

Bulletin


MSA

Governing Motor Sports in the UK

MSA SCRUTINEERS



2017 Scrutineer Seminars

The Seminar dates for 2017 are detailed below; we are currently booking the venues and those that have been confirmed are detailed below. Invitations to the seminars will be sent out by email during this month and we please ask that you wait until you receive the invitation email before confirming your attendance at the seminar of your choice, otherwise your place may not be reserved!

Car

Saturday 21 January	Swindon / South Oxford <i>TBC</i>
Saturday 28 January	East Midlands <i>TBC</i>
Sunday 29 January	Village Hotel , Cardiff
Saturday 4 February	Bedford Lodge , Newmarket
Sunday 5 February	Brands Hatch <i>TBC</i>
Saturday 11 February	Guernsey <i>TBC</i>
Sunday 12 February	The Monterey Hotel , Jersey
Saturday 25 February	Carlisle <i>TBC</i>
Sunday 26 February	Manchester Airport <i>TBC</i>
Saturday 4 March	Park Avenue Hotel , Belfast
Sunday 5 March	Mercure Hotel , Perth
Saturday 11 March	Exeter <i>TBC</i>

Kart

Saturday 28 January	East Midlands <i>TBC</i>
Sunday 5 February	Brands Hatch <i>TBC</i>
Saturday 11 February	Guernsey <i>TBC</i>
Sunday 12 February	The Monterey Hotel , Jersey
Sunday 26 February	Manchester Airport <i>TBC</i>
Sunday 5 March	Mercure Hotel , Perth
Saturday 11 March	Exeter <i>TBC</i>

Dates for Historic eligibility training

For those Eligibility Scrutineers with an interest in Historic vehicles, we will be running specific Historic Eligibility Training Days towards the end of this year. Eligibility Scrutineers successfully completing this course will have the Historic Eligibility grade added to their licence. Those scrutineers who successfully completed the sessions we ran during 2015 will also have the grade added to their licence, so there is no need to attend again, but you will of course be welcome if you want to attend to update and further your own training. The dates are listed below, if you wish to attend, please email technical@msauk.org indicating your preferred location, the exact venues will be emailed to the attendees once we know the geographical spread of those attending.

Saturday 26 November – South / West

Sunday 27 November – North

Competition numbers

An issue was raised at a recent Race Committee meeting regarding the display of competition numbers. Reports have been received from Observers and Marshals that the legibility of numbers is becoming an issue. Can we please ask you to take particular attention to the display of competition numbers, particularly in Circuit Racing, remembering that (Q)11.1.1 requires the numbers to be in place prior to scrutineering, where it will be checked for compliance on position, legibility and size.

Common issues – as demonstrated in the two images below – include poorly spaced numbers without the background extending the required 5cm beyond the numbers, and numbers that are 'lost' within the vehicle livery without the required delineation. The requirements of (J)4.1 and (Q)11.1-11.4.2 are clear and descriptive in what is required, and competitors should be advised to rectify any non-compliant displays.



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Sample cans



We are pleased to confirm that we now have a complete stock of new large (1.25l) and small (125ml) sample cans and closures available. The large cans are exactly the same as the ones supplied for a number of years now – except the updated design.

The small cans are completely new and are particularly relevant for things such as tyre samples, control fuel comparison test sample or samples of other vehicle fluids. They function in the same way as the larger cans in terms of closure, with a bung to insert first, followed by a self-sealing tamper-proof lid. The only difference on the closure for the smaller cans is the lack of a facility to pass a sealing wire through the neck and lid to add an additional seal – due to the smaller size – however the use of a sealing strip and/or sealing bag should be a sufficient second seal when done correctly.

There is an additional new element to the new sample cans, which is that both the small and large cans are now supplied from the MSA with a specific lid already sealed on, to ensure that the can reaches the point of sample-taking without the possibility – or indeed accusation – of contamination. When you receive a can, the lid sealed on it will be an “MSA Sealed” lid, as pictured – the only time you will come across such a lid is sealed onto a can supplied by the MSA. When you go to take a sample, you should break the seal on this lid in the presence of the competitor/entrant so that they have the assurance that the can has not been compromised. You will still receive the normal unused plain white lid and bung to use following sample-taking to seal the can back up.



MSA approved sample container



Venue: _____ Date: _____

Race/Class: _____ Comp. no.: _____

Competitor name: _____

As previously advised, when you order sample cans they will be sent out with a label, which can be completed with the relevant details and applied to the can as a means of additional identification – and as required by the regulations. You don't have to use the MSA supplied label, any label will do to meet the regulatory requirement, and we recommend writing the label out when it is nice and clean prior to application! When you order three sample cans, we will supply five labels, just in case!

Stocks of both sizes are plentiful so please contact the MSA Sales Department to place an order (we are awaiting confirmation of the price for the new 125ml cans, but this should be sorted next week). Alternatively, you can purchase a Sealing Kit for £35 which will include three of the 1.25l cans amongst the various items of sealing equipment, we will be reviewing whether we should include three of the 125ml cans in the Sealing Kit, although this will likely result in a small price increase and we will keep you updated through this *Bulletin*.



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Old sample can replacement

As detailed above, we have taken steps to avoid accusations of contaminated sample cans by having them sealed until the point of sampling with an 'MSA' tamper-proof lid. If you have purchased any sample cans (not including Sealing Kits – more on this later) over the course of the last year and still have stock of them left, then we will supply you with new 'sealed' cans to replace those 'unsealed' ones free of charge – you need to send a note to technical@msauk.org confirming how many you have leftover. You can then discard the old ones – but *importantly* keep the unused plain lids and bungs as you will need them to use the new cans, which in this circumstance will be supplied without additional closures (this helps us to ensure that we are replacing only unused cans!). The deadline for this offer of replacement is the end of March 2017.

Separately we will be sending three new 'sealed' sample cans to anybody who has purchased a Sealing Kit in the last year. If this applies to you, then you do not need to do anything, you should receive your three replacement cans in due course.

Fuel testing

We were recently asked to clarify the requirements if a competitor's vehicle is presented for fuel sampling (for analysis testing) with less than 3 litres of fuel present. The first relevant regulation to reference is (J)5.13.8, which states that there must be "*sufficient fuel for a fuel test (D.34) present at any time during the event*". (D)34.2.2 and 34.2.3 then set out the procedure that applies depending on how much fuel is present, in summary:

3 litres or more	3 x 1 litre samples taken	1 to competitor, 2 to MSA
Between 2 and 3 litres	2 x 1 litre samples taken	2 to MSA
Less than 2 litres	1 x 1 litre sample taken	1 to MSA

In the latter two cases, the competitor automatically forfeits their right to retain a sample, as detailed in the regulations. If there is less than 1 litre of fuel present, then it should be reported as a non-compliance, as it contravenes (J)5.13.8.

The requirements in Karting are essentially the same as detailed above, but the underpinning regulations are set out in (U)16.18.

Chassis numbers

It is part of the requirements for the issue of a Vehicle Passport, or Competition Car Log Book, that an identifying chassis number is recorded on the documentation. This is important as an individual identification number provides the link between the physical vehicle and its documentation.

Of course, we understand that there are a large number of non-road registered and home built vehicles that do not have a chassis number, which can cause a quandary when completing a Vehicle Passport or CCLB inspection and application. In these cases, if the vehicle builder is unable to mark the chassis with an appropriate ID number, it is good practice to apply an MSA seal to the chassis, this seal number can then be recorded on the Vehicle Passport or CCLB application to uniquely identify that particular vehicle. This most suitable seals for this job are either the pre-wired metal seals or the MSA sealing strip sticker.

Sprint and Hill Climb categories

We have been notified recently of some instances where Sprint and Hillclimb vehicles have been competing in the incorrect category. This seems particularly to be an issue in classes within the Roadgoing category, where vehicles with modifications that would make them ineligible for this category, such as changes to silhouette, non-compliant aerodynamic devices, missing interior trim etc. have been passed.

Please use the opportunity of pre-event scrutineering to consider if the car is entered in the correct class/category, a lot of the indicators of eligibility can be picked up with a cursory look over the car whilst undertaking your regular scrutineering checks.



Counterfeit seat label

You may recall in the last edition of this *Bulletin* we included an article of another counterfeit seat label that had been found. Subsequent to that article being published it has since been additionally noted – quite rightly – that there is one more giveaway that this is a counterfeit, further to those reasons already explained.

Since 01 January 2012 it has been a requirement for seat homologation labels to be of the ‘new’ style, including the FIA hologram. This label is clearly of the ‘older’ style, yet the manufacture date is indicated as November 2012 – a full 11 months after the production of such labels would have ceased! Just another thing to keep any eye out for!

Helmet standard label

A scrutineer recently sent us this photo of a very damaged Snell label inside a helmet presented for scrutineering. The label was once apparently a Snell SA2015 label, although there is not enough label left to really identify whether it was ever a genuine label. Regardless of whether it was a genuine label or not, the lack of a valid Snell label – and this label is not valid as it has been destroyed – means that the helmet is ineligible. In such a case the MSA helmet sticker should be removed and the helmet impounded for the duration of the meeting as allowed for in (K)10.2.1.



Helmet damage

We were recently provided with this image of another helmet which had been presented for pre-event scrutineering. As you can probably see, there are a number of ‘marks’ around the upper part of the helmet – these are actually paint marks, a rather crude attempt at a repair job to cover up a number of chips and scratches!

Perhaps knowing the likely outcome, the competitor did have a second helmet available just in case there was a “problem” at scrutineering! Another example of a case where the MSA label is to be removed and the helmet impounded for the meeting.

Please keep your eye out for ‘home’ repairs to helmets, or other things as stickers which may be used to cover up something that would otherwise cause question, such as significant chips through the outer shell.



Seat mount failure

The image here was sent to us by a scrutineer following an accident where the competing vehicle was “parked heavily in to the tyre wall”. As you can see the seat has ripped out of its mounting points front and rear. It is clear that the material was insufficient as it was too thin and there were no spreader plates in place beneath the bracket. It was also noted – as can be seen from the photo – that the mount on the left has clearly failed in the past and has been re-welded!



We do understand that with the seat in place it is unfortunately not easy to see the mounts, as they are hidden by the seat base. However, a simple inspection mirror on a telescopic arm can be a useful tool for viewing inaccessible areas. In this instance – when confronted – the driver (thankfully unharmed) and his mechanic stated that the vehicle was like that when purchased, an important lesson learnt.

Kart overalls

Please be reminded that there is no ‘life’ or validity date for CIK overalls for use in MSA karting. The only requirement for MSA events is that the overalls be to either the older *CIK-FIA N 2001-1* or the current *CIK-FIA N 2013-1* standard. If a set of overalls are presented for scrutineering that comply with one of these standards – and are in a suitable condition – then they are eligible for MSA karting events regardless of whether their CIK date has expired.

Snell K98 standard

Please remember that the *Snell K98* karting specific helmet standard is to be removed from the list of acceptable helmet standards in karting with effect from 01 January 2017. This was included in this year’s Blue Book by way of notification, so hopefully any relevant competitors should be aware, however if you do come across a helmet presented at scrutineering with the *Snell K98* standard, then please advise the competitor that it will need to be replaced by the new year.

