



### Trainee Scrutineer training sessions

All holders of trainee Scrutineer licences have been invited to attend training sessions to cover basic scrutineering of vehicles. We have approximately 40 potential attendees, with the likelihood of having a session at Motor Sports House and another in the Midlands, venues will be arranged to suit the geographical distribution of potential attendees. At each event there will be a class room session and then a practical session, with both a rally car and a racing or sports-racing car. If you know of anyone who might be interested in becoming a Scrutineer but has yet to take a licence, suggest that they contact us at [technical@msauk.org](mailto:technical@msauk.org) to register their interest and they will be invited to attend one of the sessions.

### 2015 Scrutineer seminars

The content of the annual seminars is currently under discussion, so if you have any topics that you feel should be included please drop a note to [technical@msauk.org](mailto:technical@msauk.org).

### Scrutineer responsibilities

Once again a reminder that pre-event scrutineering is not solely about safety. (D)33.2 states *“The main purpose of Pre-event Scrutineering is to check, as far as possible under prevailing conditions, the safety of the vehicle and safety equipment for compliance with Technical Regulations and to superficially check its eligibility for a particular class or category (G6.7, H3.2, J.3).”*

On two occasions recently, cars that at a glance could be seen to be outside of the regulations for the class entered passed through scrutineering without comment. Of course it is accepted that competitors could have protested the cars, but – as is made clear in the regulation above – scrutineers do have a responsibility pre-event to consider eligibility. There may not be time to consider eligibility issues in depth, but there are many things that require only a glance. A good example is in Road Going Series Production Cars (S)11.4.6 states that *“Interior trim must remain fitted (except floor carpets/mats).”*, a glance is all that is needed to see that the headlining and/or door cards etc. have been removed so making it ineligible. Also (S)11.4.1 states *“Silhouette of the vehicle must remain unaltered in construction, dimension and material...”*, it is not difficult to see a bulge in a bonnet, or the addition of an aerodynamic device!

### Liaison with the Clerk of Course

It is the Chief Scrutineer who needs to liaise with the Clerk of Course. It is crucial that the Clerk is pre-warned that eligibility checks are going to be carried out post-event, and equally crucial that once those checks are completed the outcome is reported to the Clerk. Failure to do this can mean that the provisional results can be posted without reference to there being outstanding technical checks, and if they have been posted for 30 minutes without that reference they may automatically become final! Once this happens, whatever the result of the technical examination, unless there is a National Court Enquiry, the results will stand.

### Accuracy of paperwork

Please take care with any sort of paperwork to make sure that it is entirely accurate. A simple mistake, such as recording an incorrect date, can be enough to derail any judicial action that may flow-on from – for example – a non-compliance report. Not only should the person completing the report check over it carefully, but so too should whoever countersigns the report, two pairs of eyes are always better than one pair!

Another error that has been spotted on occasion is that someone has written a ‘crossed’ number “7” which someone else has then copied as a “3”. The font used on some types of seal is rather ‘square’ so you need to be careful for it is easy to make a mistake. Another point of good practice is to make sure that whenever you sign a document, whether there is provision or not, write your name clearly under your signature in block capitals – many signatures are unreadable even if they are unique. Some scrutineers also write their licence number, another good practice for it gives us clear identity.

### Helmet stickers, Competition Car Log Books and sealing equipment

Please remember that it is only National and International grade scrutineers who are authorised to purchase and apply helmet stickers, and to carry out inspections for Competition Car Log Book/Vehicle Passport applications (Car Scrutineers only).

Sealing equipment will only be supplied to fully licensed Scrutineers and Eligibility Scrutineers (excluding trainees and Environmental Scrutineers).



### Cameras

(K)10.3.3(d) states that *“There must be no alteration to the structure of a helmet. Where a radio intercom is fitted this should only be done in accordance with the helmet manufacturer’s instructions. Fitment of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards.”*

It is not just cameras attached to helmets that catch attention, at a recent event there was a camera seen that was affixed to a car roof by a suction mount. (J) 5.20.5 states *“Be prohibited from carrying cameras/videos unless authorised by the Chief Scrutineer and Event Organiser.”* A suction mount is not acceptable; there have been plenty of examples of this type of fixing becoming detached and flying off cars. Another camera was seen bolted to a ROPS tube with exhaust U-clamps, the threaded studs projecting forwards next to the head rest so that if the helmet was slightly off centre it would punch a nice 8mm diameter hole in the helmet!



### Harness issues

The image to the right is included as it highlights two concerns. Firstly, merged shoulder straps running from a single mounting point, which is not acceptable in MSA authorised motorsport – unless there is not a mandatory requirement for a harness to be fitted and used, in which case the harness that is used does not necessarily need to comply with MSA regulations.

Secondly, the harness webbing straps disappear into the engine compartment – through the bulkhead – so in the unfortunate event of an engine fire, there is clearly a chance of the harness webbing straps being burnt away as was illustrated in last month’s *Bulletin*.



### ROPS issues

(K)1.3.1 is clear in stating that *“The vertical part of the main rollbar must be as straight as possible and as close as possible to the interior contour of the bodyshell.”* In the example shown below this requirement has clearly not been met, although it is noted that it is mounted directly on the chassis rails. It is not simply a case of non-compliance with regulations; it is also a matter of safety because if the vehicle rolled to the left the driver would clearly not be sufficiently protected. It also appears that the 50mm clearance requirement set out in (K)1.6.4 (a) is not met.







### Wheel coverings and mudguards

This is another topic that was covered in last month's *Bulletin*, and the image on the left is another example of what may be encountered and which clearly does not meet the requirements of (J)5.2.6. It is to be noted that it also infringes Construction & Use legislation. If you look at virtually any modern series production car, it will be found that the bodywork curves inwards towards its lower edge. Very often, if you look carefully behind the wheel there is a black coloured shaped piece included to ensure that the wheel covering meets Construction & Use legislation – look carefully at the image on the right and you will spot an example of this.



### Forged seat homologation labels

Below left is another example of an apparently forged FIA seat homologation label, this time purporting to be for a Corbeau seat. There are a number of small giveaways when the forged label is looked at in isolation, and even more when it is compared with a correct label for the same homologation – as shown on the right below. However, the biggest giveaway is the homologation number. A quick reference to the FIA's Technical List No. 12 – for homologated seats, [here](#) – reveals that homologation number CS.131.05 does not exist, and number 131 is for a different manufacturer altogether! The correct homologation number for this seat is CS.132.05, as per the label shown on the right.





### Competition Car Log Books

When completing a CCLB application, please take care to enter the correct details under the 'Roll Cage' section, in particular the 'Drawing/Homologation Nr'. The most common mistake we see is the incorrect details entered in this area.

If the roll cage relates to a MSA Yearbook drawing, then please make sure you detail the correct drawing number – preceded with a K, we still see a number of submissions with the section 'Q' reference, which dates back to 2007!

If the roll cage relates to an MSA or FIA homologation (or a homologation from another ASN), then please make sure you are putting the correct homologation number down. We frequently see roll cage serial numbers instead of homologation numbers, which unfortunately mean very little to us! On all roll cage homologations – even dating back to 1972 – the homologation (recognition) number is contained within the top right-hand corner of the first page. Below are some examples of what you are likely to come across, with the correct number highlighted:

**MSA/FIA template since 2008:**

**Previous style MSA template:**

**Older style MSA template:**

**The very first MSA certificate!:**



### HANS FIA Homologation withdrawal

The FIA have notified us that during the quality control process of the products certified to the FIA 8858-2010 Standard, SCHROTH found that a small number of HANS® devices named SPORT II HANS (Medium and Large) had the tether carriers (the orange parts on the back of the HANS® device) fitted without the attachment screws which hold these parts firmly in place.

The lack of the screws can compromise the efficiency of the HANS® device, so only the HANS PERFORMANCE PRODUCTS SPORT II HANS (Medium and Large) with the homologation numbers FHR.034.11-A and FHR.035.11.A with tether carriers fixed with screws (see figure 2) can be accepted.



Figure 1 – Without screws fixing the tether carriers part must not be accepted

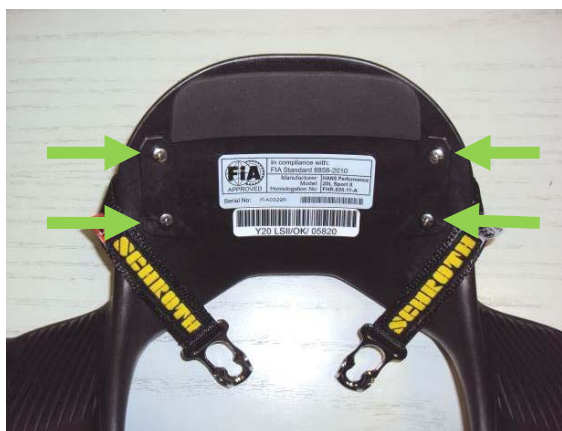


Figure 2 – Screws fixing the tether carriers part can be accepted

Please note that this information is only related to the HANS PERFORMANCE PRODUCTS SPORT II HANS Medium and Large sizes with the homologation number FHR.034.11-A and FHR.035.11.A distributed by SCHROTH.

### Competition Numbers

We have seen a number of MSA Steward Reports recently concerning a lack of consistency in how competition numbers are being displayed on vehicles. As we stressed in the Seminars earlier this year, the Scrutineers have a responsibility to check that the competition numbers are displayed in accordance with the relevant regulations.

May we ask that, if you are the Scrutineer for a Championship or Club with vehicles that regularly appear with non-compliant competition numbers, you let us know so we can take up the issue with the relevant organisers.

### TKM clarifications

Please note that Tal-Ko have recently published two clarifications relating to the TKM classes. The first one concerns rear bumpers, and can be viewed by clicking [here](#). The second one concerns bore measurements, and can be viewed by clicking [here](#).