



### Scrutineer Seminars in 2011

Thank you for all your comments regarding the draft dates published for the 2011 Scrutineers Seminars. As a result of these comments we have made a few amendments to the calendar. You will note that the dates for Cardiff and the South West (now confirmed as Taunton) have swapped, and we have added a Kart seminar to run on the Stoke-on-Trent date. The revised program is as follows:

#### *Car Scrutineer Seminars:*

Saturday 22 <sup>nd</sup> January	– Motor Sports House
Sunday 23 <sup>rd</sup> January	– East Midlands Airport
Saturday 29 <sup>th</sup> January	– Cardiff
Sunday 30 <sup>th</sup> January	– Stoke-on-Trent
Saturday 5 <sup>th</sup> February	– Taunton
Sunday 6 <sup>th</sup> February	– Brands Hatch
Saturday 19 <sup>th</sup> February	– Darlington
Sunday 20 <sup>th</sup> February	– Cambridge
Saturday 26 <sup>th</sup> February	– Portadown
Sunday 27 <sup>th</sup> February	– Perth

#### *Kart Scrutineer Seminars:*

Sunday 23 <sup>rd</sup> January	– East Midlands Airport
Saturday 29 <sup>th</sup> January	– Taunton
Sunday 30 <sup>th</sup> January	– Stoke-on-Trent
Sunday 6 <sup>th</sup> February	– Brands Hatch
Saturday 26 <sup>th</sup> February	– Portadown
Sunday 27 <sup>th</sup> February	– Perth

Invitation letters will be sent out towards the end of this month, once we have confirmed the venue bookings.

We have, as already advised, made every effort to avoid clashes with events and to provide, in most cases, a viable alternative location to what may be your ideal as a back-up. You will note we have moved a couple of locations slightly, so that it is not always the same people having to make the longest journey. We'll see how these work out and would appreciate your feedback. As a principle, it is likely that in some cases we will alternate certain venues. For example, we are trying Perth this year but we'll perhaps go back to Queensferry the following year.

Please remember that we all need training, we all get complacent and we all benefit from exchanging information and experiences. Aside from this, it is a maintenance requirement that licensed scrutineers attend two scrutineer training seminars in any three-year period. We look forward to seeing you in the new year.

### Trainee Scrutineers Seminars

It's not too late to sign up for the two seminars we have arranged for those just embarking on a career in scrutineering. Dates and venues are as follows but please sign up at [scrutineer@msauk.org](mailto:scrutineer@msauk.org) so that we know how many to expect.

Saturday 20 <sup>th</sup> November	-	Motor Sports House, Colnbrook
Sunday 21 <sup>st</sup> November	-	Oulton Park Circuit, Cheshire

### National Court – Eligibility Appeals

The Motor Sports Council National Court has asked us to remind all Scrutineers of the requirement to complete a written submission in the case of an eligibility appeal, in accordance with Regulation (C)7.2.1.

This written submission must be forwarded to the Clerk of the National Court by the Scrutineer or Technical Commissioner involved within 10 days of the Notice of Intention To Appeal. Without this written submission the National Court will find it very difficult to do anything other than uphold the appeal due to incomplete evidence.

If you find yourself in this position and need advice on what to include in your submission, please do not hesitate to contact the MSA or any Technical Commissioner, who won't write the submission for you but will be pleased to offer advice.



### Impartiality in Scrutineering

We know that for some of you your involvement in our sport goes far beyond your role as a Scrutineer, many being involved in the preparation of competition vehicles either as a hobby or professionally. This is perfectly acceptable practice for Scrutineers. However, to ensure impartiality you must declare an interest if you come into contact with a vehicle you have been involved in during your scrutineering duties.

If this situation arises at an event you should simply ask another member of your team to scrutineer that particular vehicle, and likewise a Scrutineer should not submit a Competition Car Log Book application for any vehicle that they have helped to prepare.

### Scrutineering – Painting by numbers?

Many MSA Regulations are 100% clear and precise in detailing requirements. For example, the Regulations are simple and clear-cut in requiring helmets to meet one of a number of defined standards. In other cases Regulations may make use of terms such as “adequate” and this is where the knowledge, experience and common sense that Scrutineers possess comes in, for a judgement has to be made.

Towing points seem to be a hot topic; the Regulations for circuit racing require a minimum diameter of 60mm, a figure chosen as it matches the FIA requirement. Why did the FIA choose 60mm? Simply because with a ring of this size you can pass a towline or rope through with relative ease, use an appropriate D shackle or hook etc. The Regulations refer to towing eyes as being “substantial” (Q19.1.3), so what exactly does “substantial” mean? The purpose of a towing eye on a car used in racing is to enable it to be towed over a reasonable surface. The material of the tow eye is not defined and nor is its section. Thus it can be steel, aluminium alloy, multi-strand steel wire cable, webbing strap or whatever. The first question to be answered is: “Is it substantial enough to enable the attachment of a towline to allow the vehicle to be towed?” The second question is: “Can a suitable towline/rope, hook or D Shackle be attached to the tow eye?”

There are many other examples that we could use. So no, scrutineering is not an exercise akin to painting by numbers. It requires knowledge, experience and common sense. Make sure you are fully familiar with the Regulations but also use your experience and common sense to make judgements when such judgements are required. We try to help by providing information and training. See you at the seminars!

### Scrutineer / Competitor Relations

Reference has often been made to the subject of “bedside manner”, being polite and treating others as you would hope to be treated yourself. We have also commented on the importance of being helpful to competitors and providing the benefit of your knowledge and experience. Such matters are vital, as we’re all involved in motor sport to enjoy it.

We received a complaint recently that a competitor was offended when a Scrutineer said to him, “I wouldn’t wear one of those myself”. It’s a long story but if a competitor has a particular brand of equipment and that equipment meets regulatory requirements, then that is fine; that you prefer another brand is of no consequence. Obviously, if the equipment does not meet the requirements of the Regulations then it is to be rejected. For example, if torn overalls are presented don’t just say, “These are a load of rubbish”. Just politely point out the reason why they are not acceptable and take appropriate action.

### Bonnet Pins

We have received a query regarding the use of Bonnet Pins, specifically in Stage Rallying. There is no mandatory requirement for Bonnet Pins to be fitted for Stage Rally cars. However, vehicles in all disciplines must comply with (J)5.20.2, which states that all vehicles must... *have positive fastenings for all doors and all hinged or detachable parts of the bodywork.*



## ROPS

The subject of ROPS continues to exercise many minds. For INTERNATIONAL events the requirements of the FIA are to be met, which means that either the ROPS is to be built in accordance with FIA Regulations (i.e. to the appropriate design and specification as set out in the FIA Regulations) or homologated in accordance with FIA requirements.

For NATIONAL events a ROPS that meets the requirements of the FIA is acceptable, as is a ROPS constructed in accordance with MSA General Regulations. The detail of ROPS construction requirements is set out in (K)1 of the MSA Competitors' & Officials' Yearbook. The third possibility is for the ROPS to be homologated by the MSA for NATIONAL competition.

Where it is claimed that the ROPS is homologated, the competitor must make available the relevant homologation papers and the scrutineer must be satisfied that the ROPS in question has indeed been homologated. For certain championships the ROPS has to be homologated by the FIA. In other INTERNATIONAL events a ROPS homologated for INTERNATIONAL events is acceptable and such homologations are issued through various ASNs, including the MSA. The MSA also homologates ROPS purely for NATIONAL competition and such homologation papers are clearly identified as being relative to NATIONAL events only. Within MSA NATIONAL competition that is acceptable, provided there is a valid homologation. In other words the homologation does not time expire.

Thus when it comes to viewing a homologated ROPS the papers may have been issued by the FIA, or the homologation may have been done through the MSA (in which case the MSA logo will be evident), or they may have been done through another ASN such as the DMSB (formerly ONS).

Over the years the regulations have changed and currently there is an individual homologation for each ROPS so there is an identity on the papers that will match the identity on the ROPS structure. In older cases the design was homologated and thus there is not that direct link, so scrutineers have to satisfy themselves that the ROPS structure complies with the detail given on the homologation papers.

We are aware that there are ROPS manufacturers and suppliers who issue documents headed "certificate" or something similar. These are not homologation papers; such can only be issued by the FIA or an FIA-recognised ASN.

When carrying out Competition Car Log Book inspections, if the car is fitted with an homologated ROPS then the Competitor needs to make available a copy of the relevant homologation papers.

Please also be mindful of the basics such as spreader plate size and thickness, number and size of fastenings etc. Don't argue if a plate is 1 mm short, just use your experience and common sense!

## Autocross Windscreens

We have been asked to clarify Regulation (N)4.10, which covers windscreens in Autocross and Clubcross vehicles. The regulations states:

**4.10.** *Cars must be fitted with a laminated glass or polycarbonate windscreen, or have a 2.5cm matrix wire mesh fitted over the whole of the windscreen aperture. Toughened glass windscreens will only be acceptable in road cars and then only if the vehicle runs singly. If fitted with a glass or polycarbonate windscreen, the vehicle must have an operative wiper/washer system. Where windscreens are removed, rear windows must also be removed. For open vehicles, approved goggles/visors must be worn at all times.*

To meet the requirements of (N)4.10, vehicles must be fitted with either a windscreen **or** a 2.5cm matrix wire mesh. For example, if the vehicle does not have a windscreen fitted – be it glass or polycarbonate – a wire mesh **must** be fitted in its place.

### Sporting Car Trials Tyre List Amendment

The Motor Sports Association has approved an amendment to General Regulation Section L Tyre List 3 which governs the permitted tyres for Sporting Car Trials. With effect from 1st November 2010, the following tyres will be added to the list:

Vredestein T-Trac  
Toyo 330

This revision, which will continue through into 2011, has been necessitated by the unexpected loss of supply of the existing tyres from the European market.

### Battery Boxes

We are sure you are all familiar with General Regulation (J)5.14.1 which requires wet batteries in the driver/passenger compartment to be enclosed in a leak proof container. However, this should be read in conjunction with General Safety Recommendation (K)14.1.1(a) which states the battery should be secured within such a compartment. As seen in the example below, found in a Circuit Racing Mini, if the battery is not adequately secured, or not of a size to provide a sufficiently tight fit within the box, it can “break out” which could lead to a wet battery becoming loose in the interior of the vehicle.



### Competition Car Log Books

A reminder to Scrutineers that CCLB applications must be submitted on official security marked blanks, identified by the MSA logo faintly printed over the whole document. Photocopies of an original blank will not be accepted. Remember that blanks are available to Scrutineers free of charge from the MSA sales department.

Consequently, if you come across a vehicle presented at Scrutineering with a non-security marked CCLB you should be suspicious, as it won't have been issued by this office!

The authorities are getting keener on checking vehicle documentation, so when you have sight of the V5 while carrying out a CCLB inspection, as you should, please check that it matches the vehicle you are inspecting. We know from checking HRVIF applications that, for example, many Escort RS1800s, as far as the DVLA is concerned, are Escort 1100 Populars! With an increasing use of number plate recognition cameras the authorities are getting very good at picking up such discrepancies, with consequent aggravation for the vehicle owner.

### Rotax Regulations

Kart scrutineers are reminded that only lead acid gel batteries on the list of alternatives shown in the regulations are permitted in the Rotax classes. Some lithium battery suppliers are using the same type number for their replacement batteries, but these are not permitted as the battery must be of the same specification as the Rotax original.