

MSA SCRUTINEERS E-BULLETIN #54

May 2010

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Motorsports Now! Spring 2010 Rule Changes

Due to a production error in the Spring 2010 issue of Motorsports Now! the Rule Changes detailed on page 42 are incomplete. A full version of the Rule Changes section, including the corrected page 42, is accessible via the link below. The MSA apologises for any inconvenience caused.

<http://www.msauk.org/site/cms/newsarticle.asp?chapter=210&nid=1325>

ROPS Mounting

The pictures below were forwarded to us by a scrutineer, the vehicle having been presented to him at an event, worryingly it was said that the vehicle held a current CCLB and had been passed at scrutineering at events previously. Please remember, particularly when log booking a vehicle, that the ROPS is correctly installed. We have heard that a number of "off the shelf" bolt in cages are supplied with limited or sub-standard installation instructions which can lead to this kind of situation.



Reverse Gear Clarification for Sprints and Hill Climbs

The following press release was issued on 29th January 2010 regarding the requirement for an operable reverse gear in Sprints and Hill climbs:

The Motor Sports Association has issued a clarification of the regulation regarding the reverse gears of vehicles competing in Sprints and Hill Climbs.

From 1st January 2010, Road-Going Series Production and Road-Going Specialist Production Cars must have a reverse gear operable at all times. For Modified Limited Production, Modified Specialist Production Cars, Hill Climb Super Sports, Sports Libre and Racing Cars, a reverse gear is not required.

This clarification has been necessitated by the implementation of mandatory categories for 2010 and will prevent the dilution of the Road Classes by competitors who are running Specials.

Release MSA10-008: 29 January 2010

Hydraulic Handbrakes

Following our advice published in the March newsletter, reprinted below, it has come to light that certain WRC and other homologated vehicles were not supplied with a mechanical hand brake linkage when new. This does not exempt such vehicles from the requirements of the Construction and Use Regulations and thus to meet the requirements of the Road Traffic act a mechanical linkage must be fitted.

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 mechanical linkage was present! It is not good enough to have cables not attached to anything! To comply with construction and use the mechanical linkage must be operational and work independently of the hydraulic system.

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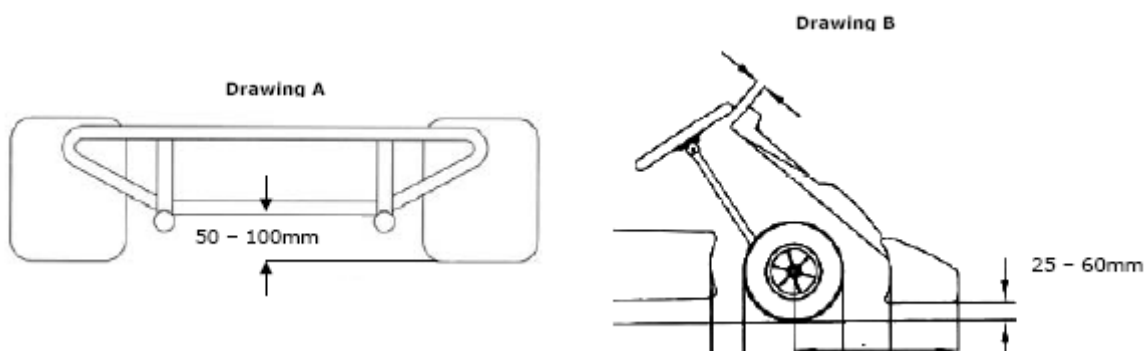
Flame-Resistant Gloves

We published the following note in last month's Scrutineers news however, judging by the number of phone calls received there does still seem to be some confusion on the subject. We therefore reprint the following advice:

You will be aware that under Regulation S9.2.1 flame-resistant gloves are now mandatory for competitors in Sprints and Hill Climbs. K.14.3 sets out the requirements for a flame-resistant glove in being of a material tested to ISO 6940, **but also remember that any FIA approved glove, including FIA 8856-2000 will also be acceptable.**

Cadet Front Fairings

A reminder to please check the ride heights on Cadet front fairings comply with the relevant regulation as we have detailed in this publication on numerous occasions before, and repeat again below.



Below are some photographs from a recent kart meeting showing clearly that the ride heights above have not been complied with, also note how the fairings in these example appear to have been pointed downwards at the front. Please also remember to check for damage to front fairings as well as this can potentially contribute to a ramping effect used to lift the rear of the kart in front. Please remember that the ride height for front fairings also applies to the side pods, these must also be between 25mm and 60mm from the ground.



Kart Rear Axles

We have had further reports of rear axle failures on karts. We would ask that if you experience any such failure at a meeting, please report it to the Technical Department at the MSA as soon as possible. As always photographic evidence is very useful and if you can please retain any failed components to be handed over to the MSA Technical Department for further inspection. When checking axles please look out for any signs of excessive wear or tear, one area of concern is where axles have been constantly removed and refitted and the indents from the grub screws are excessive around the whole circumference.

CIK Airboxes

Please note that the CIK have recently extended the expiry of homologated Airboxes that would otherwise have expired at the end of 2009. These are now extended to expire at the end of 2012.

KZ1 and KZ2 Tyres

Please see the attached amendment to the 2010 Kart Race Yearbook from the ABkC.

ABkC

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Amendments to 2010 MSA Kart Race Yearbook No. 1/10 dated 25th March 2010

D1.1 Class Formula 125 ICC (UK)/KZ2 (UK)

D1.7 Tyres:

This class is limited to 5in diameter wheels with a maximum tyre width of 7.1in.

Dry: Dunlop Front: 10 x 4.5 x 5 DCH. Rear: 11 x 7.1 x 5 DCH or DDH

D1.9 Formula KZ1

D1.9.9 Tyres:

This class is limited to 5in diameter wheels with a maximum tyre width of 7.1in.

Dry: Dunlop Front: 10 x 4.5 x 5 DCH. Rear: 11 x 7.1 x 5 DCH or DDH.

Dunlop have supplied a consignment of the replacement PCA-free compound rear tyres marked DDH instead of DCH. Future consignments will revert to DCH marking so due to force majeure it is necessary to permit the use of DDH rear tyres in the above classes as shown underlined above.

Approved by the MSA on 25th March 2010 and applicable with immediate effect.



Signed: Graham Smith, Secretary