



### Environmental Spill Kits

These are defined on page 57 of the 2011 MSA Competitors' & Officials' Yearbook (Nomenclature & Definitions). Please be aware that there is an error and that in all instances the definition should read: "Absorbent pads **and/or** granular absorbent material...". Thus a kit may contain only pads, only granular material or a combination of both. The definition requires the inclusion of an adequate number of disposal bags for collection of used materials. Accordingly, commonsense suggests that if there are granular materials the kit must include some reasonable means of collecting up the contaminated granules and dropping them into the disposal bag. Please also see the clarification on the MSA website ([click here](#)).

### Sealing Materials

We have, at the recent seminars and more generally in the past, made the point that even if you are not an eligibility scrutineer you may still need seals. Whatever the event, there is always the possibility of a protest being lodged by a competitor in respect of eligibility and if you are chief scrutineer then you are likely to be involved. It is thus prudent for any scrutineer who is in charge of scrutineering at a meeting to have within their kit a small amount of sealing materials. The suggestion is that any meeting chief scrutineer has the following as a minimum:

25 Plastic "roto" seals and quantity of wire – Seals are sold in bags of a 100 at a cost of £24 and a reel of wire is £17 so why not liaise and four scrutineers share the £41 cost?

15 Sealing strips – Cost £3.40 (for 15)

10 Sealing bags – Cost £3.40 (for 10)

3 Fuel sample cans – cost £3.50 each, i.e. £10.50

With such a "kit" you can deal with one fuel sample operation and cope with just about anything else you might need to seal. You will also need sealing certificates, which are available by download ([click here](#)) or by request from the MSA Sales Department. As is always the case when sealing any components, it is essential to get the procedure and paperwork absolutely correct and, in these days of digital imagery, taking images of the seals etc to attach to the sealing certificate is good practice.

### Noise Testing

The regulations are clear as to requirements for the noise testing of cars. There are a number of cars presented for scrutiny which are not equipped with a tachometer, which is neither a reason to reject the car on the basis that no tachometer is fitted, nor a reason not to carry out a noise check. Application of a little commonsense and experience should enable you to determine whether the engine is being run at the required speed for the noise test.

### Impact Racing Helmets & Overalls

Please be aware of a recent notification from the FIA with reference to helmets and overalls manufactured by Impact Racing, which for safety have reasons had their relevant FIA standard approvals withdrawn with immediate effect. The press release can be found on the FIA website ([click here](#)). Use of these items is therefore prohibited in any case where compliance with the relevant FIA standard is mandatory.

### Competition Car Log Book Fees

Please remember to charge the correct amount for Competition Car Log Books. We are still getting a number of payments in for the wrong amount, often at last year's fee level, which can cause headaches when processing it at our end. As a reminder, the correct fee for 2011 is:

# £34 !

As you will be aware, the fee charged to the competitor is split 50/50 between the scrutineer and the MSA. New applications should therefore be submitted with payment of £17.

### Competition Car Log Books

When carrying out CCLB inspections for forced induction vehicles, please note on the CCLB receipt the diameter of the restrictor and details of the seal used. By doing this the seal can be checked against the information on the receipt if the receipt is presented at scrutineering in lieu of the CCLB itself. Do not forget that CCLB receipts are only valid for a period of 30 days from their issue and are not valid in lieu of a CCLB for Category 2 vehicles. Please be reminded that only one receipt is to be issued, and there is no such thing as a “continuation receipt”.

### FIA Safety Equipment Regulations – Appendix J, Article 253

Please note that the FIA regulations concerning safety equipment can be downloaded from the FIA website ([click here](#)). Other FIA technical regulations can also be downloaded if required. The full list of current FIA Appendix J (Technical) regulations can be found by clicking [here](#).

### Category 2 and Category 3 Stage Rally Vehicles

Please remember that the Category 3 papers are an integral part of the Competition Car Log Book. Thus when the CCLB is presented for a Category 3 car, then so too should the Category 3 papers. Exactly the same applies to Category 2 papers.

Remember Category 3 papers remain valid until 31/12/2011 only. The inspection of Category 2 stage rally cars can only be carried out by Technical Commissioners, unless there is specific authorisation given by the MSA and both the papers and the CCLB are to be drafted by the same person. At such an inspection, while a receipt for fees may be given there is no provision for a Category 2 car to run against a receipt while the papers are being processed (see (R)46.3.12).

### Harness Specification

There are some harnesses on the market that are not FIA homologated, but which you may come across. One is described as “3 point double release”, which comprises a lap strap with two shoulder straps that merge to a release buckle, with a single strap going to a single mounting. This does not meet the specification given in (K)2.1.1 in respect of a “Three Point” and equally fails to meet the specification in (K)2.1.2 for a “Four Point” where it is made clear there needs to be four mounting points and this particular model has only three. There is another similar harness described as “4 point double release” which has a lap strap and two shoulder straps merging to a release buckle, with two straps going from that release buckle to two mounting points. While it has one lap strap, two shoulder straps and four mounting points, it is not acceptable, for under (K)2.1.8 it is stated that, “Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position”. With a release buckle in the lap strap and in the shoulder straps, both configurations as described infringe that regulation and accordingly are not acceptable. It is understood that there a small number of these belts are starting to appear.

*“3 point double release”*



*“4 point double release”*



### ROPS Door Bars

There are plenty of door bars in competition cars that are bolted in and, provided the connection is in accordance with MSA Regulations, there is no issue with this. The first image below shows an installation that, at a casual glance, appears to be acceptable but in reality is not. This is made clear by the second image, which shows the door bar removed. Clearly, while half of the connection is welded to the ROPS the other half is not welded to the door bar as required. It is difficult to see in the images but it may be that the material used does not meet the minimum requirement of being 3mm thick. That each half of the coupling is welded to its appropriate member is important, for if not so welded it is likely to bow if the door bar takes a hit and for the door bar to then be released. The bolts need to be good and tight with a small air gap so that the joint is also clamping the tube.



### ROPS Mounting Feet

The image below shows an example of a main rollbar mounting foot that does not meet either MSA or FIA Regulations. It uses only two bolts rather than the required three and the foot does not meet the minimum 120cm<sup>2</sup> required (see (K)1.3.2). It may or may not meet the requirement of being 3mm thick, and from the image it is not clear if the bolts are the required minimum ISO grade 8.8.



### Tonneau Covers

At the seminars we introduced the revised regulation regarding rigid tonneau covers, whereby they are permitted provided that the edge adjacent to the driver has a minimum vertical dimension of 40mm and is protected by non-flammable padding. For the avoidance of doubt, where we refer to the edge adjacent to the driver we mean the entire edge of the tonneau cover, not just the section of that edge next to the driver's position.

### Comments in Log Books

If you see a comment from a previous scrutineer in the inside pages of a log book that you disagree with or are unsure about, the best practice is to contact the previous scrutineer to discuss the comment. To simply override the comment can cause difficulties for the previous scrutineer if he sees the car again at a future event with the issue un-rectified!

### TKM Axle Collars

Please note that there is a minor amendment to the TKM 2-stroke Class Regulations (see D3.0 of the 2011 MSA Kart Race Yearbook), which will be effective from 1 April 2011. The maximum width of the axle collars permitted in regulation D3.3.5 has been increased from the published 16mm up to 21mm.

### Welded Wheel Rims

Please note that welded wheel rims manufactured by Douglas Technologies (DWT) are permitted for MSA Cadet kart racing. 2011 MSA Competitors' & Officials' Yearbook regulation (U)16.8.1 states that, "wheels which have been cut and welded are prohibited". However, these wheels have not been "cut"; they are manufactured in two parts and then welded, and therefore it is not considered that they contravene this regulation. The DWT rims are only available in Cadet size (front and rear) and, as such, any welded rims in other classes remain ineligible. The DWT rims can be identified by their markings as shown in the image below. Also included are two images which show key dimensions for reference.





### Cadet & Super Cadet Lower Bumper Bars

The last bullet point of Gold Book regulation B.1.3.7 states that the rear bumper lower tube, which is only required for Cadets and Super Cadets, must be “secured at all times if bolted”. Following the recent Kart Technical Sub-Committee meeting it is confirmed that the fixings for this lower bar must be secured at all times, but the bar itself need not necessarily be fixed in place tightly. Below is an example of a fixing system for the lower bar that meets this requirement as the fixing will be tightly secured, but there may be movement in the lower bar itself.

