

MSA SCRUTINEERS E-BULLETIN #50

January 2010

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Scutineers Seminars

We are now only two weeks away from the first of the 2010 MSA Scrutineers Seminars, you will have received your invitation letter and reply slip with the compilation edition of scrutineers news posted early December. If you haven't yet confirmed your attendance please do so as soon as possible;

Car Scrutineer Seminars:

Saturday 23rd January – Motor Sports House, Colnbrook
Sunday 24th January – Taunton
Saturday 30th January – Leeds
Sunday 31st January – Cambridge
Saturday 6th February – Cardiff
Sunday 7th February – Stoke
Saturday 20th February – Portadown
Sunday 21st February – North Queensferry
Saturday 27th February – East Midlands Airport
Sunday 28th February – Brands Hatch

Kart Scrutineer Seminars:

Saturday 30th January – Bristol
Sunday 31st January – Buckmore Park
Saturday 20th February – Portadown
Sunday 21st February – North Queensferry
Saturday 27th February – East Midlands Airport
Sunday 28th February – Manchester Airport

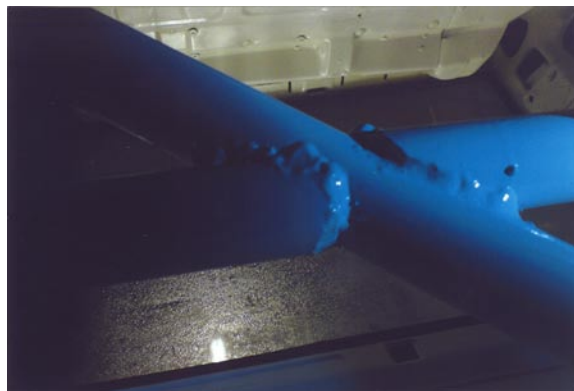
Channel Islands / Isle of Man

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

There are still spaces available at all venues listed below; we would like to particularly encourage Kart scrutineers to all venues and our colleagues in Northern Ireland for both car and Kart to attend. We hope what we have planned this year will be interesting and informative along with some entertainment! And as ever provided a social occasion for scrutineers to meet without the pressures of an event. We look forward to seeing you there.

ROPS

We have had some more examples of worrying ROPS structures emailed in from scrutineers, it is very encouraging to see that more and more issues are being picked up at events. This month's examples are both from stage rally cars showing poor and incomplete welding to joints in the cage, in the case of the white car it has been hidden by some sort of putty! The Regulations cover welding in K.1.3.8 which offered guidance. Please continue to send such examples in and keep your eyes open for poorly constructed ROPS!



CCLB Receipts

Please note that, with reference to R46.1.3, we can confirm that a valid Competition Car Log Book receipt will continue to be accepted in lieu of a CCLB for a maximum of 30 days from the date of issue, if the vehicle inspected complies with the relevant MSA regulations. If there is any doubt about the vehicles compliance you should note on the receipt "Receipt to confirm payment only" or something to this effect. If the vehicle requires a Category 2 log book then in this case the receipt can only be used as confirmation of payment and is not to be accepted in lieu of a CCLB (R4.6.3.12). We would advise in this situation that you mark the receipt clearly as "Category 2".

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Group N Turbo Restrictors

We have had a lot of enquiries recently about the changes to Group N restrictor sizes. As you are probably aware the FIA Appendix J regulations have changed for 2010 increasing the restrictor size for Group N from 32mm to 33mm. There was concern from some people that by retaining the 32mm restrictor their vehicles would no longer be compliant with Group N regulations and therefore ineligible. This is not the case, the FIA regulation is worded "*The maximum internal diameter of the restrictor is 33 mm*" the inclusion of the word '*maximum*' means a vehicle can run any restrictor size up to 33mm and remain eligible for Group N.

Kart Bodywork

We have had a few reports from competitors that they have been told that they cannot shorten the Nassau panel on their Cadet karts to fit with the front fairing. Provided that the bodywork continues to comply with the Blue Book regulations then there is no problem with such a modification. Note however that for homologated bodywork in the Junior and Senior classes, and in the future in the Cadet class, such modifications would not be permitted and if carried out would void the homologation.

Rotax Junior Cylinders

The following clarification regarding Rotax Junior Max cylinders:

ERRATA - EXHAUST PORT MEASUREMENTS JUNIOR MAX CYLINDERS

Exhaust port timing – Cylinder P/N: 223 999

With piston at TDC set dial gauge to zero. Rotate crank until exhaust port is open. Hold feeler gauge against roof of exhaust port at highest point. Rotate crank until piston touches the feeler gauge. Maintain sufficient crank rotation pressure to gently trap feeler gauge in this position while holding feeler gauge against roof of exhaust port, 31.6 before TDC minimum.

Exhaust port timing – Cylinder P/Ns: 223 998

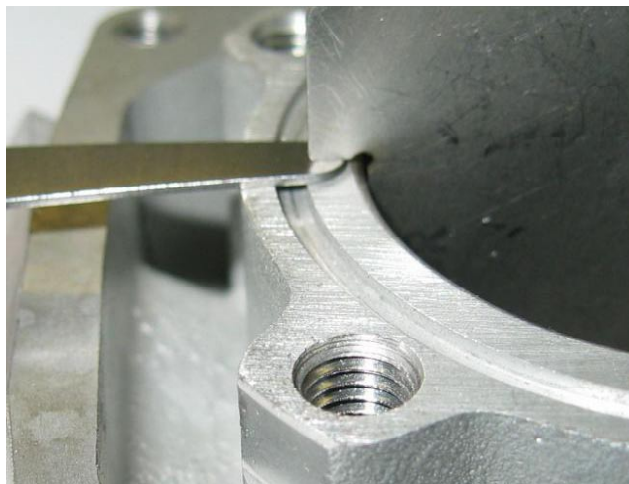
To be measured using Rotax exhaust gauge, Part No: 277 397. Insert the gauge into the cylinder, so that the gauge is touching the cylinder wall and that the finger of the template is located in the middle of the exhaust port (highest point). Move the gauge upwards, until the finger is touching the top edge of the exhaust port. Insert a feeler gauge between the top of the cylinder and gauge (see pic). It must not be possible to fit a feeler gauge of **0.90 mm Junior Max** between the top of the cylinder and gauge.

Exhaust port timing – Cylinder P/N: 223 994

To be measured using Rotax exhaust gauge, Part No: 277 397. Insert the gauge into the cylinder, so that the gauge is touching the cylinder wall and that the finger of the template is located in the middle of the exhaust port (highest point). Move the gauge upwards, until the finger is touching the top edge of the exhaust port. Insert a feeler gauge between the top of the cylinder and gauge (see pic). It must not be possible to fit a feeler gauge of **1.10 mm Junior Max** between the top of the cylinder and gauge.

NOTE: Take care to use the corresponding gauge (Junior MAX) for the Junior MAX cylinder.

Please note that Senior Max cylinder measurements remain unchanged. Revised measurement procedures have been issued and are available upon request.



Please note that in the near future there will be an updated more detailed version of the Rotax FR125 engine Fiche that will be made available. We will bring you more details via this newsletter once we have them.