

Huw Jones

It is with sadness that we report that Huw Jones has passed away following a brave battle with cancer. A Scrutineer for over 20 years, Huw was a regular feature at Road Rallies and other events in his native West Wales and beyond and will be sadly missed by the scrutineering community. The funeral for friends and family, will be held at Parc Gwyn Crematorium, Narberth at 15:15 on Friday 12 October.

Technical Conferences 2019

Following our successful Technical Conferences held earlier this year, we have begun planning for similar events in 2019. One of the major focusses for the 2019 Technical Conferences will be the inclusion of an Electric and Hybrid Vehicle Handling course for Scrutineers. Another will be detailed guidance on the inspection of safety equipment, following on from the recent announcement regarding the review into lifing of seats and harnesses in particular. There will also be other sessions on topics of interest relevant to scrutineering.

Due to the importance of delivering this training to as many Scrutineers as possible, we will be arranging more sessions over a greater geographical spread than we did in 2018. The proposed dates and locations will be circulated to all Scrutineers before the end of this month, and it is very important that you inform us as soon as possible of any potential clashes that would affect attendances at any of the dates by emailing technical@msauk.org.

FHR damage

We were provided with the photo of a HANS device shown here following a Circuit Racing event in which the wearer was involved in an incident. It is reported that after the incident, when they went to remove the HANS device from the helmet, they could not get the tether to detach from the helmet anchorage point. Eventually the anchorage point was removed from the helmet to enable the 2 parts to be detached. Subsequently, upon inspection it was clearly noticeable that one of the attachment lugs on the tether was significantly deformed – as can be seen in the photo below by comparing the 2 lugs, and seeing that the upper one is clearly twisted.

It was also apparently noticeable that the helmet anchorage point – when replaced on the helmet – was somewhat deformed as it was not sitting 'square' on the helmet.

Needless to say, the tether in this case is no longer useable. In cases such as this, the FHR should have the MSA sticker removed and will need to be sent back to the manufacturer for checking and approving if it is to be ever used again.





ROPS welding

As part of an ongoing review into current ROPS regulations, we recently had some testing carried out to establish the differing effects of full and partial tube welding in ROPS. For the test, three samples were used – a 180° weld, an 270° weld and a full 360° weld (as required by current regulations) – as shown below pre-testing.



All three samples were prepared using the same material batch, MIG wire and fabricator for consistency. They were then tested to failure, with the failure load recorded for each as below (post-test photo to the left):

Sample	Failure Load (Tonne)
180°	4
270°	8
360°	12+

From the test result it would appear there is a direct correlation between weld coverage and achievable load. i.e.:

- 360° weld gives 100% achievable load
- 270° weld gives 66% achievable load
- 180° weld gives 33% achievable load

We have always stressed the importance of checking that ROPS welding is carried out around the whole of the circumference of the tube, and the results from this test back this up in showing the level of reduction in performance that may be encountered if welds are incomplete. Thanks to Custom Cages for carrying out this testing and production of the report.



Helmet standards

Hopefully you have already noted that as per (K)10.3.1(a), there are two helmet standards that will no longer be valid after the end of this year. The *Snell SA2005* and *SFI Foundation 31.1A/31.2A* are both withdrawn with effect from 01 January 2019.



If you come across competitors with helmets to these standards at events between now and the end of the year, please make sure that they are aware of this so there are no surprises at events in early 2019!



Kart tyre barcoding

Hopefully you have recently seen the MSA communication regarding the Alpha Time tyre barcoding software [here](#). In summary, all registered Kart Clubs are offered the opportunity to be provided with the Alpha Timing barcode system free of charge for a minimum three-year period commencing 2019. This includes, installation of the software, ongoing support and provision of a full compatible stand-alone hand-held barcode scanner (as in the example shown here). There will be no subscription fee for the Club, so it is completely free of charge. All Clubs are being written to with full details of how to sign up for this offer and it is hoped that as many Clubs as possible will join for next year, enabling a full picture of tyre usage across the country to be seen.

In offering this to the Clubs, we will be encouraging increased tyre usage controls to be utilised in Championship Regulations – as many Clubs have already done successfully with the Cadet classes in particular. The software is also a useful tool in tackling the unwanted or inconsiderate disposal of kart tyres, which can be a financial burden on Clubs, but also is a significant environmental issue. If you are involved in Scrutineering at a Club, please ensure that the Club considers taking up this offer.