



Bulletin

MSA SCRUTINEERS



Trainee seminars

The introductory session for Trainee Scrutineers has now been confirmed. This event will take place on Saturday 18 November at Wiltshire College campus, Castle Combe circuit. The day will run from 10.00 to 15.00 and will consist of both classroom sessions and practical work with competition vehicles.

The day is intended as an introduction to scrutineering and will cover the subjects of 'module one', as well as giving a basis to the hands on scrutineering topics in 'module two'. The hands-on scrutineering section will be based around car scrutineering, there is no specific kart content. However, if any Trainee Kart Scrutineers wish to attend you will be welcomed.

We have a few spaces left on the course so if you would like to attend please email technical@msauk.org detailing your name and licence number.

MSA Technical Conference

Last month we explained how the traditional scrutineer seminars would not be taking place in 2018, but that there would be other training and development opportunities during the year. We are pleased to announce the first of these events; during January 2018, we have arranged for the FIA to give a series of technical talks for scrutineers. These events will involve members of the FIA Safety Department delivering a session on the developments in motor sport safety equipment, along with sessions from safety equipment manufacturers on topics relevant to scrutineering.

There will be three events, one in the north, one in the midlands and one in the south, the dates and venues are to be confirmed, and there is no mandatory attendance requirement, however attendance will be noted on your scrutineering record. We look forward to providing more information in the next Scrutineer Bulletin.

Contact with competitors

It has been brought to our attention by competitors that some Scrutineers, when monitoring in assembly areas or stage starts, are tightening competitors harness belts up without the competitor's permission. Please be mindful that the close physical contact required in tightening a harness could be deemed as inappropriate contact without having the consent of the competitor.

As scrutineers, you should advise the competitor if the harness belts or helmets straps appear loose or zips are undone, you should not touch unless asked to help by competitors. You should also bear this principle in mind when checking competitors Personal Protective Equipment at pre-event scrutineering, if the competitor is already wearing the equipment, you should ask the competitor to show you the approval labels etc.

Vehicle Passports & Damaged vehicles

We thought it was prudent to remind you of the procedures as we have had a couple of occasions recently where scrutineers retained a Vehicle Passport and returned it to the MSA following the vehicle suffering significant damage because of an accident. This procedure should apply where a vehicle suffers significant structural damage to either the shell or the ROPS.

The Scrutineer should retain the Vehicle Passport completing details of the damage in the Comments by MSA Officials section. The Passport should then be returned to the MSA for the details of the damage to be logged on vehicle record, once logged the passport is returned to the competitor.

The competitor is advised that before the vehicle next competes it will need to be inspected by an MSA Licenced Scrutineer who will complete the next available comments section confirming that repairs have been satisfactorily undertaken. This could take place at scrutineering for the vehicles next event following repair, or the competitor can arrange for an inspection with a local Scrutineer outside of an event.

Note, the Vehicle Passport relates to a vehicle as a whole, and is not transferable with a change of bodyshell. In this instance, the existing Vehicle Passport should be returned to the MSA to be cancelled and an MSA Scrutineer will need to re-inspect the vehicle to be issued with a new Vehicle Passport.



Car Eligibility Training

As mentioned in last month's Bulletin, during 2018 we will be arranging a series of eligibility training and assessment days, run by our Technical Commissioners, which will be for eligibility trainees and existing eligibility grade holders.

We have collated a standard set of components to use for this training which will be sent out to the training venues, this includes complete engines, a competition transmission, suspension components, turbochargers and brake components along with tools and measuring equipment, so the training will be consistent across all sessions.

The training sessions will commence in the early part of 2018, with the exact dates and venues to be confirmed very shortly.

Wheel Spacers

There is a general vehicle regulation (J5.8.2) that limits the thickness of any wheel spacers to a maximum of 25mm (except for Cross Country Vehicles which are permitted up to 30mm per P56.6).

The images below were taken by a scrutineer at a recent single venue stage rally at 3 sisters, the car had only recently been inspected for a Vehicle Passport and was competing on its receipt, as can be seen the spacers present were at least 100mm front and rear! We would hope these spacers were not present when the vehicle was inspected for its passport, but in any case, they clearly do not comply with the General Regulations.

Whilst not always easy to spot, particularly if the car does not have an open spoked wheel design, experience will lead you to take a closer look at any vehicle with an unusually wider track, or an unusual wheel offset which can indicate that spacers are being used.



Cockpit safety

We have had a report recently expressing concern over potential hazards within vehicle cockpits, particularly in the tighter cockpits of Single-Seater racing cars. Reports of sharp edges on exposed chassis members and bodywork around the cockpit, exposed bolt threads, etc. that could cause a serious hazard to the vehicle occupant in the event of an accident.

As part of your general safety scrutineering if you see potential hazards, a word of gentle advice to the competitor on how to protect or cover the hazard, with an explanation as to why the advice is given will often be gratefully received by the competitor, and minimize the potential for injury in an incident.



Helmet Camera

The Image to the left was taken at a cadet kart event last month, we do not know whether the camera was present when the competitor's equipment was scrutineered or not, but it demonstrates the need to be vigilant when competitors are in the assembly area.

Remember that any modification to a helmet renders the helmet invalid and this includes the addition of cameras by whatever means they are attached. Modern cameras may be light in weight but helmet weight is critical. The lower the helmet's weight the better in minimising neck injuries hence why modern helmets have been developed to not only give increased penetration resistance and energy absorption but also for the weight of the helmet to be reduced. Having a camera mounted on a helmet

also gives the possibility of an impact load being concentrated. As always spreading an impact load over the largest possible area lessens the impact. Also, the generally rounded profile of a helmet gives reasonable possibility of an impacting object "sliding off", if snagged by such as a camera that is not going to happen.

Kart Scrutineer Seminars

for 2018 there will be a change in format to the Kart Scrutineer seminars. We will be holding two sessions, which will be focused on practical eligibility with representatives from all the main engine providers present to give demonstrations.

The Seminar sessions will take place in early February, with one venue in the Bristol area and one in the East Midlands, the exact venues and date will be advised to Kart Scrutineers very shortly when you will be invited to sign up to attend.

Cadet class minimum driver weight

A reminder that there is a minimum driver weight implemented within the Cadet class, with all engines included e.g., IAME, Honda, Comer. This minimum driver weight is 27kg and is to be measured in the same way as minimum driver weights are for other classes, so with only mandatory racewear/PPE (e.g. overalls, helmet, glove, boots) and not additional items such as rib protectors etc. (U)17.29.6 sets out these specific requirements.