

Helmets

Occasionally, a competitor produces a helmet that is devoid of a standards label, but produces a letter from the Standards authority “confirming the helmet is of the required standard”. This is simply not so, for whether it is from the British Standards Institute or Snell, the letter produced merely confirms that the reference number quoted relates to a helmet manufactured to a particular standard by a particular manufacturer, within a particular time frame. What the letter does not do is positively link to that particular helmet. The standards authority cannot confirm that a particular helmet has been manufactured to a quoted standard, only that a helmet so manufactured was assigned to a particular serial number. Once the label is removed from the helmet the link is broken and the helmet is unacceptable under MSA or FIA regulations. With BSI standard helmets, in addition to the external sticker there is a date stamp etc. inside the helmet, which is often a rubber stamping. Such markings will only detail that the shell conforms to BS6658-85 Type A, and provides no confirmation of whether the helmet has a fire resistant liner and that the helmet therefore complies with BS6658-85 Type A/FR or otherwise, in which case the helmet would have been manufactured to BS6658-85 Type A. Note that under both FIA and MSA regulations the requirement is BS6658-85 Type A/FR.

Noise Testing

There has been a suggestion that noise testing cannot be carried out at some venues, as a result of aircraft activity. The MSA Competitors’ and Officials’ Yearbook sets out the physical test conditions and, as long as the ambient noise level is at least 10dB(A) below the levels you are checking, then there are no issues. Where aircraft activity occurs there are always gaps in the aircraft traffic, so there really should not be an issue. There are some cars on which the design of the exhaust outlet is such that a normal half-metre test is not practical. In such cases use the 2m test for no matter what the exhaust outlet design the 2m test is applicable.

FIA Standard Harness Labels

For your awareness, the following image depicts a method used by Schroth to indicate the period of validity for an FIA homologated harness. The years that are not relevant, in this case “2013” and “2015”, have been obscured by stamping through them, and the “tick box” on the left has been stamped to indicate that “2014” is the year at the end of which this harness expires.



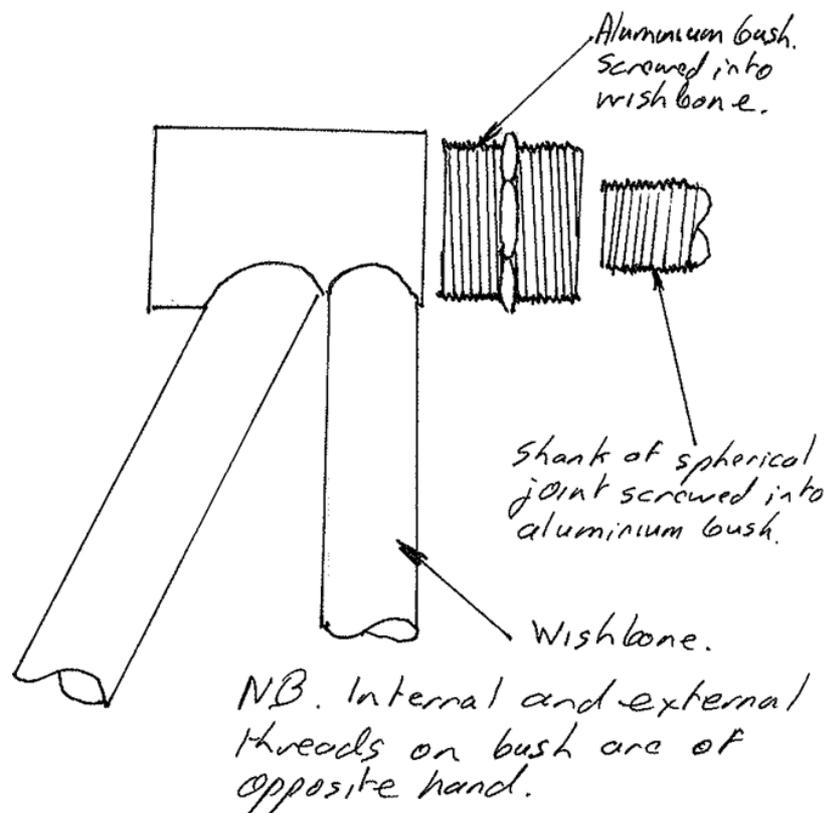


Ground Clearance Checks

A couple of points have come up regarding ground clearance checking procedures. The most usual way of checking vehicle ground clearance is to have a block or a roller of appropriate dimension; this is fine because the measurement of this block can be easily checked by a calibrated instrument, be that a vernier gauge or micrometer. Some – if not most – race circuits have flat patches, and many have certificates confirming the maximum deviation within the patch. If there is known to be a variation of, say, 0.5mm across the patch and the vehicle fails the test, you need to take a measurement at the point of failure. If that measurement shows an infringement not exceeding the tolerance of the flat patch then the competitor has to be given the benefit. Remember the requirement is to check the vehicle in the condition in which it crosses the line. It is thus prudent to get the height checks done early before the tyres have cooled and perhaps lost pressure, so reducing the clearance. In some championships there are specified checks, such as “the vehicle must be able to pass over a block 60mm high 300mm long on the centreline of the car”. It is therefore important that the block is correctly located and the height is checked. As with all eligibility checks, it is essential to make sure that the correct procedure is used and the paperwork is accurate.

Suspension Joints

We never fail to be amazed at the things some people do. There are always going to be situations when you might remark “That’s not the way I’d do it”, but sometimes you struggle to follow the thinking at all. The sketch below shows what was found at a recent event: a normal-enough steel wishbone with an internally threaded bush – very straight forward, very normal. But an aluminium bush had been externally threaded to screw into the wishbone, and internally threaded to accept a spherical joint. Presumably the idea was to avoid disassembling the joint to adjust the suspension geometry, but it’s definitely not the way we’d do it!



This little gem prompts a reminder to think about how far out spherical joints may be screwed, and thus how much of the joint remains within the suspension member. Also check that there are lock nuts and that these appear to be suitably tightened.



ROPS

The images below were forwarded to us by a scrutineer who came across this vehicle when it was presented for scrutineering. We are not certain why the modifications depicted have been made, although one suggestion is that it would appear as though the cage may have originally been designed for a different vehicle and then “shortened” in various places, with some of the joints sleeved as can be seen, in order to fit into this vehicle. Where the regulations for a discipline or event require a roll cage to be fitted such modifications are clearly not acceptable; in particular any such modification to main, front or lateral rollbars contravene MSA Competitors’ and Officials’ Yearbook regulation (K)1.3.1, which states that “these frames or hoops must be made in one piece without joints.”



TKM 2-Stroke Regulations – Cylinder Head Clarification

Please note that the following clarification has been issued by Tal-Ko Racing relating to the TKM 2-Stroke classes:

The regulations and fiche drawing reference the TKM BT82 cylinder head combustion chamber have not changed since the class was first created two decades ago and are clear on the shape that must remain after any machining. However recent checks have made it apparent that some engine preparers are not fully encompassing or understanding the spirit and meaning of the rule. As such we issue the following clarification to avoid any potential doubt.

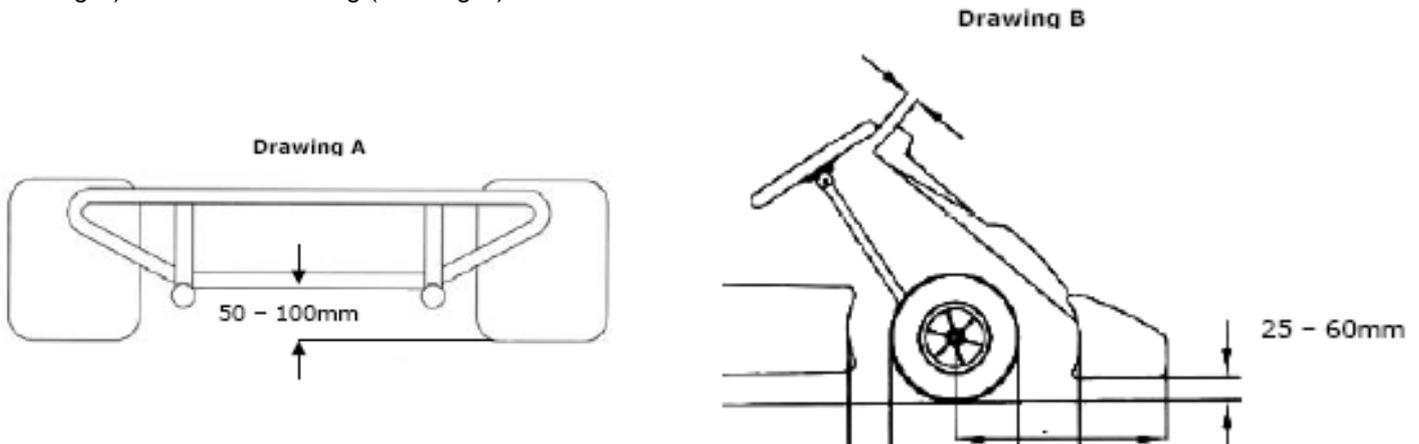
'While we permit machining mainly to allow for rectification of damaged engines, we stress the phrase in the regulations which states "the machining of combustion chamber, liner mating face and its locating shoulder is permitted providing shape and head volume remain within limits."

The combustion chamber dome must at all times remain as a concave spherical shape throughout its entire diameter. At the point where it meets the squish band there must be only one nominal radius which must be a maximum of 3mm. This is clearly shown and listed within the TKM BT82 engine fiche BT820394 in the drawing of the combustion chamber and head limits list.

We clarify that any fundamental shape change to the concave spherical dome introducing convex spherical shaping, more than one intermediary angle or radius at the point of meeting the squish band, or any change which makes its shape outside that stated, will render the cylinder head illegal.'

Cadet Front Fairings

It has now been over a year since we last put out a reminder about ground clearance for Cadet front fairings, so a refresher is probably due. Please remember to check that the ride height complies with the relevant regulation, not only for the front fairing but for the rear bumper as well. The images below include the relevant dimensions for the rear bumper (drawing A) and the front fairing (drawing B) for reference



Please also remember to keep a look out for damaged front fairings. Should you come across a Front Fairing that is obviously damaged or that you feel could cause a hazard in any way please ask the Competitor to replace it with an undamaged component.

Formula Blue Tyres

Please note that the slick tyres for the Formula Blue senior and junior classes have been amended to LeCont LH03, effective immediately. The LH03 replaces the previous LH01 and differs only in the branding. Confirmation has been received from LeCont that the compound and characteristics of the LH03 do not differ in any way from the previous LH01 tyre. Any LH01 tyres remaining can continue to be used, although cannot be bought new.

**Formula KGP Bulletin**

Please be aware that there is a replacement balance gear for the Formula KGP engine to smooth engine vibration further, effective immediately. Existing balance gears can be exchanged, and the new one fitted free of charge by KGP UK or the original engine builder. The technical bulletin can be found on the Formula KGP website: www.kartgrandprix.co.uk.

