

Scrutineers Seminars

We are part way through our schedule of seminars, and happily the feedback from those held to date has been very positive. Seminars are still to be organised as follows and, if you have yet to book your place, please try to ensure that you attend a session, making sure to advise us of your intentions beforehand.

Car Scrutineer Seminars:

Saturday 5 th February	– Taunton, Holiday Inn
Sunday 6 th February	– Brands Hatch MSV Centre
Saturday 19 th February	– Darlington, Aston Hotel
Sunday 20 th February	– Cambridge, Royal Cambridge Hotel
Saturday 26 th February	– Portadown, Seagoe Hotel
Sunday 27 th February	– Perth, Queens Hotel

Kart Scrutineer Seminars:

Saturday 5 th February	– Taunton, Holiday Inn
Sunday 6 th February	– Brands Hatch MSV Centre
Saturday 26 th February	– Portadown, Seagoe Hotel
Sunday 27 th February	– Perth, Queens Hotel

Scrutineers Impartiality

We have mentioned this before and no doubt will do so again. The latest report was of a scrutineer failing a competitor on the basis that the environmental spill kit offered at scrutineering was not adequate. We cannot comment on whether that was reasonable or not. However, we can point out that for the scrutineer to then offer to sell the competitor a suitable kit did not demonstrate impartiality.

Common Issues Found at Race Meetings

The table below is an analysis of faults logged by one scrutineering team at race meetings during the 2010 season. As per 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.

Fault	Number	%
Battery	14	2.6
Bodywork	6	1.1
Brakes	3	0.6
Bulkhead	7	1.3
Cut Off	25	4.7
Exhaust/Silencer	3	0.6
Fire Extinguisher	44	8.3
Fuel System General	16	3.0
Fuel Tank	5	0.9
Gearbox	3	0.6
General Electrics/Lights	77	14.4
General Mechanical	21	3.9
Harnesses	35	6.6
Helmets	31	5.8
Oil/Fuel lines in cockpit	18	3.4
Overalls	51	9.6
Paperwork	11	2.1
Rainlight	32	6.0
ROPS	25	4.7
Seat/Headrest	23	4.3
Steering	23	4.3
Suspension	14	2.6
Throttle	25	4.7
Towing Eyes	12	2.3
Wheels & Tyres	5	0.9
Windows	4	0.8

Interestingly, having been supplied this analysis for a few years now, items with a high percentage remain high across the years. However, items that have been subject to a regulation change show a marked increase in issues recorded; for example, FIA 1986 Standard overalls were withdrawn for circuit racing at the beginning of 2010 and the percentage increased from 3.3% in 2009 to 9.6% in 2010!

ROPS

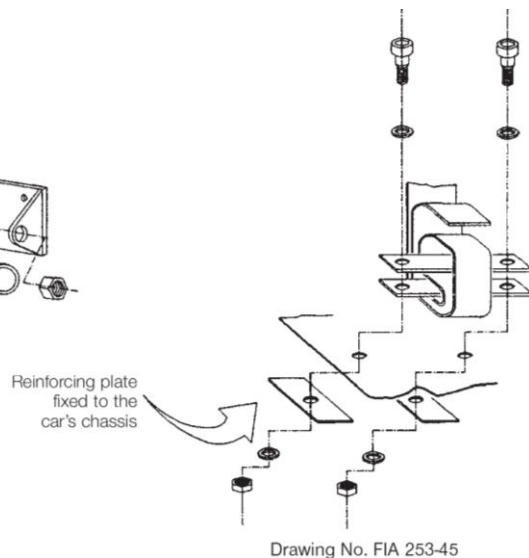
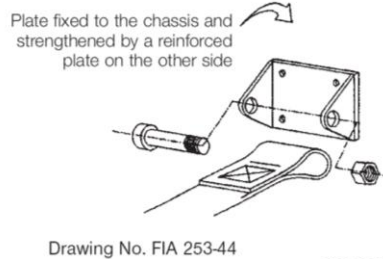
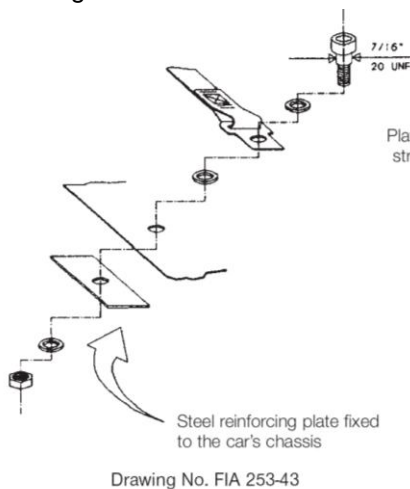
The photos below were forwarded to us by a competitor who had been told that his ROPS did not comply with the 2011 MSA Competitors' and Officials' Yearbook regulations due to the bends in the upper part of the front leg, as can be seen in the images below. The MSA Technical Advisory Panel has clarified that when looking at the relevant regulation, K.1.3.1, it is clear that in its upper part the front leg of a ROPS is permitted to have such deviations, specifically to follow the windscreen A-pillar.

K.1.3.1. ...The front of a front rollbar or a lateral rollbar must be straight, or if it is not possible, **must follow the windscreen pillars** and have only one bend with its lower vertical part...



Towing Points

Towing points continue to be an issue with failures occurring in all disciplines of the sport. The basic requirement is for a substantial towing eye securely fixed to the main structure with a minimum internal diameter of 60mm. They must be within the confines of the bodywork and painted a contrasting colour. Some failures occur through misuse by, for example, trying to drag cars sideways, but in other cases it is because the tow eye is neither substantial nor securely fixed! Webbing strap is acceptable if adequately sized. Two-inch load restraint strap is fine but fixing it by holing it and passing a bolt through the strapping is not. Drawing FIA 253-45 relates to harnesses but the principle is equally acceptable for securing a webbing tow loop. Drawings FIA 253-43 and FIA 253.44 can also be used as a reference. If the loop is multi-strand wire cable then such as 8mm would be a reasonable minimum, provided it is securely anchored. If solid rod is used then, again 8mm diameter would be a reasonable minimum. Please do your bit and check these items at scrutineering.



FIA Homologation Labels

Please make sure you are familiar with the style of FIA homologation labels and look for signs of tampering. We have had one report of a car being presented equipped with a pair of Corbeau seats with an embroidered patch stuck to the trim material with silicone. These patches included the name Corbeau, the appropriate FIA homologation number and a recent date of manufacture. There are no seat homologation labels produced in this fashion. The scrutineer correctly rejected the seats. With harnesses the labels are sewn into the straps. Check for signs of tampering or alteration. Occasionally the date on the crutch strap(s) is different to the labels on the lap and shoulder straps. This happens if a manufacturer makes a batch of lap straps, a batch of shoulder straps and a batch of crutch straps. Within such batches some will go out as four-point harnesses, others as six-point. If the date on the crutch straps is later than on other straps and you are totally satisfied that all components are from the same manufacturer then this is acceptable, noting that if one strap is date expired then the harness is time expired. Note lap and shoulder straps must date match as well as being from the same manufacturer.

When checking homologated equipment please check the condition of the equipment as well as the validity of the labels.

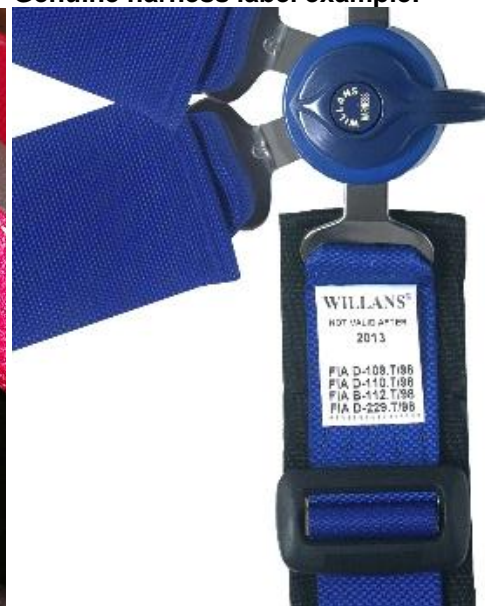
Non-genuine seat labels:



Genuine seat label example:



Genuine harness label example:



Harness and Head Restraint compatibility

A reminder that to use a Head Restraint (eg HANS) with a 3" shoulder strap harness is perfectly acceptable. There are also harnesses that have a section of 2" wide webbing let into the shoulder straps where they pass over the HR device. Such can only be used when the seat occupant is using an HR device.

Advertising on transparent surfaces

This is covered by H.28.1.4 **No display on a transparent surface can exceed 130mm in height**. It is clarified that the "display" refers to all material on the individual transparent surface. Thus to have such as a sticker 130mm on the lower part of the surface, say a 1mm gap and then another 130mm high sticker, another 1mm gap and another 130mm sticker etc. is not acceptable. From the bottom edge of the display to the top edge, irrespective of it being one piece or more is not to exceed 130mm.

Cadet & Super Cadet Rear Protection Systems

Please note that plastic Rear Protection Systems are not currently permitted in either the Cadet or Super Cadet classes. The only rear protection currently permitted is the "MSA" steel rear bumper as detailed within the 2011 MSA Kart Race Yearbook (B.1.3.7) and the 2011 MSA Competitors' and Officials' Yearbook. It is apparent that some karts, particularly Super Cadets, are being seen fitted with CSAI (Italian ASN) plastic RPS as this is what they are being imported with, however at present they must be replaced with a compatible steel rear bumper.

It is intended that should a plastic RPS pass the required crash test then it will be permitted from that point forward. Any developments will be notified in the usual ways and a notice will be put in this bulletin.

