

## SCRUTINEERS' BULLETIN

July 2019 (164)

### Bill Saunders

It is with sadness that we report that Bill Saunders passed away in June. Bill's love for Engineering began at an early age as he took charge of the British Ropes garage in Doncaster in the late 60's early 70's – looking after a fleet of over 300 company cars. He also developed a love for motor sport including bikes and cars. In those days Tony Sugden was a formidable Sports car exponent famous for his Skoda 'special' of which Bill was a regular spanner man. In the late 80's he teamed up with Nigel Edwards who had ventured into car racing after 20 years in karts, they set up Ortem Racing and competed in the Metro Challenge – winning the Championship in 1990 then moving onto Rover Championships for another 6 years. Bill was instrumental in pulling together all the engineering and mechanical requirements and was very knowledgeable, thoughtful and diligent in his preparation, a calm and respected paddock member. Once the racing stopped Nigel and Bill remained good friends and of course it wasn't long before he was encouraged to visit the Trent Valley Kart Club at PFI – the rest as they say is history, Bill took out his Kart scrutineering licence and became a respected body in the kart Technical arena. He was instrumental in pulling together and planning the scrutineering team at the European and World Championships at PFI. His dry sense of humour and calm professional dedication will be sorely missed at PFI and throughout the kart scrutineering fraternity.

### Cross Country Tyre List Amendment

In an amendment to Tyre List 5(c) for Cross Country we can confirm that with immediate effect that the following tyre has been accepted and is added to that list:

*Maxxis Bighorn 2.0*

### Stage Rally ROPS reinforcements

Regulation (R)48.10.1 sets out the minimum ROPS specification for Stage Rally cars. As a reminder, for any car having a Vehicle Passport or Competition Car Log Book (CCLB) issued for the first time now (and since the start of this year) that is of a make and model with a conception date post-2005, roof reinforcement and windscreen pillar reinforcements are required as detailed in parts a) and b) of that regulation. Cars with a Stage Rally CCLB or Vehicle Passport issued before 2019 are not required to fit these additional reinforcements, regardless of the conception date of the make and model.

The post-2005 date is the conception date of the model of car, and not the individual car's manufacture or first-registration date. As an example, the Mk2 Ford Focus as a model was introduced in 2004 and continued to be manufactured until 2011, therefore a 2011 manufactured Mk2 Ford Focus would not require the additional reinforcements as the model was conceived prior to 2005. The Mk3 Ford Focus was introduced in 2011 and thus any car of this model will require the additional bars. This post-2005 reflects the FIA regulations for when these reinforcements became mandatory.

## ROPS installation

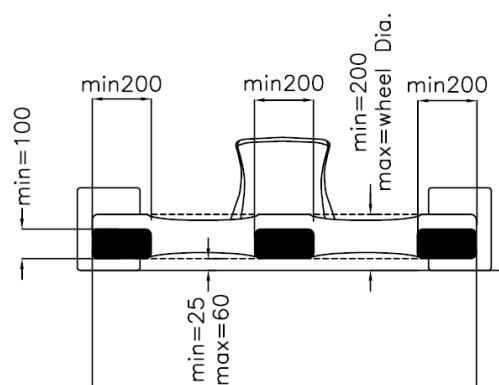
This series of photos of a ROPS installation was sent to us by a Scrutineer and was captured at a recent Sprint meeting where the car in question was presented for scrutineering. The ROPS had been 'self-installed' by the owner, apparently in attempt to save money. It should be noted that the car competes in a class where a ROPS is not mandatory, but nevertheless the photos demonstrate nicely the need to ensure that ROPS mountings are checked just as much as the design and condition of the rest of the ROPS in general.



All of the mountings (although just the 2 backstays and 1 front hoop are shown in the photos here) feature some degree of at least visually poor-quality welding and also lack of complete welds around tubes and/or reinforcement plates – which themselves seem to be of questionable size. Whilst in this case the car could compete as the ROPS was above and beyond the basic requirement, there is clear doubt as to the ability for the ROPS to fulfil its intended purpose in the case of an incident. Of course, should the car ever cross into a class or discipline where a ROPS is a requirement, then needless to say the ROPS is non-compliant in its current state.

## Kart Rear Protection System (RPS) position

Where the use of a CIK-FIA homologated RPS is permitted in lieu of a Motorsport UK Yearbook specification steel rear bumper (i.e. for Junior and Senior short-circuit classes unless otherwise stated in Class Regulations) it must be fitted in accordance with the associated CIK-FIA requirements. To clarify, when a CIK-FIA RPS is fitted Motorsport UK regulations in (U)17.8 are not applied, instead reference must be made to CIK-FIA Technical Regulation 2.5.3 as well as drawing no. 2e, all available on the CIK-FIA website at [www.cikfia.com/regulations/technical](http://www.cikfia.com/regulations/technical).



As a further clarification, if the RPS is not rigidly fitted – i.e. its fitment allows for vertical movement – then the limits for ground clearance should be checked at both the lower and upper extremes possible through free movement. At the lower extreme the bottom of the RPS must not be closer than 25mm to the ground, and at the upper extreme it must not be more than 60mm from the ground. In both cases the measurements are taken in three 200mm wide areas as indicated in CIK-FIA drawing 2e, which is partially reproduced above. Also ensure that at no point it can extend above the plane across the top of the rear tyres, which is the maximum height applied by the same CIK-FIA regulation.

### **Bambino kart stub axles**

The photos here originate from scrutineering for a recent Bambino event and show the exposed ends of the stub axles on each side protruding significantly outside of the periphery of each front wheel. Whilst there is no specific regulation concerning this in either the Motorsport UK section (U) regulations or the Bambino Class Regulations, it is not considered acceptable on the grounds of safety as there are obvious risks associated with having such exposed threads.



### **Honda GX160 update**

An updated, more environmentally-compliant Honda T2 engine is now in circulation with engine preparers and will shortly be seen at circuits. The external method of identifying this engine is that the engine number will start with the number “4”. The only other obvious identifying factor is that the flywheel magnet might well be mounted in a green coloured holder. Scrutineering in all aspects will remain the same as current practice and it is not anticipated that this updated engine will require any regulation changes.

### **Front fairing and Nassau panel**

A reminder that when checking front fairings where the CIK-FIA dismountable front fairing mounting kit is in use, it should be ensured that the front fairing is free to move back without any interference or obstruction from anything that may restrict movement. This is clearly stated in CIK-FIA Technical Regulations drawing no. 2c, which is cross-referenced in Motorsport UK section (U) regulations.