

SCRUTINEER'S BULLETIN

March 2019 (160)

Car Eligibility Scrutineer assessments and training

The program of regional eligibility assessment and training sessions is continuing, below is a reminder of available assessment sessions for existing Eligibility Scrutineers and new dates have been released for training sessions covering the Cheshire area:

Nantwich (Cheshire) – Assessments

Sunday 17 March – Afternoon

Saturday 23 March – Morning

Saturday 23 March – Afternoon

Saturday 20 April – Afternoon

To sign up to an assessment day please [click here](#)

Nantwich (Cheshire) – Training

Sunday 24 March – Morning

Sunday 24 March – Afternoon

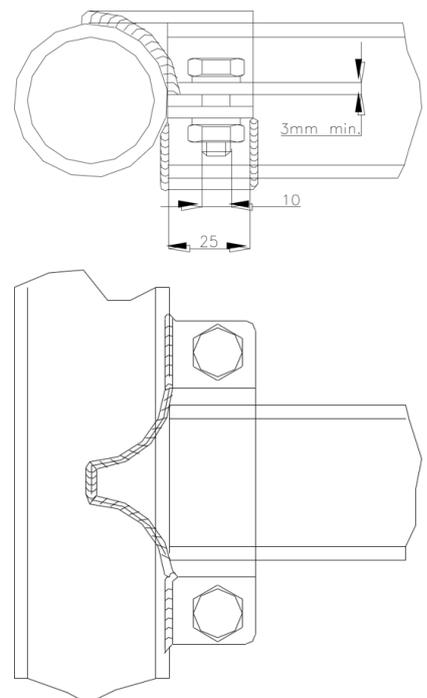
Saturday 20 April – Morning

To sign up for a training day please [click here](#)

Note that each session is limited to 4 delegates, with places allocated on a first come, first served basis. The assessment dates have also been emailed directly to all licensed Eligibility Scrutineers. Remember these are regional sessions, so if your local area is not covered here, don't worry we will be coming to your area at some point during this multi-year program.

ROPS hall of shame

The first 2 photos below were forwarded on to us by a concerned Scrutineer who encountered this ROPS fitted in car presented for inspection. The Scrutineer was rightly concerned about the quality and integrity of the dismantable joints used in the construction of the ROPS and rejected it on this basis.



The joint appears to be a vague attempt to follow the principle of the allowable dismantable joint in Motorsport UK Yearbook drawings (K)21-22 (or FIA drawing 253-37 shown to the right). However, it falls way below an acceptable standard for a number of reasons. The part of joint attached to the roll hoop is nowhere near being fully welded along its whole contact surface. The part of the joint

attached to the end of the tube is not welded around the 'open' end, which is related to the fact that the tube is also not flush with the edge of the joint piece, which is important as it is then not clear how much of the tube is actually being compressed by the joint once tightened. And the bolts used are clearly too short as not only are there no exposed threads through the nut as we would expect to see, but it looks as though the bolt is only turned a few threads into the nut! Each of these factors alone clearly contravenes the way the joint should be fabricated and utilised according to the drawing.

The next series of photos barely need any explanation! These examples were provided to us by a reputable ROPS manufacturer, and are taken from a ROPS (not one of theirs!) that arrived in their workshop for some work. It didn't take long to establish that something was not right and was soon clear that a number of additions had been made to what appeared to be a fairly standard main hoop – these additions were made of tube with the same outside diameter but very low wall thickness. They were also not welded anywhere near satisfactorily, with significantly incomplete welds, poor penetration and generally very messy appearance, with the one example below being verily easily pulled apart by hand. There was also a very badly fashioned dismantlable joint in use. However, perhaps the most alarming discovery was that most of these badly welded joints were covered with putty prior to painting! A reminder to look carefully and dig a little deeper if something doesn't seem quite right!



Lithium Batteries

Please remember that the new regulation requiring non-lead-acid batteries to be from a registered manufacturer is now in effect. The list of registered manufacturers is available on the website at the bottom of the page at: <https://www.motorsportuk.org/Resource-Centre/Technical-Car>. If you are in contact with competitors ahead of their first events, please remind them if their battery is not from a registered manufacturer they will need to either replace it or encourage the manufacturer to register! Enquiries for registration to be directed to technical@motorsportuk.org.

Fire extinguishers

It is important to note that all extinguishers must be serviced in accordance to the manufacturers guidelines, or every 24 months, whichever is sooner as per (K)3. Both the condition of the extinguisher and the service label should be checked during scrutineering. We have had reports of an extinguisher with the last service date being in 2013 – the owner had taken part in 6 events in 2018!



The picture of the extinguisher was sent in to us by a Scrutineer, with what appears to be minimal damage. It was found when the bottle was being serviced that the small mark on the base had caused a sharp pimple on the inside of the body causing additional pressure stretching the bladder, and the bottle was about to burst! This leads on to say that it's important to check for even the smallest amount of damage to bottles as knocks to the outside can cause damage inside also, potentially leading to serious consequences.

Kart fiches

The 2019 homologation fiches are now available for the following kart engines, copies of each can be downloaded from www.motorsportuk.org/karttech:

- Honda GX160 Technical Regulations v14a
- IAME Gazelle Cadet
- IAME X30
- Rotax FR125
- TKM BT82

Please note that the Honda GX160 Technical Regulations have recently been updated to v14a to add further clarification to the list of allowable clutches by way of photos.