scrutineers form part of the MSA Technical Commission (G.7.7.4)

Grades being: Technical Commissioner

 Eligibility Scrutineer

He / she have been selected for a number of reasons not least of which should be their particular expertise and knowledge of a specific class of Competition.

The Appointment carries no authority to judge as to the conformity, or otherwise, on a Technical matter in isolation.

The Appointee must work in conjunction with the Event Chief Scrutineer or Technical Commissioners on Judgement of Fact situations (G.7.7 . G.7.7.2).

If required to undertake measurements that require stripping a vehicle, they must be licensed to do so.

The Appointee will be required to report to the Event Chief Scrutineer and advise the Clerk of Course of his presence.

The Eligibility Scrutineer will advise the Chief Scrutineer of the intended activities at the Event. He / she will also advise the Clerk of Course, in writing, of post-qualifying and post-event requirements in respect of the vehicles required for checking unless this is covered in the Championship Regulations. He / she will also advise the Clerk of Course and Chief Scrutineer of the outcome of any examination.



JUSTICE MUST BE DONE AND JUSTICE MUST BE SEEN TO BE DONE

THEREFORE THE CODE OF PRACTICE SHOULD BE FOLLOWED AT ALL TIMES WITH THE CHIEF SCRUTINEER, TECHNICAL COMMISSIONERS PRESENT AND CLERK OF THE COURSE BEING KEPT INFORMED OF THE STATUS OF EXAMINATIONS

The MSA Scrutineers Non Compliance Report (Tech/2008/001A) should be used for reporting issues to the Clerk of the Course if practical however the Eligibility Scrutineer may, where circumstances demand, prepare their own report using the headings of the MSA Form for guidance.

This CODE OF PRACTICE is to be employed by all Eligibility Scrutineers.

1. The Competitor (entrant, Driver or Responsible representative) should be aware that you are examining the vehicle, and should be informed of what is being done and what you need them to do.
2. Checking should, whenever possible, be carried out in the presence of the Chief Scrutineer, his designated Deputy, a Technical Commissioner or a fellow Eligibility Scrutineer.
3. As far as reasonably practical Competitors must be accorded the opportunity of checking anything they disagree with and their findings, checking and measurements recorded.
4. Should photographs be required, the Competitor must be advised.
5. Should components be retained / sealed by the Eligibility Scrutineer the Competitor must be advised.
6. Fuel samples should be taken in accordance with the MSA procedures and submit them to the MSA for analysis.
7. Should it appear to the Eligibility Scrutineer that the examination is likely to result in any contention then the Eligibility Scrutineer should avoid, as far as practical, any discussion except in the presence of the Clerk of Course. The Eligibility Scrutineer should make the Event Chief Scrutineer aware that there is potentially an infringement before he advises the Clerk of Course.
8. In the case of an alleged infringement all details must be written, in the form of a factual statement, on the MSA form or in a report, timed, dated and signed and submitted to the Clerk of Course, Chief Scrutineer and Competitor. This should be



signed by the Eligibility and either the Chief Scrutineer or a Technical Commissioner. Two Eligibility Scrutineers are not authorised to sign a non compliance form.

9. The Eligibility Scrutineer should ensure that the competitor is quite clear as to the details of the alleged infringement in his report and that it is being passed to the Clerk of Course. The competitor should be given the opportunity to sign this report and indicate their agreement or otherwise to the facts.
10. The eligibility must attend / partake in any subsequent Judicial Procedures as requested
11. Prior to departing from the Event the eligibility Scrutineer must advise the Chief Scrutineer that his work is complete.
12. The Eligibility Scrutineer is only permitted to perform measurements for which he/ she are licensed. If the examination requires more detailed measurements then the services of a MSA Technical Commissioner must be called upon

NOTE: THE DISMANTLING OF ENGINES OR COMPONENTS IS NOT CARRIED OUT BY ELIGIBILITY SCRUTINEERS. THEY MUST REQUEST AND OBSERVE THE COMPETITOR CARRYING OUT THE WORK AND THE ELIGIBILITY SCRUTINEER TAKES THE MEASUREMENTS AS APPROPRIATE

Procedure for photographing items:

- (a) The item(s) to be photographed must where practical have a seal affixed and be prominently marked
- (b) Full details must be recorded including time, date, place and description / seal numbers
- (c) The documentation must bear the signature of the Competitor, the Eligibility Scrutineer and the Chief Scrutineer or Technical Commissioner
- (d) Copies of the documentation and photographs must be offered to the Competitor
- (e) It is recommended that an identification panel can be seen in the photograph showing time, date plus Eligibility Scrutineer and Competitors signatures. Where appropriate a size comparison should be included i.e. a 15cms rule.
- (f) The untouched original photograph must be retained for possible subsequent Judicial procedures



Procedure for sealing / impounding items:

- (a) Affix seals as appropriate to the part(s) to be retained and record all numbers, description, time and date
- (b) The Competitor must also be offered the opportunity to apply his own identification to the part(s). Details of the Competitors seals must be included in the documentation.
- (c) If the item is too large for the Eligibility Scrutineer to retain the Competitor must be advised that he may be required to produce the item at a later date with the seals intact.
- (d) Sealed items that are required to be sent to the MSA such as fuel samples or items that are the subject of an Eligibility Appeal should be sent with the minimum of delay to the MSA.
- (e) Copies of the sealing documentation should be offered to the Competitor and if appropriate attached to the non-compliance report.