

MSA SCRUTINEERS E-BULLETIN #56

July 2010

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Fuel Analysis Testing

The regulations covering this are detailed in D34.2. As is always the case it is essential that reports are clearly written and accurate. This was not the case in a recent example for the date was incorrect and the writing not clear so that we could not be sure as to who the entrant was. This led onto a further problem for if the entrant was as we suspect, no entrants licence has been issued to an organisation of that name. Remember to be an entrant there must be a valid entrants licence in that name.

Under supervision of the scrutineer three samples each of 1 litre are to be taken. If the amount of fuel available is less than 3 litres then only two one litre samples are taken. **YOU DO NOT SPLIT THE AVAILABLE FUEL ACROSS THE THREE SAMPLE CANS.** If there is less than two litres fuel available then a single 1 litre sample is taken. All samples are sealed and identified by seal numbers. Assuming there are three such samples the competitor is invited to select one for his retention, the number of which is identified on the report, the sample is passed to the competitor who signs for it on the report where provision is made for this to be done. The other two samples are forwarded to the MSA.

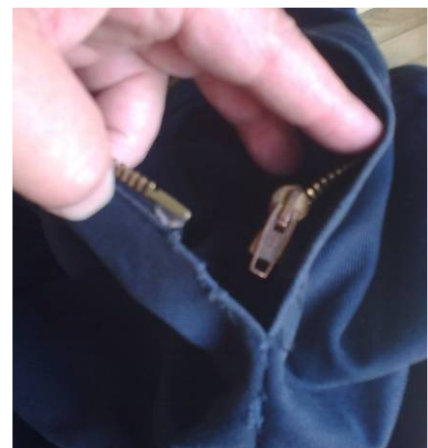
If there are only two samples then the competitor relinquishes his right to identify a sample for his/her safekeeping. The samples received by the MSA go to the laboratory, one of which is tested. If satisfactory a report to that effect is made. If the result is not satisfactory the second sample may be tested at a different laboratory, the competitor being given the opportunity of witnessing that test. If the second test is unsatisfactory the competitor has the option of, at his own expense, making this available for testing at a UKAS listed laboratory of his choosing.

If the procedure as set down in the Regulations is not followed any appeal against the result of testing is near sure to succeed. The same applies if there are inaccuracies in the report form, be this incorrect date, wrong venue named etc. The same applies if an "entrant" has signed the report and they are not an entrant for they have no entrants licence.

Following the correct procedures as laid down in the Regulations and writing reports clearly and accurately is essential.

Overalls

When checking overalls the first point is to check the labels to be satisfied that they are FIA homologated or meet one of the other standards that may be acceptable for the competition being held. Be aware that there are a number of "fakes" so be vigilant. Once satisfied that they meet one of the required standards/homologations the general condition needs to be checked. Prime areas to find sewn seams pulled apart are in the crotch and under arm areas. Holes can be anywhere! Zips may be defective such that the zip does not close and if the garment is oil/grease stained its performance will be compromised. The following images depict faults found on various overalls at events.



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Eligibility Appeals

The National Court Administration would like to remind all Scrutineers of the strict time limits that apply when dealing with Eligibility Appeals. In accordance with C7.2.1(b), reports from the Technical Official(s) concerned must be received by the Court Administration within 10 days of the Appeal being submitted at the event. Although the Court will always attempt to send out reminder letters, it is not always possible due to delays in receiving the paperwork and therefore your vigilance in this matter would be greatly appreciated.

Non-Mandatory Equipment

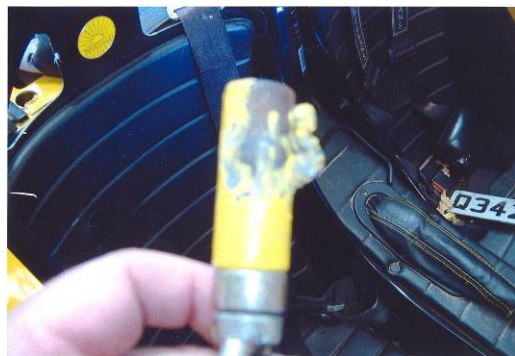
It is recognised that competitors often have equipment which is not a mandatory requirement under MSA Regulations. In such instances provided the Championship or Event Regulations do not prevent such equipment being fitted or used then there is no problem in the equipment being fitted and used even if it does not meet MSA Regulatory requirements.

To take some examples if a car competing at a hill climb within "Roadgoing Production Cars and Roadgoing Specialist Production Cars (S11)" where there is no mandatory requirement for a ROPS and the car has, for example a single B post hoop of 25mm diameter, 0.5mm wall tube with 1 mm thick base plates secured through each base plate by two M4 cap heads and no braces then, provided it does not in some way constitute a hazard it is perfectly acceptable. You do not request or demand the competitor remove it. If the wearing of helmets is not mandatory and a competitor chooses to wear a helmet, so be it, he can do. Others may choose to wear a cloth cap, a "beanie", a baseball cap, a bowler hat or whatever. So long as the chosen head gear does not in some way create a hazard if there is no regulatory requirement to wear a helmet competitors are free to wear what they like, helmets included, be they MSA "compliant" or otherwise.

If there is a regulatory requirement for a ROPS but only for a B post hoop and stays etc. then that must comply with MSA requirements. If the competitor chooses to fit an A post (front) hoop then provided it does not create a hazard then that part of the ROPS does not have to meet regulatory requirements.

Harness Mounting

We received a report where the harness mountings for the shoulder straps had failed following a relatively modest frontal impact. As can be seen from the images the welding securing the mountings to the chassis tubes appears to have been both incomplete and lacking in penetration.



Further investigation revealed that these mounts were not original to the car, those fitted by the manufacturer being shown here:



In addition to the issue of the quality of the welding there is an important point in that the after-market mounts protrude significantly above the top surface of the chassis tube, probably by 10 - 15 mm. The effect of this is that through leverage the stress applied is increased.

It is not always easy to see "what lies behind" and in normal scrutineering time is usually limited. Nevertheless it is worth having a good look when doing such as Competition Car Log Book inspections when you do have the time. This is exactly the sort of thing we want checked in detail at such inspections.

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Competition Car Log Books

Please ensure you keep blanks in your possession such that others cannot get hold of them to "make their own". Whilst a forgery is not valid it may take a bit of time for it to be picked up as a forgery. Security of such as helmet stickers, seals etc. is vital so please do not leave document cases lying around open with CCLB blanks, helmet stickers, pass labels, seals etc. invitingly on display for others to help themselves.

Exhaust Systems

Requirements are detailed in J5 and in particular J5.17.7 makes it clear that *"Temporary Silencers, by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out Sound Checks on vehicles utilising temporary parts in exhaust systems. Organisers are empowered to exclude in such situations"*.

When carrying out noise checks it is good practice to check for signs of temporary parts. Even if the temporary part is stuffing wire wool up the end of the exhaust you can often see evidence of such having been done. Casual observation at events suggests that there is more and more of this sort of thing going on. Not acceptable!

Race Car Radio Communication

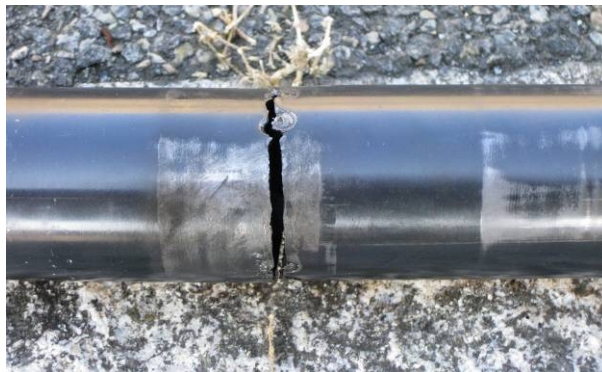
Regulations covering pit to car communication are set out in Q8.1.10. Note the requirement is that cars only be permitted to carry radio transmitters or receivers in specified circumstances. If those circumstances do not exist then the equipment should not be carried. Being assured, "it's switched off, mate" is not sufficient.

Comer & Rotax Engine Sealing Cards

A reminder to make sure when checking that the numbers shown on the engine sealing cards correspond with the actual numbers on the engine itself.

Kart Rear Axles

Following publication in the last few issues of Scrutineers News we have now had several broken kart rear axles delivered to us as well as a number of photos via email such as the one below.



The number of cases reported to us in a relatively short space of time is of some concern and we are working on trying to establish what the cause may be and what the possible solutions may be. Please continue to report such incidents to the Technical Department and try and send photos and if possible the axle itself. It is also helpful if you can let us know the manufacturer of the axle if this information is obtainable.

It is evident that the majority of failures are occurring on OTK axles and they generally occur in the same place as shown in the photos below. Please make sure the competitors are aware of the importance of checking their axles, particularly in areas where they cannot normally be seen, such as beneath the bearings.

