

SCRUTINEER'S BULLETIN

May 2019 (162)



History was made at the MSVR Aston Martin Owners Club meeting at Donington on April 20th with an all-female scrutineering team, led by Chief Scrutineer Sue Bateman. Congratulations to the team on the running of a successful event. To mark the occasion, all members of the team were presented with a commemorative trophy by AMOC. Look out for a full feature in the next edition of 'Revolution', our new digital magazine.

(From left to right) Chloe Jones, Emma Newman, Sue Bateman, Nicole Drinkwater, Bexs Richards, Evelyn MacRitchie, Anna McColl, Sue Jeffery.

Sound testing

We would like to remind Environmental Scrutineers that regular testing of their equipment is essential and that in-date calibration certificates should always be readily available at an event they are officiating at. Demonstrating a current calibration is important as if the results of a noise test are challenged by the competitor, the calibration certificate is your first line of defense in proving your readings are correct. Note that the Motorsport UK Steward may ask to see the calibration certificate as part of their event audit, so having it readily to hand is a good idea.

Safety Harness bolts

The publication of our guidance documents on Seats and Harness, published with last month's Scrutineer Bulletin and 'Revolution' digital magazine, has raised a query regarding the bolt sizes for harness mounting.

The bolt size specified in regulation K2.1 (7/16" UNF or M12) is taken from FIA Appendix J Art.253 and thus relates only to Production, Touring and Sports Cars. For other vehicles such as Single Seater and Sports Racing Cars the requirements under FIA regulations are for the mounting points to meet a certain loading, which is why FIA Homologated harnesses for these types of car can be supplied and used with attachments for 8mm (5/16") and 9mm (3/8") bolts.

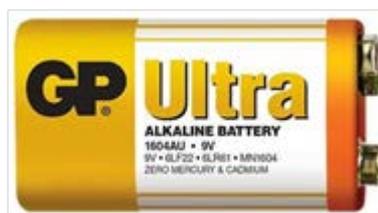
We will be seeking clarification to our regulations through our Technical Committee so please look out for further clarifications, but in the mean time please be aware that not all cars will have 7/16" UNF or M12 bolts

Lifeline Fire extinguisher update

We have received the following information via Audi Sport and Lifeline relating to the LIFELINE ZERO 3620 fire extinguisher (FIA Homologation No. EX.001.15).

Lifeline have identified an issue where the control unit battery was causing a potential failure of the detonator. Depending on the battery and cell type, the battery impedance can be too high to fire/activate all igniters simultaneously and reliably in the event of activation. An issue which cannot be detected through implementing the internal battery check procedure of the extinguisher control unit.

Therefore, LIFELINE recommends that with immediate effect only the "GP ULTRA 1604AU" battery is used and that "Technical Bulletin #016 (TB016)" from LIFELINE is strictly observed. The battery GP ULTRA 1604AU is readily available on the general market.



Technical Bulletin TB016 (installation instructions for the Zero 3620) can be viewed on the lifeline website by clicking on the following link; [Click Here](#)

Historic Vehicle MOT

We are continuing to receive enquires regarding the exemption from MOT testing for certain vehicles over 40 years old. Under legislation released in 2018, vehicles meeting certain criteria can be declared as a Vehicle of Historic Interest (VHI). To be eligible for MOT exemption the vehicle must be least 40 years old and not have been substantially changed in the previous 30 years. The Department for Transport (DfT) has published a set of guidelines to assist owners in deciding which if any more recent changes to their vehicle would be considered as "substantial". This can be viewed by clicking on the following link; [DfT Guidelines](#)

The Federation of British Historic Vehicle Clubs has a lot of very useful information and advice regarding MOT exemptions on their website which can be accessed by clicking on the link below

<https://fbhvc.co.uk/mot-exemption-information>

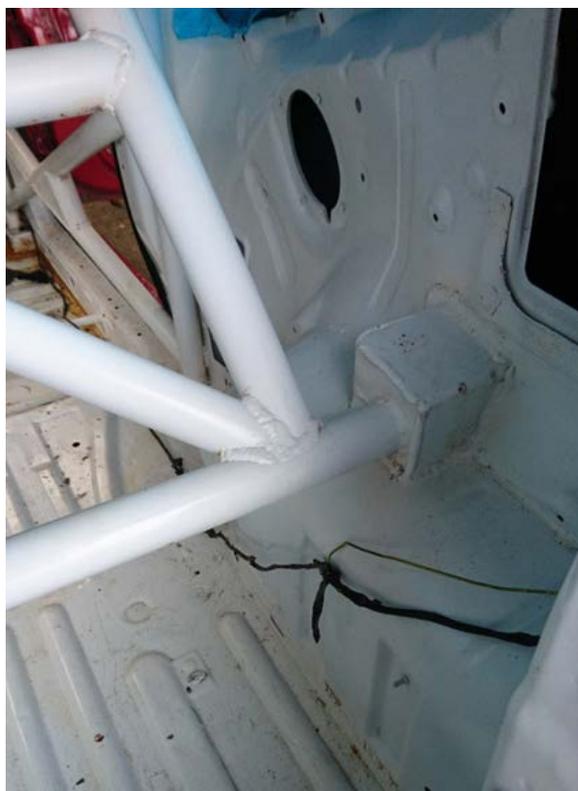
Seat Mounts

The photos below were sent in by a Scrutineer, the vehicle (a BMW Mini) had been involved in a rearward collision with a tyre wall. The seats had been mounted to a 6mm x 50mm flat bar which was bolted to original mounting points, clearly for the purpose of mounting the seat further rearward than the original mounts would allow. However, the way this was done meant there was no re-enforcement, or structure of any kind, underneath where the seat mounted to this bar. Subsequently in the accident the force has caused the bars to bend, pivoting around the rear original mounting point.

Regulations allow the original manufacturer's mounting point to be used (K2.2.1) however the seat should be mounted directly to these mounting points (or on suitable adjusting rails per K2.2.1) so that the loading on the seat is directed through these mounting points.



ROPS Installation



The vehicle in these photos was presented for a Vehicle Passport recently, which the Scrutineer correctly refused based on the ROPS installation. The ROPS is a home-built design.

The backstays terminated on a transverse bar that ran across the vehicle, which was subsequently connected to the bodyshell by fabricated box sections. A strange configuration!

Unless a ROPS is a certified/homologated in a different configuration, the backstays should mount directly to the bodyshell with appropriate reinforcement per K1.3.3.



The quality of welding on this ROPS was also unsatisfactory as can be seen in the door bar gusset shown here.

Scrutineering Schedules

If you are taking charge of a meeting make sure you have a reasonable understanding of the number of entries and the time allowance for scrutineering. G7.1.6 states "There must be a Chief Scrutineer present at all events and not less than one Scrutineer for every 45 vehicles entered for the event." And G7.2 states "The time allowed for scrutiny shall be such that no more than 10 vehicles per hour are required to be examined per Scrutineer." Applying these criteria if there is an entry of 90 cars the minimum requirement is for two scrutineers and it is going to need 4.5 hours which is unlikely to be acceptable to an organiser! Realistically the minimum is going to be three scrutineers and it will still take 3 hours. Organisers are ever keen to cut costs but for scrutineering to be effective the laid down criteria need to be respected.

Six minutes is not an over generous period to identify the car, check the essential safety items such as brakes, steering, harness(s), ROPS, seats, general integrity, throttle closure etc. and a few other random from items and complete the paperwork. Remember further checks can be undertaken during the event, it is not all about pre-event scrutiny and it is all done. Take advantage of competitors down time to visit the cars in the paddock where less time pressure will enable you to undertake more detailed random checks.

Bambino Comer C50

Please be aware there has been a slight change in the production of the Comer C50 Bambino Cylinders, 1800 numbers onwards. It should be noted that the production chamfers on the ports may or may not be visible.

If you are unsure as to if there has been modification or not, our advice is to seal the cylinder for further inspection by a Technical Commissioner and the importer Zip Kart.

Karting minimum driver weights

Please remember the requirements of U17.29.6, which specifies that only mandatory items of Personal Protective Equipment PPE may be included when a driver is weighed to check against the minimum driver weight for a Class. Mandatory items of PPE are helmet, overalls, gloves, boots plus of course any suitable clothing worn under the overalls. It does not include other items worn through choice, such as rib protectors or neck braces for example. If you are carrying out weighing for minimum driver weight checks, then you must ask for such items to be removed by the driver.

It is important to remember that this applies only to minimum driver weight checks. If you are weighing the driver and kart combined weight against a minimum Class weight, then all equipment as worn on circuit must be included – so this would include the example of neck braces and rib protectors.

CIK karting overalls

Please remember that MSA regulations for short-circuit karting do not require the CIK overalls to be 'in date'. This means that the homologation expiry date found on the CIK label is not relevant for MSA events. The requirement is that the overalls be CIK homologated – to either the No. 2001-1 or No. 2013-1 standard (level 1 or 2) – regardless of whether the expiry date on those overalls has passed.