

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of meeting:	19 th March 2013
Closing date for consultation:	1 st July 2013
Email for comments:	KartConsultation@msauk.org

Section U

Existing Regulation

No existing regulation

Proposed Regulation

Procedure for the Testing of Tyres (C4.3)

U20.1. The following regulations must be read in conjunction with C4.3.

U20.2. Tyre testing may be carried out at any time, before, during, or after a Competition on the instructions of the Clerk of the Course, Technical Commissioner, Chief Scrutineer, Eligibility Scrutineer or Steward.

U20.2.1. The Clerk of the Course must always be notified of the intention to carry out tyre testing.

U20.2.2. New unused MSA approved fuel sample containers, or other containers approved by the MSA, capable of being sealed by the authorised sampling official must always be used for the storage of tyre rubber samples.

U20.2.3. Where there is the possibility that the tyre(s) may have "picked up" rubber from the track surface, the entrant shall be permitted (or may be required by the Eligibility or Chief Scrutineer) to remove the "pick up" from the tyre(s) with a mechanical device, such as a scraper. Rubber residue from the cleaning process must be collected and retained by the Chief Scrutineer for further testing as appropriate, and in a container as per 20.2.2. This residue sample must be differentiated from the tyre rubber sample by means of clear labelling and segregation.

U20.2.4. Removal of rubber samples from the tyre must be done in a controlled and preferably clean environment within the Venue, such as in the scrutineering bay, and always under the supervision of the Chief Scrutineer or Eligibility Scrutineer. Removal onto a clean, uncontaminated surface is essential. The tyre rubber sample(s) will then be subjected to testing in the approved manner as detailed below.

U20.3. Analysis Testing

U20.3.1. The results of all analysis testing will be compared for compliance with the relevant tyre manufacturer's specification for that model retained by the MSA.

U20.3.2. Three samples will be taken and must be sealed and labelled in separate MSA approved containers as per 20.2.2. Details of sealing must be notified to the Clerk of the Course. Prior to sealing, the samples should be wrapped in clean aluminium foil to prevent contact with any plastics.

U20.3.3. Each sample must be a minimum of 1mm width, 25mm length and 0.3mm depth.

U20.3.4. The Entrant is entitled to select one of the samples for their retention (the "Entrant's Sample") and to nominate a testing laboratory on the list of the United Kingdom Accreditation Service (UKAS) for the independent testing of that sample, if required as per 20.3.8.

U20.3.5. The remaining two samples must be delivered by the organisers to the MSA, normally within 10 days of the event.

U20.3.6. The MSA will then select one of these two samples at random and arrange testing of the selected sample at a laboratory on the UKAS list, or a laboratory approved by another ASN. The breaking of the seal must be witnessed by a representative of the MSA.

U20.3.7. The result of this MSA first test will be notified pursuant to 20.6.

U20.3.8. If the result of this MSA first test confirms non-compliance (20.3.1), the Entrant may, within 14 days of being notified of this non-compliance (20.3.7), submit the Entrant's Sample for testing at the laboratory nominated by them (20.3.4) and at their expense (20.7.2). The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the MSA.

U20.3.9. If the Entrant does not submit the Entrant's Sample for testing within the said 14 days (20.3.8), or if the result of their test confirms non-compliance (20.3.1), the tyre(s) will be deemed ineligible and notification will be given under 20.6.

U20.3.10. If the result of the Entrant's test confirms compliance (20.3.1), then the MSA will arrange for the remaining third sample to be tested by a laboratory on the UKAS list not previously used in this particular testing process. The Entrant must be given the opportunity to be present at this test and the test, including the breaking of the seal(s), must be witnessed by a representative of the MSA.

U20.3.11. Where testing takes place under 20.3.10, the MSA and the Entrant agree that the result of this third test will conclusively determine the compliance or non-compliance of the tyre(s) (20.3.1). Notification will be given under 20.6.

U20.4. Comparison Testing

U20.4.1. The results of all comparison testing will be compared for compliance with the results obtained from a sample taken from the same manufacturer and model of tyre, from the same controlled source, at the beginning of the Event.

U20.4.2. Comparison testing will only be implemented where tyres for the Event are provided by the organisers for all competitors in the class(es) from a single controlled source.

U20.4.3. Three samples will be taken and must be sealed and labelled in separate MSA approved containers as per 20.2.2. Details of sealing must be notified to the Clerk of the Course. Prior to sealing, the samples should be wrapped in clean aluminium foil to prevent contact with any plastics.

U20.4.4. Each sample must be a minimum of 1mm width, 25mm length and 0.3mm depth.

U20.4.5. One sample, selected at random, will be tested on-site by an MSA approved official and in accordance with MSA approved procedures, subject to Championship Regulations.

U20.4.6. If the result of this test confirms compliance (20.4.1), no further action will be taken.

U20.4.7. If the result of this test confirms non-compliance (20.4.1), the Entrant will be informed and will be given the opportunity to select one of the two remaining sealed samples for testing in their presence.

U20.4.8. If the Entrant chooses not to have a sample tested, or if the result of this second confirms non-compliance (20.4.1), the tyres will be deemed ineligible and notification given under 20.6.

U20.4.9. If the result of this second test confirms compliance (20.4.1), the remaining third sample will be tested; the Entrant must be given the opportunity to be present at this test.

U20.4.10. Where testing takes place under 20.4.9, the MSA and the Entrant agree that the result of this third test alone will conclusively determine the eligibility of the tyre(s) (20.4.1). Notification will be given under 20.6.

U20.5. Storage of Samples

U20.5.1. Samples retained by the MSA or its authorised Officials must be stored in a secure location.

U20.5.2. If there is any evidence that any seal and/or container has been tampered with, then that sample will be deemed to have failed the relevant test.

U20.6. Notification of Results

The result of either Analysis or Comparison tyre testing will be reported to the MSA or its authorised official and must be communicated to the Clerk of the Course, Technical Commissioner(s), Chief Scrutineer and Eligibility Scrutineer prior to publication (C3.1.1).

U20.7. Cost of Testing

U20.7.1. Unless tyre testing is specifically authorised by the MSA, the cost of testing shall be initially borne by the Club, organisation or individual requesting the test. However, whenever the conclusion of the testing procedure confirms non-compliance, then the Entrant shall be ultimately responsible for all costs and fees arising from the testing procedure.

U20.7.2. Where the Entrant chooses to submit a selected sample for testing at a laboratory of their own choice (20.3.8), they will be responsible for all charges relating to that testing.

Reason: *No current regulations for tyre testing*

Implementation: 01 January 2014

Section C

Existing Regulation

Fuel Checking

No existing regulations

Proposed Regulation

Fuel and Tyre Checking

C4.3 Tyre Checking (Karting)

It shall be an offence to use a tyre which does not comply with the tyre specification laid down in the Technical Regulations, or the SRs of the Event (or Championship).

C4.3.1. The analysis of a laboratory on the UKAS list (or a laboratory approved by another ASN in respect of U20.3.6) or by an MSA approved comparison test, will be taken as a finding of fact.

C4.3.2. The provisions of 3.5 will apply in the case of a tyre or tyres found to be ineligible (in accordance with U20) and additional penalties may be applied by an MSC Tribunal.

Reason: *Judicial regulations, to support the proposed tyre testing procedure in section U. Mirrors 4.1 and 4.2 for fuel checking.*

Implementation: 01 January 2014

