

# MSA SCRUTINEERS E-BULLETIN #45

August 2009

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## Officials Licence Renewals

You should by now have received your 2010 officials licence renewal form. Remember if you wish to be included in the listing in the 2010 MSA Competitors' and Officials' Yearbook please return your form by 28<sup>th</sup> of August 2009. If you are requesting an upgrade you will need to send your documentation in as soon as possible to allow time for processing of the upgrade before 28<sup>th</sup> August for you to be listed in the 2010 MSA Competitors' and Officials' Yearbook with any revised grades if the application is successful.

## Technical Officials' Licences

Please ensure that anyone undertaking any sort of technical checks on vehicles is properly licensed. Remember a Trainee Scrutineer licence is free of charge, so be it a family member or friend helping out or someone you are introducing to scrutineering, ensuring they have at least a Trainees licence will provide cover under the MSA Officials' Personal Accident Insurance. Remember, no licence, no insurance cover!

## Overalls and Helmets

We have had reports and phone calls regarding all sorts of rumours about the forthcoming changes in safety equipment regulations. To clarify the situation; below is a reminder of the current minimum standards and any changes for 2010.

### Overalls

*Car Racing:*

2009	2010
<ul style="list-style-type: none"><li>- FIA 8856-2000</li><li>- FIA 1986 Standard</li></ul>	<ul style="list-style-type: none"><li>- FIA 8856-2000</li></ul>

*Rallying:*

2009	2010
<ul style="list-style-type: none"><li>- FIA 8856-2000</li><li>- FIA 1986 Standard</li></ul>	<b>NO CHANGE</b>

*Speed Events:*

2009	2010
<ul style="list-style-type: none"><li>- BS6249 part 1 Index A or B (not part C)</li><li>- BS EN 533</li><li>- Pr BS EN 533: 1995 Index 3</li><li>- FIA 8856-2000</li><li>- FIA 1986 Standard</li></ul>	<b>NO CHANGE</b>

### Helmets

The only change in the 2010 regulations is the removal of the BS 6658 – 85 Type A as an acceptable standard for all MSA events. Note SNELL SA2000 will remain as an acceptable standard for 2010.

We are also receiving a number of reports from competitors claiming that they have been informed that the Snell-FIA CMR & CMS 2007 youth standard helmets will be mandatory for junior drivers with effect from the start of next year. Please note that this is not the case. There is a proposal out for consultation at present that would mandate on this standard for drivers under the age of 15 in kart events from 1.1.2011, but please also be aware that there is a chance this regulation will be amended at forthcoming meetings.



Notification of the final regulation along with any other changes for 2011 will be given in due course to all licence holders via *Motor Sports Now!* Magazine and also to technical officials in this newsletter.

## Sealing Paint

We have previously advertised that pots of sealing paint are available direct from Peter Riches. We have now been informed that the stock has sold out and due to the low demand they will not be stocked in the future.

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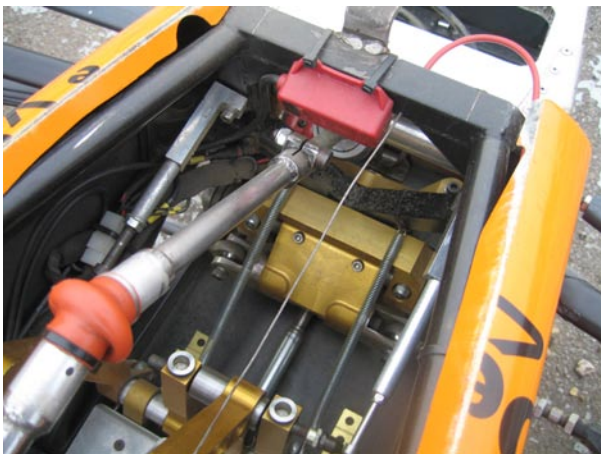
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## Cockpit intrusion

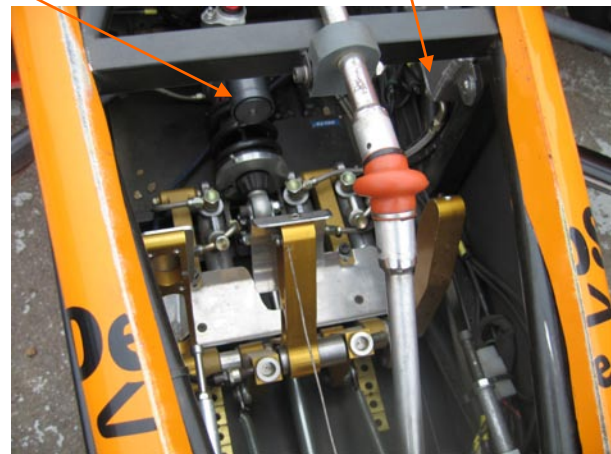
We have previously covered the point about the presence of such as shock absorber remote reservoirs, hydraulic reservoirs, driving chains, shafts, drive belts, fuel tanks etc. not being acceptable within the occupant compartment unless isolated by a casing equivalent to that which may be used to provide a bulkhead. [C(b)]8(a) is pretty much all embracing and establishes the principle of isolating vehicle occupants from the "nasty bits". This means having suspension components within the cockpit is not acceptable unless they are adequately isolated. Apart from thinking about their normal operation just think about what going to happen if "a corner gets knocked off", broken bits of suspension flying around inside the cockpit is not a happy thought.

The example below is of a Formula Ford car which was picked up at scrutineering as it had both suspension linkages and hydraulic fluid reservoirs unprotected within the driver's compartment. This was a clear contravention of [C(b)]8(a) and the team in question were advised that this could be solved by fitting a simple metallic casing/bulkhead to isolate the linkages and reservoirs.

Damper Assembly



Fluid Reservoir



## Safety Harness Specifications

There seems to be continuing confusion in respect of harness specification. In both MSA and FIA Regulations there is reference to such as 4 point harnesses and 6 point harnesses. The term "point" when used in this context does not refer to the number of anchorage points, it refers to the number of points of contact the harness makes with the wearers torso. Thus a four point harness makes contact with each "hip" and each shoulder, making four points of contact between the wearer and the pair of lap straps and pair of shoulder straps. Note the "pair of lap straps" is routinely referred to as "the lap strap". With a six point these points of contact are maintained with the two crotch straps each making contact with one of the wearer's legs so making six points of contact.

Neither the MSA or FIA accept harnesses where the two shoulder straps are merged into one either by stitching or by use of such as a fitting, nor is it acceptable for the two shoulder straps to share a common mounting point.

With a six point harness used in a racing or sports racing car, the crotch straps each come up and over a leg, through "D" rings attached to the lap straps to then be secured at the release box. A six point harness used in a touring car typically has the two crotch straps terminating in what is commonly referred to as a "moustache" or "tee" which plugs into a single location in the bottom most sector of the release box. An alternative to this is where the two crotch straps are made from a single length of webbing that runs through a standard release box termination with adjusters at each end of the webbing where the termination is made to the vehicle mounting point.

Some four point harnesses also have provision for a single strap to go down through the crotch which is known as an "anti-submarine" strap. Its purpose is to keep the lap straps low over the pelvic bone structure of the wearer so that the driver does not "submarine forward under the lap straps."

It is not the responsibility of scrutineers to check a competitor is wearing his/her harness correctly but be aware that the lap straps should always be first secured and pulled tight so as to be over the bony pelvic structure. Once this has been achieved the remaining straps can be "plugged in" and pulled up tight. The release box is to be permanently attached to one lap strap; the only exception to this is in Formula One.

FIA homologated harnesses are required in stage rallying, racing and rallycross but at present not in other disciplines. All FIA homologated harnesses carry tags sewn into each strap giving the homologation numbers, and name of the manufacturer together with a "Not valid after date". If the specified date has passed then the homologation has expired.

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## Seat mountings

Please ensure you are familiar with requirements and make a point of carefully checking seat mountings. Even in normal use the stress imposed on seat mountings is severe. In a crash situation these stresses increase enormously. Remember the harness and seat work in unison, if the seat mounts fail then the harness performance is dramatically reduced. The theory that "the seat doesn't matter, I've got a good harness" simply does not work.

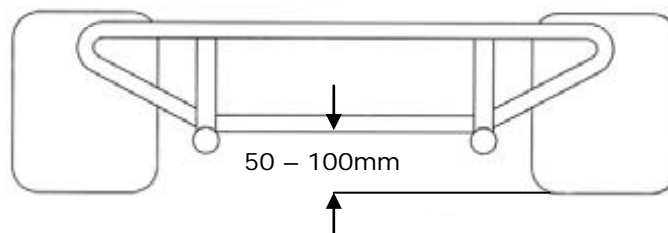
## Kart Front Fairings

We have received correspondence of a number of accidents recently involving front fairings in the Cadet class. At present we have no factual evidence to demonstrate that the design of such fairings is causing, or worsening any accidents. However we have also received concerns that when the front fairing has been involved in prior impacts it can change the fairing into an undesirable wedge shape which should not be used and can in some cases create a ramp hazard. Should you come across a damaged front fairing that could potentially cause any concern on the grounds of safety please ask that the competitor replaces it with an undamaged component.

If you do come across any front fairing that has been involved in an accident, particularly one resulting in a ramping effect, please forward any evidence on to the MSA Technical Department, including photos and video where available and where possible retain the fairing for future reference.

Please also ensure that you check the ride height of the front bumper, front fairing and also the lower element of the rear bumper is in accordance with the regulations. For Cadets the lower bar of the front bumper must be  $80 \pm 30\text{mm}$  above the ground in dry configuration and the lower element of the rear bumper must be  $75 \pm 25\text{mm}$  above the ground in dry configuration (drawing A). The front fairing height from the ground with the driver onboard must be between 25mm to 60mm (drawing B).

Drawing A



Drawing B

