

Eligibility Training and Assessment

The first Eligibility Scrutineer training and assessment days have been successfully completed, at this first session we had three Eligibility Scrutineers, guided through their assessments by Technical Commissioners. As advised in a previous Bulletin the initial sessions taking place during May-July, which are now fully booked, will enable us to fine tune the program before it is rolled out to be delivered regionally by the Technical Commissioners.



We would like to extend our thanks to all the Technical Commissioners involved in developing the training and assessment program, assisting in sourcing the equipment and delivering the sessions. We also thank ATL for providing the venue for the initial sessions.

Following completion of these initial sessions we will release full details of the training program and the assessment requirements for existing Eligibility Scrutineers in this Bulletin.

BT Internet email addresses

It became apparent following last month's Bulletin that there was an issue with delivery to btinternet.com email addresses due to their spam email policy. Hopefully changes in the way we send the Bulletin will overcome this issue however, if you use a btinternet.com email address, adding technical@msauk.org to your safe senders list should help to ensure safe delivery.

Ken Laidlaw

It is with regret that we report the passing of Technical Commissioner and MSA Steward Ken Laidlaw. Ken has been a regular feature of Scottish motor sport for as long as most can remember. Active as a Scrutineer and Technical Commissioner for over 30 years, in 1999 Ken also became an MSA Steward. Stepping back from Scrutineering to concentrate on his Stewarding duties in recent years, Ken was a friendly and well-respected member of the motor sport community who will be sadly missed. There will be a memorial service at 14.00 on Wednesday 20th June at St Mary's Parish Church in Haddington, following a private family cremation.

Roy Fewkes

Roy Fewkes, former MSA Technical Commissioner, sadly passed away on 11th May. Roy entered the sport as an engine builder and preparer, before becoming a Technical Commissioner. During the 1990s Roy was the regular Technical Commissioner for a number of championships, including the Renault Clio Cup, the competitors in which displayed stickers as a mark of respect for Roy at their last round at Thruxton.

Peter Jowitt

It is with sadness that we report that Peter Jowitt passed away recently. Peter was a Group One Scrutineer during the 1970s and 80s and regularly assisted the RAC Technical department, as it then was. Scrutineering was an aside to his work at RAE Farnborough dealing with Aircraft Crash Inspection and Analysis. For many years Peter was responsible for signing off Roll Bar certificates for the RAC and his signature still regularly appears on documents issued today!



General Data Protection Regulations (GDPR)

The MSA has recently published guidance to MSA-registered clubs regarding the General Data Protection Regulations (GDPR) – new data protection laws that replace the previous Data Protection Act. It is well worth taking the time to read the guidance and consider how it may impact upon the way you handle any personal data. It can be found on the MSA website by [clicking here](#).

Further information can be found on the Information Commissioner's Officer (ICO) website at <https://ico.org.uk/>

Scrutineering contacts

On the same theme as GDPR responsibilities, we would like to remind scrutineers to be considerate and mindful when passing on other scrutineer's contact details. There was a recent instance of one scrutineer referring a competitor to another scrutineer, only for the competitor to turn up at the second scrutineer's house unannounced! Always suggest the competitor's phone or email to make contact, and if phoning ask for this to be at a reasonable time.

Historic Technical Passports on the FIA website

A useful new feature on the FIA website is the ability to view the details of all valid Historic Technical Passports. The list is regularly updated and shows the expiry date, homologation number, period and class for each vehicle. It also shows whether the papers have been issued with a red dot or a black dot, this is the FIA system of reporting eligibility or safety issues found at events. A red dot means a non-safety related eligibility issue has been noted and a black dot means a safety issue has been identified. The list can be viewed on the historic section of the FIA website by [clicking here](#).

Tobacco advertising

We have had a few instances recently where vehicles have been presented with tobacco related advertising. Please remember that tobacco related advertising is prohibited on all competing vehicles, this also extends to support vehicles, and the competitor's equipment such as overalls and helmet. See regulation H28.1.6.

The only exception to this ruling is if the specific vehicle can be proven by way of its chassis number to have used the particular livery in period then it is permitted to continue to display the livery providing the logos remain the original size and colours. Therefore, you cannot replicate a tobacco related livery on a vehicle that did not originally display that livery.

Steering wheel

The steering wheel shown on the right was found by a scrutineer at a hill climb event last month.

Of the six bolts that should be holding the steering wheel to the boss, one bolt was completely missing, one bolt had no nut, the screw falling out upon inspection and one bolt was just loose.

The steering wheel security is a fairly easy thing to check, in this case a visual check was all that was needed to see the issue. However, this sort of an obvious preparation issue should make the scrutineer think what else might be amiss and give the car a close look!





FHR Sticker Location

The photos below were sent to us by a scrutineer at a recent hill climb event, both competitors having had their FHR stickers applied at the preceding round of the championship. As you can see the stickers have been applied over the FIA label, in both cases covering up important homologation information displayed on the label.



Please do not cover the FIA label, as any damage or modification of the label will void the homologation of that FHR! As a general principle, the preferred location is adjacent to the FIA standard label in the collar part (image 1), due to limited space it is no issue if the sticker needs to be affixed vertically (image 2).



Image 1



Image 2



Image 3

On some FHRs, the FIA standard label is under the comfort padding of the over shoulder section of the yoke. In these cases, it is not suitable to affix the sticker in this area as it is not readily visible, instead the sticker should be placed in a suitable location on the collar part, in the general area of the red box shown here (image 3).

There are cases where the sticker will need to be affixed to the FHR on a curved area, often a compound curve. The sticker material is flexible, and provided that the sticker is carefully applied it should adhere readily around the curves. The best method for applying to a curved surface is to affix slowly starting in one corner of the sticker and smoothing with your thumb as you go, following the curve of the surface.

We have had reports from some scrutineers of the stickers not adhering, this seems to be an issue with some devices which have a rough surface finish. To ensure the sticker adheres properly you will need to make sure that the device is absolutely dry and free from any condensation, grease and dirt (remember it is the competitor's responsibility to clean the device). In bad conditions, if possible it is best to find a warm and dry indoor area, but in good conditions there should be no issue outdoors.

Fire Extinguisher

The images below were forwarded to us by a scrutineer, the issue was discovered on a car competing in a visiting International Series. The Scrutineers picked up that the extinguisher did not appear to be correct. After removal from the car for closer inspection the following was found!

An Initial view showed it to be a Lifeline extinguisher, but on closer inspection the lifeline label was stuck on top of an OMP label. The OMP label shows it to be in date (just), whereas the lifeline label was not distinctly marked but appeared to show a February 2018 service date. The lifeline label was shown not to be for this extinguisher bottle as it detailed the extinguishant as Zero 360 gas, whereas the bottle contained AFFF foam!

The International series mandates the use of the OMP AFFF system, and when compared to a new "correct" bottle this extinguisher was found to be 0.5kg lighter, despite the gauge showing correct pressure. This is another example of the scrutineers being vigilant, and developing a "nose" for what is correct or not.



Bumper tube security

We would like to ask Kart Scrutineers to pay particular attention to ensuring that bumper tubes are securely bolted to the chassis. We have had reports of a few instances where the bolts that secure the top rail of the bumper bar to the chassis have been deliberately left loose to affect the performance of the detachable front fairing.

The location of the bolts in question are shown on drawing below, if found to be loose scrutineers should ensure that the competitor tightens them securely so there is no movement in the bumper bar.

