

MSA SCRUTINEERS E-BULLETIN #55

June 2010

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Tony Truman

We are sad to have to report the loss of Tony Truman in the last month. Tony will be much missed by the karting community, particularly in the south-west of the country.

He will be remembered as somebody who gave a lot to the sport. We are aware that Tony was popular with his fellow scrutineers, always helpful, very capable and a pleasure to work alongside. Our sympathies and those of the motorsport community are extended to Tony's wife Bette, who will be known to many, and to his family.

Entrants Licences

A reminder to all officials about completing documentation such as a sealing report or non-compliance that requires a signature from the Competitor/Entrant. When an Entrant signs on behalf of the competitor please ensure that they are a holder of the appropriate Entrants Licence and the entry had been made under that licence. If they are not the licensed Entrant then they have no right to sign such paperwork and in doing so may jeopardise any potential judicial actions.

Helmet Standards

Please keep an eye out for incorrect helmet standards. As we are sure you are all aware, the BS6658-85 Type A standard is no longer eligible for motorsport use. Should you come across such a helmet presented for scrutineering it obviously cannot be accepted and if it carries an MSA helmet sticker this must be removed.

Please also keep an eye out for Snell "M" standard helmets, such helmets are not acceptable for UK motorsport and we have recently come across a case where a blue MSA helmet sticker was incorrectly applied to one. There are currently three "M" standard helmets that you may encounter, M2000, M2005 and the new M2010. The Snell labels for these helmets are similar, albeit different in colour, to the permissible "SA" and "K" (for karting only) Snell standards so take care when checking helmets!



FIA Overalls

Spot the mistake in the photo below!



Those eagle eyed among you will no doubt have noticed straight away that the FIA standard is incorrect, **8856-200** does not exist! Obviously there should be an extra zero to indicate the correct standard **8856-2000**. Of course, this may have been a manufacturing error that has slipped through but it is far more likely that this is a 'fake' garment. Please be extra vigilant when checking standards on such as overalls, helmets etc. Just because the label or standard may look familiar at a glance doesn't necessarily mean it is correct!

HANS Posts

We have recently had concerns brought to our attention regarding the "DIY" fitment of HANS posts to helmets. We would like to remind you that where a HANS device is used it's fitment must be in accordance with the FIA published requirements, which can be found via the following link:

<http://www.fia.com/en-GB/sport/regulations/Pages/Drivers'Equipment.aspx>

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SFI Standards – Impact Racing

Please be aware of the statements from SFI Foundation relating to Impact Racing overalls which can be found on their website: www.sfifoundation.com.

Leather Gloves for Three Wheelers

Following a recent query we confirm that in conjunction with K9.2 of the 2010 MSA Competitors' and Officials' Yearbook, drivers of three wheeled cars competing in accordance with A2.2.1 may use leather gloves at Sprint and Hillclimb events.

ROPS

There continues to be much discussion about ROPS and what and what is not acceptable. Dealing first with the main, front and lateral hoops the requirements are set out in K1.3.1. We rarely have any query on the main hoop in that all understand that the hoop is to have two bends, one each side at roof level to connect the horizontal section with the two vertical parts. The vertical parts are to be as straight as possible and as close as possible to the interior contour of the bodyshell. Particularly with modern cars the side profile is near to a slight curve so for the vertical section of the hoop to follow the contour it is either a fairly consistent slight curve or a straight from roof height to the waistline and a very gentle curve at waist height to then continue down to the vehicle floor.

It is the front "legs" of the front hoop or of the lateral rollbar that seem to cause discussion. *"The front leg 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"*. In simple terms the tube runs straight to follow the windscreen pillars to the base of the windscreen to the one bend for the tube to run vertically to the floor. This lower part is to be straight but may have a slight "shape" in order to follow the profile of the bodyshell. This shape is no more than the tube being "pulled" slightly. What is not acceptable is where tubes have the bend at the base of the windscreen, drop vertically for a short distance and then have a second distinct bend and then run straight to the floor so resembling an "S bend", as exemplified in the photo below



Other issues raised are the mounting feet, the requirements for which are clearly set out within K and the attachment of side bars to main and front hoops. The Regulations provide for such to be welded or bolted. If bolted reference needs to be made to K1.3.7 which details the acceptable designs, looking closely at the photo above you will see a side bar connection that doesn't appear to comply with any acceptable design.

Tonneau Covers

There is debate as to what materials are foldable and such views as thin aluminium alloy being foldable have been advanced. A simple guide is that a foldable material is one that can be folded but inherently is unable to maintain a folded profile without support from other materials. Such as canvas is foldable for however you fold it, subject to not folding in "pockets" if you pick it up by a corner the folds drop out. In contrast, fold a piece of thin gauge aluminium alloy, pick it up by the corner and the fold remains.

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Tinted Glass

The entire section J applies to all vehicles other than karts unless there is a specific overriding regulation in the discipline specific regulations such as Q which applies to racing, R which applies to rallying etc. Thus J5.2.10 "Tinted glass in any window which can significantly affect through vision (in or out) or distort the colours of signal flags or lights, is prohibited", applies not just to racing but to all other disciplines covered by J. In racing one concern is that following vehicles can "see through" the vehicle ahead to possibly gain earlier sight of signals or hazard. In all events to see into the vehicle is a requirement so that should the vehicle be involved in an incident marshals can see at the earliest opportunity whether the driver appears to be distressed or otherwise. Marshals directing competitors need to see if the competitor has seen the direction given and for signal colours not to be distorted is clearly a safety issue. The image below is a good example, although he can't be seen, there is a driver in the vehicle! Clearly this vehicle does not comply!



Steering Wheels

We have had a number of queries about steering wheels which incorporate instrument read outs in the upper segment of the rim as shown on the example shown here. The rim is continuous and has no reflex angles. The construction is that the wheel has an aluminium plate with an aluminium section securely riveted into the upper section to house the read outs. We have seen such a wheel that has gone through a substantial accident, it remains intact despite being severely bent, as shown in the second photo. Such wheels are advised as being acceptable. Obviously if there are others found where the construction is not as robust then they may well not be acceptable.



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Oil tanks in the passenger compartment

We were sent the following picture by a scrutineer recently, showing a remote pressurised oil tank positioned in the passenger foot well. The unit being mounted in this way is a clear contravention of J5.2.1 which states that both "Oil tanks" and "Hydraulic reservoirs" must be isolated from the driver (and passenger) compartment. Thus we would expect such a device to be located outside of the driver/passenger compartment or otherwise adequately isolated.



Kart Chassis Protectors Regulation Clarification

The Motor Sports Council meeting of 9th March 2010 approved the implementation with immediate effect of new Regulation U16.3.6 which states:

"Independent components solely attached to the underside of the chassis tubes which may make contact with the ground may not be fitted unless they are of an approved design specifically approved by the MSA."

The MSA has clarified by official press release that no independent component on the underside of the kart which may make contact with the ground may be fitted, unless it has approval from the MSA. Approval is by way of official registration by the MSA. It was also confirmed that only non-metallic chassis protectors are to be considered for registration.

To date, only KKC Kart Components Limited (01/CP/10) and Dartford Karting (2 variations: 02/CP/10 & 03/CP/10) have obtained the necessary registration from the MSA. Should further manufacturers obtain the necessary registration, details will be made available on the MSA website.

Please note that components such as engine mounts, battery clamps and clamps for other components affixed to the upper side of the chassis are not included in this. Neither are brake disc protectors, which are covered by a separate regulation and remember these must be within 120mm of the centreline of the brake disc.

TKM Regulations

The ABkC have issued a bulletin to confirm an amendment to the TKM Kart Race Yearbook regulations as follows:

Current Regulation: Senior TKM Extreme 144: min 144kg with driver

Amended with effect 1st July 2010 to:

New Regulation: Senior TKM Extreme **146**: min **146**kg with driver

Tal-Ko have found that the lighter weight category in the TKM Extreme category is having a slight advantage over the 152 category, and have invoked B3.2 in the interests of fairness and parity, to increase the lower weight by 2kg to 146kg.

Junior Kart Weight Survey

For the attention of all kart scrutineers you will find a second attachment in the email within which you received this newsletter. You will see that this attachment is a simple form for the collection of age and weight data for Cadet and Junior kart classes. We would ask kart scrutineers where possible to use this form to collect the relevant information over the next month so that we can collate data for Kart Sporting Committee. Please return completed forms to the Technical Department.