



2011 Scrutineer Seminars

Please see below the provisional Calendar for the 2011 Scrutineer Seminars:

Car Scrutineer Seminars:

Saturday 22 nd January	– Motor Sports House
Sunday 23 rd January	– East Midlands
Saturday 29 th January	– South West
Sunday 30 th January	– Stoke
Saturday 5 th February	– Cardiff
Sunday 6 th February	– Brands Hatch
Saturday 19 th February	– Darlington
Sunday 20 th February	– Cambridge
Saturday 26 th February	– Portadown
Sunday 27 th February	– Perth

Kart Scrutineer Seminars:

Sunday 23 rd January	– East Midlands
Saturday 29 th January	– South West
Sunday 6 th February	– Brands Hatch
Saturday 26 th February	– Portadown
Sunday 27 th February	– Perth

As always, a lot of thought has gone into these dates to avoid clashes with major events that we are aware of. However, it is vitally important that if you know of any events which may affect attendance at these dates, you let us know as soon as possible by emailing scrutineer@msauk.org.

Once again we have structured this schedule to give the majority of Scrutineers more than one option over separate weekends. For example, the three venues in the general Midlands area are on three separate weekends and not all on Saturdays or Sundays. As a further example, those in the South East have the choice of either Brands Hatch or Colnbrook; one location may be nearer than the other but at least there is an option for a different weekend. Thus there is a reasonable chance that, if your diary prevents you from attending at your nearest location, there is an alternative relatively nearby.

Remember that the attendance of seminars is part of the criteria for maintaining a licence. We try very hard to make the content informative and the day generally enjoyable, and it is not just a case of the attendees learning, since we all learn from you as well.

In addition to alerting us to any date issues with the proposed arrangements, please forward details of any specific topics that you would like to be covered by the seminars.

Trainee Scrutineers Seminars

As notified in previous issues of the Scrutineers Bulletin, we will be holding a Series of Trainee Scrutineer Seminars later this year. The venues and dates for these seminars have now been confirmed as the following:

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

The event will run from 10am to 4pm (lunch will be available at both venues) and will comprise a morning classroom session covering the topics of Module One of the Training booklet, along with presentations on topics such as equipment inspections and basic scrutineering skills. The afternoon will consist of a practical “hands on” Scrutineering session with both Race and Rally vehicles.

If you wish to attend these events, please email your details including name, licence number, email address and which venue you will be attending to scrutineer@msauk.org. All trainee Scrutineers will receive an invitation by mail, but we ask that all mentoring scrutineers encourage their trainees to attend.

Championship Scrutineers

Please remember that this is not a responsibility in name only. It is not expected that the Championship Scrutineer attends every round but a number of rounds should ideally be attended. Apart from carrying out eligibility checks, the Championship Scrutineer has a responsibility to assist competitors in the understanding of technical requirements. We also hope that Scrutineers will generally try to educate competitors in an effort to raise preparation standards.

**Who is responsible?**

We have had a number of queries over the last couple of weeks as to who is responsible for what, particularly in relation to Scrutineers and Entrants. It is a subject we have covered before but bears covering again.

(H)32 sets out Entrants responsibilities:

32.1.5 An entrant shall, before the event, satisfy himself as to the eligibility and safety of the vehicle and safety equipment and the competence of the driver.

32.1.6 An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the meeting.

32.1.7 The act of presenting a vehicle and safety equipment for official scrutiny shall be deemed a declaration of its fitness and eligibility for the event and an acceptance of the consequence of such a declaration not being valid

(J)3.1 sets out details of vehicle scrutineering.

3.1 Before taking part in any competition or practice for any competition, all vehicles must be presented to the event Scrutineers for examination and approval

3.1.1 The fact of obtaining a scrutineers approval at pre event scrutiny does not indicate that the Scrutineer is accepting any responsibility for the safety or roadworthiness of the vehicle, nor does it indicate that the vehicle complies in all respects with the Regulations. Please note that pre-event scrutineering or logbook inspection by a scrutineer is only a spot check of a limited number of key safety and eligibility features of a vehicles condition. Alone it will not guarantee that the vehicle meets all applicable regulations or standards.

(D)33 sets out details for scrutineering.

(D)33.2 The main purpose of Pre-event scrutineering is to check, as far as is 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 (G6.7, H.32, J3).

(G)7 covers Scrutineers & Technical Commissioners

(G)7.1.5 Scrutineers are responsible for checking the mechanical state of vehicles both in regard to compliance with all Regulations and in the interests of safety (H)32.

In summary, the responsibility for the safety and eligibility of the vehicle and safety equipment rests at all times with the Entrant. The Scrutineer carries out checks as far as he or she is able under the prevailing conditions to be satisfied that it appears that the vehicle/equipment is in accordance with regulatory requirements. The act of issuing a scrutineering ticket does not take the responsibility from the Entrant.

Helmet Standards Labels

All British Standard labels are individually and uniquely numbered. This enables checks to be made, since provision of the number will determine which helmet manufacturer the label was issued to, the identity of the batch and when the helmet was manufactured.

We are aware of six helmets that have been produced for scrutineering with the same number BS sticker and, as numbers are unique, it is clear that there is a problem. Reference to the labelling inside the helmets shows that they were manufactured by Mavet, an Italian company, and it is known that this company does manufacture helmets to the BS standard. The dates of manufacture detailed within the helmets do not align with the record of when this number was allocated. It is considered that the labels are forgeries and thus helmets bearing a sticker of this number (92956) are not to be accepted. Helmets carrying a label of this number are to be confiscated for the duration of the event and any MSA helmet sticker removed prior to returning the helmet to its owner, as per MSA Regulations.

It is possible that these helmets were manufactured in compliance with BS 6658 Type A, since the internal marking appears to be genuine. Because only the liner is different, the internal marking for BS6658 Type A/FR helmets is the



same as for the BS6658 Type A helmets. A possible scenario is that these are BS6658 Type A helmets and, now that the requirement is for BS6658 Type A/FR helmets (or an appropriate SNELL standard); labels have been forged to avoid the purchasing of new helmets. It underlines the importance of checking Standards labels carefully; forgeries can usually be detected by the colour not being quite correct, the font size or font itself being wrong, duplicate numbers, the feel of the material being “wrong”, the quality of the printing being inferior, the radius on the label corners being uneven and/or inconsistent etc. Images of the label in question are shown below.

SNELL labels are not uniquely numbered but the same label checks will generally highlight forgeries.



Bulkheads

The pictures below were sent in by the Scrutineer at a recent Sprint event and show a roadgoing vehicle with a number of holes present in the rear bulkhead. Where the fuel tank is mounted in the boot area, Regulation (J)5.2.1 requires that it be isolated from the driver's compartment by a bulkhead. In removing the trim from his interior the competitor below has left large holes open where equipment such as speakers were once present.

We are aware that the removal of such equipment is commonplace in roadgoing vehicles competing in all disciplines, and competitors should be reminded of the requirements of (K)5.2.1 in these situations.





Kart Axle Failures

We continue to be notified of kart rear axle failures. The example below was sent in by a Scrutineer at a recent event in the Isle of Man, the Kart being a TKM. This example quite nicely shows the common failure point – which we have seen many times – as being around the keyway for the brake disk. We suggest that competitors are strongly advised to check this area regularly for signs of stress fracturing.

