



Scrutineer Grading – Changes

Following the decision by the Motor Sports Council to revise the grading system for scrutineers, we presented the proposals to the scrutineers at this year's annual seminars. As a result we have used the very useful and constructive feedback to finalise the criteria for the new grading system, which can be seen below. We would like to thank everyone for their input regarding this matter and hope these changes will prove to be of benefit for the long-term future of scrutineering.

The revised grades will take effect from 1st January 2012. If you have any further queries, please feel free to contact any member of the Technical Department via the dedicated scrutineers email address: scrutineer@msauk.org.

Upgrading from Scrutineer to National Scrutineer:

Candidate must be assessed by 2 different "Assessor Scrutineers" who they are not familiar with at 2 events (must be live assessments).

Minimum experience before a Scrutineer can apply to be assessed will be 2 years with a full Scrutineer licence and 20 events.

Application must be made directly to the MSA Technical Department to arrange an assessment who will appoint an appropriate assessor.

A training module to be completed which includes managerial and technical topics (including eligibility procedures). This should also include a CCLB and crash helmet sticker approval assessment.

How existing National B Scrutineers qualify to become a National Scrutineer:

Any National B Scrutineer who has held National B licence issued before 1st January 2009 will automatically be issued a National Scrutineer grade without the need of any further assessment.

Any National B Scrutineer issued the grade on or after the 1st January 2009 will be given the grade "Probationary National Scrutineer".

A "Probationary National Scrutineer" needs to follow the same criteria as a "Scrutineer" to convert to a "National Scrutineer" with the exception that only one assessment will be required.

A "Probationary National Scrutineer" will have 2 years to convert to a "National Scrutineer". If they do not complete the requirements set out by the MSA to convert their licence a "Scrutineer" grade will be issued.

A "Probationary National Scrutineer" can only act as Chief Scrutineer for events of up to and including National B status.

How the grade "Assessor Scrutineer" should be awarded:

Held a National A or International Scrutineer licence for a minimum of 5 years.

Summary of history as a Chief Scrutineer to be provided to the MSA.

Application to be made to the MSA Technical Department.

Must attend an Assessor Scrutineer Training course/seminar.



Championship Scrutineers

Please be reminded that while it is not necessarily expected that a championship scrutineer will attend every round, it is expected that he or she attends some rounds. Equally, the championship scrutineer should be working with the competitors to help them to participate in accordance with the regulations. This does not mean that the championship scrutineer takes responsibility for eligibility and the safety of the vehicle, as this responsibility always remains with the competitor.

Helmet Damage

The following images are of a helmet that was damaged during an incident. Following the incident the helmet was impounded for the duration of the meeting and the MSA blue helmet sticker was removed (after the photographs were taken), in accordance current MSA Competitors' and Officials' Yearbook regulations (see (K)10.2.1).

These are just a couple of examples of the sort of damage to look out for when inspecting a helmet. If you come across any serious damage, or anything that causes concern, the guidelines in (K)10.2.1 should be followed. Do not cut the straps or mark the helmet in any way, as it remains the property of the competitor.





Fire Extinguishers

The season is now in full swing and thus the inevitable bumps are occurring. At the recent seminars we placed a lot of emphasis on the security of mounting for seats and harnesses, but please do not overlook other items. We had a report of a car suffering an impact, causing the on-board fire extinguisher to break free and strike the driver. No surprise really, for an extinguisher is typically 3-5 kg and, as always, $\frac{1}{2}mv^2$ applies. A 3-5 kg mass travelling at, say, a modest 100kph carries quite a lot of energy – rather more than four self taps into a 22swg floor can handle!

Over the years we've seen many of these sorts of incidents, all of which could have been avoided if appropriate mountings were used. FIA Regulations require mountings to be capable of withstanding 25g. With appropriately sized counter plates four M6 bolts, for example, should do the job. However, it is worth noting that for ballast boxes, which admittedly may carry bigger weights, (J)5.15.2 requires four M8s. One manufacturer uses a non-metallic saddle with an external flange, which has a one-piece rectangular steel frame covering the frame, and a good number of M4s bolted through with decent washers the other side. If correctly installed this is an excellent method, noting that the straps retaining the extinguisher are 15mm-wide stainless steel. The FIA specifies metallic straps, and one thing for sure is that tie wraps are not acceptable.

Remember too that the same principles apply to battery boxes. If you use an adequate number of appropriately sized fixings and reinforcement plates, the possibility of such as fire extinguishers and battery boxes breaking free in an impact and flying around the occupant compartment will be significantly reduced.

FIA Homologation Labels

It is not only helmet stand labels that people try and copy or amend; we have also seen attempts made to do the same to seat and harness homologation labels, so please be sure you know what such labels should look like:

Seat:



Harness:



We recently received a CCLB where there was no month specified on the seat homologation label. Such should cause you to question the validity of the label. Seat manufacturers claim they might make a mistake because they're only human, but generally they manage not to. It is known that there are some seats on the market that purport to be from a recognised manufacturer and to be FIA homologated, but in reality they are fakes. If you doubt that a homologation label is genuine, please take an image of the label and e-mail it to the Technical Department so that we can investigate. Remember that harnesses are labelled "**Not valid after XXXX**", whereas seats are labelled with the date of manufacture and the homologation of that particular seat ceases after five years. On the CCLB for seats, either cross through the expiry date and enter D.O.M with the appropriate date, or add five years and enter it as the expiry date.

Advertising on glass surfaces

Your attention is again drawn to (Q)19.2.2, which limits the advertising on glass surfaces for circuit racing. We have seen many vehicles where this regulation has been infringed. Please also note (J)5.2.10, which applies to all disciplines.



Seat Mountings and Harness Mountings

Requirements for these are set out in MSA Competitors' and Officials' Yearbook section (K)2. Use of the vehicle manufacturer's standard mountings is also acceptable; such applies to both MSA and FIA competition. We recently received a query concerning the seat and harness mountings in a Lotus Elise. The reality is that the seat is an aftermarket option available from Lotus, and the seat frame to which the seat is mounted is standard Lotus Elise and carries the harness lap and crutch strap mountings. Accordingly, it meets the requirement and is acceptable. Any engineer may look at something and comment, "Not the way I'd do it". But if it is the vehicle manufacturer's system then so be it. Incidentally, this combination of harness and seat mount is not unique to Lotus; we've also seen it on some Ferrari vehicles. If the mountings are not vehicle manufacturer standard, then the regulatory requirements apply.

