

SCRUTINEERING NEWS

Compiled 16/1/09

The latest points of interest from the Scrutineering and Off Road Committee meeting held 20th September 2008:-

Discovery Wheel Arches

Q. If someone was to replace the profile on a trimmed rear wheel arch with some rubber, plastic or similar which is then pop riveted to the wing would this then make the Discovery unmodified?

A. Yes, on condition that it is re-instated to original profile to the satisfaction of scrutineer using rigid material.

Door Dimensions

Q. If no door exists (ie. the door area is panelled through) then the required dimension doesn't exist and the vehicle cannot compete. Should the vehicle have working doors?

A. This was discussed and it was pointed out that the Log Book Scrutineers Guide says:-
C Door height. $\pm \frac{1}{2}$ " measured at the door position beside the front seats. (Bottom of door to bottom of window-line) ie. $\frac{1}{2}$ " more or less than the figure stated. **(The vehicle does not need to have opening doors but equivalent bodywork must be present on both sides of the vehicle.)**

Discovery Front Bumper Position Measurement

The dimension and its measurement points were defined when only the Disco 1 was extant. The facelifted version (Tdi 300) and later versions have different dimensions. Steve Kirby offered to make some measurements and has stated that the current measurement method works satisfactorily. What we need now are dimensions for Disco 2 / TD5, and for Disc 3.

Post meeting note:- They looked at a TD5 Disco in the NFU HQ car park and noted that the front bumper is quite different from the earlier vehicles. No measurements were taken. SK checked his 300 Tdi Disco 1 and this dimension is 17" so the 16½" figure applies to the original style vehicle with the smaller headlights. The main problem here is the definition of the "bottom of front bumper" so see rule B.12.1. which says "Bolt-on sill panels and air dams / front spoilers may be removed. Where applicable bumper end caps may be trimmed along the horizontal moulding line level with the bottom of the bumper. The number plate moulding may be removed." Hence this line is being taken as the "bottom of front bumper".

Use of Bio-Diesel and Other Natural Fuels

All MSA event vehicles must use pump fuels and these are defined in the Terminology section of the MSA Yearbook pages 59/60. Bio-diesel and bio-ethanol may be used only with specific approval of the MSA.

Question asked is "can the ALRC apply for approval to use bio fuels or is it a personal application?" ie. can it be mentioned in ALRC SRs that it's acceptable bearing in mind that by law all pump fuel must have 2½% bio sourced content anyway.

Tim Linney informed us that a report in Farmers Weekly said that in tests, bio-diesel was 12% less powerful compared with red diesel. (Note; red diesel is prohibited in MSA events.) See "The Use of Alternative Fuels in MSA Authorised Motorsport" extracted from the MSA website.

Single Mounting and Merged Harnesses

We would like to remind you that it is not permitted for harnesses equipped with separate shoulder straps to fix the two straps to a single anchorage point. There must be separate anchorage points for each belt strap. It is permitted to fit the two harness straps to a purpose built horizontal harness mounting tube provided the angle of inclination set out in the regulations is respected.

We would also like to remind you that since notification earlier this year all FIA homologated harnesses featuring shoulder straps which merge in to a single strap behind the driver's seat are no longer recognized as a homologated harness. The harnesses affected are listed below:

SABELT S.P.A. (Italy)

Top Formula FIA C-119.T/98

Top Formula FIA D-121.T/98

Top Formula FIA B-123.T/98

904603N FIA D-167.T/98

OMP RACING S.R.L. (Italy)

Professional 3.1 FIA C-194.T/98

Professional 3.2 FIA D-196.T/98

Professional 3 FIA B-194.T/98

STOCKBRIDGE RACING LTD – WILLANS (UK)

Club 4x3 FIA B-128.T98

Where homologated harnesses are mandatory, any of the above harnesses where the straps are merged are not permitted. In some cases the same homologation number will apply to both merged and separate strap variations so take care because it is only for the merged design that the homologation has been withdrawn.

NB The above rule was used at a comp safari last year where the scrutineer (a rally car scrutineer) tried to fail a S&S member for having a three point harness (FIA approved) where the mounting points were fitted correctly - three, all individual fixings. The scrutineer tried to say all three point harness are now banned, but as the above article states if you do not run to homologated rules (which we do not) they are not banned.

The point is that unless stated in the event supp. regs. you can still use three point harnesses, although you can no longer buy FIA approved ones. As a whole comp safari regs. do not require you to have FIA approved harnesses - but be aware if buying new ones, that it would probably be best to buy a minimum of a four point harness which is only available as FIA approved.

REMEMBER

Type BS6658 type A helmets are valid up to 1st Jan 2010.

Type BS6658 type A/FR helmets will take over on this date.

So if you're buying new, get a BS6658 type A/FR helmet.