

MSA SCRUTINEERS E-BULLETIN #52

March 2010

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Seminars

We are near to completing the schedule of seminars and will shortly commence planning content for next year. We arranged the schedule this year to try and ensure there was an "ideal" location for each individual but if the date was not suitable for an individual he or she had a reasonable alternative. Hence why each weekend the presenters were travelling up and down or across the country for neighbouring venues were visited on different weekends.

A number of scrutineers did not attend this year but please remember seminar attendance is a requirement in order to retain your scrutineers licence. Individual letters will be sent out to advise those who need to be sure of attending a seminar in 2011.

If during the year you come across something that you think would be worth sharing with your colleagues at next year's seminars then please e-mail a suitable image to us. At a couple of seminars we had scrutineers bring along a couple of images which we popped on the screen asking "what do you think about this then?". Such proved to be good value and well worthwhile.

Scrutineering Responsibilities

Please remember that all scrutineers have a responsibility in respect of checking as far as is possible not only that the vehicle complies with regulations formulated in the interests of safety but also in respect of eligibility issues. D33.2 is very clear in setting out what the main purpose of Pre-event Scrutineering is:-

The main purpose of Pre-Event Scrutineering is to check, as far as possible under the prevailing conditions, the safety of the vehicle and safety equipment for compliance with Technical Regulations and to superficially check its eligibility for a particular class or category (G.6.7, H.32, J.3).

We have had more than one instance of a competitor offering the defence that the car had been passed by the scrutineer. Responsibility for the safety and eligibility of the vehicle rests with competitor but for a vehicle to pass through scrutineering when there is a very clear and obvious eligibility issue is clearly nonsense.

ROPS

Over the last few issues of Scrutineers News we have including a number of images showing various "ROPS Horrors" and thanks to Robert John we have another here, taken when he was viewing a car for possible issue of a CCLB. It is clear that the installation does not meet regulatory requirements but there is a further point to be made. Quite simply if you come across such a poor standard of workmanship on such an installation, irrespective of whether it meets regulations, what does it tell you about the rest of the car? It has to be suggested that the rest of the car has been prepared with an equally poor standard of workmanship.



Additions to (L) Permitted Tyres

Please note the following additions to Permitted Tyres (L) List 5(a) All Terrain –

Pirelli

Scorpion Zero
Scorpion Zero Asimmetrico
Scorpion STR
Scorpion ATR
Scorpion Ice & Snow

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E85 Bio-Ethanol

Those of you that were present at the recent Scrutineers Seminars will have seen our brief presentation on alternative fuels, including E85 Bio-Ethanol. We have had a lot of enquiries from competitors wishing to use E85 in various areas of the sport and there is always the chance that you will have similar enquires. Currently there is no recognised standard for Bio-Ethanol which is why it cannot be considered a 'pump fuel'. Bio-Ethanol from one pump may be vastly different from that taken from another, in terms of Ethanol to Gasoline ratio and therefore effective octane level.

Bio-Ethanol can only be used in MSA events if approved in writing by the MSA, and this authorisation will only be considered if it is used as a control fuel from a single source. And a single source does not mean pump No.4 at the Towcester Morrisons!

It is also worth reminding anyone considering Bio-Ethanol that it can adversely affect many materials present in regular vehicle fuel systems such as seals, pipes and metals. It is not simply a case of draining the Petrol and refilling with Bio-Ethanol.

Number Plates

As you will be aware we are quite strict on requiring a legally displayed number plate to be present when issuing rally car Competition Car Log Books. Frustratingly, recent editions of Motorsport News showed reports from the Wydean & Riponian rallies showing many examples of illegally displayed number plates. Please remember that number plates on Rally Cars must be legally displayed at all times and the vehicle must be presented as the log book photo.

Hydraulic Handbrakes

Construction and use regulations require a Parking Brake or "Hand Brake" *to be capable of being maintained in operation by direct mechanical action only*. Therefore Stage Rally and Road Rally Cars fitting with a hydraulic handbrake must also have a working, and independent, mechanical linkage to comply with construction and use. We recently heard from a scrutineer presented with a hydraulic handbrake, cables were also present however, on investigation they were found not to be connected to anything. The competitor arguing that he complied as a mechanic linkage was present! It is not good enough to have cables not attached to anything! To comply with construction and use the mechanic linkage must be operational and work independently of the hydraulic system.

Kumho List 1B tyres

We have had a number of enquiries about the Kumho Ecsta V700 tyre which appears on List (L)1B. Dealers are informing purchasers that this tyre has been renamed as Ecsta V70A. We enquired with Kumho and they confirmed that the tyre has been re-designated V70A and it is the same tyre as the V700. Kumho forwarded photographs showing that the markings V700 and V70A on the sidewall and the V700 marking is the more prominent one. We can therefore confirm the V70A variant is permitted for MSA events as a List 1B tyre.



Kart Helmet Stickers

You will be aware that we have introduced a new Yellow helmet sticker, which is to be applied to helmets meeting the Snell CMR2007 and CMS2007 standard for Karting use only. There will be a number of helmets meeting these standards which were in use last year which will have had the *green* for 'Karting use only' stickers applied, if you come across such a helmet please remove the green sticker and apply the new yellow sticker in its place.

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CADET REGULATIONS

Brake Discs

The 2010 regulations for the Cadet classes now permit brake discs with interruptions on the swept surface, although venting is specifically not permitted. However any such disc must still be homologated for the specific system with which it is being used. The MSA welcomed applications to extend any existing brake homologation with a new design disc, following which four new discs have been approved as shown below. Should you come across a disc with interruptions please ensure that it is supported by the correct MSA fiche extension, which contains the relevant information to identify it as the correct disc. Please note the photos below are just for your awareness and hold no regulatory value.

ZIP



SWRD



PROJECT ONE



TONY KART



Brake Systems

As well as allowing brake discs with interruptions, the Cadet regulations also now allow any homologated brake system to be used with any homologated chassis provided the two are compatible, where previously each chassis had a specific brake system homologated with it. Note that the disc homologated with the brake system, or its extension as above, cannot be substituted for any alternative.

Camber/Caster Adjustment

The Cadet regulations have also been changed this year to allow adjustable caster/camber by means of a single, solid eccentric on the top face only of each yoke. Please take when you come across this to check that it complies with the MSA Kart Race Yearbook regulations found under A1.3.3